



DEVELOPING DESIGN STANDARDS FOR THE VILLAGE OF MARYSVILLE ON WOLFE ISLAND

SURP 825: ENVIRONMENTAL SERVICES PROJECT COURSE

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- (2) This version of the Design Standards Report has not yet been approved by the Council of the Township of Frontenac Islands.
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Developing Design Standards for the Village of Marysville on Wolfe Island

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SURP 825: Environmental Services Project Course
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LAND ACKNOWLEDGEMENT

Our project team acknowledges that we have been privileged to have visited the Village of Marysville on Wolfe Island which is situated on land that has been under the stewardship of the Anishinaabe, Haudenosaunee, and Huron-Wendat since time immemorial. As settlers, we are grateful for the opportunity to meet, live and play on this land and we thank all generations of Indigenous Peoples from the past to the present who currently continue to extend the sharing of this land with us. We recognize and deeply appreciate their ongoing connection to this place. We also recognize the contributions of Metis', Inuit and other Indigenous Peoples who now make this region their home, and who have both shaped and strengthened this community, and our province and country.

We are grateful to have the opportunity to present to you, our reader, with what we have learned this semester about the Village of Marysville. As we look forward to what the future of Marysville may look like, we recognize that the contributions and ongoing importance of Indigenous Peoples to the area must also be clearly and overtly connected to our collective commitment to make the promise, and the challenge, of Truth and Reconciliation real in our communities, and to bring justice for murdered and missing Indigenous women and girls across our country.



PROJECT ACKNOWLEDGEMENTS

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We also extend our gratitude to the **residents of Marysville** for their warm welcome during the site inventory. We appreciate their openness in sharing concerns, knowledge, and opinions during the community workshop.

QUEEN'S UNIVERSITY MASTER OF URBAN AND REGIONAL PLANNING PROJECT COURSE

This report is the culmination of SURP 825: Developing Design Standards for the Village of Marysville on Wolfe Island, Township of Frontenac Islands, Frontenac County. This studio-style course is designed to give second-year students experience in preparing a plan under conditions that stimulate those they will experience in professional practice. For this project, the School of Urban and Regional Planning partnered with the County of Frontenac to develop design standards to best implement the Secondary Plan, which will be captured in a future amendment to the Township's Zoning By-Law.





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Marysville is expected to accommodate 300 new residents and 157 residential units by 2047. Managing this growth presents Marysville with several planning and development challenges to consider over the next twenty-five years, including how to maintain and enhance the village's rural character in the face of change.

Marysville is a village community located on Wolfe Island, south-east of the City of Kingston. The village is governed

by the Township of Frontenac Islands and the County of Frontenac under a two-tier municipality system. Marysville retains an important role in the social, economic, and cultural life of Wolfe Island and serves as the Township's only settlement area. In addition to these functions, the village also serves as a residential community supported by several commercial and institutional uses, as well as parks and open spaces.

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To accommodate the expected growth of the village, the Township has established an “Expansion Area” of 36 hectares (89 acres) to direct the bulk of new development toward. The intent of this designated area is to ensure that new development in Marysville will create a fit with the existing village and contribute to a complete community. However, this goal is challenged by diminishing economic importance of the village, an aging population, lack of key services, and reliance on individual well and septic systems preventing infill development, smaller lot sizes, and increased densities. As a result of these constraints, new development may struggle to achieve the Township’s objective of protecting and enhancing rural character as development occurs.

In response to these issues, this document outlines a series of design standards which seek to preserve Marysville’s rural character and to help achieve community objectives for new development. These design standards were created using 5 main methods:

- Analysis of Case Studies;
- Policy Review;
- Literature Review;

- Public Consultation; and
- Observation.

The review and evaluation of case studies within the context of rural design guidelines informed the project through the provision of evidence-based insights. This process also guided the project in developing a procedural and contextual understanding of rural design guidelines and developing effective strategies and policies that align with the unique opportunities and challenges of the Village of Marysville. A theoretical sampling framework was employed to select case studies based on their relevance to the context of Wolfe Island and the specific objectives of the project. Accordingly, a total of 54 case studies were selected. An evaluation framework was then applied to assess each case based on their procedural and substantive content. Cases were ranked out of 5 across a suite of criteria with the top 20 highest scoring cases selected for more thorough analysis.

The policy review consisted of an examination of provincial planning policies, as well as policies at the County and Township level. The Marysville Secondary Plan is the most recent and relevant policy document, enabling the expansion of the Marysville Settlement Area, and providing

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the vision, goals, and policies that new development must adhere to. The Marysville Secondary Plan was adopted in May of 2020 to guide the detailed planning and future development of Marysville for the next 25 years, up to the year 2046. The Marysville Secondary Plan lays out a series of goals for the future Marysville. Key goals related to the design standards include:

- Develop a land use framework and guiding policies that will implement the vision;
- To encourage the development of a range and mix of housing types;
- To encourage development of accessible and affordable housing that remain consistent with the Village character;
- To encourage and promote best practices in environmental design and energy conservation;
- Provide a framework for development that is pedestrian-oriented and incorporates parks, open spaces, and trails and provides linkages to the waterfront, wherever possible;
- To promote active transportation by providing connectivity for pedestrians and cyclists to the

Village Core and elementary schools and by encouraging the inclusion of pedestrian and cycling infrastructure on key existing streets, wherever possible;

- Provide housing choice with designs that reflect and are compatible with the existing Village character;
- Provide a neighbourhood design concept within the Expansion Area that considers safety and mitigates impacts of nearby natural and human-made physical features (wetlands, quarry, wind turbines and agricultural uses);
- Develop a well-connected network and hierarchy of streets, paths and active transportation trails that enhance connectivity around the Village, including the Expansion Area while safely accommodating various modes of transportation, including walking, cycling, and automobiles;
- Promote compatibility of building scale and form between new and existing adjacent development;
- Establish Gateways to the Village area to emphasize Marysville's identity.

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Observations of Marysville were taken using a combination of site visits and Geographic Information Software (GIS) analysis. Three separate site visits were completed to understand the village's overall design characteristics. Observations were gathered by taking notes and photos of important areas in the village. Accordingly, a site inventory was created for the village's 179 lots with a total of 37 observational characteristics collected identifying the design

characteristics of each of these lots. This data was imported into an Excel spreadsheet and merged into GIS software to analyze the design characteristics of the village.

This contextual analysis identified 3 key areas of Marysville which were used to define the application of the design standards across the village:

1

VILLAGE CORE

The Village Core serves as the high-density area of the village, containing several commercial, institutional, residential, and mixed-use buildings, providing a unique and engaging streetscape not found elsewhere in Marysville or Wolfe Island.

2

EXISTING NEIGHBOURHOOD

The Existing Neighbourhood area serves as the lower density area of the village and is oriented toward single detached residential uses.

3

EXPANSION AREA

The Expansion Area provides a relatively blank canvas for future development with few pre-existing buildings.

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A Strengths, Weaknesses, Opportunities, and Constraints analysis was also performed for the village. Marysville has notable strengths such as its well defined Main Street that supports a tourism economy, as well as the eclectic use of different architectural styles and layouts that contribute to a strong sense of rural character. As the village grows, an increased number of residents provides opportunities to stabilize and attract services to the island and promote further economic development. However, reliance on the ferry, lack of emergency services, and the current housing supply made almost exclusively of single detached houses were seen as weaknesses. Consequently, development faces constraints on Marysville, particularly due to a reliance on individual water and septic systems that prevent

building at higher densities or opportunities for infill development.

The Project Team, under the guidance of the Planning Department from the Township of Frontenac Islands, hosted a community workshop at the Wolfe Island community hall.

The objectives of the workshop were to:

- Understand how residents perceive and define the “character” of Marysville;
- Identify key areas and locations of the Village and their defining characteristics; and,
- Identify residents’ desired futures for Marysville and the Expansion Area.

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Two workshop sessions were held on November 7th, 2023, at the Wolfe Island community hall. The first workshop session was from 2:00-4:00 pm, with the second session occurring from 6:00-8:00 pm. The workshop included residents of the Village, Wolfe Island Hotel Owners, and the planning team from the County of Frontenac Islands. Forty-five residents registered for the workshops and were open to the public. An introductory presentation gave an overview of the project, what the project team hoped to achieve, and described the workshop activities. Following the presentation, the attendants were divided into smaller groups at individual tables, each facilitated by one of the project team members, to work on the activities. The two activities included a visioning exercise and a photo questionnaire.

The goal of the visioning exercise was to provide an opportunity for the participants to describe the types of uses, buildings, and public spaces they want to see within their community, both in the existing village and the expansion area in the future. Using maps of the town and expansion area, participants were instructed to discuss, draw, or label what they would want to see in their ideal Marysville. The second activity of the workshop was a photo questionnaire. Using photo questionnaires as a visual approach to identify rural character was an important strategy identified in the literature. Following the photo questionnaire, each table had the opportunity to share their recommended design standards for the village with other groups.



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The development of the design standards and recommendations was guided by the creation of a design framework that described the character of Marysville and presented the development vision for the area. This design framework was informed by a literature review of rural planning practice, a policy review, observations made by the Project Team, and the outcomes of a public workshop. Utilizing

these inputs, the design framework consists of a vision, set of guiding principles and themes, and a series of goals that were employed in the process of creating the design standards. The Vision for Marysville was adapted from the vision statement of the Marysville Secondary Plan:



“Marysville shall retain its small town, unique village character and provide an attractive, high-quality, safe, sustainable, interconnected, and pedestrian-friendly community for existing and future residents of all ages and abilities to enjoy. New development will be integrated with the existing village and the waterfront through efficient and adaptable design, and a road pattern that enables continued connectivity while retaining the Village’s unique character. New development will also meet standards of health, safety, and comfort and promote a sustainability approach. New development will contribute to a well-designed Village form that will respond to the priorities and needs of Marysville, residents, and developers.”

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Guiding principles guide and inform the design standards throughout the project's life in all circumstances, regardless of changes in the goals, and design standards. Accordingly, six guiding principles have been formed based on the vision and community input.

- Preserving unique village character;
- Promoting a safe, inclusive, and attractive community;
- Enhancing walkability and connectivity;

THEME 1 | CHARACTER AND IDENTITY (CI)

Integrating historical and cultural character elements into the built environment in order to preserve the unique identity of Marysville.

THEME 3 | SUSTAINABILITY (S)

Ensuring that development and re-development occur in a manner that supports environmental integrity, sustainability, and energy conservation.

- Integrating new development thoughtfully;
- Fostering sustainability, efficiency, and adaptability; and,
- Responding to the needs of the Village, residents, and developers.

Based on the guiding principles for Marysville, 4 themes are developed as the key focus areas of the vision and guiding principles. These themes include:

THEME 2 | VIBRANCY AND INCLUSIVITY (VI)

Promoting a lively, safe, and inclusive community that retains and enhances the character of Marysville

THEME 4 | ACCESSIBILITY AND CONNECTIVITY (AC)

Prioritizing ease of movement and connectivity by designing an accessible and well-connected network of streets, pathways, and public spaces that promote walkability.

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Goals are specific and measurable objectives derived from guiding principles, outlining the desired outcomes and achievements in different aspects of the project. Accordingly, 24 design goals were defined within the four main design themes.

The design standards are presented in 13 design categories related to the built form of Marysville.

- Streets & Active Transportation;
- Parking;
- Building Style;
- Building Form;
- Site Layout;
- Mixed-Use & Commercial Developments;
- Open Space;
- Waterfront Areas;
- Landscaping;
- Green Infrastructure;
- Lighting;
- Signage & Wayfinding; and,
- Gateway Areas.

For each category, a collection of standards is presented

which seeks to provide design guidance on built form elements. The design standards within and across categories should be implemented with regard for one another to provide an overall design direction consistent with the Marysville Secondary Plan and the design goals presented in the report's design framework. Connections between each design standard and the policies and goals they help to achieve, as well as their application within specific areas of the village are provided.

These standards are intended for use by the Township, County, and developers as a starting point to discuss the design of development and re-development and ensure it maintains fit with the existing village. These standards have been written in a manner that focuses on the intention underlying each standard to allow for flexibility and enable innovative design solutions. Having been developed in consultation with residents, the Township Council, and the County of Frontenac, these design standards serve as a snapshot of community expectations for new development which developers can use to inform the design of new projects.

As part of efforts to implement these standards going forward, the Project Team recommends that the Township,

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in coordination with the County of Frontenac, incorporate these standards through new zoning for the village and future official plans, as well as through site plan control, zoning by-law amendment, minor variance, community planning permitting system, community improvement plans, and subdivision consent and design review processes. The Team also recommends the Township develop a periodic review process to monitor the compatibility of the standards as new policies for the village emerge. Transi-

tioning from individual to communal water and wastewater services is also recommended in this report to feasibly implement the intent and vision of the recommended design standards. With benefits for developing greater water treatment capacities and promoting denser spatial forms, these servicing arrangements can meet goals of the Marysville Secondary Plan related to enabling a variety of housing forms, walkability, infill development, and creating new green spaces and an open space network.



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During the course of this project, several recommendations surfaced from the public workshops and research that, while highly valuable, fall outside the immediate scope of our current project. These recommendation could contribute to the broader understanding of the studied context but may require dedicated attention in future studies. These recommendations include developing new parking areas throughout the village and on the Kingston side of the ferry, working with landowners adjacent to Lake Ontario to acquire land for a public marina and waterfront access, and developing servicing plans for collections of village lots to implement communal services. We therefore recommend that the Township allocate future planning efforts to examine these initiatives.

This report provides a valuable resource to the Township by providing a series of recommendations informed by local context, research, and community input. The deliverables produced during this report can also be used to assess and guide the design of new development and re-development in Marysville in concert with the collection of design standards. As our basis for understanding the design characteristics of Marysville, the site inventory can be used by the Township for analyzing and communicating the fit of new development across the 37 examined design char-

acteristics. Through the workshop, resident values and expectations related to the design of new development have been assessed and can be used to assess unique development proposals against the intent of the design standards and enable their flexible application in regard to community priorities. Consequently, these resources help to support the implementation of the 303 design standards and ensure that new development and re-development is in keeping with the village's rural character. We therefore recommend that Council consider the contents of this report as the Township begins to develop new zoning, future official plans, and other policies for the village of Marysville.

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Wolf Island
May 12th 1928

Dear Anna:
I think of me now
I think of me ever
I think of the times
We had to-gether.
Sincerely
your friend
Lydie L. Rock

Good Luck

GLOSSARY OF TERMS

This page has been left intentionally blank.

GLOSSARY OF TERMS

Accessible

Public spaces, buildings, and facilities which accommodate people with special needs or disabilities.

Accessory Building or Structure

Shall mean a detached building or structure that is not used for human habitation and the use of which is customarily incidental and subordinate to a principal use, building or structure and located on the same lot therewith.

Accessory Use

A use incidental to, and on the same lot as, a principal use, such as a detached garage apartment on a residential lot.

Active Transportation

Means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adaptive Reuse

Conversion of a building into a use other than that for which it was designed, such as changing a warehouse into gallery space or housing.

Amenity

Design features which are valued by the users of a building or public space; examples of amenities include good architecture, open space, landscaping, seating, and public art.

Architectural Drawings

Used by architects and other design professionals during the design process:

- (1) an axonometric drawing appears three-dimensional and is generally an overhead view.
- (2) an elevation is a two-dimensional drawing which shows a facade or side of a structure.
- (3) a perspective also creates the illusion of three-dimensionality, but with reference to relative depth or distance.
- (4) the plan illustrates the room layout, as well as the placement of windows and doors.
- (5) a section cuts through the structure, illustrating wall thickness and ceiling heights.

Articulation

The layout or pattern of building elements and architectural detail that gives a building interest and added richness. Typically includes walls, doors, roofs, win-

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dows, cornices, belt course and other architectural features.

Axis

A real or imaginary straight line around which the parts of a structure or space are symmetrically or evenly arranged or composed.

Balcony

A small outside private space, usually attached to the main volume of a building, similar to but distinct from a terrace.

Bikeway

A facility intended to accommodate bicycle travel for recreational or commuting purposes.

Bioswale

A vegetated, shallow, landscaped depression designed to capture, treat, and infiltrate stormwater runoff as it moves downstream.

Buffer

A strip of land established to provide separation between land uses typically as an intensive landscaped area.

Build To Line

Minimum amount of building frontage located along

the minimum or maximum building setback line to create an urban street enclosure.

Buildout

The maximum allowable buildable area as stipulated by land use controls like zoning or a building cap.

Built Form

The location and massing of buildings along a street.

Charrette

A French term used to describe an intensive, collaborative design exercise that generates ideas for a project or plan.

Character

A place, including a street, streetscape or neighbourhood, with its own identity.

Circulation

Movement patterns of pedestrians and vehicular traffic.

Collaboration

A team effort with contributions from professionals in different fields, such as architects, landscape architects, engineers, artists, and other interested parties.

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Compatibility

The characteristics of different uses or activities which allow them to be located near each other in harmony; some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre, floor area ratio, pedestrian or vehicular traffic; also, complimenting uses may be compatible, like residential and retail uses.

Complete Streets

Streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Courtyard

A private garden space usually enclosed by dwelling on at least two sides.

Crime Prevention Through Environmental Design (CPT-ED)

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants

so they can gain territorial control of areas, reduce crime, and minimize fear of crime (The International Crime Prevention Through Environmental Design Association, n.d.).

- (1) Define Territoriality- All proposed building entrances, parking areas, pathways and other use areas shall be defined with appropriate features that express ownership and boundaries. For example, landscaping, fences, pavement treatments, and art can be used to delineate different areas. The arrangement, dimensions and scale of spaces and elements shall be designed to encourage comfortable interactions among people, avoiding spaces that appear confined; dark; isolated or unconnected with neighbouring uses; or without a clear purpose or function
- (2) Integrate Natural Surveillance – Visibility, light and openness shall be considered in design. Physical features and activities shall be oriented and designed in ways that maximize the ability to see throughout the site. This includes attention to such things as: the placement of windows to provide visual access to areas of the site and create window streets; location of walkways, entrances, landscape materials, and site features to avoid areas for hiding; appropriate

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lighting that does not produce glare; avoiding excessive lighting in areas that in turn creates dark spaces in others; and wayfinding cues that make a site easily understood and navigable.

(3) Activity Support – The proposed site layout and building design shall encourage legitimate activity in public spaces. For example, locating outdoor uses in complementary arrangements or activity nodes, that create more activity than if separated. The arrangement of spaces, combination of uses, and use of wayfinding and orienting techniques shall be integrated to facilitate people's ability to understand and perceive spaces, and their intended uses (Town of Collingwood, 2010).

Dark Sky Compliance

The International Dark-Sky Association (IDA) "advocates that any required lighting be used wisely. To minimize the harmful effects of light pollution, lighting should only be on when needed; only light the area that needs it; be no brighter than necessary; minimize blue light emissions; and be fully shielded (pointing downward)."

Density

Measurement of the number of units, e.g. housing, or persons per acre, which may indicate the level of activity in an area.

Design Guidelines or Design Standards

A tool which defines appropriate architectural and urban design responses in specific areas of a city; design guidelines have been used as the basis for the review of development proposals in historic areas, special districts, and planned unit developments.

Edges

Delineation of districts or areas which could be physical in nature (e.g. medieval walls or greenbelts) or physiological (e.g. major street joining residential and commercial districts); hard edges create a break between areas; freeways and busy thoroughfares are generally disruptive hard edges, which create a physical or psychological barrier; soft edges create a subtle break or transition between areas or uses and, unlike hard edges, are not particularly difficult to cross; for instance, a plaza, park, or non-offensive change in land use is considered a soft edge.

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Extended Use

Any process that increases the useful life of an old building, e.g., adaptive reuse or continued use.

Expansion Area

The village expansion area designation includes low-density residential and medium-density residential, as well as some supporting commercial and institutional uses

Fabric or Urban Fabric

The physical material of a building, structure, or city, connoting an interweaving of component parts.

Façade

The exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

Fenestration

Design elements of the exterior (architectural) window treatments such as patterns, rhythm, and ornamentation.

Figure/ground

Drawing a drawing which shows only building footprints, rendered in black, with the ground plane left white, providing an abstract representation of development density and the extent that buildings define

public spaces.

Focal Point

A prominent structure, feature or area of interest or activity.

Grid

A traditional method of land subdivision which results in the creation of square or rectangular blocks and public streets which intersect at right angles.

Human Scale

The proportional relationship of the physical environment to human dimensions.

Imageability

The quality in a physical object, building, or place which gives it a high probability of evoking a strong image (physical form or shape) in any given observer.

Institutional

The institutional designation includes places of worship, elementary schools, municipal uses, library, community and/or recreation buildings, cemeteries and emergency services.

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Landmark

A building, structure or space which creates distinct visual orientation points that provide a sense of location to the observer within the neighbourhood or district.

Land Use

The land use designations of the village include village residential, village expansion area, village core, institutional, and open space.

Lot

A parcel of land occupied or to be occupied by one main building, structure or use, with any accessory buildings or uses, and includes all yards, and open spaces required by this by-law. A lot may or may not be the lands shown as a lot on a registered Plan of Subdivision.

Mapping Technique

Used for communicating information about the physical environment; maps may represent physical features such as land and climate conditions or abstract concepts such as view corridors and pedestrian nodes.

Mass

A term used to describe the three-dimensional form

or bulk of an object or building.

Massing

The overall form/composition (including bulk, size, shape, height) of a building above grade.

Mixed use

A building or district which combines different land uses such as housing, retail, and office uses; vertical mixed use refers to a mix of uses on different floors in a single building; typical early 20th century commercial buildings were designed to accommodate vertical mixed uses- stores on the first floor and residences or offices on upper floors.

Natural Environment

The natural environment within Marysville forms a key component of the community. The preservation of the community's natural heritage features and their related functions. There are limited lands in the existing village area or the expansion area that contain natural features.

Node

A hub of activity.

Open Space

Lands designated open space include lands intended

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for public recreational use and lands that form part of the open space system, but which provide another function (e.g stormwater management ponds).

Parklet

A repurposed part of the street (usually 1-2 parking spaces) that provides seating area or other amenities for people; can either be temporary or permanent structure.

Permeability

The variety of routes and views through a site, block, district or neighbourhood.

Preservation

Providing for the continued use of deteriorated old and historic buildings, sites, structures, and objects; the means for preservation include restoration, rehabilitation, and adaptive reuse; according to the Secretary of the Interior, it is “the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative cover of the site; it may include stabilization work, where necessary, as well as maintenance of the historic building materials.”

Preserve

A vulnerable area protected from development such as a natural area or an agricultural area.

Proportion

The ratio or relative size of two or more dimensions; the term can be used to refer to the ratio of the width to the height of a door or window opening, or to the ratio of the width of a street to the height of adjacent buildings.

Public art

works of art that are in public space; public art may exist in a variety of forms, from freestanding sculpture to well-crafted streetlights and benches.

Public Realm

The parts of the village (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Typically, Township owned lands, or publicly accessible lands secured through easements/rights of ways.

Reconstruction

The act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or object, or a part thereof, as it appeared

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at a specific time.

Rehabilitation

The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

Renovation

Modernization of an old or historic structure; unlike restoration, renovation may not be consistent with the original design restoration the act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Rhythm and Pattern

Relate to materials, styles, shapes, and spacing of building elements and the buildings themselves; the predominance of one material or shape, and its patterns of recurrence, are characteristics of an area that need to be maintained.

Rip-Rap

Shoreline “rip rap” is the use of graded, angular rock

along a shoreline with the purpose of erosion control.

Scale

The apparent size of a building, window, or other element as perceived in relation to the size of a human being; scale refers to the apparent size, not actual size, since it is always viewed in relationship to another building or element; for instance, the scale of one element may be altered simply by changing the size of an element nearby, such as windows, doors, or other architectural details; these relationships contribute to the experience of a place as intimate, vast, “larger than life,” and daunting, etc.

Scenic Corridor

A strip of land on either side of a right-of-way or resource such as a stream that is generally visible to the public and is valued for its scenic qualities.

Sense of place

Characteristics that make a place special or unique, often fostering a sense of authentic human attachment and belonging.

Setback

The required distance from a street, property line or another structure, within which no building can be located typically established through Zoning By-law

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definitions and regulations.

Site Plan

A plan prepared to scale, showing accurately and with complete dimensioning, the boundaries of a site and the location of all buildings, structures, uses, and principal site design features proposed for a specific parcel of land.

Step-back (upper or lower storey building stepback)

Horizontal shifting of building mass towards the centre of the building.

Street furniture

Municipal equipment placed along streets, including light fixtures, fire hydrants, police and fire call boxes, trash receptacles, signs, benches, newspaper boxes, and kiosks.

Streetscape

The distinguishing character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, and forms of surrounding buildings.

Style

Architectural vocabulary and appearance.

Subdivision

The process of laying out a parcel of raw land into lots, blocks, streets, and public areas; its purpose is the transformation of raw land into distinct building lots for recordation in local land records, sale, and development.

Tactical Urbanism

A small-scale, often temporary, low-cost project that enhances in the public realm and engages the community (e.g., painting a crosswalk or bike lane).

Townscape

The relationships among buildings, public spaces, and landforms that gives a town or area a distinct visual character or image.

Transparency

Refers to the interaction between observer and an activity in an environment; it allows the observer to “read” what is happening inside a structure or in another area; for example, a commercial building is considered transparent if the pedestrian can view the merchandise or interior activity from the street.

Trombe Wall

Equator facing, dark coloured wall used to absorb heat energy from sunlight. An insulating air gap is provided between the exterior windows and the wall of the building.

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Urban Design

A term used to describe a field of study focused on the design and analysis of the city and all its interrelated parts including, but not limited to, neighbourhoods, blocks, site development, exterior building design, spaces between buildings, circulation patterns, and the built form.

Universal Design

Design which is accessible to “all” people, regardless of age, disability, etc.

Vernacular

Landscape, settlement patterns, and building types which result from local or regional building traditions and conventions (“low-style” rather than “high-style” architecture).

View Corridor and View Shed

Refers to the line or range of vision from an observation point to a viewpoint, often used in determining the extent of scenic easements.

Village Core

The Village Core designation is intended to establish a unique and specific land use designation for the core of the Village, generally located along Main Street, between Barret Street and Road 95/Hitch-

cock Street. The Village Core designation is intended to permit a broad range of commercial uses, mixed-use buildings (buildings with residential units above ground floor commercial), government uses, hotels and marinas.

Village Residential

The village residential designation generally applies to the lands outside of the village core and expansion area unless another land use designation applies.

Vista

A line of vision, contained by buildings or landscaping, to a building or other feature which terminates the view.

Walkway

A street level exterior publicly accessible pedestrian way through the middle of a city block or parking area. Or walking area that connects the public sidewalk to the front door of a building.



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1.1 Purpose of the Document

This document outlines a series of design standards that are recommended to the Township of Frontenac Islands for incorporation into the Township's Zoning By-Law. The report details the process and rationale by which these recommendations have been developed. By entrenching the creation of these standards in a rigorous research methodology detailed site and context assessment, and the examination of best practices in rural design, the recommended design standards are intended to guide future development and re-development of Marysville in a manner that retains the Village's unique character while also meeting residents' goals for sustainability, inclusion, vibrancy, and connectivity.

1.2 Study Purpose

In 2022, the Township of Frontenac Islands and the County of Frontenac adopted the Marysville Secondary Plan into the Township's Official Plan by way of an Official Plan Amendment. The purpose of the Secondary Plan is to guide the planning and development of new anticipated growth within the village to the year 2047. Population projections provided to the County of Frontenac indicate that Marysville is expected to accommodate 300 new residents

and 157 residential units by this horizon. Consequently, managing this growth presents Marysville with several planning and development challenges to consider over the next twenty-five years.

One of the foremost challenges for the Village to consider is how to maintain the rural and unique character of Marysville in the face of impending growth and change. In addition to projected growth and new development, the Wolfe Island ferry system is currently being upgraded with a higher-capacity boat that would dock exclusively in the Village, providing additional opportunities for both visitors and commuters to travel between Marysville and Kingston. As new visitors and residents arrive in Marysville, ensuing development and re-development will cause additional change to the physical form of the Village. Consequently, the Township's approach to urban design will play a significant role in determining how this change takes place and what affect it will have on the form and character of Marysville.

The Township's review of their Official Plan and Zoning By-Law over the next coming years, provides an opportunity to ensure the objectives of the Secondary Plan are reflected in these policies. In support of this initiative, the pur-

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pose of this study was to develop a series of rural design standards which could be used to inform the Township's new Zoning By-Law as well as be used by planning staff and developers to inform the design considerations of new development and re-development in Marysville.

To achieve this goal, the objectives of this study were to:

- Undertake an inventory of existing uses in the Village and develop a summary of existing design characteristics;
- Examine current Official Plan policies, Secondary Plans and related documents regarding the Marysville Village;
- Identify challenges to the growth and development of Marysville, specifically as it relates to servicing constraints, increased ferry capacity and other demographic trends;
- Undertake case research of development standards developed for other villages similar to Marysville;
- Develop maps, diagrams, and schematics that help to illustrate site design standards; and
- Consult with knowledgeable persons, experts, and groups regarding the growth and development of Marysville - including hosting a community design workshop.

This report documents the process, research, and analysis undertaken by the Project Team to develop the recommended design standards. It covers the methodologies and results of the major research and analysis components used to inform the creation of the design standards, as well as information related to the public meeting. This is followed by presenting the design standards according to 13 design components. Considerations for implementation and recommendations outside the scope of this project are also provided.

1.3 Study Area

Marysville is a village community located on the north-western coast of Wolfe Island, south-east of the City of Kingston. The village is governed under a two-tier municipality system and is under the jurisdiction of both the Township of Frontenac Islands – which includes Wolfe Island & Howe Island – and the County of Frontenac. As a historic community, Marysville retains an important role in the social, economic, and cultural life of Wolfe Island. In recognition of this role, the village is designated as the only Settlement Area within the Township's Official Plan. Marysville has been developed around the wider agricultural activities on

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Wolfe Island as well as its unique waterfront which hosts a number of restaurants, shops, and accommodations. Consequently, agriculture and tourism are important components of the local village economy. In addition to its larger role for Wolfe Island and the Township, Marysville also serves as a residential community for many permanent, and some seasonal, residents. Complete with schools, a post office, library, churches, and parks, the Village strives to be a complete community for its residents.

Due to the economic growth of Kingston over recent years and its role for providing employment opportunities, the population of the County of Frontenac is projected to increase to 64,200 by 2036, representing an increase of 6,700 people from 2011. Of this total population increase, the Township of Frontenac Islands is expected to accommodate 9% of the County's overall growth. Compared to seasonal housing, permanent housing is expected to be the predominant form of new growth in the Township of which 76% is expected to occur on Wolfe Island (Watson & Associates, 2019).

While Kingston's economic growth will likely continue to contribute to the growth of the Township, another key factor is the upgraded ferry service between these two mu-

nicipalities. This upgraded service consists of both a new dock located directly in the village as well as a new ferry, the Wolfe Islander IV. Due to the increased capacity of the new ferry, which is double that of the previous Wolfe Islander III, this upgraded service will allow for greater access between Kingston and Wolfe Island. By locating the ferry terminal within the downtown of Marysville, the upgraded ferry service also enables year-round foot traffic to and from the island, allowing greater access for pedestrians. As a result of this increased access, the new ferry may stimulate growth in the village as travelling to and from Wolfe Island becomes easier, attracting new residents, visitors, and investment.

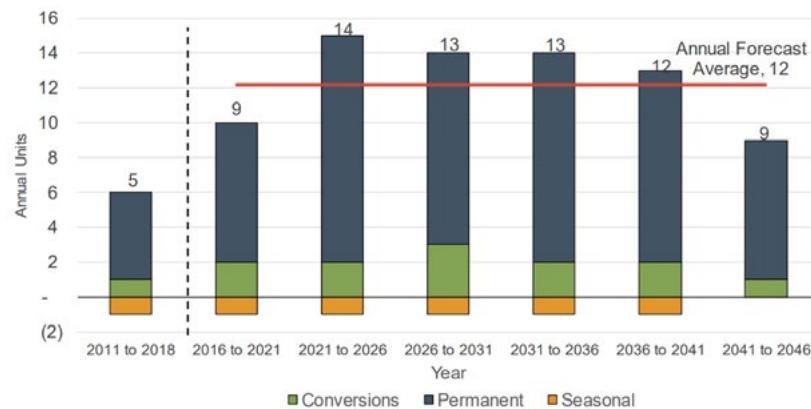


Figure 1.1. Permanent and Seasonal Housing Growth (Watson & Associates Economists Ltd., 2020).

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Figure 1.2. Study Area (County of Frontenac, 2016)

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In anticipation of this expected growth, the Marysville Secondary Plan has established an Expansion Area to receive the bulk of projected development. Measuring approximately 36 hectares (89 acres), the Expansion Area is located to the south of the existing village between Road 95 and 7th Line. This area contains few parcels of developed land with the Wolfe Island Emergency Services building and the medical clinic on Road 95, the senior's housing development on Division Street, and one residential building on 7th Line. The intent of this designated area is to ensure that new development in Marysville will create a fit with the existing village as well as the surrounding landscape of Wolfe Island. Through guidance provided by the Marysville Secondary Plan, new development is intended to preserve and enhance the character of Marysville, including its roles as an economic centre and a complete residential community.

Despite these intentions, the roles of Marysville as an economic centre and a complete community face challenges. While rural main streets have historically served as economic centres throughout the County of Frontenac, growth in larger urban centres like Kingston have agglomerated many economic activities in these area, thus diminishing the economic function of smaller locales (County of Frontenac, 2019).

This diminishing role can be seen in commuting patterns on Wolfe Island where the majority of commuter destinations are outside of Frontenac Islands, while only about one third of commuters travel within the Township (Figure 1.3). Similarly, while there are two schools in Marysville, there are no high schools on Wolfe Island, requiring students to travel by ferry on a daily basis.



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The reliance of Marysville on individual water and wastewater servicing also adds to these risks by limiting the future village economy. As the capacity of individual services are developed for individual lots, this can constrain options for new businesses, land uses, and economic development opportunities that may require additional capacity than is currently available. Similarly, higher density forms of housing compared to single detached houses are also currently unable to be developed due to these servicing constraints. This lack of adaptability in the built form means that Marysville, like many other rural areas, is less adaptable to changing market demands, creating further risk of receding economic importance. As a consequence, the loss of business and institutional uses is a risk faced by the village.

The relative aging of Wolfe Island also poses issues to achieving a complete community. In 2001, the proportion of the Island's population aged 65 and older was 15%, increasing to 35% by 2021. Over the same period, proportions of the population aged 0-14 and 15-64 showed decreases from 16% to 11% and 80% to 66%, respectively. Consequently, the median age of the Wolfe Island population has increased between 2001 and 2021 from 42.6 to 58, representing a 36% increase (Figure 1.4). This relative

aging of the island has implications for the future directions of Marysville. Decreases in the school-age population, for instance, may risk the closure of the village's two schools. Conversely, the inability to develop at higher densities may prevent the creation of seniors housing which may be in demand in the village over the coming years. This may cause seniors to leave Marysville for other communities in order to find adequate housing, creating potential risks for loss of services, businesses, and affecting the overall character of the village.

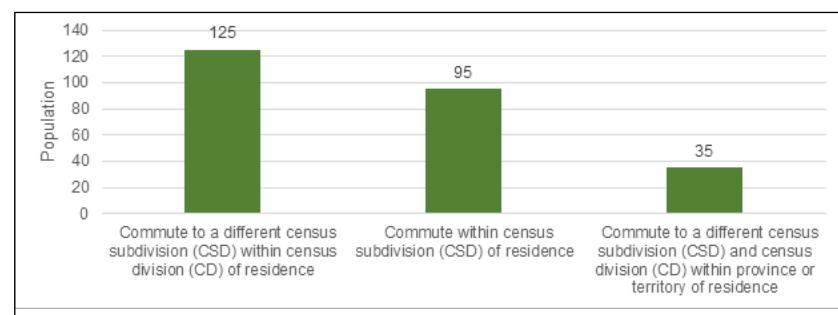


Figure 1.3. Commuting Destinations of Wolfe Island Residents (Statistics Canada, 2021).

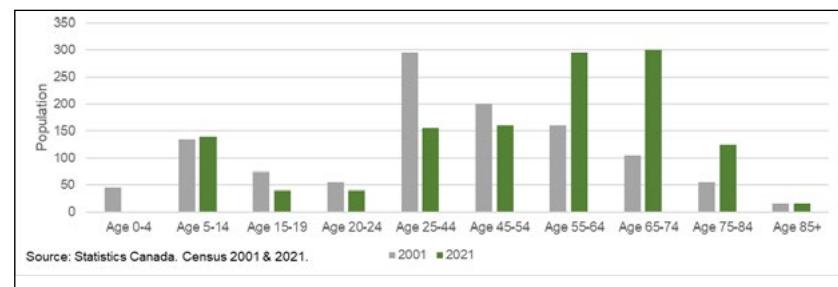


Figure 1.4. Wolfe Island Population by Age Group (Statistics Canada, 2001 & 2021).

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1.4 Key Phases of the Project

In developing the proposed design standards for Marysville and achieving the objectives for the project, the Project Team employed a mixed-methods study using 5 main methods, consisting of:

1. Analysis of Case Studies,
2. Policy Review,
3. Literature Review,
4. Public Consultation, and
5. Observation

The mixed methods approach served to strengthen the quality and rigour of the recommendations provided by the Project Team by relying on multiple methods to facilitate data collection and analysis. These methods will be described in greater detail throughout this report.

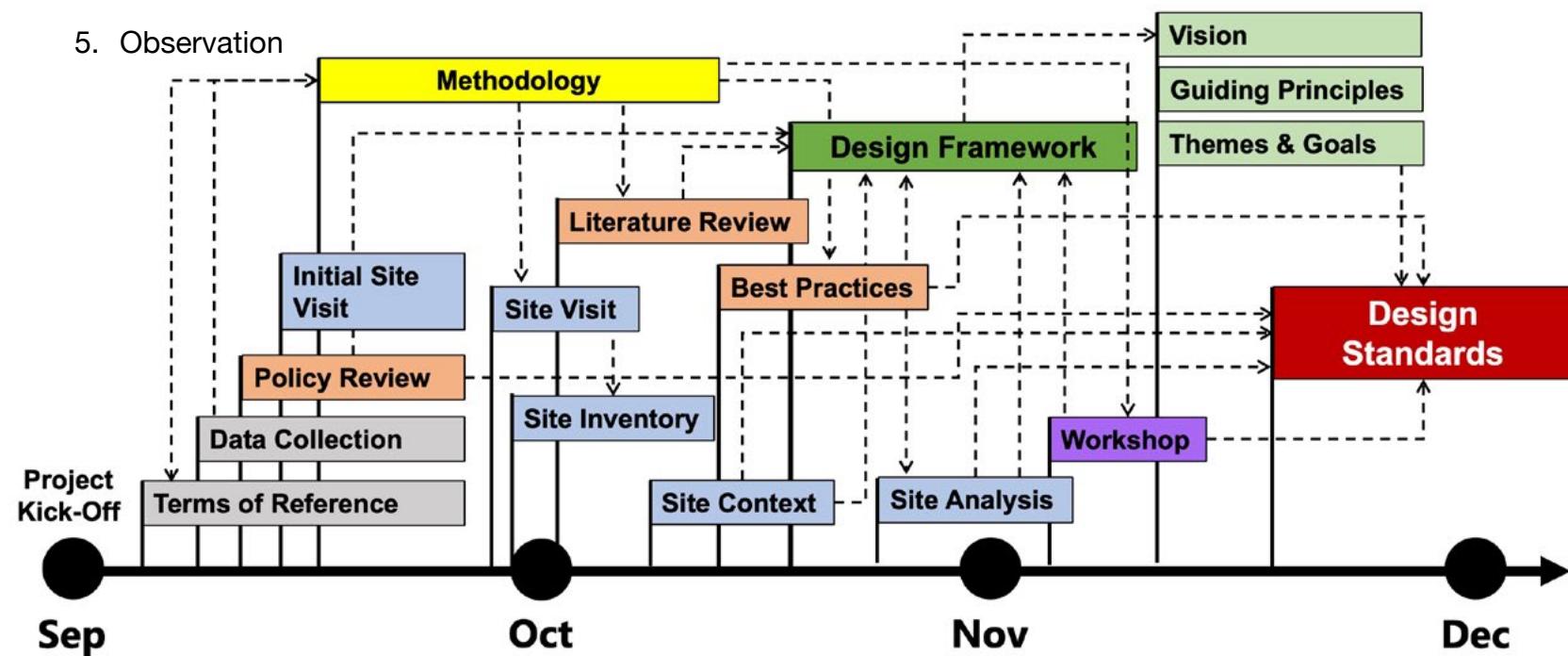


Figure 1.5. Key Phases of the Project.

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The development of the design standards and recommendations was guided by the creation of a design framework that described the character of Marysville and presented the development vision for the area. This design framework was informed by a literature review of rural planning practice, a policy review, observations made by the Project Team, and the outcomes of a public workshop. Utilizing these inputs, the design framework consists of a set of guiding principles that were employed in the process of creating the design standards. This ensures their relevance and quality in meeting the objectives of Marysville.

Multiple case studies and a literature review of academic and grey literature were employed for the Project, providing examples of good practice in developing design standards and financing communal services for rural planning contexts. Similarly, a policy review helped identify applicable planning policies that could assist in implementing the design standards and provisioning communal services. To identify best practices from the case studies, literature review, and policy review, the Project Team employed a modified analytical framework based on the work of *Punter* (2007) and *Connell & Daoust-Filiatrault* (2018), which were designed to evaluate the quality of design and planning interventions, respectively. This analytical framework pro-

vided a systematic approach for comparatively evaluating potential design standards. Interpreting this analytical framework with reference to the principles and vision of the design framework, ensured that the report's recommendations were defensible to the objectives for Marysville.

Beyond the literature review, the project team completed numerous field visits and facilitated public engagement workshops to consult the community members of Marysville. Public engagement included public consultation, an open house, and stakeholder interviews and meetings. Public and stakeholder consultation was completed with the purpose of understanding what residents' ideal vision is for the future of Maryville.

After completing each of the methods outlined above, the Project Team utilized the results to shape and inform the proposed design standards for Marysville.

1.5 Audience

This report is intended for use by developers, design professionals, community members, municipal attorneys, elected officials, administrative staff, engineers, planners, businesses, County and town planning members and staff, and the public. Each has a role in ensuring that future development fits within its context and contributes to the liv-

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ability of Marysville.

1.6 How to Use These Standards

These standards are intended to be used by the Township, County, and developers as a starting point to discuss the design of development and re-development and ensure it maintains fit with the existing Village. These standards have been written in a manner that focuses on the intention underlying each standard rather than providing overly prescriptive direction. This has been performed to allow for flexibility and enable innovative design solutions that enhance and maintain the character of Marysville. Having been developed in consultation with residents, the Township Council, and the County of Frontenac, these design standards serve as a snapshot of resident expectations for new development which developers can use to inform the design considerations of new projects.

1.7 Structure of the Design Standards

The recommended design standards are presented within 13 broad design categories related to the built form of Marysville. For each category, a collection of standards is presented which seeks to provide design guidance on built form elements within that category. It is the intention of this report that the design standards within and across categories be implemented with regard for one another to provide an overall design direction consistent with the Marysville Secondary Plan and the design goals presented in Section 6 of this report. Connections between each design standard and the policies and goals they help to achieve, as well as their application to the 3 Character Areas identified in Section 4, are further detailed in Section 7.

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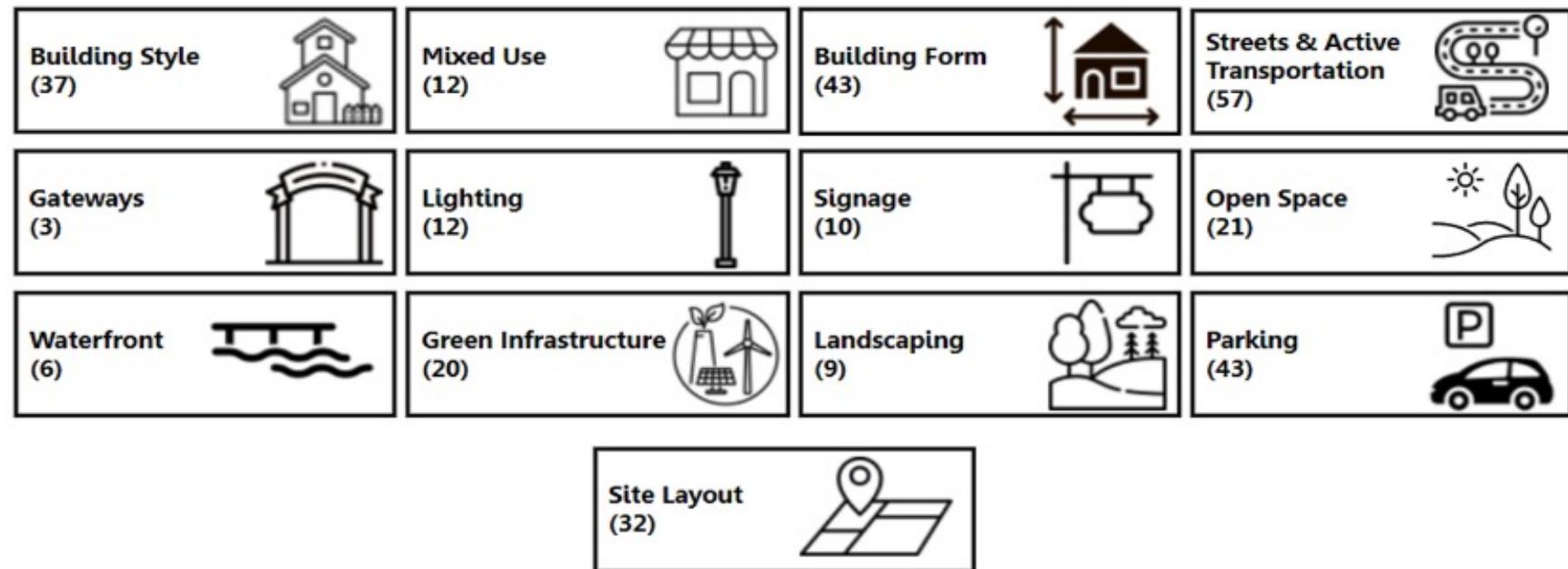


Figure 1.6. Structure of the Design Standards.

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SECTION 2 | LITERATURE & CASE STUDY REVIEW

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SECTION 2 | LITERATURE & CASE STUDY REVIEW

2.1 Literature Review on Rural Design Standards & Guidelines

The objective of the literature review was to document common themes found in academic and grey literature and to inform the direction of the final project. The goal was to provide a foundation of existing research and knowledge, ensuring that recommendations are informed by a thorough understanding of concepts, theories, challenges and issues in rural areas that would affect the creation of our design standards. This includes the selection of case studies, the creation of the design framework, the format of the public workshop, and to identify considerations for the implementation of communal services. Findings from the literature were also used to inform the development of the design standards as discussed in Section 7. The following sub-sections outline the methodologies, key findings, and limitations of these study components.

2.1.1 Methodology

For the literature review of rural design, the Project Team sought to answer the following research questions: 1) What are successful steps to follow in creating rural design guidelines; 2) What components should be included within successful rural design guidelines; and 3) What opportuni-

ties and challenges are present in identifying and preserving rural character?

For the literature review of the communal services literature, the Project Team sought to answer the following research questions: 1) How can or should communal servicing be implemented into urban design; 2) How can communal servicing be used to implement design objectives; and 3) What planning tools and policies can be used to implement communal services?

To answer these questions, the Project Team reviewed academic and grey literature, consisting of academic journal articles, research publications, government and professional reports, and policy documents. As rural design guidelines and communal services are discussed under multiple terminologies in the literature, the Project Team employed a key word search that included commonly used terms to capture all relevant sources (Table 2.1) After conducting a preliminary review of the documents returned from using these keywords, 51 documents were deemed to be relevant to the context of the Project and fully reviewed.

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Table 2.1. Keyword Search Terms for the Literature Review.

Keyword Terms
<i>Design Literature:</i> rural design; rural character; rural planning; urban rural.
<i>Communal Services Literature:</i> communal services; decentralized services; cluster services; servicing; services; water; wastewater; potable water; sewer; sewage; sewerage; design; urban design; urban plannings.

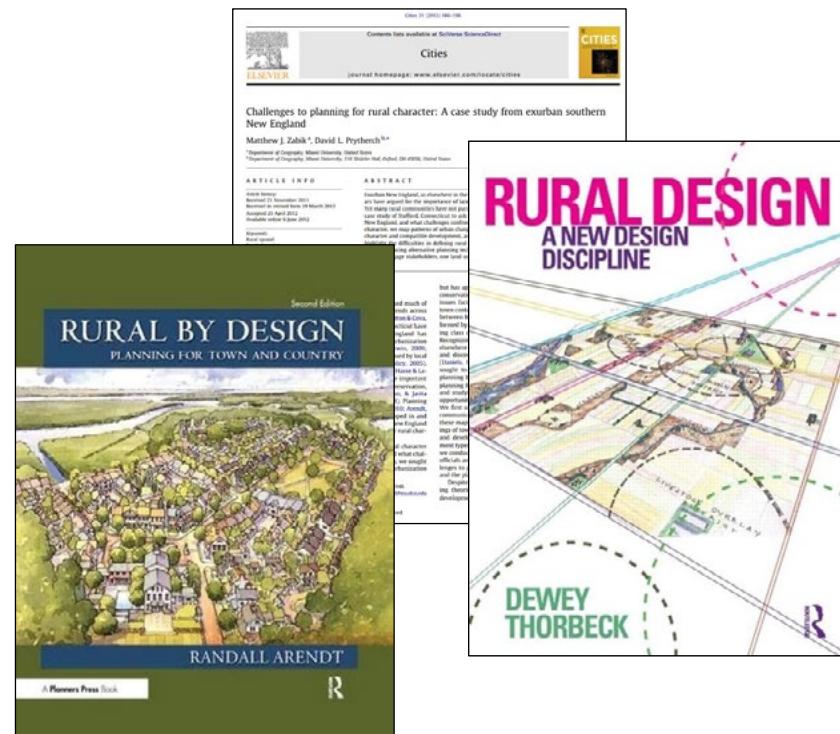
2.1.2 Key Findings

This section and Tables 2.2 and 2.3 summarize the themes found in the academic literature regarding rural design and communal services, respectively. The themes are organized by research questions and cover the plan creation process, plan content, as well as opportunities and challenges surrounding rural character. Key themes from the review of communal services related literature are organized around the benefits and considerations of communal water and wastewater systems and how they can influence and achieve design objectives.

A. Rural Design

A.1. Rural Character: Protecting rural character was an important finding in the literature review. Residents in rural areas often have distrust in planning authorities and fear that

design guidelines will produce unattractive developments. By first identifying and defining rural character within the context of Marysville, a strong backbone can be formed to support the design guidelines. Rural character can include agricultural resources, scenic views, community interaction, vegetation, building style, lot layout, safety and privacy (Tilt et al., 2007; Ryan, 2006). Within the context of Marysville, the Project Team identified many of these elements as important concerns to the residents of Marysville and have reflected them in our design framework.



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A.2. Creation of Rural Design Standards: The creation process is extremely important in creating a foundational framework that guides comprehensive and legitimate design standards. Rural areas possess unique characteristics and challenges, necessitating a thoughtful consideration of factors such as land use, infrastructure, environmental conservation, and community engagement.

Table 2.2. Key Findings of Plan Creation.

Findings	Source
Should provide explicit link between design recommendations and stated vision/goals.	Linovski & Loukaitou-Sideris, 2012.
Should include how rural character is perceived by the community and clearly define it; don't assume your definition is the same as others.	Tilt, Kearney, & Bradley, 2007; Thorbeck, 2012.
Public participation is essential and provides for democratic legitimacy. Rural areas are much more community-centric than large urban areas. People within these communities are generally wary about development and need to be involved in decision making. Locals have often lived in these locations for generations and as such have a much greater understanding of its character than newcomers.	Arendt, 2015; Scott, Bullock, & Foley, 2013; Tilt, Kearney, & Bradley, 2007.
Reviewing community plans design requirements -> defining rural activity centre areas -> addressing existing conditions -> preparing changes to land dev code.	Hillsborough County City-County Planning Commission, 2012.

In aligning design recommendations with the articulated vision and goals, it is imperative to establish an explicit link that ensures the proposed plans resonate with the overarching objectives. Participation is an essential element in the formulation of rural design guidelines, as the input of the community not only lends democratic legitimacy but also ensures that the proposed changes reflect the values and aspirations of those directly impacted. Defining the criteria for assessing rural design guidelines involves a comprehensive process, including public and stakeholder involvement. Acknowledging the diversity of perspectives, it is crucial to avoid assumptions about the shared understanding of "rural." An inclusive definition must be established, recognizing the unique characteristics of each community. Reviewing community plans and design requirements becomes a foundational step, encompassing the definition of rural activity center areas, addressing existing conditions, and preparing changes to land development codes. Public consultation is a strict necessity in rural areas, where the community's close-knit nature demands active involvement in decision-making processes. Rural regions often contain a strong multi-generational presence, and their profound understanding of the area's character by far exceeds any that could ever be possible.

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by any outside researcher this reality underscores the importance of inclusive and participatory planning practices.

A.3. Content of Rural Design Standards: The literature offered many topics to be included within successful rural design guidelines. Elements such as form, legibility of cities, fit, open space, accessibility, health and safety, economic and environmental sustainability, and vitality are integral to the design process. The layout and site context further underscore the importance of preserving existing landscape features, establishing connections between rural houses and the landscape through the adoption of rural garden styles, and requiring landscaping plans for new dwellings. Addressing visual issues, such as the design of vertical windows and roof pitches, adds another layer to the meticulous planning required for rural development. Considerations to extend right-of-way (ROW) treatment, building placement, landscape design, architectural elements, signage, and overall character are also recommended. Staggered building orientations and architectural features are employed to emphasize the location of the center, while vegetation serves as natural buffers. In the context of small lot clustered zoning, visual impact becomes crucial, emphasizing the need for buildings to integrate gently into the landscape. Cluster housing and conservation easements

introduce strategic approaches to land use, emphasizing the need to balance development with environmental conservation. Public workshops and image preference surveys also play a pivotal role in gauging community perspectives on rural characteristics, allowing for a more inclusive and participatory planning process. These workshops help identify the features that define “rural” for participants and evaluate the principles of rural design that require attention.

While the literature provides many specific elements to include within rural design standards, it is reiterated that the content requires a nuanced understanding of the local context, recognizing the uniqueness of each community and avoiding a one-size-fits-all approach. Community-building measures, such as opportunities for casual socializing, are essential components, fostering stronger bonds among residents and contributing to the overall vitality of the rural community. Ultimately, the success of rural design lies in the meticulous integration of diverse elements, tailored to the specific needs and character of each community.

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Table 2.3. Key Findings of Plan Content.

Findings	Source
Form, legibility of cities, fit, open space, accessibility, health & safety, sustainability, vitality.	Linovsk & Loukaitou-Sideris, 2012.
Small lot clustered zoning.	Tilt, Kearney, & Bradley, 2007; López-Goyburu, & García-Montero, 2018.
Visual impact of the dwelling (building gently into the landscape).	Scott, Bullock, & Foley, 2013.
Layout and site context (preservation of existing landscape features, establish links between rural house & landscape by adopting rural garden styles, require landscaping plans for new dwellings).	Scott, Bullock, & Foley, 2013.
Visual issues: vertical windows, certain roof pitches.	Scott, Bullock, & Foley, 2013.
“Rural families have a right to aspire to houses which meet modern standards of health, safety and comfort ... new homeowners are proud to express their newfound economic freedom, creativity and modernity in bright colours, landscaping and high-quality upkeep”.	Scott, Bullock, & Foley, 2013.
Right-of-Way treatment, building placement, landscape, architectural design, signage and character.	Hillsborough County City-County Planning Commission, 2012.
Staggered building orientations, architectural features to emphasize location of the centre, vegetation as buffers.	Hillsborough County City-County Planning Commission, 2012.

Findings	Source
<p>A full understanding of the local context; there is no one-size-fits-all solution. All communities are unique, and that uniqueness must be fully understood and integrated into the plan. A plan for a community must include provisions which fully reflect those currently existing within the community.</p> <p>Should also implement measures designed to build and strengthen community through opportunities for casual socializing. The more opportunities there are for individuals to interact with those who live around them, the stronger the community will be.</p>	Arendt, 2015.

A.4. Challenges With Rural Development: Although each geographical area presents different physical and social constraints, the literature has found that there are common challenges with rural development around the world.

Protecting rural character is the most common and encompasses a multifaceted approach that intertwines with residents' values, perceptions, and concerns. Agricultural elements are highly cherished by residents, underlining the importance of preserving scenic resources and fostering an increased tax base through sustainable development. The desire to maintain a close-knit community and the avoidance of repetitive architecture and low vegetation are key sentiments expressed by residents. There is

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a discernible resistance to change and impending development, highlighting the need for a strategic and gradual approach to development that mitigates perceptions of rapid change. Rural character, as perceived by residents, is characterized by smaller residential homes, native vegetation, and a lack of uniformity in housing layouts. Natural areas, views of nature, and functioning farms are identified as the highest-rated contributors to the rural quality of the town. Balancing the qualities of rural life is a priority, with considerations for proximity to nature and nature-related activities, safety, and privacy, including the ability to own larger lots. Residents place significant importance on specific attributes, with gardens, garages/workshops, and views being the most favored, aligning with their vision of an ideal rural setting. However, a notable disconnect arises between individual preferences for personal dwellings and those expressed when considering the visual impact of rural dwellings at the community scale.

Table 2.4. Key Findings of Challenges with Rural Development.

Findings	Source
Protecting rural character (AG, scenic resources, increased tax base, community interaction); Rural character: smaller residential homes, native vegetation, lack of uniformity in housing layout.	Tilt, Kearney, & Bradley, 2007.

Findings	Source
Residents highly value agricultural elements.	Tilt, Kearney, & Bradley, 2007.
Residents don't like repetitive architecture and low vegetation.	Tilt, Kearney, & Bradley, 2007.
Residents express negative views of change and impeding development.	Tilt, Kearney, & Bradley, 2007.
Gradual development is preferred to clustering to weaken perceptions of change.	Tilt, Kearney, & Bradley, 2007.
Natural areas, views of nature, farms were highest rated categories that contribute to the rural quality of their town.	Ryan, 2006.
Balancing qualities of rural life: proximity to nature/nature related activities, safety, privacy/ability to own a larger lot.	Ryan, 2006.
Residents favour the following attributes in order of importance: garden, garage/workshop, view.	Scott, Bullock & Foley, 2013.
Disconnect between preferences expressed by individuals when considering a new dwelling for their own use than preferences expressed when individuals considering visual impact of rural dwellings at community scale.	Scott, Bullock & Foley, 2013.
Residents tend not to trust planning authorities as the common planning practices over the past 50 years are noticeably anti-rural. Residents of rural areas are afraid of losing the character of their beloved communities in favour of ugly sprawling subdivisions. This is why public participation is so integral to this planning doctrine. There is also worry about a lack in potential revenue for projects which do not fit the Suburban mold developers are used too.	Arendt, 2015.

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A crucial aspect of the community's perspective is also the lack of trust in planning authorities, stemming from historical planning practices perceived as anti-rural over the past 50 years. The fear of losing the beloved character of their communities to unattractive sprawling subdivisions underscores the significance of public participation in rural planning. Residents emphasize the need for a planning doctrine that aligns with their values and actively involves them in decision-making processes. Additionally, concerns about potential revenue limitations for projects that deviate from conventional suburban molds contribute to the apprehensions surrounding rural development, further emphasizing the need for a nuanced and community-centric planning approach.

B. Communal Servicing

Communal services are defined as shared water and sewage systems that provide wastewater treatment to clusters of residences in proximity to one another and that are unconnected to a central facility (Canadian Council of Ministers of the Environment, 2003; Suriyachan et al., 2012; County of Frontenac, 2019), as well as treat water and wastewater close to where it is needed or created (County of Frontenac, 2019; Leigh & Lee, 2019; Bernal et al., 2021).

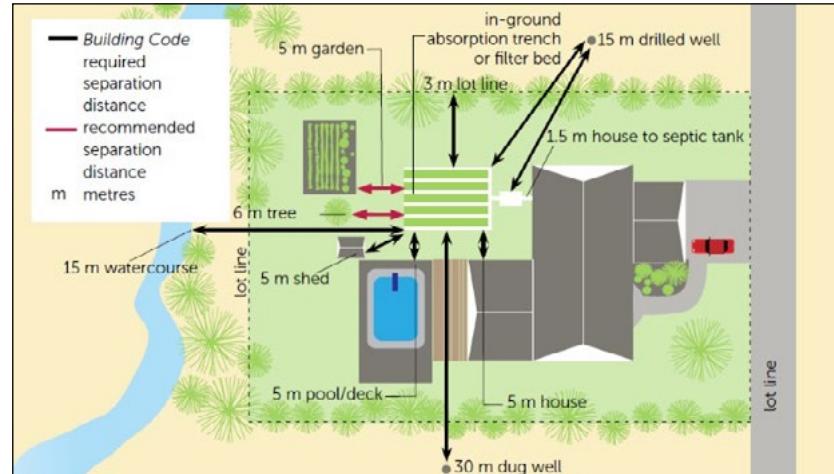


Figure 2.1. Minimum Setback Distances between Septic Tanks and Septic Absorption Fields Mandated by the Ontario Building Code (Rideau Valley Conservation Authority, 2022).

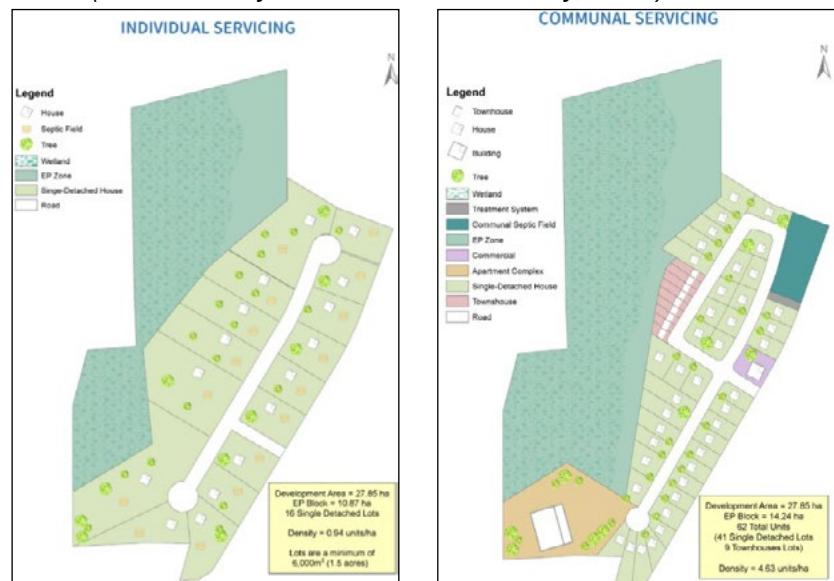
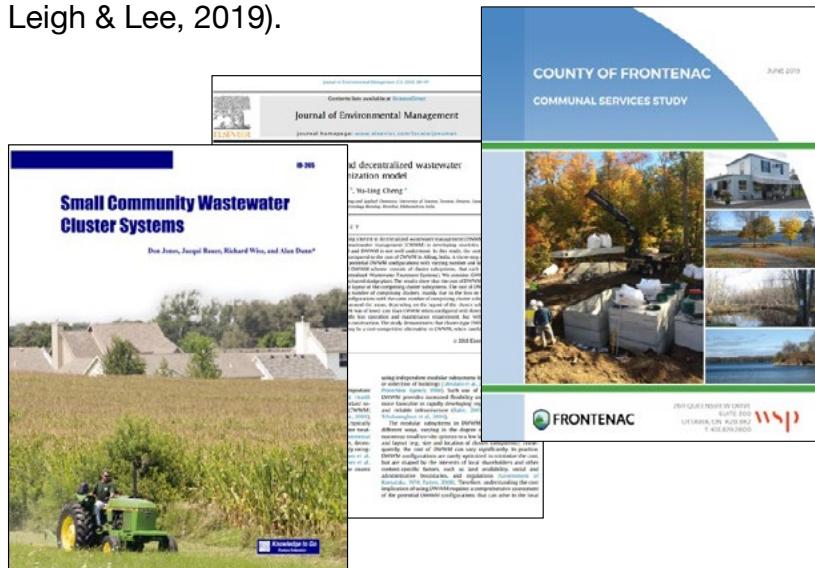


Figure 2.2. Example Lot Arrangements and Land Uses Achievable Under Individual and Communal Services (County Of Frontenac, 2019).

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Communal services are often placed in contrast to individual services, which consist mostly of on-site well and septic systems that serve individual dwellings or lots (County of Frontenac, 2019), and centralized services where water and wastewater is treated at municipal facilities, which are over-sized to accommodate future growth, and distributed through large networks of piped infrastructure (Arora et al., 2015; County of Frontenac, 2019). While having similarities to both individual and municipal services, communal services are distinguished by facilities for water and wastewater treatment that are the proper size for projected demand and can be expanded through modular additions (Township of Rideau Lakes, 2016; County of Frontenac, 2019; Leigh & Lee, 2019).



While most rural areas in the County of Frontenac, including Marysville, rely on individual services (County of Frontenac, 2019), communal services have several efficiency, environmental, and design benefits compared to individual services. One of the most notable issues with individual services are its associated spatial demands. Under the Ontario Building Code, minimum setback distances are required between septic tanks and absorption fields from lot lines, dwellings and wells (Figure 2.1). With the proliferation of individual services, this results in a sprawling spatial form through larger setbacks and lot sizes to accommodate these systems and can impact desirable neighbourhood characteristics such as density and walkability (CMHC, 1994; Township of Rideau Lakes, 2016; Keene, 2018; County of Frontenac, 2019). Communal services collect wastewater from multiple dwellings, meaning individual septic tanks and absorption beds aren't required for each lot and instead can be diverted to a concentrate area. By managing the wastewater from multiple units on a separate area, communal services can reduce the cumulative amount of land that is required for setbacks. This more efficient use of land allows for greater densities and smaller lot sizes which can allow for more units on the same amount of land (Figure 2.2). While individual services are

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designed to process wastewater for a single unit, the focus on right-sizing and modularity of communal services also allows these systems to support multi-unit dwellings and other non-residential land uses which require greater capacities and which may not be feasible to site on an individual lot.

The inefficient use of land under individual services also translates into environmental impacts. At an aggregate level, the spatial demands of individual systems require more land to be conveyed into residential use. This can be an issue especially in rural areas where conservation of farmland and natural systems represent community priorities. Septic fields require well-draining soil to function correctly, these systems are often limited to arable soils with these qualities, placing further strain on agricultural land and character (CMHC, 1994; Fedien & Winkler, 2006). Comparatively, the greater flexibility in siting modular treatment units under communal services prevents additional consumption of land and may reduce potential land use conflicts (Jones, et al., 2001; County of Frontenac, 2019; Joubert & Loomis, 2005; Bernal et al., 2021; Leigh & Lee, 2019; CMHC, 1994; Fedien & Winkler, 2006). Individual services also have fewer opportunities for integrating water, energy, and material reuse technologies, adding to the resource demands

of these systems (Bernal et al., 2021; Arora et al., 2015; Suriyachan, 2012; Idris, 2017; Capodaglio, 2017; Leigh & Lee, 2019; Fedien & Winkler, 2006). Despite these high demands, individual services also provide minimal forms of wastewater treatment and are often limited to primary or secondary treatment through the settling of solids in the septic tank. However, without proper maintenance, septic systems can fail to treat wastewater resulting in contamination of groundwater wells and impacted surface water quality (CMHC, 1994; Joubert & Loomis, 2005; Fedien & Winkler, 2006).

Although municipal services may seem like a reasonable alternative to address the limitations of individual services, these systems also present challenges for achieving design goals. While municipal services can enable similar patterns of density and promote the efficient use of land, the over-sizing of municipal services to accommodate potential growth provides opportunities for sprawling development (Spier & Stephenson, 2002; Capodaglio, 2017). Consequently, municipal services may be less effective at delivering more spatially dense and walkable neighbourhoods, especially in new areas for development like the Expansion Area. Alternatively, the emphasis of communal services on treating wastewater closer to its source of pro-

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duction and harnessing the modularity of systems to accommodate growth through right-sized facilities, provides greater potential to achieve desired village design and spatial forms while being cognizant of emerging capacity needs as they arise (Arora et al., 2015; Capodaglio, 2017; County of Frontenac, 2019; Bernal et al., 2021). Centralized services also are more expensive compared to communal services due to the increased piping infrastructure over larger distances (Peter-Varbanets et al., 2009; Keene, 2018; Leigh & Lee, 2019). These costs can also increase in a sprawling urban form where increasing lot sizes and lot frontages increase the required length of pipes (Spier & Stephenson, 2002).

With Marysville reliant on individual services, this presents a major impediment to development and good design. While new development within the Expansion Area is intended to be based on communal services, other areas of the Village are currently constrained in the types of development and re-development that can be accommodated. These constraints are especially important along the Main Street where the capacities and spatial demands of individual services may prevent re-development of higher density building forms and/or uses that place greater demands on water and wastewater systems. With its role as

the commercial and community centre of Wolfe Island, as well as a prominent tourist destination, the limits to development presented by individual services create the risk of reduced opportunities for investment and economic development in the Village and the potential for the decline of Main Street. The potential environmental impacts of individual servicing systems also present risks to public health and natural areas in the Village. Along the Main Street, the proximity of these systems to the waterfront presents risks of environmental contamination and impacts to water quality. Should communal services rely on water from Lake Ontario as opposed to wells, the impacts to water quality and public health would also extend throughout the Village, representing a significant concern.

Based on the spatial considerations of water and wastewater servicing systems, current and future servicing will play a large role in successfully achieving the recommended design standards. For a discussion on the implications of communal services on implementing the report's design standards, please see Section 8. Implementation.

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Table 2.5. Key Findings of Challenges with Rural Development.

Category	Findings	Source
Individual services	Individual services less efficient (fewer reuse opportunities).	Capodaglio, 2017.
	Individual services result in larger lot sizes and lower density due to required setbacks to wells.	County of Frontenac, 2019; Township of Rideau Lakes, 2016; RVCA, 2022; CMHC, 1994; Keene, 2018.
	Wells not immune to contamination and septic systems can contaminate.	Peter-Varbanets et al., 2009; Keene, 2018.
	Most rural areas on individual services.	CMHC, 1994; Peter-Varbanets et al., 2009; Keene, 2018.
	Individual septic drain fields require adequate soil conditions which can cause conflict with agricultural uses.	CMHC, 1994; Fedien & Winkler, 2006.
	Treatment is minimal and may cease to treat if not well maintained.	CMHC, 1994; Fedien & Winkler, 2006.
Centralized services	Increasing lot size is the primary cause of wastewater treatment cost.	Spier & Stephenson, 2002.
	Treat wastewater as a waste rather than a resource.	Arora et al., 2015; Leigh & Lee, 2019.
	Not feasible over long distances or for most villages.	Leigh & Lee, 2019; Peter-Varbanets et al., 2009; Keene, 2018.
	High financial cost.	Suriyachan et al., 2012; Spier & Stephenson, 2002.
	Promotes sprawl.	Spier & Stephenson, 2002; Capodaglio, 2017.
	High use of energy for pumps.	Capodaglio, 2017; Leigh & Lee, 2019.
Communal services (general)	Financially competitive with individual services.	County of Frontenac, 2019.
	Cheaper and more efficient than centralized systems and less env impacts.	County of Frontenac, 2019; Arora et al., 2015; Bernal et al., 2021; Capodaglio, 2017; CMHC, 1994.
	Aimed at addressing env, economic, and social disadvantages of individual and centralized services.	Bernal et al., 2021; Suriyachan et al., 2012; Capodaglio, 2017; Keene, 2018.
	Well suited for rural areas.	Bernal et al., 2017; Suriyachan, 2012
	Promote density and compact development that maintains rural character.	County of Frontenac, 2019; FoTenn, 2022; Suriyachan, 2012; CMHC, 1994; Keene, 2018; Fedien & Winkler, 2006.

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Table 2.5. (Continued).

Category	Findings	Source
Communal services (general)	Best systems should be considered in local context, conditions, demand, etc., and through consideration of all cost and env implications.	Bernal et al., 2021; Leigh & Lee, 2019; CMHC, 1994; Arora et al., 2015; Fedien & Winkler, 2006.
	Advantage of decentralization is flexibility in siting, land use, and future expansion.	Jones, et al., 2001; County of Frontenac, 2019; Joubert & Loomis, 2005; Bernal et al., 2021; Leigh & Lee, 2019; CMHC, 1994; Fedien & Winkler, 2006.
	Small footprints.	Joubert & Loomis, 2005; Capodaglio, 2017.
	Varying energy use intensities by system.	Arora et al., 2015
	Allow for incorporation of more naturalized treatment systems.	Bernal et al., 2021; Capodaglio, 2017.
	Promote reuse and recycling / separation + resource efficiency.	Bernal et al., 2021; Arora et al., 2015; Suryachan, 2012; Idris, 2017; Capodaglio, 2017; Leigh & Lee, 2019; Fedien & Winkler, 2006.
	Decentralization allows resilience by spreading risk over multiple systems.	Capodaglio, 2017; Leigh & Lee, 2019.
	Decentralized systems create multi-functional landscapes by promoting cultural ecosystem services.	Austin, 2013.
	Small diameter pipe systems can be more easily routed around trees and obstacles, minimizing disruption.	Jones et al., 2001.
	Integrated and multiple barrier approach can implement effective systems.	BC Ministry of Health, 2017; Wong, 2006; Austin, 2013.
Communal water servicing	3 main types of decentralized water treatment and distribution models (Point-of-entry, Point-of-use, and small-scale systems)	BC Ministry of Health, 2017; Jones et al., 2001; ON Ministry of Health (n.d.); Peter-Varbanets et al., 2009.
	Decentralized water systems more cost effective than centralized.	BC Ministry of Health, 2017; Jones et al., 2001.
	Communal water systems can be a source of competitive advantage for reuse potentials.	Leigh & Lee, 2019.
	Surface water higher potential for contamination but groundwater not immune	BC Ministry of Health, 2017; Peter-Varbanets et al., 2009; ON Ministry of Health, n.d.

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Table 2.5. (Continued).

Category	Findings	Source
Communal wastewater servicing	4 main types of wastewater systems (On-site systems, cluster and communal, decentralized, central).	CCME, 2003.
	Treatment wetlands a common approach to tertiary treatment that allows creation of open spaces and cultural and ecosystem services.	Austin, 2013; Idris, 2015; Capodaglio, 2017; CMHC, 1994; Fedien & Winkler, 2006; Stefanakis, 2019.
	Alternative drain fields allow greater flexibility in siting because small footprint which also allows larger setbacks to wells and minimal site disturbance.	Joubert & Loomis, 2005.
	Membrane and anaerobic digestion have small footprints and modular designs.	Capodaglio, 2017; Peter-Varbanets et al., 2009.
	Source separation reduces flows and energy cost.	Capodaglio, 2017.
	Vacuum collection systems low energy.	Capodaglio, 2017.
Design	Water Sensitive Urban Design seeks to integrate potable water and wastewater management into urban design across spatial scales.	Wong, 2006; Arora et al., 2015.
	Water management can be integrated into design through lot density, layout, street layout, and public and open spaces/corridors.	Wong, 2006; Austin, 2013.
	Choice of technologies should consider environmental and human activities that occur around the site.	Capodaglio, 2017.
	Support mixed use development, infill development, and town center development.	County of Frontenac, 2019; Township of Rideau Falls, 2016; Leigh & Lee, 2019.
	Community planning issues can guide servicing choices and desired forms.	Fedien & Winkler, 2006; Jones et al., 2001.

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2.1.3 Limitations

While the Project Team was able to analyze a substantial number of sources related to communal servicing and urban design considerations, a limitation of this review was the sparsity of relevant sources. Rural areas have received far less attention than urban ones in all planning and design related literature. Rural areas often have far less funding and therefore less ability to broadcast their successes than larger urban areas. This lack of attention has led to a relatively small amount of literature on the subject. Further, despite the implications of communal servicing for implementing urban design and community planning objectives and their incorporation in planning legislation and policy, communal services have received limited attention in the urban planning and design literature. This lack of attention is not unique to communal services and reflects a lack of attention to servicing considerations in planning discourse in general. Consequently, there are few sources that explicitly detail the implications of communal services for planning and design outcomes, representing an important gap in the literature. It is the intention of the Project Team that the findings contained in this report may help to address this gap by detailing the interactions between urban

design and communal servicing considerations more explicitly.

2.2 Case Study Review

The review and evaluation of case studies within the context of rural design guidelines inform the project through the provision of evidence-based insights. This process also guides the project in developing a procedural and contextual understanding of rural design guidelines and developing effective strategies and policies that align with the unique opportunities and challenges of the Village of Marysville.

To achieve this, a theoretical sampling framework has been employed. This approach helps in the selection of case studies based on their relevance to the context of Wolfe Island and the specific objectives of the project. Accordingly, a total of 54 case studies have been selected, aligning with the primary project objective: create design standards for the Village of Marysville on Wolfe Island that promote the area's unique character of the Village.

These case studies are selected based on two criteria: their setting (villages, towns and cities) and their geographical location (Ontario, Canada, and international). Furthermore, the case study analysis includes both general and

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Figure 2.3. Geographical Distribution of the Case Study Analysis.

specific rural design standards. General design standards cover different aspects of design, whereas specific design standards focus on a specific subject, providing a deeper understanding of that subject). Table 2.6 provides a comprehensive list of these selected case studies.

In terms of the evaluation methodology, a framework has been developed, drawing inspiration from Connell & Daoust-Filiatrault (2018), Punter (2007), and Scott, Bullock, and Foley (2013). Within this framework, case studies are assessed along two critical dimensions: (1) Procedure and (2) Content.

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Table 2.6. List of Case Studies.

Name	Type	Setting			Geographical Location		
		Village	Town	City	Ontario	Canada + US	International
1 Town of Cobourg	General		*		*		
2 Village of St. Davids	General	*			*		
3 Town of Collingwood	General		*		*		
4 King City	General	*			*		
5 Nobelton	General	*			*		
6 Villages of Erin & Hillsburgh	General	*			*		
7 Mississippi Mills	General		*		*		
8 Schomberg Village	General	*			*		
9 Richmond Hill Urban Design Guidelines	General			*	*		
10 Town of Caledon Comprehensive Design Guidelines	General		*		*		
11 Urban Design Guidelines: Pickering	General			*	*		
12 Cork County Rural Design Guidelines	General		*				*
13 Kapiti Coast, New Zealand	General			*			*
14 Wellington Rural Area Design Guide, New Zealand	General			*			*
15 Horowhenua District Plan: Subdivision Design Guide, New Zealand	General			*			*
16 North Ayrshire Design Guidance, Scotland	General			*			*
17 Village of Dorchester, UK	General	*					*
18 Poundbury	General	*					*
19 Rural Design Guide/Monaghan	General	*					*
20 Urban Design for Regional New South Wales	General		*				*

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Table 2.6. (Continued).

Name	Type	Setting			Geographical Location		
		Village	Town	City	Ontario	Canada + US	International
21 Rural Center Landscapes Design Guide, Chester County, PA	General		*			*	
22 Town of Qualicum Beach	General	*				*	
23 Cedar Main Street Village Plan, Nanaimo, BC	General	*				*	
24 Third Street Cottages, Langley Washington	General		*			*	
25 Village Homes: Davis, California	General			*		*	
26 Suisun Valley, California	General	*				*	
27 Placer County Rural Design Guidelines	General		*			*	
28 Design guidelines for rural villages	General	*			*		
29 Clarington North Village Draft Urban Design and Sustainability Guidelines	General	*			*		
30 Orchard Gardens, Montana: Affordable Housing Design Standards	Specific Guidelines	*				*	
31 Poplar Gardens, Colorado: Affordable Housing Design Standards	Specific Guidelines	*				*	
32 Austurbruin: Affordable Housing Design Standards	Specific Guidelines	*				*	
33 Freeport Mc Donalds: Commercial Development Design Guidelines	Specific Guidelines	*				*	
34 Camden Rite-Aid	Specific Guidelines	*				*	
35 Gold Dust: Affordable Housing Design Standards	Specific Guidelines	*				*	

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Table 2.6. (Continued).

Name	Type	Setting			Geographical Location		
		Village	Town	City	Ontario	Canada + US	International
36 City of Northampton Street Design Guidelines	Specific Guidelines			*		*	
37 Township of King: Employment Area Design Guidelines	Specific Guidelines						
38 Design Guideline for Social Housing in Rural northern island	Specific Guidelines	*					*
39 Offaly countryside: Residential Development Design Standards	Specific Guidelines	*					*
40 Brown's Farm, Rhode Island: Residential Development Design Guidelines	Specific Guidelines	*				*	
41 Seguin Township: Waterfront Design	Specific Guidelines	*			*		
42 St. Alban's Neighbourhood, North Carolina: Residential Development Design Guidelines	Specific Guidelines	*				*	
43 Hawthorne Corner, British Columbia: Mixed-use Development Design Standards	Specific Guidelines	*				*	
44 Battle Road Farm: Affordable Housing Design Standards	Specific Guidelines	*				*	
45 Rural Streets and Lanes: A Design Handbook	Specific Guidelines	*					*
46 Norwegian Architectural Policy	Specific Guidelines		*				*
47 Multifamily and Mixed-Use Design Manual: Mixed use and multi-unit	Specific Guidelines		*		*		
48 Dover Waterfront Design Guidelines	Specific Guidelines		*			*	

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Table 2.6. (Continued).

Name	Type	Setting			Geographical Location		
		Village	Town	City	Ontario	Canada + US	International
49 Noth Perth Downtown Commercial Guidelines: Commercial Development Design Standards	Specific Guidelines	*			*		
50 Small Town and Rural Multimodal Networks	Specific Guidelines		*			*	
51 Brown Street, Wickford Village Design Standards & Guidelines	Specific Guidelines		*			*	
52 City of Cloverdale Commercial Development Design Guidelines	Specific Guidelines	*				*	
53 Halton Hills Premier Gateway Employment Area Urban Design Guidelines: Employment Area Design Guidelines	Specific Guidelines		*		*		
54 Orangeville Commercial Urban Design Study: Commercial Development Design Standards	Specific Guidelines			*	*		

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The procedure for the development of design guidelines is evaluated to reinforce the project's foundation and ensure that insights derived from previous urban design processes are incorporated into the project's procedures. This, in turn, allows the application of valuable lessons to the project.

Similarly, the content of the design guidelines is analyzed to understand how policies are interconnected and reflected in the design framework. Lessons from case studies are employed to gain insights into the nature of the Marysville character area. The evaluation framework is presented in Table 2.7.

Procedure	Content
<p> Comprehensiveness </p> <ul style="list-style-type: none"><input type="checkbox"/> Goals,<input type="checkbox"/> Fact Basis,<input type="checkbox"/> Public Participation,<input type="checkbox"/> Provisions for Monitoring/Implementation <p> Policy Focus </p> <ul style="list-style-type: none"><input type="checkbox"/> Maximize Stability<input type="checkbox"/> Integrate Public Priorities<input type="checkbox"/> Minimize Uncertainty<input type="checkbox"/> Accommodate Flexibility <p> Discourse </p> <ul style="list-style-type: none"><input type="checkbox"/> Legibility<input type="checkbox"/> Accuracy<input type="checkbox"/> Legitimacy<input type="checkbox"/> Sincerity	<p> Context </p> <ul style="list-style-type: none"><input type="checkbox"/> Landscape<input type="checkbox"/> House/Roadside Relationship<input type="checkbox"/> Relationship to Other Buildings in Landscape <p> Layout </p> <ul style="list-style-type: none"><input type="checkbox"/> Siting<input type="checkbox"/> Landscaping<input type="checkbox"/> Exposure/Shelter and Landform<input type="checkbox"/> Boundaries/Screening <p> Visual Matters </p> <ul style="list-style-type: none"><input type="checkbox"/> Form<input type="checkbox"/> Scale<input type="checkbox"/> Materials<input type="checkbox"/> Solid to Void<input type="checkbox"/> Elevation Details<input type="checkbox"/> Colour<input type="checkbox"/> Richness <p> Sustainable Design </p>

Figure 2.4. Case Study Evaluation Framework.

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Table 2.7. Case Study Evaluation Framework.

Case Study Evaluation Framework			Source
Procedure	Comprehensiveness	Goals	Establish clear community goals and priorities.
			Comprehensive, coordinated community commitment to environmental beauty and design.
		Fact Basis	Apply data-driven and evidence-based decision-making.
			Establish guidelines rooted in universal design principles and contextual analysis while clearly defining desired and obligatory outcomes.
			Ensure due process through well-defined rules for urban design interventions.
	Policy Focus	Public Participation in Plan Creation	Engage the community in different stages of the planning process.
		Provisions for Monitoring and Implementation	Regularly review urban design plans with support from the community and the development industry.
			Utilize a wide range of tools and actors, such as taxes, subsidies, acquisitions, etc., to enhance design outcomes.
		Maximize Stability	Well entrenched in statutory plans (e.g., OP).
			Identify the target audience for the policies.
			Ensure policies are legally defensible in court.
			Define the structure and format of design policies.
	Integrate Public Priorities	Ensure alignment of plans with public priorities and establish formal linkages.	Connell & Daoust-Filiatrault, 2018; Punter, 2007; Scott, Bullock, and Foley, 2013.
		Implement a policy framework.	Connell & Daoust-Filiatrault, 2018; Punter, 2007; Scott, Bullock, and Foley, 2013.

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Table 2.7. (Continued).

Case Study Evaluation Framework				Source
Procedure	Policy Focus			
Procedure	Policy Focus	Integrate Public Priorities	Commit to comprehensive urban design considerations, encompassing amenity, accessibility, community, vitality, and sustainability.	Connell & Daoust-Filiatrault, 2018; Punter, 2007; Scott, Bullock, and Foley, 2013.
			Create formal connections between plans (e.g., OP design guidelines inform standards, and standards inform site plan/development review).	
		Minimize Uncertainty	Remove any loopholes and clarify ambiguous language.	Connell & Daoust-Filiatrault, 2018; Punter, 2007; Scott, Bullock, and foley, 2013.
			Preserve internal consistency and delineate lines of authority.	
			Overcome the shortcomings of zoning by integrating it into the overall planning process.	
			Establish well-defined rules for urban design interventions.	
			Enhance the clarity and presentation quality of the policies.	
		Accommodate Flexibility	Establish clear criteria for exceptions.	Connell & Daoust-Filiatrault, 2018; Punter, 2007.
			Maintain necessary flexibility to prevent uncertainty without compromising stability.	
			Avoid excessive control over community design and encourage organic spontaneity, vitality, innovation, and pluralism.	
		Discourse	Legibility	Connell & Daoust-Filiatrault, 2018; Punter, 2007.
			Accuracy	Connell & Daoust-Filiatrault, 2018; Punter, 2007.
			Legitimacy	Connell & Daoust-Filiatrault, 2018; Punter, 2007.

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Table 2.7. (Continued).

Case Study Evaluation Framework			Source
Procedure	Discourse	Sincerity	Mitigating the exclusionary effects of control strategies and urban design regulation.
			Demonstrate a genuine commitment to community well-being.
Content	Context	Landscape Context	Consider the surrounding landscape in design.
		House/Roadside Relationship	Address the relationship between houses and roads.
		Relationship to Other Buildings in Landscape	Ensure compatibility with neighboring buildings.
	Layout	Siting	Determine the optimal location of structures.
		Landscaping	Incorporate landscaping elements into design.
		Exposure/shelter and Landform	Consider exposure, shelter, and landform in design.
		Boundaries and Screening	Define property boundaries and screening.
	Visual issues: House Form	Form	Define the architectural form of houses or layout/form/style of non-house uses.
		Scale	Determine appropriate scales for buildings or design elements.
		Materials	Specify building materials.
		Massing: Solid to Void	Address the balance between solid and open spaces.
	Visual Issues: Details	Elevation Details	Specify architectural details on elevations.

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Table 2.7. (Continued).

Case Study Evaluation Framework				Source
Content	Visual issues: Details	Colour	Define color schemes for buildings.	Scott, Bullock, and Foley, 2013.
		Richness/visual details	Enhance visual richness with architectural details.	
	Sustainable Design	Relative Emphasis on Sustainable Design Issues.	Determine the level of emphasis on sustainability in design policies.	Scott, Bullock, and Foley, 2013.

Consequently, the precedents were assessed across eight categories. Based on the findings from the literature review, each category was divided into specific criteria, and a scoring system ranging from 1 to 5 was used to gauge their adherence to these criteria. In instances where certain criteria were not applicable to a particular case study, they were rated as “N/A,” and those criteria were subsequently excluded from their overall evaluation (Table 2.8).

Table 2.8. Evaluation Scores and Descriptions.

Evaluation Score	Meaning
1	Precedent does not meet the criteria at all.
2	Precedent meets very little of the criteria (low).
3	Precedent meets the criteria (low-medium).
4	Precedent meets a fair number of criteria (medium).
5	Precedent meets a high amount of the criteria (high).

The evaluation highlights the strength of each precedent and how useful they are for informing the project. Given that the scores from the analytical framework formed a normal distribution, the top 20 scoring cases were then chosen using z-scores. Accordingly, from the 54 case studies that we analyzed, 20 of them were profiled.

Of the 20 cases reviewed, there was an even split between village and town settings with 9 cases representing each, compared to only 2 cases covering small cities (Kapiti Coast, New Zealand and Northampton, Massachusetts). While design standards from Ontario made up a quarter of the cases reviewed, cases from other parts of Canada and the US (10), as well as international cases (5), made up the majority. Close to half of the cases (8) were general design standards covering a variety of elements related to urban design including streetscapes, open spaces, landscaping,

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parking, and architecture. The remaining cases employed a more focused scope, outlining standards for specific design components and elements of the built form, including streets (3), residential development (2), commercial areas (2), employment areas (2), affordable housing (1), mixed use and multi-unit buildings (1), and the waterfront (1) (Table 2.9).

Table 2.9. Top Cases Chosen from Application of Analytical Framework.

	Name
15	Multifamily and Mixed-Use Design Manual
16	Dover Waterfront Design Guidelines
17	Brown Street, Wickford Village Design Standards & Guidelines
18	City of Cloverdale Commercial Development Design Guidelines
19	Halton Hills Premier Gateway Employment Area Urban Design Guidelines
20	Clarington North Village Draft Urban Design and Sustainability Guidelines

	Name
1	Town of Caledon Comprehensive Design Guidelines
2	Kapiti Coast, New Zealand
3	Rural Design Guide/Monaghan
4	Urban Design for Regional New South Wales, Australia
5	Rural Center Landscapes Design Guide, Chester County, PA
6	Township of King
7	Offaly countryside
8	St. Alban's Neighbourhood, North Carolina
9	Battle Road Farm
10	Freeport Mc Donalds
11	City of Northampton Street Design Guidelines
12	Cedar Main Street Village Plan, Nanaimo, BC
13	Third Street Cottages, Langley Washington
14	Rural Streets and Lanes: A Design Handbook

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SECTION 3 | POLICY & REGULATORY FRAMEWORK

3.1 Provincial Policies and Regulations

3.1.1 The Municipal Act

The Municipal Act is a set of laws passed by the Province of Ontario which conveys broad powers to municipalities to pass bylaws and to govern over the areas within their jurisdiction. It also contains provisions which describe the rules which all municipalities within the province must follow (except for the City of Toronto). These rules outline requirements of conduct for municipalities including practices and procedures, accountability and transparency, and finance.

3.1.2 The Planning Act

The Planning Act is provincial legislation that sets the foundation for all land use decisions within the Province of Ontario. It declares what uses and activities may be controlled and who has the authority to control them. The Act requires that Upper Tier municipalities (in this case the County of Frontenac) appoint a planning advisory committee. Lower Tier municipalities (in this case the Township of Frontenac Islands) are permitted to appoint a planning advisory committee if they so choose. The Planning Act further grants municipalities the authority to prepare planning documents including Official Plans (to set out municipal strategies and

set land use policies to influence future development) and Zoning Bylaws (to set the rules and regulation to control development as it occurs). Ultimately the Planning Act dictates that while carrying out the responsibilities dictated within the Act municipalities should have regard to matters of Provincial interest. In other words, all land use planning policies must follow the directives given by the province.

3.1.3 The Provincial Policy Statement

The Provincial Policy Statement provides overarching policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land (PPS, 2020).

The PPS provides direction to planning authorities directly from the provincial government. The goals of the PPS have been integrated into the Design Standards.

3.2 Municipal Policies and Regulations

3.2.1 County of Frontenac Official Plan

The County of Frontenac Official Plan is a land use document which is intended to serve as the blueprint for land use related decision making thorough out Frontenac

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County. The most current version of the Official Plan was consolidated on April 21st, 2016, and contains the amendments and corrections added to the plan since its initial date of approval. It is the intention of the Official Plan that each of the individual townships within the county (North Frontenac, Central Frontenac, South Frontenac, and Frontenac Islands) maintain a strong degree of control over the planning matters which are the responsibility of each individual municipality. Local Official Plans will be created to complement the County Official Plan by providing detailed strategies, policies, and land use designations for planning and development at the local level. The Plan is based around 6 sustainability themes, they are:

1. Economic Sustainability;
2. Growth Management;
3. Community Building;
4. Housing and Social Services;
5. Heritage and Culture;
6. Environmental Sustainability.

These 6 themes are intertwined within the plan and are intended to influence all decisions made within the County to encourage a sustainable balance between the econo-

my, community building, and the environment. These principles are integrated within this document.

The County's Official Plan contains various policies which apply directly to The Township of Frontenac Islands. The Plan recognises The Frontenac Islands' unique natural beauty and its important location as the gateway from Lake Ontario to the 1000 Islands. In line with this the plan includes a commitment to the monitoring of needs in relation to the various Ferry services which connect the various islands of the township to each other and to the mainland. The plan commits to supporting efforts to maintain adequate service levels of these vital services and to support improvements when required.

The County's Official Plan contains policies which apply broadly to Settlement Areas (a designation which Marysville possesses) across the county. These policies call for townships to encourage the efficient use of land and resources, for the purpose of optimizing public services.

The County's Official Plan contains policies for the purpose of expanding affordable housing within its constituent townships. Most relevant to this document, County Council may assess different forms of housing design which make housing more affordable and may investigate

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alternative dwelling design standards that may contribute to more affordable housing. Further policies include promoting the establishment of affordable housing within the township through intensification, allowing for conversions of single detached dwellings into multi-unit residences. Encouraging municipalities to maintain a minimum 10-year supply of residential land across the Frontenacs at all times. Facilitating the efforts of non-profit and co-operative housing. The county itself will commit to working with higher levels of government to acquire whatever resources are available for public sector housing programs and initiatives. Finally, that community Improvement Plans should consider initiatives to promote affordable housing projects in each Township.

3.2.2 Township of Frontenac Islands Official Plan

The Township of Frontenac Island Official Plan contains the community's goals, objectives, and policies to guide growth for the upcoming decades. The most recent version of the Official Plan was consolidated in July of 2013, containing amendments and changes from the previous years since the Official Plan's adoption. Through this plan, the Township of Frontenac seeks to create a strong community identity that reflects the unique character of each

island area. Future developments are to be sustainable, ensuring that promote compatibility between the natural and built environment. The windfarm that is present across much of Wolfe Island stands as a symbol of clean energy and signifies a move towards a green economy. Alternative energy systems, such as solar and biomass, are also to be investigated for their potential to contribute to the green economy of the municipality. The Vision of the Plan sets out the high-level ideals for the future of the community, and established expectations for the ways the Township will develop.

Also present within the Township's Official Plan is a section on the historic context of the Township of Frontenac Islands, such as its early settlement pattern, its fertile soil that has sustained an agricultural economy for centuries, and their strategic location at the mouth of the St. Lawrence River. Insights into population growth and housing development are also provided by the Official Plan, largely in comparison between the two main islands in the Township – Wolfe Island and Howe Island. An aging population and a desire for residents to retire on the island and age in place are also goals that the Township wants future developments to achieve.

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The Township Official Plan also highlighted some of the challenges the Township faces. Growth on Wolfe Island has historically been low, due to its remote location and dependency on the ferry for access. Options for housing are limited, with single-detached dwelling making up the majority, though there are a few rental units available. There is theoretically plenty of land for development, but much of the land use of Wolfe Island is for agricultural uses that are threatened by the potential for expansion. The Secondary Plan should assist with this concern, allowing Wolfe Island to preserve its farmland from fragmentation. The general lack of infrastructure on both islands is also mentioned, as there are concerns over water quality and sanitary capacity due to a small population and the cost of connecting to Kingston's utility network. Policies were put in place to look at communal servicing and required shared systems, which have since been elaborated on. A further analysis of Communal Servicing is in the Implementation section of this report.

3.2.3 Township of Frontenac Islands Zoning By-law

The 2003 Zoning By-law and its 2014 amendment for the Township of Frontenac Islands was examined as part of the Site Context and Inventory that will be discussed in

the following section. The definitions for front yards, rear yards, side yards and other terminology was used as reference for the observations made during the site inventory. To determine the state of parking within Marysville, Section 3.14 - Parking Area Regulations were referenced. The following subsections were cross-examined with case studies and best practices to help determine Design Standards for Marysville:

- 3.14. Parking Space Requirement.
- 3.14.2: Ingress and Egress Regulations.
- 3.14.4: Parking Area Design Requirements.
- 3.14.6: Parking Area Location on Lot.

The Zone Provisions of Section 4 were also examined and compared to existing uses within the village of Marysville. Properties within Marysville largely fall into the Village Residential (RV) Zone. Commercial (C) uses – the Wolfe Island Hotel, the Wolfe Island Pub & Pizzeria, and the Fargo General Store, to name a few – are scattered along Main Street, in the Village Core. The Wolfe Island Bakery and the Boat Club are both considered as Rural Industrial (M1). The churches, schools, Town Hall, library, and the community centre are zoned as Community Facility (CF) zones, intended for use by the public. For Marysville's expansion

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area, the land is considered Rural, and will need to be rezoned to allow for development. The Zone Provisions and their permitted uses helped frame several of the Design Standards.

As the Township's Zoning By-law is nearly 20 years old, it is anticipated that a new Zoning By-law will be drafted in response to this Design Standard document. Further details will be discussed in the Implementation chapter of this document.

3.2.4 Marysville Secondary Plan

The Marysville Secondary Plan is the most recent and relevant policy document, enabling the expansion of the Marysville Settlement Area, and providing the vision, goals, and policies that new development must adhere to. The Marysville Secondary Plan was adopted in May of 2020 to guide the detailed planning and future development of Marysville for the next 25 years, up to the year 2046. As the Township's only settlement area, future growth is to be concentrated within the expanded boundaries of Marysville. As a result of the new ferry and the refurbishment of the Marysville ferry dock and terminal, the County of Frontenac updated their population projection for Wolfe Island and are anticipating an additional 300 new residents that

need to be accommodated over the 25-year period. The Marysville has the following vision statement:

Marysville shall retain its small town, unique village character and provide an attractive, high-quality, safe, sustainable, interconnected, and pedestrian-friendly community for existing and future residents of all ages and abilities to enjoy. New development will be integrated with the existing village, through thoughtful design and a road pattern that enables continued connectivity.

Using the Marysville Secondary Plan's Vision Statement as a foundation, the vision statement was expanded on to develop the Design Standards Vision Statement. The vision statement also played a key role in determining the themes that each Design Standard relate to:

- Character & Identity
- Vibrancy & Inclusivity
- Sustainability
- Accessibility & Connectivity

These themes would repeat themselves in the results of the literature review and case studies, and the feedback

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from the workshop.

The Marysville Secondary Plan lays out a series of goals for the future Marysville. Key goals related to the design standards include:

- Develop a land use framework and guiding policies that will implement the vision;
- To encourage the development of a range and mix of housing types;
- To encourage development of accessible and affordable housing that remain consistent with the Village character;
- To encourage and promote best practices in environmental design and energy conservation;
- Provide a framework for development that is pedestrian-oriented and incorporates parks, open spaces, and trails and provides linkages to the waterfront, wherever possible;
- To promote active transportation by providing connectivity for pedestrians and cyclists to the Village Core and elementary schools and by encouraging the inclusion of pedestrian and cycling infrastructure on key existing streets, wherever possible.

These goals were repeated as primary concerns by res-

idents during the Workshop, indicating their importance for the future development of Marysville. These goals reflect a desire for any development to be built with respect to the existing Village, instead of being a separate area or commuter town for the Kingston Area. A range and mix of housing types is another need for the Village and has supporting policies in the PPS and Official Plans. To mitigate the impacts of climate change, Design Standards were chosen to incorporate green infrastructure Consideration has been given to the goals of the Marysville Secondary Plan, and how each of them can best be achieved through Design Standards.

Section 3.0 of the Marysville Secondary Plan also contains policies for general Community Structure and Design and Land Use, which are expanded on with this document. Regarding the anticipated population increase of roughly 353 people, it is anticipated that this growth will be managed by the creation of an additional 157 residential units, much of which will be in the Expansion Area. The policy states the expected density for development in the Expansion Area is a range of 10-18 units per hectare, depending on the available servicing. The Village Core is expected to see redevelopment and commercial expansion to support this growth. The Marysville Secondary Plan provides a basic

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set of design principles, urban design policies, and sustainability values that development must be consistent with to better realize Marysville as a complete community.

Key design principles include, but are not limited to:

- Provide housing choice with designs that reflect and are compatible with the existing Village character;
- Provide a neighbourhood design concept within the Expansion Area that considers safety and mitigates impacts of nearby natural and human-made physical features (wetlands, quarry, wind turbines and agricultural uses);
- Develop a well-connected network and hierarchy of streets, paths and active transportation trails that enhance connectivity around the Village, including the Expansion Area while safely accommodating various modes of transportation, including walking, cycling, and automobiles;
- Promote compatibility of building scale and form between new and existing adjacent development;
- Establish Gateways to the Village area to emphasize Marysville's identity.

The Design Standards within this document were expanded on from these design principles to meet the objectives of the Marysville Secondary Plan.

Section 4.0 of the Marysville Secondary Plan contains policies for Land Use, including both general policies that all development must adhere to, and those that apply to specific zoning provisions. There are 12 subsections, each with a specific land use or policy focus:

- 4.1 – General Policies
- 4.2 – Low Density Residential
- 4.3 – Medium Density Residential
- 4.4 – Village Core
- 4.5 – Institutional
- 4.6 – Village Residential
- 4.7 – Natural Environment
- 4.8 – Open Space
- 4.9 – Transportation
- 4.10 – Servicing
- 4.11 – Heritage
- 4.12 – Special Policy Areas

The General Policies provide support and guidance for

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development, while also outlining the role of the Township in the Secondary Plan. The Township is responsible for preserving waterfront access by preventing the closing, stopping up, and sale of rights-of-ways in the Village Core, with the aim of eventually providing publicly accessible Open Spaces along the waterfront. The Township is also responsible for ensuring the policies are met in new developments, and to manage the efficacy of the Design Standards. The Township also has a role in providing and improving Open Spaces and implementing Stormwater Management. The policies also apply to developers, providing broad guidance for new development and redevelopment in Marysville.

Section 5.0 covers Development and Phasing considerations for new development. It is anticipated that new development will be managed by Site Plan Control to ensure developments meet the policies of the Secondary Plan as well as the Rural Design Guidelines laid out within this document. This section further outlines the requirement that all new development within the expansion area, be serviced exclusively by municipal or communal servicing to the satisfaction of the Township. This requirement does not extend to new developments on the existing residential area or the village core, nor does it apply to existing homes or

businesses. Limitations on development due to the need for communal servicing are also included, as are maps that layout a phasing plan. Since the creation of the Secondary Plan, the location of the Expansion Area has shifted from the land west of Road 95 to the parcels of land between Road 95 and 7th Line Road.

Section 6.0 covers policies relating to the development and establishment of a public marina in the Village Core area. Marysville's coastal aspects are underutilized, due to private ownership of most of the lands along the Waterfront. The Frontenac Islands are made up of many cottages and similar developments that depend on seasonal boat travel to access, which Marysville is unable to capitalize on. The establishment of a marina will prove to be challenging, but the policies laid within can improve tourist access to the businesses located in Marysville. Public-private partnerships, or purchase of land by the Township should be sought out to realize this objective, as it can also provide high-quality public space with greater usability to a wider range of residents than what is currently present.

Section 7.0 covers the Implementation of the Secondary Plan. Existing Non-Conforming Land Uses are anticipated to cease in the long term, whether they do not fit in with

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the Design Standards or the Zoning By-law. An update to the Zoning By-law is anticipated to follow the Design Standards, though is understandably a costly undertaking. Future development is to be checked for consistency with other plans, and the Secondary Plan itself is to be monitored for its efficacy at meeting the vision, and goals laid out within. The Secondary Plan supersedes the Township of Frontenac Islands Official Plan, being a more recent document and one that more thoroughly addresses the needs of Marysville.

The policies in the Marysville Secondary Plan highlight the balancing act between preserving the rural character of the Village, while also allowing for new growth and development to better support the residents of the community.

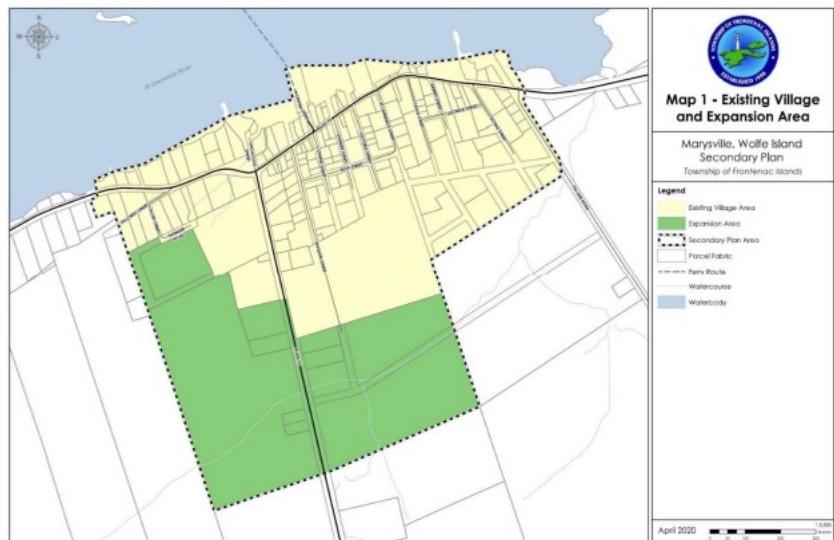


Figure 3.1. Previous Layout of Expansion Area.

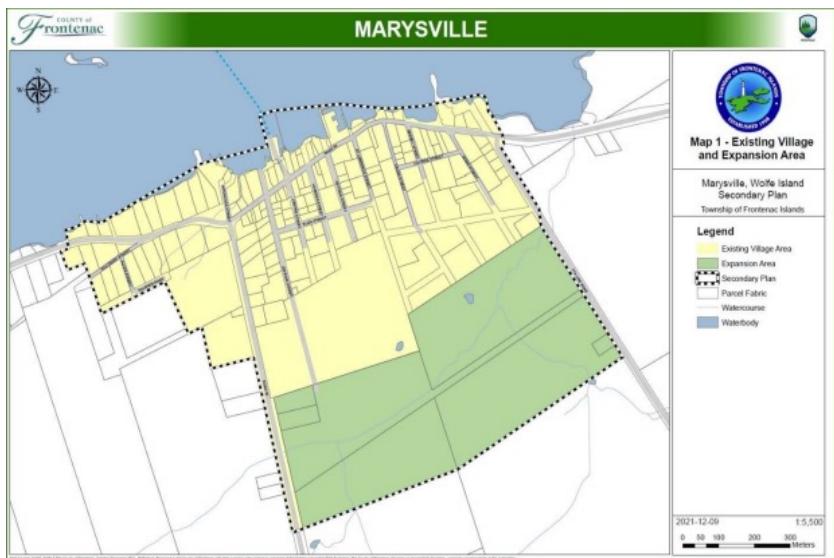


Figure 3.2. Current Layout of Expansion Area.

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3.2.5 Marysville Secondary Plan – Official Plan Amendment

Following the 2020 Marysville Secondary Plan was an Official Plan Amendment in March of 2022. The Official Plan Amendment implements the recommendations of the Marysville Secondary Plan, expanding on some policies and changing others. Of note, was the change to move the Expansion Area from the lands on either side of Road 95 (Figure 3.1) to the lands between Road 95 and 7th Line Road (Figure 3.2). This change was based on site visits to the lands by County Staff, and lays out the reasoning for the change:

- New development can better connect to the existing fabric of the village, with a greater ability to form connections for active transportation through along the existing rights-of-ways in the Existing Neighbourhood Area.
- New residential development will be in closer proximity to the Community Centre, and provide readily accessible public space for existing and new residents.
- A more efficient road layout, ease the infrastructure burden on the Township
- A by-pass road is between Road 95 and 7th

Line Road is required due to a previous legal agreement. Later residential development can utilize this road, leading to a more efficient use of the by-pass road.

The Official Plan Amendment was required to implement the Marysville Secondary Plan.



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SECTION 4 | SITE CONTEXT

This section provides an overview of the Marysville context, examining the characteristics of the Village Core, the existing neighbourhoods, and the Expansion Area.

4.1 Methodology

This section provides an overview of the site context methodology. To analyze the site context, different methods were employed to provide a more comprehensive understanding of the village. Two types of data have been used to analyze the context, including:

(1) *Site Observations*: Three separate site visits were done on Sep 15, 2023, Sep 30, 2023, and Oct 28, 2023, to understand the village's overall characteristics. Observations were gathered by taking notes and photos of important areas in the village (See Appendix C).

(2) *Site Inventory*: a site visit was done on Sep 30, 2023, to gain a better understanding of the characters of the built environment, and open spaces of Marysville. Accordingly, the inventory has been done on 179 parcels. A total of 37 observational characteristics in four categories were gathered during the site inventory:

(a) Lot-level characteristics: frontage, lot depth, front yard setback, side yard setback, and rear yard setback (Figure 4.1).

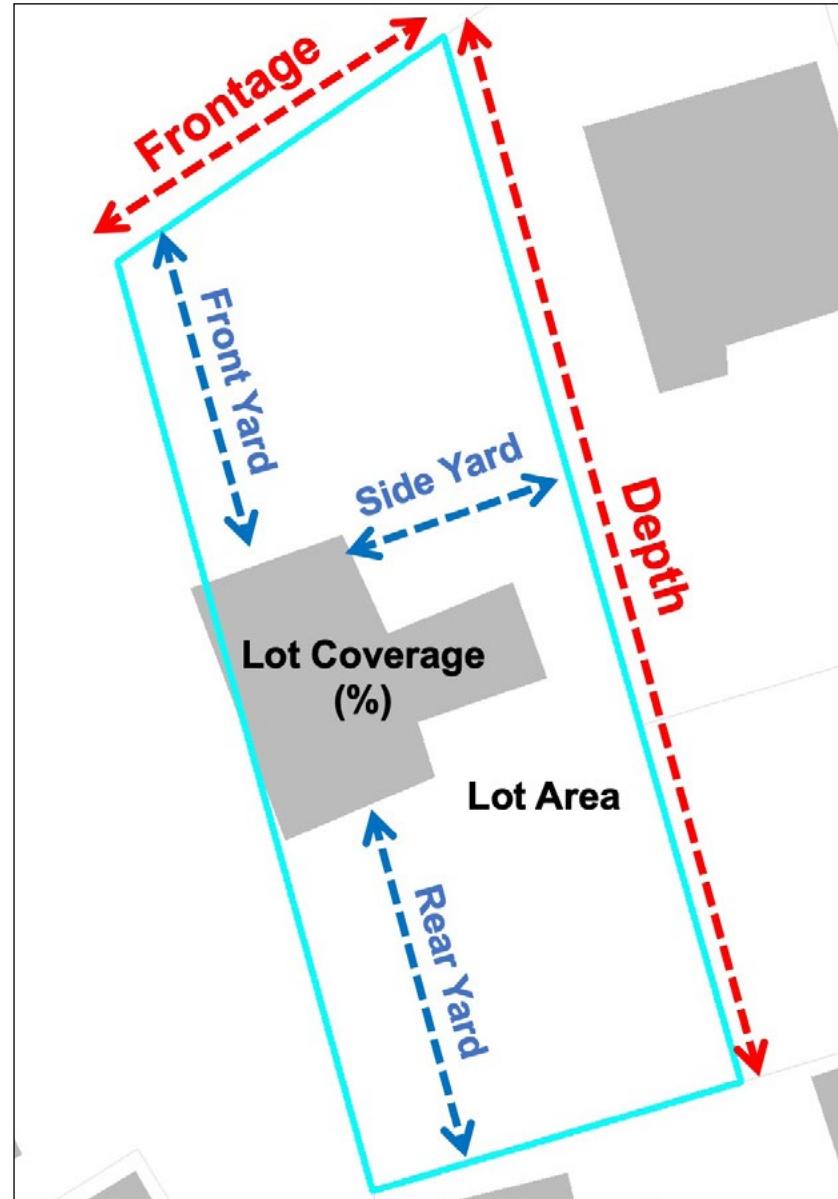


Figure 4.1. Lot-level Characteristics.

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- (b) Structural characteristics: building style, building orientation, height, building color, parking type, number of parking spaces, building structure, number of entrances, number of windows, patios/dining area/porches, basement, roof type, roof color, heritage observations/adjacency, and active/passive façade.
- (c) Non-structural characteristics: frontage planting, amenities, activity, murals/public art, connection to waterfront, and fencing (Figure 4.2).
- (d) Streets: cross-section elements, on-street parking, speed limit, existing/ potential trails, material, wayfinding elements, and street furniture (Figure 4.3).

After the site inventory, the data was imported into an Excel spreadsheet and then merged into Geographic Information Software (GIS) software. Accordingly, the GIS was used to conduct the site context and analyze the characteristics of the village, which is presented in this chapter (Figure 4.4). Maps detailing design characteristics can be found in Appendix D.



Figure 4.2. Structural and Non-Structural Characteristics.



Figure 4.3. Street Elements.

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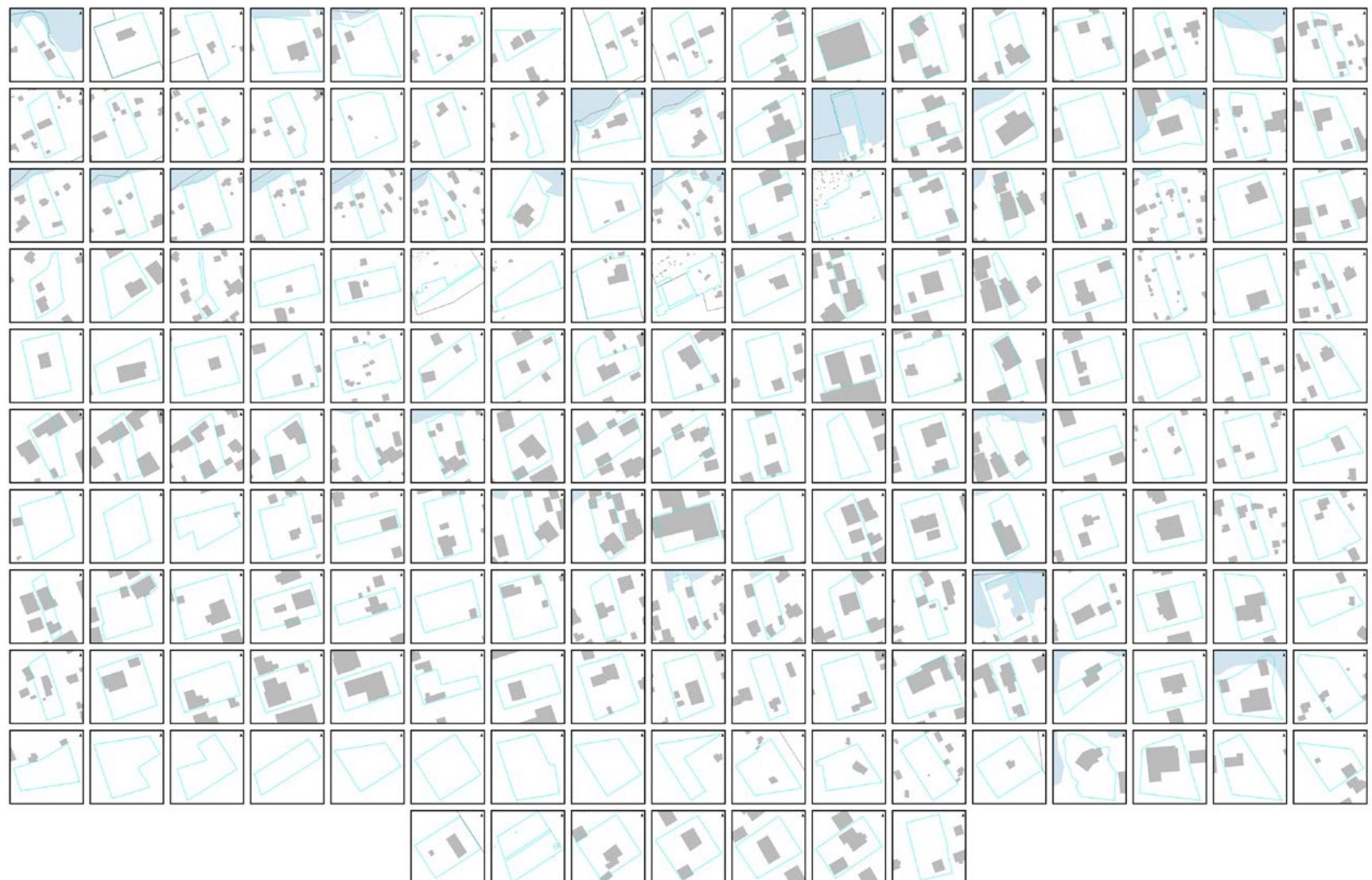


Figure 4.4. 179 Inventoried Parcels.

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4.2 Identifying the Existing Village Spatial Structure and Character

Drawing from the spatial delineations provided in the Marysville Secondary Plan as well as the results of the site context assessment, 3 character areas were identified in Marysville based on their distinct design characteristics. These areas are the Village Core, the Existing Neighbourhood, and the Expansion Area (Figure 4.5).



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Centred on Main Street, the Village Core serves as the high-density area of the village, containing several commercial, institutional, residential, and mixed-use buildings uses which provide a unique and engaging streetscape not found elsewhere in Marysville or Wolfe Island. Lot sizes and setbacks in the Village Core are typically smaller compared to the rest of the village while also having larger lot coverages, contributing to a denser spatial form in this area. The presence of explicit wayfinding features such as signs and directional posts as well as streetscape amenities like seating areas also contribute to a vibrant and pedestrian-scaled public realm, attractive to both residents and tourists.

Given its location, the Village Core also has a close association to the Village's waterfront, including several private marinas and the new ferry dock which will service the Wolfe Islander IV.



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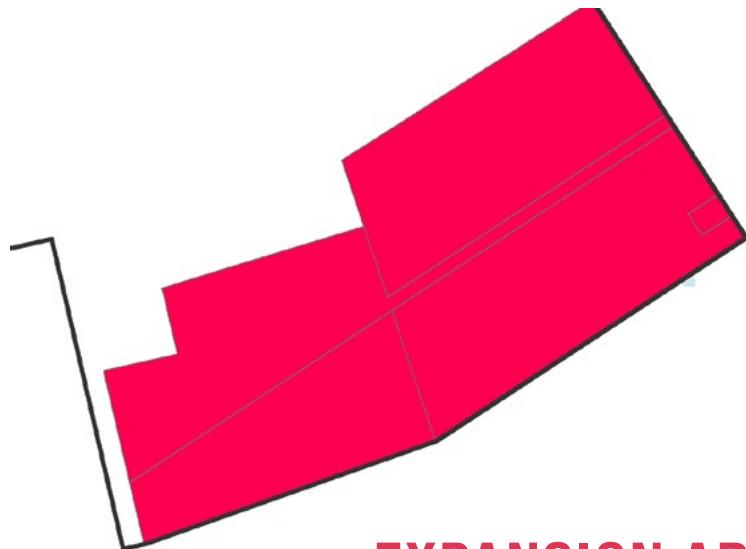
EXISTING NEIGHBOURHOOD

Situated between the Village Core and Expansion Area, the Existing Neighbourhood area serves as the lower density area of the village. Lot sizes are often larger than in the Village Core while lot coverages are smaller, further contributing to a more dispersed spatial form. With a prevalence of single detached homes, this area is oriented toward residential uses that provide access to the amenities of the Village Core as well as institutional uses like schools and churches present in the Existing Neighbourhood. Consequently, streetscapes in this area are generally for facilitating pedestrian and vehicle traffic rather than engaging pedestrians.

However, porches and other seating areas provide opportunities for community socialization in the neighbourhood.

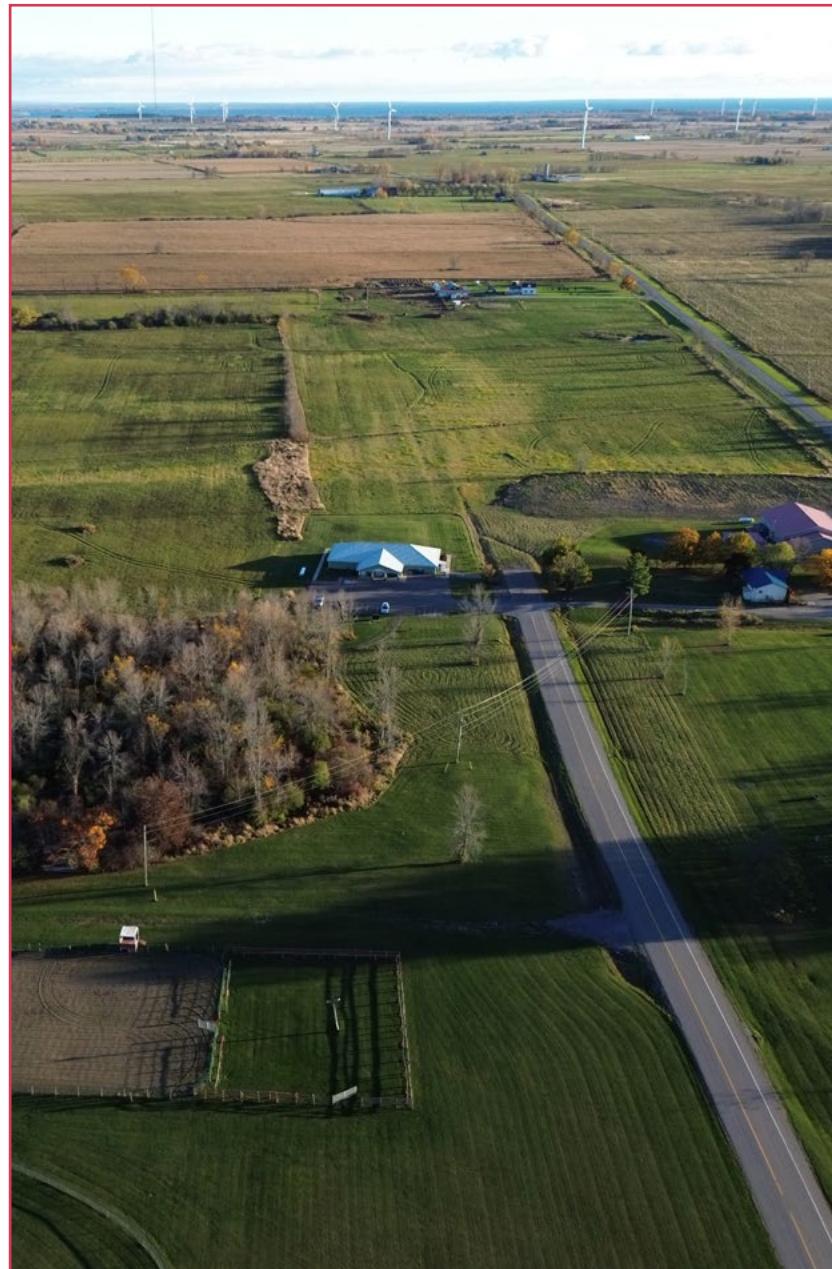


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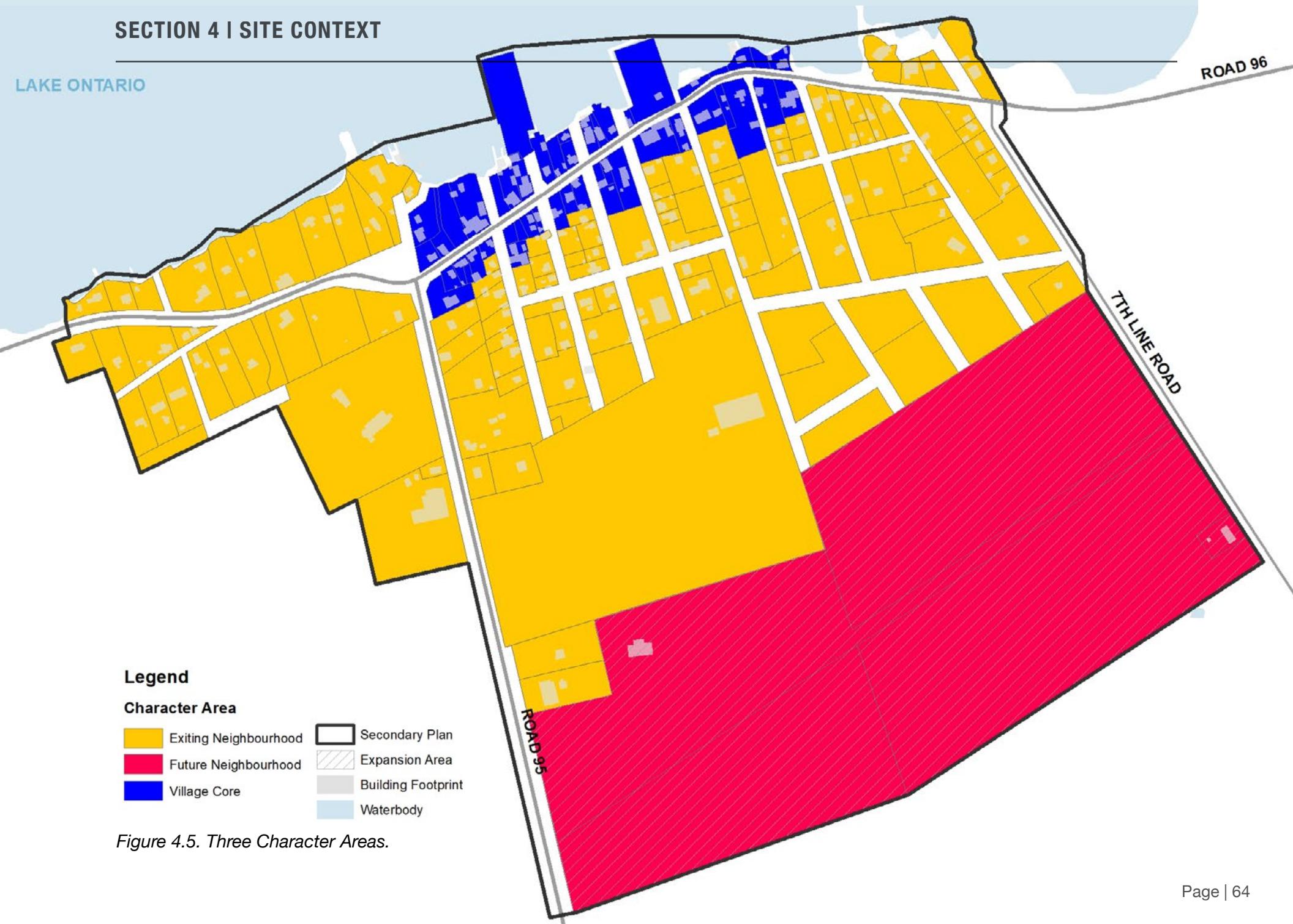


EXPANSION AREA

Located at the southern edge of the Village, the Expansion Area provides a blank canvas for future development. A parcel of this land was donated to the Township for the construction of the senior's residence, and much of the parcel remains open for the Township to pursue other developments that will meet the needs of Marysville. However, with the requirement of a new bypass road between Road 95 and 7th Line as a condition of the land donation, new development will have to consider the planning and design implications of this roadway.



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These character areas and their design characteristics are examined in further detail in the following subsections. A Strengths, Weaknesses, Opportunities, and Constraints (SWOC) analysis was also applied to inform design considerations and can be found at the end of this chapter.

4.3 Exploring the Design Character of the Site at the Scale of the Township

4.3.1 Land Use

Marysville is a primarily residential village with most lots devoted to single family homes. These residential uses are supported by open spaces, institutional uses, and commercial uses which provide a complete community for the Village and its residents. These supporting uses include three churches, a post office, a variety of shops and restaurants, two schools, a library, and several open spaces. Open spaces and institutional buildings provide space for community events, most notably the art gallery that takes place in the Township Town Hall and the recently started Farmers Market that takes place at the Wolfe Island Commons and runs during the summer and autumn months. Throughout the Village, views of Lake Ontario and the St. Lawrence River are prominent as the gently sloping topography of Marysville enables these features to be seen from

further distances from the waterfront.

(1) *Village Core*: Despite its role as an important commercial area for Marysville and Wolfe Island at large, the Village Core is predominantly composed of residential buildings. Alongside these residential uses, the Village Core contains most of Marysville's commercial uses including shops and restaurants. Mixed use commercial and residential buildings are also present in the Village Core which provide for higher densities in this area. With its proximity to the waterfront, the Village Core also has potential for connecting waterfront areas and the built form. While some waterfront connections are present, such as the Wolfe Island Commons and individual docks, houses and businesses lining the south side of Main Street as well as lot patterns create a barrier to public waterfront access along most of its length.

(2) *Existing Neighbourhood*: Within the Village's existing neighbourhoods, residential comprises the primary use and are made up mostly by single-family homes. These residential uses are complemented by recreational and institutional uses, including open spaces, churches, schools, and community halls, located in specific areas throughout the area. Consequently, there are few commercial uses located within these neighbourhoods. The current network

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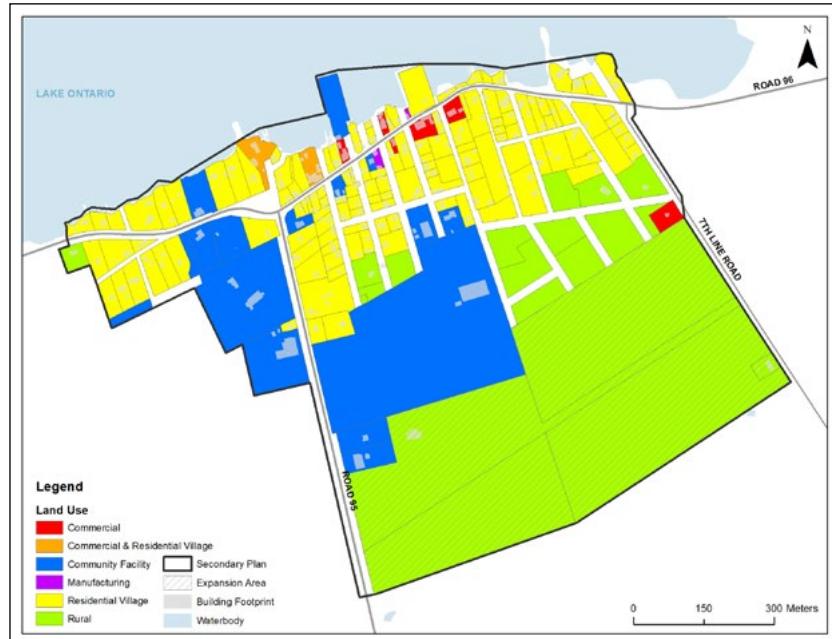


Figure 4.6. Zoning Provisions and Land Use.

of local roads provides access for most areas in the existing neighbourhoods to access the waterfront. With several unopened street rights-of-way there is potential to enhance waterfront access from the existing neighbourhoods by creating additional walking trails and multi-use paths. While some rights-of-way serve this function such as the connection between Cross Street and the Furlong Trail, many of these unopened rights-of-way are occupied by encroaching buildings, preventing their use.

(3) Expansion Area: Containing the Wolfe Island Emergency Services buildings, the medical clinic, a senior's residences

and a residential building, the Expansion Area is largely undeveloped, consisting mostly of farm fields, shrubland and a forest. Apart from the Division Street extension and the Furlong trail, there are consequently few formal roads or paths connecting this area into the wider village. However, unopened road allowances extending to the northwestern section of the Expansion Area as well as the planned bypass road between Road 95 and 7th Line provide opportunities to develop these connections (Figure 4.6).

4.3.2 Streets

Following the precedent of the Marysville Secondary Plan, we have divided the village's streets into 3 categories: Arterial roads, Collector roads, and Local roads.

(1) Arterial Roads: The streets designated as arterial roads within the secondary plan are County Road 95, County Rd 96, and the portion of Centre Street which extends to the ferry dock. These streets are paved with asphalt and are generally between 8 to 10 metres (26.2 to 32.8 feet), with sidewalks extending along at least one side. The purpose of these streets is to carry the highest volumes of traffic within and beyond the borders of Marysville, as a result they often only feature controlled intersections (ones with stop signs) at locations where two arterials meet, and these are never in the form of four way stops. These roads generally feature higher speed limits of up to 80kmph in

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places, though they are generally capped at 60kmph within the boundaries of the secondary plan area. The notable exception is the area within the Village Core where a speed limit of 40kmph is enforced.

(2) *Collector roads*: There is currently only one street designated as a collector within the Marysville secondary plan, it is the proposed “bypass road” which will connect County Road 95 and 7th line road. As no roads of this type currently exist it is impossible to comment on their current state. However, these types of roads are intended to carry a large volume of traffic from local roads to arterial roads, to accommodate all forms of traffic including vehicle and pedestrian, and to restrict driveway access from them to accommodate the flow of traffic.

(3) *Local Roads*: The Streets designated as local roads are all other roads within the village area which are not mentioned directly in the previous two categories. These streets are intended to provide access to and from private properties. They are intended to facilitate all modes of transportation. Within the Existing Residential area, the appearance of these streets differs greatly between each other. Most are paved, though some are with tar over gravel, and some are just gravel. The width of these roads varies, ranging from between 3 to 6 metres (9.8 and 19.7 feet) wide. Some of these streets feature sidewalks along one side, though the thinnest ones do not. Traffic moves slowly in these ar-

eas due to the natural thinness of the road causing people to move more cautiously. These roads are commonly arranged in a grid pattern which facilitates greater connectivity, with dead-end cul-de-sac only appearing when natural features hinder future development (Figure 4.7).

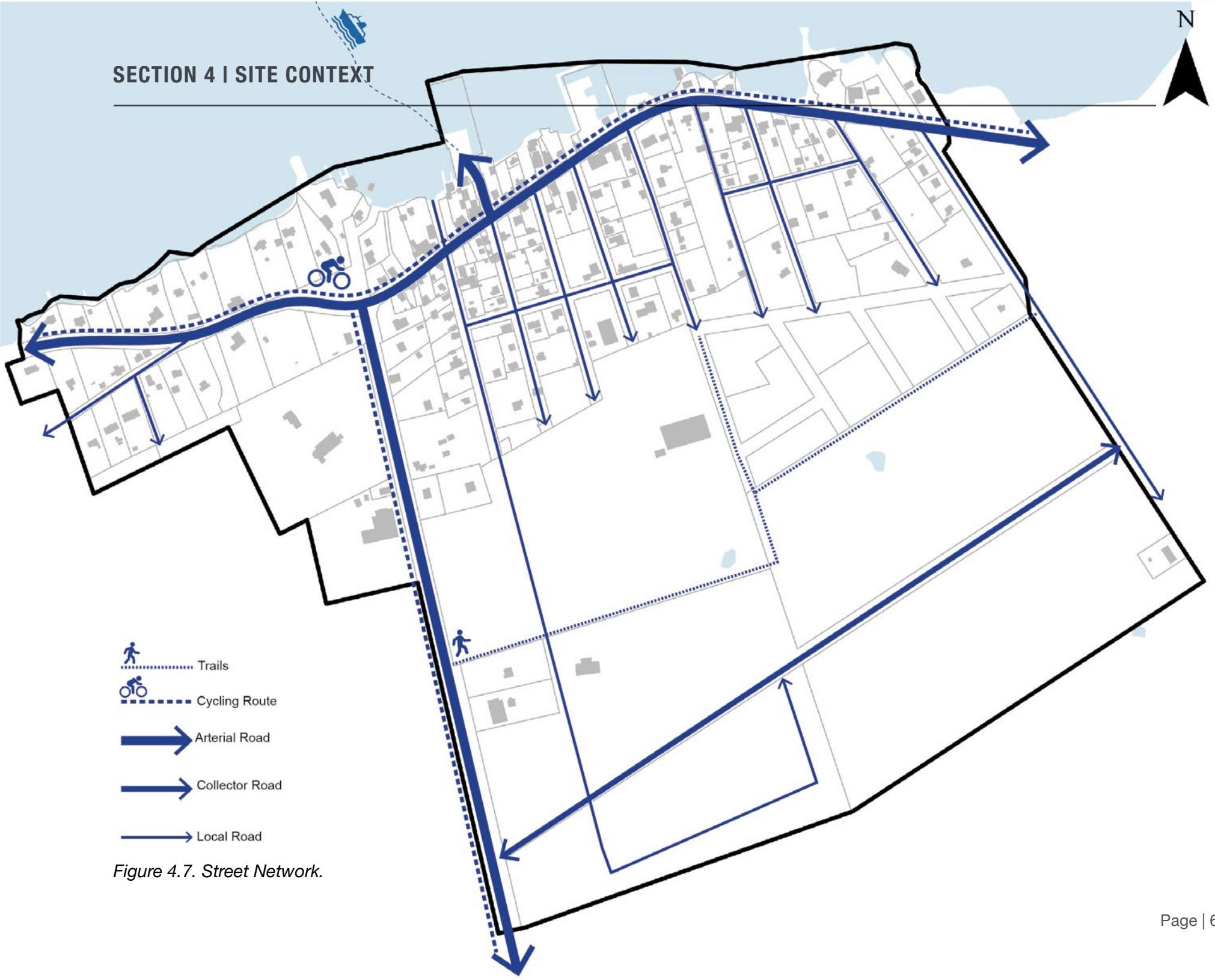
4.3.3 Public Spaces

Public spaces in Marysville can be found in a variety of forms, from public parks to public-private spaces to the sidewalks of Main Street. High quality public spaces help improve the sense of community by residents, affording them space to connect with other residents and participate in community activities.

(1) *Village Core*: In the Village Core, public spaces can be found along either side of Main Street, or in public-private spaces owned by residents and businesses. The commercial and supportive uses that can be found within the Village Core attract customers and residents, and the sidewalks themselves serve as meeting places between acquaintances as they go about their everyday errands. Street furniture – usually provided by local stores – accentuates this ability by creating meeting spaces and focal points along Main Street. It is limited by the willingness of businesses to purchase and maintain these street features,

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as they can only be found in certain locations – outside the Wolfe Island Bakery, the Wolfe Island Pub & Pizzeria, and the Hotel Wolfe Island, and a few other areas. While the patios and seating areas are intended to be used by customers, it was noticed during site visits that passing friends and acquaintances would make use of the street furniture to stop and chat. The lack of Township-owned street furniture also poses issues due to the seasonality of some of the businesses. For example, the Bakery closes in mid-October at the end of the tourist season, taking its chairs and tables with it.

Elsewhere in the Village Core are privately owned public spaces – land that belongs to a private individual but are generally open to the public. The small parklet across from the Town Centre is one such public space, featuring a bench, signage, and some historical decorations, but is owned by the adjacent house. The Wolfe Island Commons is another area that meets this criterion. What was once a parking lot for the hotel is now a central point of the community, hosting events such as Farmer's Markets, music festivals, and other community events. Outside of these times, it is still open to the public, with seating areas, planters, and other amenities for the public to use, and provides one of the few public washrooms in Marysville.

(2) Existing Neighbourhood: The Existing Neighbourhood area has two primary public spaces – some minor waterfront access on the eastern border of Marysville, and the centrally located Wolfe Island Community Centre. Along the waterfront, there is a single seating area for what is trying to be a parklet, but is undersized and underutilized. The nearby peninsula of land to its north is owned by the Township and does have some potential to be activated for better waterfront access.

The Wolfe Island Community Centre, on the other hand, is the prime area of public space for the community. It total 15 acres, and includes a covered rink, 3 baseball diamonds, a playground, a maintained grassy field, a livestock showing pen and barrel racing field, and a small parking lot. The Community Centre is also adjacent to a cemetery, providing more green space and walking paths. Observed uses at the Community Centre include walking, dog walking, playing sports, and using the playground equipment. With the Expansion Area located directly to the south, the Community Centre moves from becoming the edge of the community to its true centre, with residential developments surrounding it on nearly all sides.

(3) Expansion Area: As the current Expansion Area is split

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between being a natural area and an agricultural one, only the Furlong Trail can be considered a public space. The trail connects 7th Line Road with the Community Centre, Division Street, and Cross Street, and is short, and poorly maintained, receiving little use to no use during our site visits. Drone footage of the trail shows that it largely consists of a path through long grass that was stamped down by an ATV at some point, but little evidence of pedestrian use or accommodation. With the potential for new development in the Expansion Area could lead to a formalization of the Furlong Trail, making it more readily usable as a public space.

4.4 Exploring the Design Character of the Site at the Scale of the Buildings

4.4.1 Lots and Site Layout

(1) *Village Core:* The village core has a distinct lot pattern. Primarily in the area around Division St/Main St, there is a concentration of lots with lot areas under the median lot area for the entire secondary plan area. The East end of the core area also displays a similar trend in lot area, with lot sizes being around 1600 sq. metres (17,000 sq. feet). The Village Core has an average frontage of 30 metres (98.4 feet), which is less than the median frontage for all proper-

ties within Marysville.

The village core contains the shortest front and rear yard setbacks out of the entire secondary plan area, sufficiently under the median. With most of the front and rear yard setbacks in the core being under 10 metres (32.8 feet) and 20 metres (65.6 feet) respectively.

The central core area generally has smaller block sizes, and transitions to medium block sizes towards the western and eastern entry points and along the border with the Existing Neighbourhood.

(2) *Existing Neighbourhood:* The existing neighbourhoods serve as a transition area and mix of lot sizes. The size of lots varies in this area range from around 1600 sq. metres (17,000 sq. feet) to 4000 sq. metres (43,000 sq. feet). This area also serves as important transition area for frontage distances, as the existing neighbourhoods have medium frontage measurements from West to East. Both the village core as well as existing neighbourhoods have front setbacks sufficiently under the median for the secondary plan area, with a mix of setback distances west of Road 95. There is a range of rear yard setbacks in the existing neighbourhood's area, with a median distance of 30 metres (98.4 feet).

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(3) *Expansion Area:* The Expansion Area contains several large lots that are yet to be developed. The residential use to the southeast, as well as the community facilities to the southwest have lot sizes and configurations consistent with those in the Existing Neighbourhood area. When future development occurs in the Expansion Area, it is anticipated to be in a style that is compatible with existing sizes, frontages and setbacks with lots from the Village Core and Existing Neighbourhood.

4.4.2 Building Style

Building styles in Marysville exhibit an eclectic character developed organically over many decades of inhabitation by residents. Maintaining this organic and eclectic form will therefore be a priority for new development and redevelopment in the Village. Despite this variation, there exist thematic style characteristics that can be observed throughout the buildings of Marysville and which can help inform the design of new development.

Table 4.1. Quantitative Analysis of Lot-Level Characteristics.

		Core Village	Existing Neighbourhood	Future Neighbourhood
Lot Frontage	Mean	27.53	41.78	75.24
	Median	19.28	33.80	55.63
Lot Depth	Mean	43.95	55.23	256.67
	Median	39.50	45.03	256.67
Lot Coverage	Mean	24.56	10.53	2.65
	Median	21.26	8.95	0.00
Front yard	Mean	4.93	14.81	15.95
	Median	3.59	7.09	15.95
Side yard	Mean	1.90	11.09	52.79
	Median	0.00	5.35	26.47
Rear yard	Mean	19.20	27.33	27.80
	Median	14.70	21.13	27.80
Lot Area	Mean	1071.99	3605.97	70010.94
	Median	695.33	2027.94	84228.74

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Architectural styles such as the National and Cape Cod styles are widely used throughout the Village across residential, commercial, and institutional land uses (Figures 4.8 & 4.9). Despite this preference, however, there is still extensive variation in architectural forms with Gothic Revival, Shingle, Shotgun, Split-Level, and Bungalow styles having extensive coverage throughout Marysville (Figures 4.10-4.14).



Figure 4.8. Examples of Cape Cod Styles from Marysville.



Figure 4.9. Examples of National Style from Marysville.

Similar to architectural styles, roof styles show variation across the Village. However, most roof styles are generally gabled with some buildings incorporating dormered windows into the roofline (Figures 4.15-4.16). For examples of architectural and roof styles, see Appendix F.

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Figure 4.10. Examples of Gothic Revival Styles from Marysville.



Figure 4.11. Examples of Shingle Styles from Marysville.



Figure 4.12. Examples of Shotgun Style from Marysville.

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Figure 4.13. Examples of Split-level Styles from Marysville.



Figure 4.14. Examples of Bungalow Styles from Marysville.

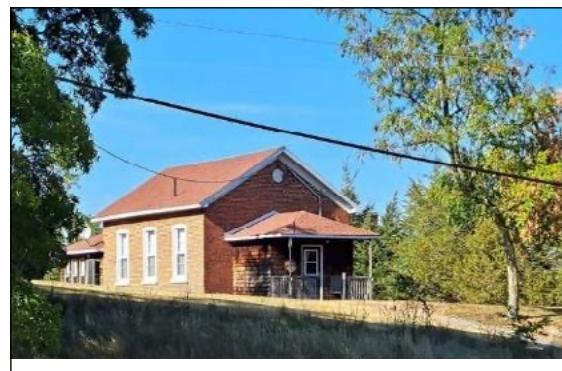


Figure 4.15. Examples of Gable Style from Marysville.

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Figure 4.16. Examples of Dormer Styles from Marysville.

Building facades are generally white or other neutral tones including brown and grey. Despite this, there are also examples of more vibrant buildings incorporating teal, red, blue, and yellow into their colour palette. Roof colours show less variation and are generally grey, black, or brown. However, there are a few buildings in the Village with red, green, and blue roofs.

Building facades are generally more passive than active, lacking connections to the streetscape such as pathways and physical extensions. There are also limited heritage observances in the Village with only a handful of buildings distinguished by small plaques or other markers. There is no formal heritage designation process within the Township to protect these buildings.

(1) Village Core: Architectural styles in the Village Core are

consistent with those found in the wider village, making use of the National, Cape Cod, and Bungalow styles, as well as Gable, Dormer, and Flat roof types. As a result of this consistency and proliferation of unobtrusive roof lines and building forms, this helps to maintain views of Lake Ontario from other areas of the Village.

Due to the concentration of buildings in the Village Core, there is a more noticeable variation in building colours, like at the Wolfe Island Hotel, which provides a sense of visual interest. Despite this, roof colours remain quite consistent with the surrounding Village, exhibiting mostly neutral tones.

The Village Core hosts a concentration of active facades. This is due to the proximity of these lots to the streetscape and the provision of walkways, paths, seating areas, and

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porches that have potential to contribute greater resident and pedestrian activity.

(2) Existing Neighborhoods: Like the Village Core, the existing neighbourhoods employ mostly National, Cape Cod, and Bungalow style houses. The similarity in building styles with the Village Core provides a consistent style throughout most of the Village area, which reinforces the design character of Marysville. While gable roofs are also common in the Existing Residential area, dormer roofs are less common. Rather, there are more skillion and hip roofs in the Existing Residential area, contributing to a more residential feel compared to the Village Core.

Building and roof colours in the Existing Residential area are consistent with the wider village and mostly consist of white, grey, and brown facades and dark roofs. However, there are also a few red, yellow, and blue buildings which help to tie the Existing Residential area into the colour scheme of the Village Core.

Compared to the Village Core, the Existing Residential area has a lower proportion of active facades. Where active facades are present in the Existing Residential Area, they are mostly clustered along streets close to the Village Core, providing a transition between these two areas. Ac-

tive façade features in the Existing Residential area include porches, pathways, seating areas and patios.

(3) Expansion Area: Due to its relatively undeveloped state, there are few structures in the Expansion Area, save for one house, the seniors residence, and the Wolfe Island Emergency Services buildings. As these buildings are generally in-keeping with the structural character of other residential areas in the Village, there is opportunity for these uses to be integrated seamlessly into new development occurring in this area.

4.4.3 Building Structure

The village of Marysville has significant variation in structural features amongst its buildings, due to the eclectic nature of such buildings. There is a lack of uniformity amongst building structural makeup due to the slow development of the Village across many years, leading to variation in building style and consequently, variation in building structure. Despite this, some trends amongst the structural makeup of current buildings can be observed.

The number of doors in the Village varies across buildings, though most buildings typically have one door. Many residential buildings have both a solid door and a screen door, contributing to the creation of an active façade. The high-

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est number of doors observed on a single building was eighteen, with the minimum at one. Similarly, most buildings had one observable entrance, with the highest number of entrances observed on a single building in the Village being four.

In terms of windows, most buildings in the village had approximately five observable windows, with one building having 35 observable windows and some buildings having as few as zero observable windows, though these were mainly accessory buildings. The number of windows varied throughout the village though some trends were observable within the core and within the existing residential area.

As a result of the variety of land uses within the village of Marysville, there is a significant variation in available parking spaces per building. There was a maximum number of thirty-two parking spaces observed for one single building (the Catholic Church) and a minimum of zero, though most buildings were found to have three parking spaces. Residential properties often had driveways, sometimes accompanied by garages, while other uses occasionally had paved or gravel parking lots.

Most buildings were approximately 6.1 meters (20 feet) tall,

with a maximum building height of fifteen meters being observed. The number of observed storeys varied between one and three storeys.

(1) Village Core: The buildings within the village core present diverse architectural features, ranging from one to four doors. Windows also greatly varied within the Village core, with most buildings having between zero and five windows, some having six to ten, and a select few having eleven to forty windows. Most buildings within the Village Core have one or two entrances visible from the street.

In terms of parking within the Village Core, most buildings had between one and three parking spaces. Since the Village Core supports a range of uses, some buildings had over seventeen parking spaces. Residential properties within the village core often had paved driveways, sometimes accompanied by garages. Uses other than residential either had parking lots or relied on street parking for patrons. Most buildings within the village core were 2 storeys tall.

(2) Existing Neighborhood: Within the existing neighbourhoods of the village structural details of buildings did not differ significantly from those of the buildings within the village core. Most residential buildings had 1 to 4 observ-

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able exterior doors. Most residential buildings had 4 to 5 windows, with southern residential buildings tending to have 8 windows. Similarly, most buildings had 1 or 2 visible entrances. Most residential buildings also had 1 to 5 parking spaces, however buildings closer to the Village Core tended to have less available parking and more reliance on street parking. Most residential buildings close to Main Street and surrounding area had 2 storeys, though residential buildings further away from the Village Core were mostly bungalows.

(3) *Expansion Area*: The area allocated to future expansion is undeveloped aside from a single residential property, the senior's residence, the clinic, and the Wolfe Island Emergency Services building. These four buildings are similar in structure to the buildings in the Existing Neighbourhoods of Marysville. They have one or two doors/entrances, and four or five observable windows. These buildings are a single storey tall and are approximately 4 meters (13.1 feet) in height. The buildings are equipped to support higher concentrations of parking than buildings within existing neighbourhoods closer to the core, having spaces for 4 to 7 vehicles. Parking at the residence consists of a driveway and garage whereas the Emergency Services building has a parking lot, following the pattern of other institutional

or community facilities uses in other areas of Marysville. Since these buildings currently fit with the character of existing residential areas within Marysville, they will be easily integrated into new development within the expansion area boundary.

4.4.4 Landscaping

Landscaping of lots includes trees, bushes, shrubs, gardens, fences, and other work done by owners to generally improve the appearance of their property. Throughout the village, trees of different species have been planted, and many of the properties have a garden of some sort, be it flowers, bushes, or even vegetable gardens. Fences in general are a rare occurrence, and when they are used, there are usually of medium height, unobtrusive, and permeable. Privacy fences are nonexistent, or at least not viewable from the street.

(1) *Village Core*: Most landscaping in the Village Core is in the front yard of buildings along main street. Trees are used to great effect by residents to create a privacy screen, while also providing shade for pedestrians. Gardens are also a common occurrence for buildings in the Village Core, providing screening at ground level and displaying the level of care residents put into their properties. Fencing of different

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styles and sizes can be found along Main Street, often in simple designs. Wrought iron fencing, wire fencing, wooden fencing, as well as white-picket fences add to the variability of Main Street and denote the edge between public and private spaces without feeling hostile to pedestrians.

(2) *Existing Neighbourhood:* Landscaping in the Existing Neighbourhood area bears many similarities with landscaping in the Village Core, with front yard trees and gardens located along the outside of the house. The large lot sizes in the Existing Neighbourhood do afford residents more open space for landscaping, leading to a greater range of natural and artificial landscaping features. Artificial and maintained landscaping is more prominent in the western section of the Existing Neighbourhood area, with gardens, lilac bushes, vegetable gardens, and cedar hedges all being a common sight. By contrast, the eastern section of town has more natural forms of landscaping, likely flora leftover from not clearcutting each lot. Evergreens, willows, birch trees can be seen on many of the properties, and shrubs such as sumac remain as you move east and south through the Existing Neighbourhood area.

(3) *Expansion Area:* As there is little development within the Expansion Area save for a few community facilities

and a residential building, the lands are a blank canvas for landscaping. A mixed forest marks the border between the Existing Neighbourhood and Expansion Area, and shrubs and bushes mark the boundaries between the farm fields to the south. New development can make use of the existing flora for decoration, screening from the wind, and for future landscaping.

4.5 SWOC Analysis

As a part of conducting the site inventory, site context, and from feedback gathered from the community workshop, an analysis of the Strengths, Weaknesses, Opportunities, and Challenges (SWOC) was performed. The results are summarized in Table 4.2.

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Table 4.2. SWOC Analysis.

Strengths	Weaknesses
<ul style="list-style-type: none">• Blank State for Future Development.• No Current Developer Involvement.• Proximity to Kingston.• Naturally Beautiful Area.• Scenic Views of Lake Ontario.• Safe community.• Hierarchy of arterial and local streets in an existing compact grid formation.• Low levels of traffic due to efficient movement of cars and density.• Adequate space for on-street parking along Main Street.• Commercial and mixed-uses in the Village Core attract people to Main Street.• Street furniture and porches provide opportunities for active streetscapes and passive observation.• Minimal and unobtrusive fences exist throughout the village which provides a greater sense of community and visual cohesion.• Frequent use of gardens and trees throughout the village provides visual interest.• The Village Core Provides high densities with small frontages, setbacks, and lot sizes compared to the rest of the Village.• Build forms in the Village employ a select number of styles, colours, and materials, while also allowing for variety that promotes an eclectic rural character.• Unobtrusive and simple roof lines combined with an average 2 stories per dwelling help maintain views of Lake Ontario.• A variety of open spaces, institutional, and commercial uses are available to support residents.• Institutional uses in the Village employ different yet complementing architectural styles to the surrounding residential and commercial uses, and serve as distinct landmarks.• Use of vibrant colours for buildings by the waterfront are reminiscent of Maritime designs that promote connections to the waterfront.• Sidewalks are actively used by residents and serve as informal meeting places.	<ul style="list-style-type: none">• Ferry travel can make living on the island challenging.• Existing water and sewage services are exclusively on-site servicing.• Many local amenities such as grocers, banks, and pharmacies have long since left town, leaving few services in the Village.• Cycling infrastructure is limited or non-existent• Sidewalk network is not fully connected.• Sidewalks in some areas are narrow or unmaintained.• Sidewalks on the south side of Main Street are inconsistent.• Streetlights are only located on private property, and only in a few locations.• Roads in the Existing Residential area are narrow, with poor sight triangles, making it difficult for cars to pass each other.• There is no formal heritage designation process for the Township, meaning there is no legal protection for cultural heritage buildings• The Village's housing stock is mostly composed of single-detached dwelling homes with few mixed-use of multi-unit developments, reducing the types of housing available, especially for residents who want to age in place.• Some buildings encroach onto public rights-of-way, reducing their ability to serve as future connections.• Lack of well-defined public parking for tourists.• Street signage is inconsistent.• Connections between Marysville and the waterfront are underdeveloped.• Lack of public washrooms puts a strain on individual businesses.• Lack of health and emergency services on Wolfe Island.• No publicly owned marina, reducing the ability for boaters from the Thousand Islands to access the Village.

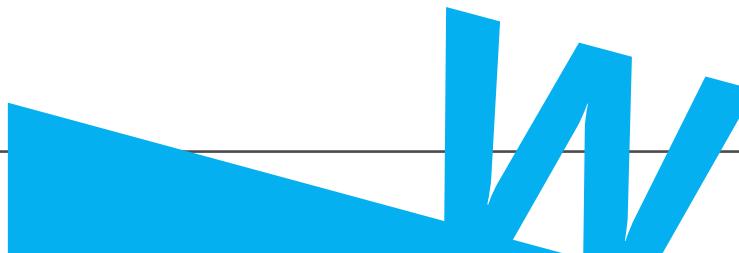
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Table 4.2. (Continued).

Opportunities	Challenges
<ul style="list-style-type: none">Residents are interested in population growth to better support local services, such as the Post Office and Schools.Expansion Area is partially owned by the Township through a donation.New ferry terminal in the Village Core will reduce wait times and increase pedestrian accessibility.The Marysville Secondary Plan recognizes the importance of design for meeting the objectives of the Village.Several existing Open Space throughout the Village.The Village's Community Centre borders the Expansion Area and could provide high-quality open space and connect the Expansion Area with the rest of Marysville.The Wolfe Island Commons has become a popular area for hosting community events, such as Farmer's Markets and Music Events.Several nature trails border the Expansion Area, that create active transportation routes that can be further connected to the open space network.Limited landscaping, natural vegetation, and buildings in the Expansion Area creates a blank canvas for new development.The Townships' Zoning By-law is due to be updated, allowing the recommendations from the Design Standard to be incorporated into the new By-law.The County's recent report on Communal Servicing and the creation of a Municipal Services Corporation outlines a financially feasible and contextually relevant approach for implementing communal services in the Township that will allow for higher densities and environmental benefits.Active facades are common in the Village Core as well as surrounding open spaces, institutional uses, and commercial uses which provides passive observation and an engaging public realm in high traffic areas.There are several undeveloped open spaces owned by the municipality which could be developed to enhance the open space network.There are a variety of lot shapes, sizes, and setbacks which creates an interesting property fabric.	<ul style="list-style-type: none">Existing development based on individual servicing prevents mixed-use and multi-unit developments.A new by-pass road needs to be put through the Expansion Area connecting Road 96 and 7th Line Road, as a condition of a land donation.No local roads currently exist in the Expansion Area except for a portion of Division Street.Open spaces in the Village Core are spatially distributed which poses a challenge for integration with the larger open space network.An aging population creates a risk to some institutional uses such as the Village's school.Development on the island will be more expensive than on the mainland.Minimum separation distances from wells and septic fields require larger lot sizes.There are unevaluated wetlands in the Expansion Area which may constrain development in the Expansion Area if they are determined to be Provincially Significant Wetlands.Development of lots in the Special Policy Area would require an amendment, as well as additional technical documentation such as Environmental Impact Studies, Stormwater Management Reports, Servicing Reports, and Planning Justification Reports, to approve new development in this area and remove the Holding Provision.The lack of road extensions into the Community Centre combined with encroaching building limits access.Street parking occurs on narrow streets, reducing the flow of traffic.New development needs to balance the needs of current and future residents while avoiding the negative impacts of tourism.There is no publicly owned land along the waterfront that is large enough for a public marina.

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Some of the key strengths identified for Marysville include its location on the shores of Lake Ontario and is in proximity to areas of natural beauty that are a draw for tourists, such as the 1000 Islands. The existing layout of streets in a tight, traditional grid pattern creates a good sense of street hierarchy and can meet the traffic demands of the community. The Village's Main Street is a focal point for the community, drawing both residents and tourists to the area and contribute to the character of Marysville. The public spaces that can be found within the Village Core help create a more welcoming environment, and the Wolfe Island Commons provides a venue for local events. The eclecticism of the building styles present with the village is reflective of the Village's history, and the variation in shape, size, roofing, colour, and layout is celebrated by locals.



The primary weakness of Marysville is its dependency on the ferry for access. The lack of a permanent crossing forces all residents and visitors to the island to depend on the schedule of the ferry, which is operated by the Ministry of Transportation (MTO). While a fire hall is present on the island, EMS and police services are found in Kingston and depend on the ferry. Many traditional amenities that used to be found in small towns such as grocers, banks, and pharmacies are no longer present within Marysville, further increasing the dependency of residents on stores in Kingston. The current housing regime on Wolfe Island is single-detached dwelling units, with only a few mixed-use/apartment units and a multi-unit senior housing building. The lack of housing types makes it difficult for residents to age in place and prevents certain groups from purchasing land in the community. Signage and wayfinding elements, while present, are not clearly displayed to visitors, often leading to tourists asking for directions or getting lost. The lack of publicly accessible washrooms is another weakness Marysville faces, as private businesses end up being responsible for providing this service.

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For opportunities, the Township's Council and the residents of Marysville are for the most part, prepared, ready, and willing to increase the population of their community. Many residents see the population increase as a method to stabilize existing local services, such as the post office and public schools, and to invite new commercial opportunities to the Village. In the Village Core, the Wolfe Island Commons supports local events, and has contributed to the creation of several new businesses through Farmer's Markets and networking and has the potential to expand as the population increases. A parcel of land within the Expansion Area was donated to the Township as a charitable donation by a local landowner and has the potential for zero-land cost affordable housing, medium-density housing, or other uses that help the municipality reach its housing targets. The Community Centre is now located in the middle of the community and will largely be surrounded by residential uses and will provide high-quality public space for new development.



Development faces several challenges on Marysville, most notably the lack of municipal servicing for water and sanitary services. The small population is unable to fiscally cover the costs associated with municipal systems of this size, and residents and businesses must rely on individual servicing. Due to the small lot size present within the village, many of these systems do not function correctly or meet the required setbacks to nearby buildings, increasing the risks of contamination and negatively impacting public health. As part of the land donation to the Township, the municipality was supposed to place a bypass road between Road 95 and 7th Line Road, through the centre of the expansion area. The lack of roads within the existing Expansion Area results in additional work and costs to the Township or developers before the development of housing can begin in earnest. Most of the land along the waterfront in the Village Core is privately owned, and due to high land costs and small lot sizes, is likely to remain that way, making it difficult for Marysville to purchase land for a public marina.

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SECTION 5 | COMMUNITY WORKSHOP

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SECTION 5 | COMMUNITY WORKSHOP

Reviewing the literature and analyzing the case studies highlighted the importance of Incorporating community input into the design standards of the Village as an important part of the development of the design standards (Connell & Daoust-Filiatrault, 2018; Punter, 2007; Scott, Bullock, and Foley, 2013).

Accordingly, the project team, under the guidance of Dr. John Meligrana and the Planning and Economic Development Department from the Township of Frontenac Islands, hosted a community workshop at the Wolfe Island community hall. The objectives of the workshop were to:

- Understand how residents perceive and define the “character” of Marysville;
- Identify key areas and locations of the Village and their defining characteristics; and,
- Identify residents’ desired futures for Marysville and the Expansion Area.

Accordingly, two workshop sessions were planned for November 7th, 2023, at the Wolfe Island community hall. The first workshop session was from 2:00-4:00 pm, with the second session occurring 6:00-8:00 pm.



Figure 5.1. Poster advertising the workshop.

The workshop included residents of the Village, Wolfe Island Hotel Owners, and the planning team from the County of Frontenac Islands. Notice was given prior to the workshop on the County of Frontenac website as well as with posters in the Wolfe Island Town Hall and the Wolfe Island Ferry Terminal on the Kingston side (Figures 5.1) to encourage residents to attend one of the two workshops. 45 residents registered for the workshops, but the workshops were open to the public and a number of residents who did not register dropped by to participate and give feedback. A complete collection of the workshop materials and results can be found in Appendix E.

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5.1 Methodology

Each workshop session began with welcoming participants and providing an opportunity for them to pinpoint places and characteristics of Marysville that they find important on a map while waiting for the workshop to start formally. The goal of this exercise was to prepare participants for the visioning practice (Figure 5.2).

After that, a quick presentation was led by the Project Manager. The presentation gave an overview of the project, what the project team hoped to achieve, as well as covering the key workshop activities. Following the presentation, the attendants were divided into smaller groups at individual tables, each facilitated by one of the project team members, to work on the main activities. For this section, two activities were defined: (1) a visioning exercise, and (2) a photo questionnaire.

The goal of the visioning exercise was to provide an opportunity for the participant to describe the types of uses, buildings, and public spaces they want to see within their community, both in the existing village and the expansion area in the future (Figure 5.3). Using maps of the town and expansion area, participants were instructed to discuss, draw, or label what they would want to see in their ideal



Figure 5.2. Residents Participating in the First Activity.



Figure 5.3. Residents Participating in the Visioning Exercise.

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Marysville.

The second activity of the workshop was a photo questionnaire. Using photo questionnaires as a visual approach to identify rural character was an important strategy identified by Tilt, Kearney & Bradley (2007). The methodology for creating and conducting photo questionnaires was adapted from Kaplan (1985), Kaplan and Kaplan (1989), Tucker (1991), and Ryan (2002).

To select the photos, each member of the project team did an initial canvassing of images from Google, selecting examples that resembled similar characteristics of Marysville as well as distinctly different scenarios to gauge the interest of the community. The project team then ranked each photo on a 5-point Likert scale of how compatible the photo would be with the photo questionnaire exercise. The top-scoring photos from each category were ultimately selected for the photo questionnaire workshop.

During the workshop, participants were asked to rate scenes by preference of the following categories:

- building styles;
- landscaping;
- streets, active transportation;
- parks/open spaces/waterfronts;

- parking; and,
- supportive uses (commercial and institutional).

Each table was required to come up with group consensus score for each photo on a 5-point Likert scale, with 5 indicating the highest amount of compatibility with the existing or future community. Participants were also encouraged to elaborate on their answers and provide additional information supporting their answers. The role of facilitators was to record their table's discussion and take down notes for brainstorming (Figure 5.4).

Following the photo questionnaire, each table had the opportunity to share their recommended design standards for the village with other groups. The workshop concluded with an overview of the next steps in the process.



Figure 5.4. Workshop Photo Questionnaire Activity.

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Figure 5.5. Sticky Notes from the Wall Exercise.

5.2 Results

Content analysis was used to analyze information derived from two sources: the wall exercise and the discussions/mappings conducted during the visioning exercise at the workshop. The unit of analysis was sentences and terms found in these two sources.

The coding process revealed four main themes:



Identifying these themes forms the foundation of the design framework. In addition, the visioning practice has played a crucial role in updating the project's vision and in determining the guiding principles and goals described in the following chapter.

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Figure 5.6. Word Cloud Generated from Workshop Results.

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A systematic approach was used to analyze participant feedback from the photo questionnaire. Firstly, quantitative analysis was used to understand the range of scores for the photos. However, a qualitative analysis of participant comments was required because of variations and contradictions in Likert scale scores. These qualitative analyses revealed the details of residents' design preferences, including what they appreciated or disliked about each photo. This was particularly valuable when diverse score ranges were observed for a given photo. As a result of examining the comments, the key elements that influenced the opinions of participants were identified.

5.2.1 Building Styles

The participant's feedback on buildings highlights that they value a balance between density and aesthetics, seeking a harmonious integration of buildings that complement the Village character while providing functional and socially engaging spaces (Table 5.1).

5.2.2 Landscaping Elements

Community feedback on landscaping elements emphasizes a preference for small lawns, native plantings, and the absence of privacy fencing, with a focus on creating clean and tidy, community-oriented spaces. The community also

values the concept of public space gardens (Table 5.2).

5.2.3 Streets and Active Transportation

Participant's comments on streets and active transportation highlight a desire for aesthetically pleasing, walkable streets with features such as trees in medians, small roundabouts, and laneway parking at the back of houses. Residents express a preference for traffic calming measures, accessible sidewalks, bike lanes, and walking paths on one side of the street (Table 5.3).

5.2.4 Parks, Open Spaces, Waterfronts

Community feedback on open and public spaces underscores the need for improvement, with suggestions for more trees, benches, and smaller, well-distributed parks. Residents expressed a desire for diverse activities catering to multiple age groups, emphasizing the importance of engaging spaces with amenities such as picnic tables, seating, covered areas, water features, and walkways (Table 5.4).

5.2.5 Parking

The community's feedback on parking reflects a range of perspectives. Space efficiency, accessibility, and integration of environmentally friendly features are empha-

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sized, reflecting a forward-looking approach to the future of transportation, which may include e-bikes and electric cars. Table 5.5 presents the detailed results of the participant's feedback on parking (Table 5.5).

5.2.6 Supportive Uses

Community feedback on supportive uses highlights a desire for a mixed-use approach, combining residential and commercial spaces with active frontages featuring such elements as flower boxes, seating areas, and murals (Table 5.6).

Table 5.1. Participant's Feedback on Building Styles in Marysville.

Photo	Ranking	Feedback
	0, 1, 4-5	<ul style="list-style-type: none">Desirable frontage style.Nice-looking backyard.Consistent with the rest of the Village.Having a variety of colors is good.Square footage and height are good.Smaller building footprint is better.East-Coast feel is good for the village. <ul style="list-style-type: none">Porch is good.2 storeys not desirable.Buildings near the waterfront should be shorter.Totally different from the Village.Cannot be cookie cutter with a bunch next to each other.No back yards, large front yards.Too large of a lot.
	0, 2-4, 5	<ul style="list-style-type: none">Multi-unit development is desirable (e.g., apartment buildings).Low density / low rise housing is desirable.Avoiding flat roofs is desirable.Smaller homes are desirable.Curved roads.Looks affordable for young families.Good if apartments are required, better than standard box. <ul style="list-style-type: none">Steel roofs are better in high winds.Some of this for additional density.This or stacked townhouses.Not consistent with the Village.Multi-unit development is not desirable.No wall of houses.Lacks outdoor space and amenities.Not for mixed use.Lack of greenery.No room for humans.

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Table 5.1. (Continued).

Photo	Ranking	Feedback
	4-5	<ul style="list-style-type: none"> • Fits with the Village. • Trees and greenery are desirable. • 1-2 storeys maximum is desirable. • Porches are consistent. • Looks affordable. • Combined/communal greenspaces are nice. • Greenspace makes it feel cozy. • Small building size forces socialization. • Style is consistent with the Village. • Looks like a wannabe fake village. • Grouping of dwellings is pleasing. • Walkable. • Trees are good. • Eclectic. • Laneways/back yard garages are good. • Room for humans. • Would be better with multiple styles. • Good level of density. • Similarity of the houses is undesirable – variety of housing styles is desirable. • Ugly/Too cookie cutter.

Table 5.2. Participant's Feedback on Landscaping Elements in Marysville.

Photo	Ranking	Feedback
	1	<ul style="list-style-type: none"> • A hardscaped sidewalk is desirable. • Privacy fencing is undesirable. • Front yard fences shouldn't be allowed. • Non-native plantings are undesirable (grass not good). • Could fit into the main street. • Privacy fencing is undesirable for being exclusive. • Small lawn. • Don't care if someone wants a privacy fence.
	3	<ul style="list-style-type: none"> • Looks clean and tidy. • Big front yard is desirable. • Native plantings are desirable. • Closest in fit to the Village. • Keep existing trees/greenery. • Tree planting is good. • This type of garden would be good for public space.

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Table 5.2. (Continued).

Photo	Ranking	Feedback
	3	<ul style="list-style-type: none"> Community gardens are desirable. Freedom in managing your own landscape. Needs trees. The Village already has a community garden which is underused. Fencing is good for rural areas and big lots but not for other areas/small lots. Local agriculture is desirable. Reduce regulations on urban chickens, goats, etc. Could be located next to Senior Housing

Table 5.3. Participant's Feedback on Streets and Active Transportation in Marysville.

Photo	Ranking	Feedback	
	2, 3	<ul style="list-style-type: none"> Trees and trees in the median are desirable. Looks like a residential street. Traffic calming measures are desirable. Could imagine kids playing in this street. Too wide, too many things going on. 	<ul style="list-style-type: none"> Small roundabouts are desirable. Small space for the street is good. Laneway parking at the back of houses would be desirable. Greenspace in backyards is desirable. Good shade. Looks walkable. Parking on one side of the street. Traffic calming is good.
	5	<ul style="list-style-type: none"> Consistent with Village. Variance in roof lines is desirable. Proximity of the building frontage to the sidewalk is desirable. Accessible sidewalks are desirable. Consistent architectural styles and signage as the Village. Not enough greenery. Bike lanes are desirable. Street furniture. 	<ul style="list-style-type: none"> Walking on one side is desirable. People walking on the road is not desirable. Signage is good, no neon or bright lights. Good signage, a sense of place. Crosswalks are good. Locals won't use them. Feasible for Marysville. Diversified styles suit the existing village.

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Table 5.3. (Continued).

Photo	Ranking	Feedback
	1	<ul style="list-style-type: none"> • Looks expensive. • Walkability is desirable. • Quiet main street is desirable. • Signage is interesting. • Not enough space in the Village to emulate this. • Good use of space. • A central square, pavilion, picnic areas would be desirable (gathering areas, festivals). <ul style="list-style-type: none"> • A paved road is desirable. • Storefronts are laid out well. • Benches/street furniture are good. • Marysville needs good lighting. • Building style would be good for the mains street.

Table 5.4. Participant's Feedback on Parks, Open Spaces, Waterfronts in Marysville.

Photo	Ranking	Feedback
	0, 1	<ul style="list-style-type: none"> • Looks like current open spaces in the Village. • Needs trees and benches. • Sparse and ugly. • Current amenities are barely used at all. • Activities for multiple age groups. • Sterile.
	0, 2.5	<ul style="list-style-type: none"> • Create opportunities for engagement. • Locate open spaces near seniors' home. • Space for parks and gardens. • Smaller parks are desirable. • Would be great for the community center. • Monocultured vegetation undesirable. • Trees are desirable. • Furniture like picnic tables and seating are desirable. • Covered areas for sitting, providing shade, and holding events are desirable. • Water features are desirable. • Would be good to connect with seniors home and their needs. • Needs more activities for adults – seems kids-focused. • Would prefer smaller parkettes spread around the village.

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Table 5.4. (Continued).

Photo	Ranking	Feedback
	0	<ul style="list-style-type: none"> • Walkways are desirable. • Don't want tourists by the water. • Small playgrounds for every community would be desirable. • A community pool is desirable. • Similar to Wolfe Island Commons (e.g., picnic tables). • Needs more vegetation (native plantings). • Access to water is desirable. • Families often move away as parents find it too inconvenient to have to travel for all amenities for children.

Table 5.5. Participant's Feedback on Parking in Marysville.

Photo	Ranking	Feedback	
	0, 0-1, 5, 3,5	<ul style="list-style-type: none"> • Charging stations and solar panels are desirable and less obtrusive. • Parking should be along the main street. • Doesn't fit the Village. • Green energy is desirable. • Wind turbine. • Parking needs to be within a reasonable walking distance of the ferry. • It's the future. • For e-bikes and electric cars. 	<ul style="list-style-type: none"> • Overflow parking next to the school. • Would need multiple of these to fit with the Village. • Parking on the street is good for traffic calming. • Parking could be in the community center. • No parking in the Village. • There should be no trucks. • Would provide shade, needed badly in the main street area.
	0, 1	<ul style="list-style-type: none"> • Street parking is consistent. • Angled parking could be put on some lots. • Existing streets not wide enough for street parking on both sides. • Multi-story development shouldn't occur along the waterfront. • Views of water should be maintained at all costs. 	<ul style="list-style-type: none"> • Parking could be put on the church lot or by creating a new lot on the NE corner of the community centre. • Streets should stay narrow. • One side parking + bike lane. • Keep traffic slow. • Streets should be bike-safe and pedestrian facilities.

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Table 5.5. (Continued).

Photo	Ranking	Feedback
	2-3, 1, 4.23	<ul style="list-style-type: none"> Existing streets not wide enough for parking lots in front of businesses. It could be at the church parking lot. Not accessible. Parking should be accessible. Parking should be off Centre St. Efficient use of space. Needs signage for tourists to find. Should have parking lots downtown or near to ferry. Shouldn't be associated with a business. <ul style="list-style-type: none"> Gravel/trees/greenery are desirable. No pavement would be desirable. E-bikes and community bikes would be desirable. One side parking, one side pedestrian. Limit trucks from going through the Village to avoid traffic. No new parking lots downtown. Dedicated parking centre at Community Centre.

Table 5.6. Participant's Feedback on Supportive Uses (Commercial and Institutional) in Marysville.

Photo	Ranking	Feedback
	4	<ul style="list-style-type: none"> Residential-commercial mixed use is desirable. Flower boxes and murals are desirable. A dedicated grocery store is desirable; Open-air space is nice. Too tall – there should be height limits. Too modern. Lit up signs are undesirable and not consistent with Village businesses that are only open during the day. A box grocery store is a possible exception to “No Franchises” rule. Local grocer – had 3 on the island at one point; Sensory feel.
	4	<ul style="list-style-type: none"> Consistent with the Village character. Different styles, materials, and colours of buildings are desirable. Variance in roof lines is desirable. Outskirts of the village. A walking path along the waterfront is desirable. Buildings too large; Good for mom-and-pop stores; Good lighting.

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Table 5.6. (Continued).

Photo	Ranking	Feedback
	2	<ul style="list-style-type: none">• Nothing interesting.• Looks like a school.• Doesn't fit the Village.• Too standard, could be anything.• Outskirts of village for light industrial.• Too few windows.• Too much concrete.• Doesn't fit the village.

5.3 Summary

The results of the workshop highlighted how much residents cared about their community and the challenges it faces. Streets and parking were a common topic at most tables, with residents concerned with the availability and location of parking. As a rural community, cars are still an important method of travel all residents, and especially those who live outside of Marysville in the surrounding agricultural areas. Parking for tourists was another concern, as several of the residents commented that tourists were unaware of places to park, often leading to confusion or parking along one of the narrow roads in the Existing Neighbourhood area. Main Street was another important topic of discussion, as established residents spoke of the

wide array of services and stores that have since been centralized in Kingston, and the additional reliance on the ferry this has created. Regarding housing styles, residents were greatly concerned that the Expansion Area would be developed in the style of a Conventional Suburban Development (CSD), with cookie-cutter houses on large lots, or that new development in the Expansion Area would only exist as a commuter settlement. The residents wanted Marysville to see growth and development, but not if it compromised the character and identity of Marysville. Residents wanted to see the downtown become more vibrant and inclusive to locals and visitors. Ensuring development will occur in a sustainable manner was another issue that was raised, with concerns for both the ability for Marysville to sustain itself and the impact new houses, roads, and infrastruc-

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ture will have on the wildlife that surrounds Marysville. Improving the connections between people and places and making sure they are accessible to more people were also

important factors to keep in mind as Marysville grows and changes in the coming decades.





SECTION 6 | DESIGN FRAMEWORK

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SECTION 6 | DESIGN FRAMEWORK

This section provides an overview of the design framework including the vision and guiding principles, and how they have informed the design themes and goals.

6.1 Vision and Guiding Principles

Analyzing literature, case studies, relevant policies, and the context, along with the visioning exercise conducted during the community workshop, informed the vision statement.

This vision serves as a concise encapsulation of the project's aspirations regarding the design standards for Marysville. The vision statement is then used as a guide for developing guiding principles, themes, and goals.

Guiding principles guide and inform the design standards throughout the project's life in all circumstances, regardless of changes in the goals, and design standards. Accordingly, six guiding principles have been formed based on the vision and community input.

VISION STATEMENT

“Marysville shall retain its small town, unique village character and provide an attractive, high-quality, safe, sustainable, interconnected, and pedestrian-friendly community for existing and future residents of all ages and abilities to enjoy. New development will be integrated with the existing village and the waterfront through efficient and adaptable design, and a road pattern that enables continued connectivity while retaining the Village’s unique character. New development will also meet standards of health, safety, and comfort and promote a sustainability approach. New development will contribute to a well-designed Village form that will respond to the priorities and needs of Marysville, residents, and developers.”

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Guiding Principles...

- 1** Preserving unique village character.
- 2** Promoting a safe, inclusive, and attractive community.
- 3** Promoting walkability and connectivity.
- 4** Integrating new development thoughtfully.
- 5** Fostering sustainability, efficiency, and adaptability.
- 6** Responding to the needs of the Village, residents, and developers.



SECTION 6 | DESIGN FRAMEWORK



6.2 Themes and Goals

Based on the guiding principles for Marysville and the results of the community workshop, four themes have been developed as the key focus areas of the vision and guiding principles. These themes include (1) character and identity; (2) vibrancy and inclusivity; (3) sustainability; and (4) accessibility and connectivity.

Within the four primary themes, design goals have been established to articulate the intended outcomes and accomplishments across various aspects of the project. These goals are specific and measurable objectives, derived from the guiding principles, to provide a clear framework for developing the design standards.

THEME 1 | CHARACTER AND IDENTITY (CI)

Definition | Integrating historical and cultural character elements into the built environment in order to preserve the unique identity of Marysville.



Goals

CI1: Provide housing choices with designs that reflect and are compatible with the existing village character.

CI2: To encourage accessible housing design and the development of affordable housing that remains consistent with the village character.

CI3: To provide a range of housing types and densities, including affordable housing, to meet the needs of existing and future residents.

CI4: Promote compatibility of building scale and form between new and existing adjacent development.

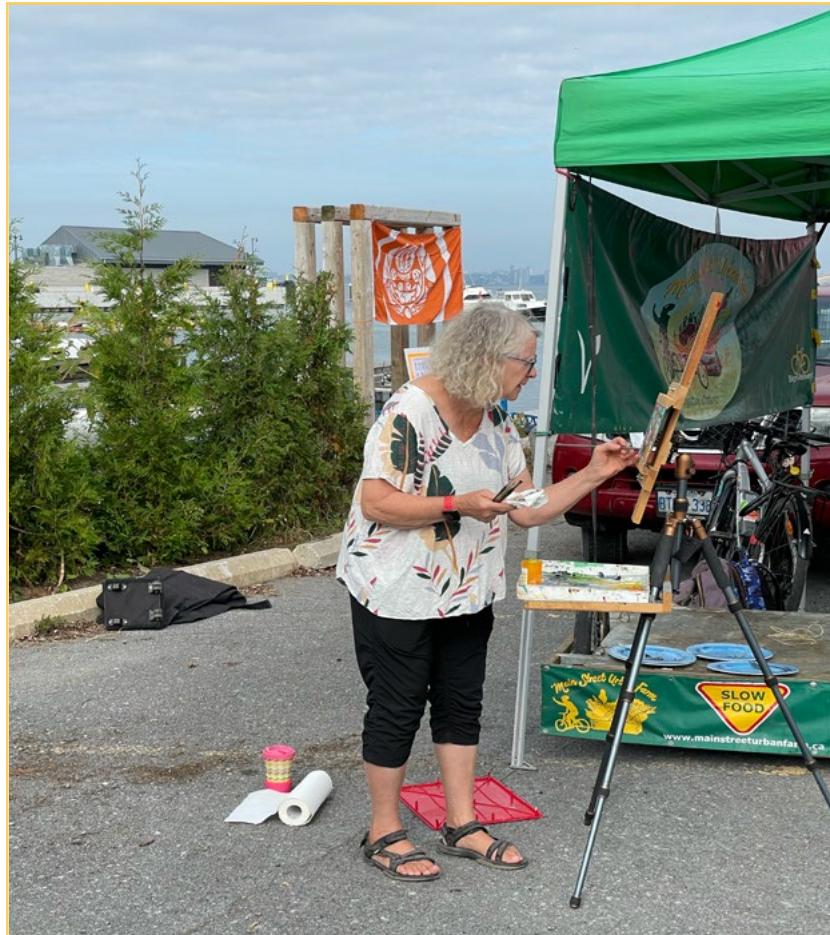
CI5: Create focal points and activity nodes within the Village Core along the main street to enhance wayfinding and establish an identifiable community structure that recognizes the importance of the ferry terminal and that is accessible and informative for tourists.

CI6: Establish gateways to the village area to emphasize Marysville's identity.

THEME 2 | VIBRANCY AND INCLUSIVITY (VI)



Definition | Promoting a lively, safe, and inclusive community that retains and enhances the character of Marysville.



Goals

VI1: Establish a network of public and open spaces designed to be vibrant, diverse, and inclusive, that enhances social interaction and community engagement.

VI2: Enhancing the vibrancy and vitality of the Village Core along the main street through active ground floor uses, welcoming and street facing entrances and visually engaging front yards.

VI3: Develop a neighbourhood within the Expansion Area that emphasizes, promotes, and encourages social interaction, active streetscapes, and overall walkability.

VI4: Ensure where there is public access to open space networks that there are building sites with outlooks to that open space to provide passive surveillance.

VI5: Provide a neighbourhood design concept within the Expansion Area that considers safety and mitigates impacts of nearby natural and human-made physical features (wetlands, wind turbines and agricultural uses).

VI6: Providing open spaces by incorporating generous setbacks for landscaping, street tree plantings, amenity areas, seating arrangements, display areas, and sidewalk cafes and patios, where applicable.

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THEME 3 | SUSTAINABILITY (S)

Definition | Ensuring that development and re-development occur in a manner that supports environmental integrity, sustainability, and energy conservation.



Goals

S1: Promote sustainable design throughout the built environment to promote efficient use of energy, land, and infrastructure through conservation and energy-saving practices and systems.

S2: To ensure the orderly development of the Expansion Area and continuity of neighbourhoods by providing a development phasing strategy for the logical development of the community and related servicing infrastructure through a series of development blocks.

S3: Provide water and wastewater services in an efficient and sustainable manner that supports development that retains the character of Marysville.

S4: Develop infrastructure in a manner that preserves and enhances natural areas and characteristics of Marysville and provides an array of ecosystem services, cultural services, and valued amenities.

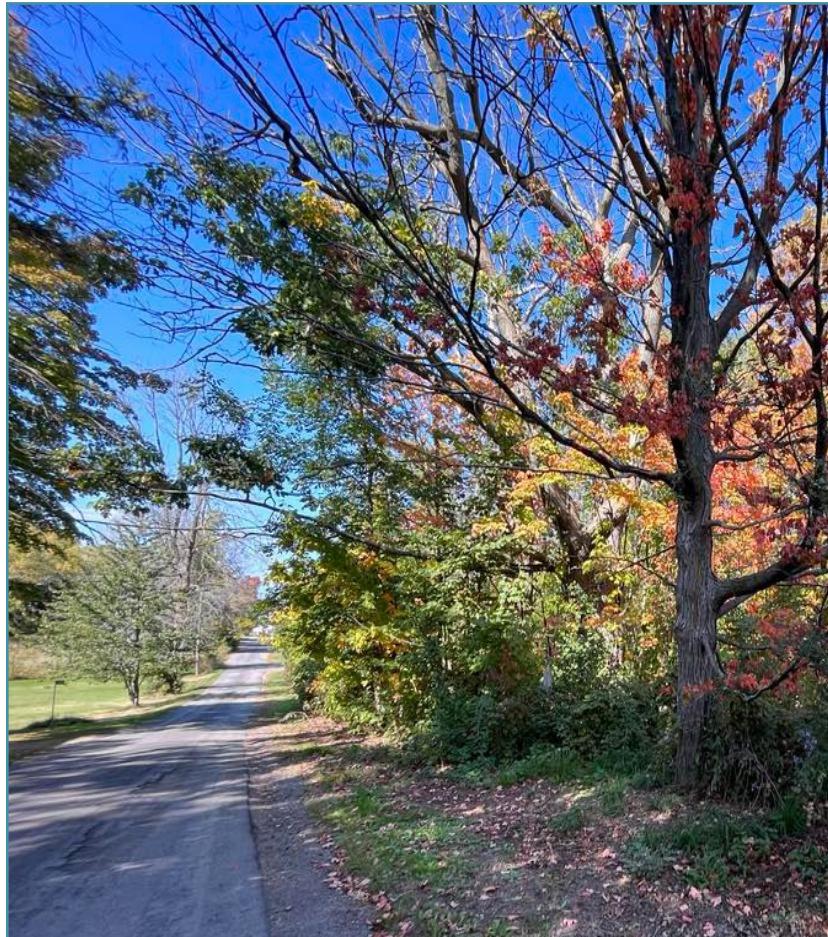
S5: Protect views of Lake Ontario and the St. Lawrence River from streets and open spaces along Main Street and from the new residential areas.

S6: Enhancing the level of “greenness” of the Village and natural landscape through an enhanced tree canopy, landscaping transitions, and landscaping additions such as new planters that complement the natural and built environment.

THEME 4 | ACCESSIBILITY AND CONNECTIVITY (AC)



Definition | Prioritizing ease of movement and connectivity by designing an accessible and well-connected network of streets, pathways, and public spaces that promote walkability.



Goals

AC1: Develop a well-connected network and hierarchy of streets, paths and active transportation trails that enhance connectivity around the village, including the Expansion Area while safely accommodating various modes of transportation, including walking, cycling, and automobiles.

AC2: Establish an open space system within the village of integrated and connected public spaces including parks, trails, recreational facilities and natural features.

AC3: Locate and design parks and recreation spaces that will serve all age groups and physical abilities throughout the neighbourhood and connect them with an integrated active transportation system.

AC4: Provide efficient parking that accommodates residents and visitors and facilitates access to the Main Street.

AC5: Animating and activating the waterfront by enhancing the connections between the Village and the waterfront.

AC6: Facilitate seamless integration of the future neighbourhood in the Village Expansion Area with the existing village by establishing efficient road connections and developing comprehensive pedestrian and bicycle path networks.

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SECTION 7 | DESIGN STANDARDS

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SECTION 7 | DESIGN STANDARDS

7.1 Introduction

The Design Standards have been sorted into 13 categories. Each category has an introduction, discussing their context within Marysville and the goals they are designed to achieve. Afterwards is statement of intention, describing how the Design Standards are meant to be read and used. The Design Standards are presented in a table format, with their relative number in the first column, followed by the Design Standard itself. In the next column are the Standards' relation to the goals from Section 6, and then the location within Marysville that each Standard applies to. The final column provides examples to help visualize the Design Standard, either taken from Marysville or from case studies and best practices from elsewhere.

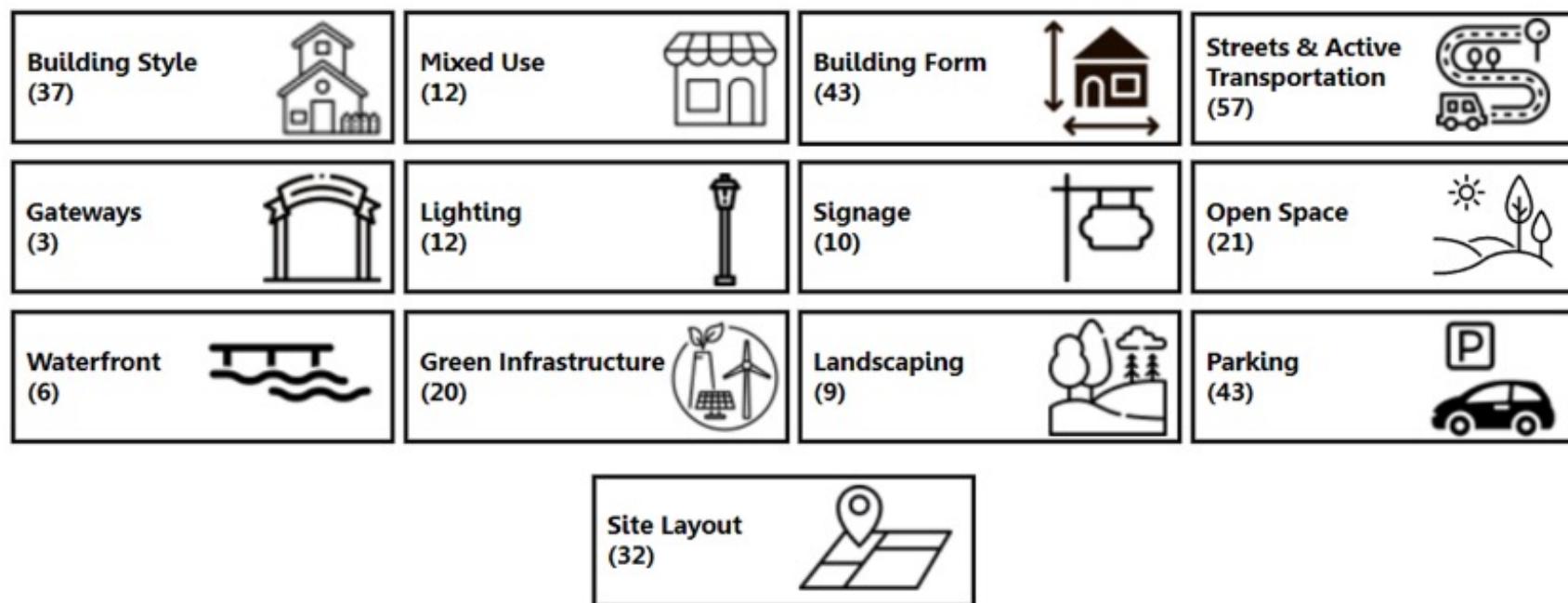


Figure 7.1. Design Standards Categories and the Corresponding Number of Standards in Brackets.

SECTION 7 | DESIGN STANDARDS



7.2 Streets and Active Transportation (SA)

7.2.1 Introduction

Streets and active transportation are an integral feature in the development of Marysville. These standards acknowledge the importance of vehicular traffic and aim to support the development of streets, while simultaneously promoting active transportation and prioritizing pedestrian safety. The provision of streets and safe active transportation routes are essential in supporting the development of the Village accompanied by a growing population. Improvements to both future and existing streets and active transportation infrastructure are necessary in accommodating for the demands of both new and established residential areas and services for the Village.

7.2.2 Intention

The Project Team intends to ensure that streets and active transportation routes in the Village are maintained, improved, and developed whilst accounting for safety, sustainability, connectivity, and accessibility. With respect to the current nature of the transportation needs and demands of the Village, we intend to support the development of vehicular infrastructure while at the same time, promoting, prioritizing, and supporting the safety and accessibility of pedestrian focussed active transportation networks. These standards aim to support the usage of streets and active transportation infrastructure for a variety of users, to best accommodate individual needs.

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7.2.3 List of Standards

Table 7.1. Street and Active Transportation Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
SA1. New streets will be developed through connections with existing streets to increase capacity while retaining the cohesiveness of the village of Marysville. Connections are to be designed for the use of pedestrians, cyclists, and other forms of active transportation, apart from Road 96, 7th Line Road, and Division Street, which should allow for vehicular connectivity.	AC1 AC6	  	
SA2. To enhance and facilitate vehicular and pedestrian circulation, new development should follow a gridded pattern of street blocks and interconnecting streets, alleys, pedestrian paths, and sidewalks.	AC1 AC6	  	 SA2 Source: Steuteville, 2019.
SA3. Pedestrian gathering areas should be enhanced with shade, trees, plantings, and benches to activate the public realm.	VI1 VI2 VI3 AC1 AC2 AC6	  	 SA3
SA4. Pedestrian crossings at vehicular routes will be made to promote pedestrian safety, add aesthetic appeal, and enhance visibility using variation in paving materials, textures, paintings, and colours.	AC1	  	 SA4 Source: City of Saskatoon, 2022.

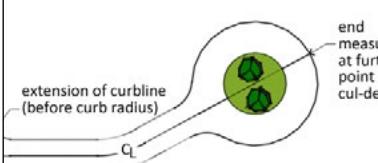
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability
SA5. Pedestrian paths should be clearly visible and direct between neighbouring buildings, and between buildings and corresponding parking areas. Buildings with large setbacks should include a strong pedestrian element to connect pedestrians to local businesses and other uses in the surrounding area.	VI1 VI2 VI3	AC1 AC2 AC6
SA6. Sidewalks along Main Street should be required to connect the road frontage sidewalks to all front building entrances, parking areas, primary park areas, walking trails in any destination that generates pedestrian traffic. Sidewalks should connect to existing sidewalks on abutting tracts and other nearby pedestrian destination points to enhance accessibility.	VI2	AC1
SA7. Where feasible, electric, telephone, cable TV and other such lines and equipment should be as inconspicuous as possible. Support facilities such as storage, refuse disposal, utility buildings and structures for recreational activities should be located, and screened, to make them less visible and maintain the village character.	CI4	
SA8. In Residential areas with alleys providing garage access from the rear, cross streets on the grid can sometimes be eliminated and designed as greenway streets or linear parks to enhance the public realm and natural environment, as well as provide green space.	S4	AC1

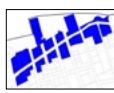
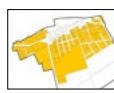
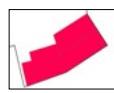
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	 <p>extension of curbline (before curb radius) point of beginning of measurement cul-de-sac centerline end measure at furthest point in cul-de-sac</p> <p>SA10 Source: Durango CO, n.d.</p>
<p>SA9. Rear lanes should be 4.2 metres (14 feet) wide for fire access if trucks cannot reach the front of house. Rights-of-way (ROW) should be 7.3 metres (24 feet) when single loaded and 9.7 metres (32 feet) if double loaded to provide accessibility to emergency vehicles.</p>	VI5	  	
<p>SA10. Any cul-de-sac should feature a pear-shaped turn-around which is planted in the middle to allow for easier turning and snow removal.</p>	VI5	  	 <p>SA13</p>
<p>SA11. Car parking can be denoted with subtle colouring or even a change in surface material to enhance visibility and identification of parking areas.</p>	CI4	  	
<p>SA12. Local materials should be used as the basis for streetscape design, hence ensuring that projects fit well into and support the local context.</p>	CI4	  	
<p>SA13. The width of local street entrances in the Village Core and Existing Neighbourhood should be reduced to 3 metres (10 feet) maximum from road edge to road edge to maintain village character.</p>	VI3 S6 AC4	  	
<p>SA14. The width of local street entrances in the Expansion Area should be reduced to 6 metres (20 feet) maximum from road edge to road edge to maintain village character.</p>	VI3 S6 AC4	  	

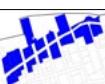
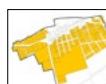
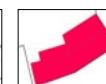
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
SA15. A small corner radius of 3 to 4.5 metres (10 to 15 feet) is encouraged to require slow turning speeds and promote community safety.	VI3 S6 AC4	  
SA16. Crosswalks may be configured as raised crossings, to further slow entering vehicles and promote community safety.	VI3 S6 AC4	  
SA17. Raised Crosswalks should be used where there is moderate to high pedestrian volumes to address safety concerns.	VI3 VI5 VI6 AC1 AC6	  
SA18. Use detectable warnings at the curb edges to improve community safety by alerting vision-impaired pedestrians that they are entering the roadway.	VI3 VI5 VI6 AC1 AC6	  
SA19. Approaches to the raised crosswalk may be designed to be like speed humps. This aims to slow vehicular traffic and improve pedestrian safety.	VI3 VI5 VI6 AC1 AC6	  
SA20. Parklets should be constructed on a custom or prefabricated platform that rests on the street pavement. This will allow them to meet the grade of adjacent sidewalks, extending the pedestrian zone.	VI5 VI6 S3 AC2	  

SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
SA21. Parklet design should comply with Accessibility for Ontarians with Disabilities Act (AODA) standards and be easily accessible from the sidewalk. Parklets should avoid placement near intersections and avoid blocking fire hydrants.	VI4 VI6 S3 AC2	  
SA22. Parklets should be designed and located in areas so as not to restrict stormwater runoff or cause other drainage issues.	VI4 VI6 S3 AC2	  
SA23. The preferred minimum pathway width is 3 metres (10 feet). In low volume areas, a pathway width of 2.4 metres (8 feet) minimum may be adequate.	AC1	  
SA24. Crosswalk markings should legally establish midblock shared-use path crossings.	AC1	  
SA25. Crossing assemblies should draw attention to the crossing. Where feasible, traffic calming features such as speed humps in advance of the crossing, or a raised crossing, or median islands may be integrated into the crossing to improve yielding by motorists to pedestrians.	AC1	  
SA26. Strengthen pedestrian-scaled and pedestrian-oriented streetscapes by locating buildings and entrances close to the street, providing streetscape amenities and providing strong pedestrian connectivity between developments, streets, parks, and open spaces.		  

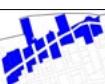
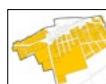
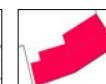
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	 SA28
SA27. Where possible on Main Street, buildings should be setback from the street line to accommodate a more generous combined pedestrian boulevard to activate the public realm.	VI6	  	
SA28. For multi-unit developments, except where occupied by a building or necessary for parking access, the street frontage should be utilized for pedestrian circulation or active outdoor uses, including, but not limited to outdoor dining; paved for pedestrian use so that it functions as part of a wider public sidewalk; or improved with landscaping, public art, and/or pedestrian amenities, such as outdoor seating. Sufficient sidewalks should be provided and remain unencumbered for pedestrian circulation.	VI6	  	
SA29. Buildings should have a principal entrance along the principal street, interior streets or major interior vehicular circulation ways to enhance building connections with the overall streetscape.	VI3 VI5 VI6	AC1 AC6	  
SA30. Proposed streets, street extensions, driveways, and pedestrian access ways should be designed and located to slow traffic on local streets between residential neighborhoods and existing or planned commercial services and amenities, such as schools, shopping areas, and parks.	VI3 VI5 VI6	AC1 AC6	  

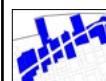
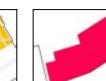
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
SA31. The sidewalk and walkway materials and patterns should be accessible and should be the same along any contiguous segment of the overall pedestrian circulation network and have consistent alignments and lighting levels that are intended for public use and access, regardless of whether it is located on public or private property.	CI4	  
SA32. The layout of all improvements should be designed to generally make use of and follow the existing topography of the site. The layout of roads, walkways and building footprints should be aligned with existing contours where practical, with few connecting streets or walkways aligned perpendicular to existing slopes.	VI3 VI5 VI6 AC1 AC6	  
SA33. Existing road ROWs should be used where possible to provide access to Lake Ontario and activate the public realm, notwithstanding the fact that additional lands may be required.	S5 AC1	  
SA34. Within the Expansion Area, access to community amenities should be provided within a 5–10-minute walk through a connected pedestrian and bicycle network, supported by a legible and connected street network. This will improve walkability and promote active transportation.	AC1	  

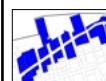
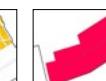
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 SA38 Source: Conservation Ontario n.d.
SA35. Coordinated and integrated street furniture and infrastructure should support and encourage active transportation, and include seating, bicycle parking, appropriate parking locations and car sharing opportunities, where applicable.	VI3 VI5 VI6	AC1 AC6	  
SA36. Streets should be designed to create compact, connected neighbourhoods with centralized community services and amenities and a mix of land uses that promote walkability.	VI3 VI5 VI6	AC1 AC6	  
SA37. A low impact boardwalk and/or trail accessing Lake Ontario is considered a desirable community amenity, as it enhances walkability and encourages active transportation.	CI6		  
SA38. The use of ecologically friendly green drainage infrastructure such as a bio-swales are supported alongside streets wherever possible.			  
SA39. Street patterns should provide significant focal points, views and vistas, where feasible.	CI6	AC1	  
SA40. Block lengths should generally be a maximum of 165 metres (540 feet) to maintain village character. In special circumstances, where block lengths exceed 165 metres (540 feet), a mid-block connection for pedestrians and cyclists, or a midblock parklet should be provided.	AC1 AC6		  

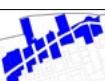
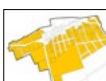
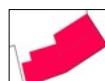
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
SA41. Sidewalks with gentle grades are encouraged to enhance accessibility.	AC1	  
SA42. Sidewalks within the Village Core and the Expansion Area should be designed with pedestrian safety of utmost importance and should therefore have a raised curb to encourage separation of pedestrian, cyclist, and vehicular traffic.	AC1	  
SA43. Avoid the use of concrete curbs and channels along the shoulder of streets and roads in the Expansion Area. Instead, use chip seal or gravel and provide swales for stormwater drainage, provide lighting consistent with that of the rural area, thereby minimizing the ongoing maintenance requirements.	S2 AC6	  
SA44. Local roads in the Existing Neighbourhood Area should maintain 1 travel lane and should facilitate bi-directional movement of traffic through user yielding.	AC1	  
SA45. Along Main Street, Division Street, and along local roads in the Existing Residential area and Expansion Area, bikes should share the road ROW with cars by using marked shared roadways.	AC1	  

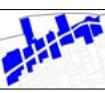
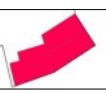
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
SA46. To improve pedestrian safety, where bikes share the road with vehicles, Shared Lane Markings (SLM) are encouraged after intersections.	AC1	  
SA47. Along Road 95, 7th Line, and the Expansion Area Collector Road, 2 bike lanes along each side of the street should be provided.	AC1	  
SA48. Along Main Street, street parking may be provided along both sides of the street to maintain existing village and streetscape character.	AC1 AC6	  
SA49. Along Division Street and local roads in the Expansion Area, street parking may be provided along one side of the street to maintain existing village and streetscape character.	AC4 AC6	  
SA50. Landscaped buffers in the ROW should not be provided on Main Street, Road 95, 7th Line, Division Street, or local roads in the Existing Residential Area.	AC1 AC6	  
SA51. Landscaped buffers in the ROW are encouraged on local roads in the Expansion Area and the Expansion Area Collector Road to separate pedestrian walkways from the roadway on either side of the street.	AC1	  
SA52. To maintain current neighbourhood/village character, sidewalks should not be placed on local roads in Existing Neighbourhood areas.	AC1 AC6	  

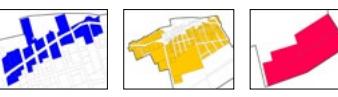
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	
SA53. Along Main Street, Road 95, 7th Line, and the Expansion Area Collector Road sidewalks accommodating users of all abilities should be placed on either side of the street to promote active transportation while maintaining accessibility.	AC1	  	
SA54. Along Division Street and local roads in the Expansion Area, sidewalks of a minimum width of 1.5 metres (5 feet) should be provided on at least one side of the street to promote active transportation while maintaining accessibility.	AC1	  	
SA55. Street Trees: (a) Trees should be planted every 7.5 to 9 meters (25-30 feet) to provide a continuous canopy, enhance the pedestrian experience and help slow traffic. (b) The impact of landscaping on visibility for motorists and pedestrians at driveways and intersections should be considered and managed to promote community safety and maintain visibility. (c) All new streets should feature native street trees. The trees should be maintained by the developer for up to 18 months post planting. Tree planting and other landscape features can be used to enhance the space between buildings, reinforcing local character and the appeal of the local area.	VI3 VI5 VI6 S6 AC1 AC6	  	

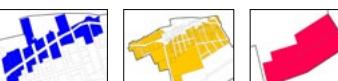
SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes	Areas of Applicability
<p>SA56. Expansion Area Sidewalks:</p> <p>(a) A frontage zone of 0.3 to 0.6 metres (1 to 2 feet) is desirable to back from the property line is recommended to provide a shorter distance to fences and building walls.</p> <p>(b) The pedestrian through zone of a sidewalk of at least 1.8 metres (6 feet) wide is desirable in any commercial, mixed-use or dense residential area (minimum 1.5 metres (5 feet) wide in all other places). This permits side-by-side walking and social interaction and meets accessibility guidelines for turning and maneuvering.</p> <p>(c) A grass buffer zone of 1.8 metres (6 feet) or more is desirable for increased pedestrian comfort. Street trees should include structural soil or other elements to promote tree health and improve community sustainability.</p> <p>(c) Sidewalks should be constructed with concrete in any urban, commercial, mixed use, or dense residential areas for longevity and improved pedestrian safety. Asphalt is not durable but may be appropriate in some suburban and rural areas.</p>	 CI VI S AC	 VI3 VI5 VI6 AC1 AC6 

SECTION 7 | DESIGN STANDARDS

Table 7.1. (Continued).

List of Standards	Themes	Areas of Applicability
<p>SA57. Sidewalk design at driveways:</p> <p>(a) The sidewalk should maintain a minimum 1.2 metres (4 feet) continuous path along the roadway or provide an area adjacent to the main walkway that maintains a maximum two percent cross-slope to enhance accessibility.</p> <p>(b) The proportion of the sidewalk crossing any driveway should be concrete or unit pavers on a concrete base and should maintain its height and grade to enhance walkability, accessibility, and pedestrian safety by providing a physical and visual cue to motorists that they are entering a pedestrian area.</p> <p>(c) Minimize corner radii of the curb or use conventional apron-style driveways to reduce vehicle speeds and encourage pedestrian safety.</p> <p>(d) Driveways should be as narrow as possible to reduce pedestrian exposure to vehicular traffic and promote community safety.</p>	 CI VI S AC	 VI3 VI5 VI6 AC1 AC6 

SECTION 7 | DESIGN STANDARDS



7.3 Parking (P)

7.3.1 Introduction

The efficient provision of parking is an important concern throughout the Village. By distinguishing between different parking standards for non-residential and residential areas, these standards aim to support parking around the Village. As the community and its built form needs to expand, adequate parking provisions must also be provided. Various types of parking need to be accommodated in both new and established residential areas as well as key locations throughout the community.

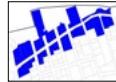
7.3.2 Intention

The Project Team wanted to ensure that parking was adequately accounted for while also balancing safety, visual appeal and sustainability. While the general vision for the Village is to promote active transportation and promote decreased car dependency, we are cognizant of the current context and transportation needs around the Village and aim to address those within these parking standards. These standards are intended to provide sufficient amounts of parking, accommodate different users and transportation methods as well as promote a more welcoming and engaging streetscape.

SECTION 7 | DESIGN STANDARDS

7.3.3 List of Standards

Table 7.2. Residential Parking Design Standards.

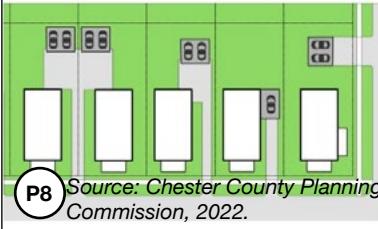
List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	   
P1. Locate garages at the sides or rears of buildings to maintain consistency with the existing residential areas of the Village.	CI1 CI4		  
P2. For residential uses in the Village Core and Expansion Area, surface parking including garages and carports with spaces for residents should be located at the sides or rears of the buildings where possible. Where a side garage is required, it should be significantly setback from the street-facing property line, but guest parking may be located closer to the street facing property line.	CI1 CI4	AC4	  
P3. Front yard parking surfaces and views into storage areas from the front of each site are to be screened with plant material and other landscape elements.	CI1 CI4	S4 S6	  
P4. Attached and detached garages must be setback from the front of the house but may be brought closer if the house has a front porch as to encourage engaging front facades.	CI1 CI4		  
P5. It is recommended that garage width does not exceed 30% of the façade of the main building. Driveway widths should not exceed the width of the garage, to minimize excess paved material.	CI1 CI4		  



P4

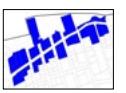
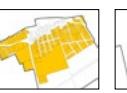
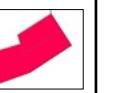
SECTION 7 | DESIGN STANDARDS

Table 7.2. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
P6. For residential uses, driveway approaches (curb cuts) are permitted only to provide access to garages, carports and parking spaces.	CI1 CI4	  	 P7
P7. Two-car garages are discouraged.	CI1 CI4	  	
P8. Garages must be accessed by either an alleyway or driveways, where possible, to maximize on-street parking and landscaped areas.	CI1 CI4	  	 P8 Source: Chester County Planning Commission, 2022.
P9. Minimize impacts of front-loaded garages: Garages that are set back from the front facade, accessed by single-width driveways, or side-loaded consume less front yard space, which allows more space for trees and landscaping and improves walkability.	CI1 VI2 S1 AC1 CI5 VI5 S4 S6	  	 P9
P10. Parking lots are discouraged in residential areas. Parking lots are permitted if they are in the rear of the building associated with their use or are adequately buffered from the street via the presence of trees or other obscuring plant material as determined in consultation with the Township.	CI1 CI4	  	

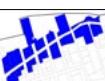
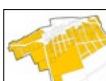
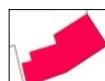
SECTION 7 | DESIGN STANDARDS

Table 7.2. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
<p>P11. For multi-unit buildings, parking islands are recommended to break up the parking lot. Parking rows should be terminated with a parking lot island or landscaped area, of a size sufficient for the growing space of large canopy shade trees. Plant shrubs, ground cover, perennials and ornamental grasses are recommended to make up most parking lot islands, so long as driver visibility is not obscured.</p>	S4 S6	  
<p>P12. Surface parking areas should be accessible by pedestrian pathways that connect the parking area to the sidewalks and building entrances.</p>	CI1 VI3 S4 VI4 S6	  
<p>P13. Where abutting any residential use, parking areas should be buffered by a planting strip and include screening to address visual impacts.</p>	CI1 S4 S6	  
<p>P14. For mixed use buildings, apartments, and townhouses, bicycle space should be provided on-site for short-term parking, with these spaces being located close to the primary building entrance. They may be on an on-site sidewalk provided a clearance is maintained for pedestrian circulation.</p>	CI3 VI4 S4	  

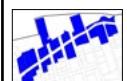
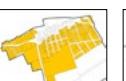
SECTION 7 | DESIGN STANDARDS

Table 7.2. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 P17 Source: CORE Landscape Products Residential Projects, n.d.
P15. Bicycle parking space should be in a paved, level, drained, lighted area with access to a right-of-way without the use of stairs.	VI3 S4 VI4	  	
P16. Detached garages are permitted to have access to an alley if the garage is in the rear yard and the garage door does not cross any lot lines when opened or closed.	CI1 CI4	  	
P17. The use of gravel or other permeable materials is strongly encouraged for all driveways and parking lots.	CI1 CI4 S1 S4 S6	  	
P18. Open surface parking should be obscured behind or below buildings, integrated into the streetscape along the edges of streets as either parallel, angled or perpendicular spaces or should be substantially screened from public views.	CI1 CI4 S4 S6	  	
P19. Rear alley access eliminates the need for driveway entrances from the street, which creates greater walkability and is therefore encouraged. Attached and detached rear-loaded garages allow more usable home interior living space, and more livable space fronting onto the public street.	CI4 VI3	  	

SECTION 7 | DESIGN STANDARDS

Table 7.3. Non-Residential Parking Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	  
P20. Minimize parking extents: Commercial development should not exceed parking requirements and should consider landscape reserves that can be converted into parking if the demand arises.	CI4 VI3		 P24
P21. Minimize the need for pedestrians to cross parking aisles and landscape areas by orienting parking aisles perpendicular to building entries so pedestrians walk parallel to moving cars.	AC1 AC4		 P25
P22. Provide bicycle parking at locations that are clearly visible and convenient to building entrances.	VI5 AC1 AC3		
P23. Share parking where adjacent buildings have interior uses which offset each other in their use of the parking lot.	AC4		
P24. Parking areas should be designed and landscaped to appear broken in mass, in proportion to the scale of structural development.	CI4 AC4		
P25. Parking areas should be in the rear yard of buildings and avoid directly abutting structures where possible as to mitigate the impacts of parking on the pedestrian experience and overall village character where possible.	CI4 AC4		

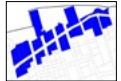
SECTION 7 | DESIGN STANDARDS

Table 7.3. (Continued).

List of Standards	Themes	Areas of Applicability	
P26. Separate parking areas from buildings by a decorative concrete walkway and landscaped strip.	CI4 VI S AC4		
<p>P27. A buffer strip should be provided separating parking areas, vehicular circulation facilities, or similar improvements from the sidewalk along any public street, or any private way which is judged to perform an equivalent function. The landscaped buffer strip should be continuous except for required vehicular access points and pedestrian circulation facilities. Landscaped buffer strips should be designed such that trees and shrubs can be evenly spaced or grouped throughout the buffer strip. Grass or ground cover may be substituted for shrubs in divider islands and terminal islands if deemed appropriate by those responsible for the review and approval of the design. Landscaped terminal islands should be provided at the ends of rows of parking where such rows are adjacent to driveways or vehicular travel lanes.</p>	CI4 S6 AC4		 <p>P27 Source: <i>Parking Lot Filter Strips</i>, n.d.</p>

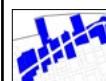
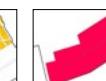
SECTION 7 | DESIGN STANDARDS

Table 7.3. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 P30 Source: Parking, n.d.
P28. Plan for and/or install Electric Vehicle (EV) charging stations where possible. In larger parking facilities, EV charging stations and spaces reserved for electric vehicle use are highly encouraged.	S1 AC4	  	
P29. When used in required landscaping or buffers for parking areas, mulches should be limited to bark mulch or decorative stone. Most of the coverage of the landscaped area should not be mulch or non-living material to promote planting as much as possible.	CI4 AC4	  	
P30. Buffers and parking areas should be designed to include appropriate means of pedestrian access and crossing, both along the landscaped area (i.e., in a parallel direction with the property line) and across the buffer. Buffers and screens should provide for appropriate hard-surfaced pedestrian access points and walkways where property lines abut existing or planned public streets, whether such streets have been constructed.	CI4 AC1 AC4	  	
P31. On-street parallel parking should be provided, wherever possible, to animate streets, support commercial uses, and provide traffic calming and serve as a buffer between pedestrians and vehicles.	S6 AC4	  	

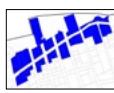
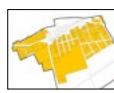
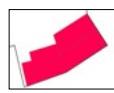
SECTION 7 | DESIGN STANDARDS

Table 7.3. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	
P32. Convenient parking for bicycles, scooters and strollers should be provided in public parks and the mixed-use centre to encourage alternative transportation options and active transportation.	AC1 AC4	  	
P33. Bicycle parking should be provided where it does not impede pedestrian movement, gathering areas or children's play.	AC1 AC4	  	
P34. Provide a sufficient separation distance between residential uses and commercial waste and loading areas to avoid adverse impacts.	CI4	  	
P35. On-street parking is encouraged on Main Street, Division Street, and local roads in the Expansion Area.	CI4 AC4	  	
P36. Provide on-street parking adjacent to parks, on the park side of the street, where deemed desirable through consultation with the Township.	AC4	  	
P37. Provide parking and bicycle storage at major public gathering places and key locations throughout the community, in coordination with staff and in accordance with zoning regulations. Bicycle parking should be integrated into the street right of-way and located near the primary entrances of important community or Town buildings.	AC1 AC4	  	

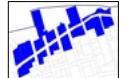
SECTION 7 | DESIGN STANDARDS

Table 7.3. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	  P42 Source: <i>Lighting Reflecting Characteristics</i> , n.d. Solar Reflective Cool Pavement
P38. Bicycle racks should be made from a strong and durable material to prevent theft or damage; they should be either heavy enough or anchored in place so that they cannot be moved.	AC4	  	
P39. Accessible parking spaces must be provided according to AODA standards, on the ground floor and/or on the first level of an underground parking garage.	VI1 AC4	  	
P40. Surface parking between the building and street edge is discouraged, except that for schools and bus drop-off areas to create for a continuous and attractive street frontage..	AC1 AC4	  	
P41. Encourage opportunities for active transportation to institutional facilities by providing the appropriate supportive infrastructure and parking facilities.	AC1 AC4	  	
P42. In parking areas, shaded and/or light-colored materials with a Solar Reflectance Index of at least 29, are encouraged to promote sustainable design and enhancing the level of “greenness” of the village. Shade may be provided by either landscaping, structures, or any other mechanism. (S1, S6)	S1 S6 AC4	  	

SECTION 7 | DESIGN STANDARDS

Table 7.3. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
P43. Paved areas are encouraged to be composed of brick and/or unit pavers to serve as accent and create interest at gateways or other portions of public open space. Asphalt surfaces are permitted only for parking or loading areas.	S1 AC5	  

SECTION 7 | DESIGN STANDARDS

7.4 Building Style (BS)

7.4.1 Introduction

Building Style refers to the architectural qualities of a building. Marysville has a long history of settlement and contains buildings from a range of heritage styles found across Ontario. There is no single style that dominate the character of Marysville. Instead, there is an eclectic mix of architectural styles that contributes to the unique character of the village. This eclecticism is celebrated by the residents and is to be replicated where possible. “Cookie-cutter” and suburban housing styles where every house is a slight variation of its neighbours is highly discouraged and would be out of character for new developments in the Expansion Area. Common historical styles in Marysville include National, Cape Cod, Victorian, Bungalows, and Ontario Gothic Revival.



Source: Wolfe Island Historical Society, 2023.

7.4.2 Intention

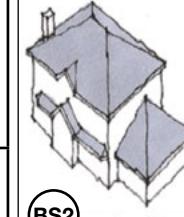
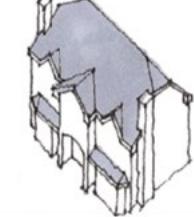


The intention of the Building Style Design Standards is to encourage a mix of exterior housing styles to help maintain the historic and rural character of Marysville. Conventional suburban development tends to repeat the same style to reduce costs but would not be consistent with the development patterns of the village. Based on feedback from the workshop and from case studies, residents are opposed to suburban styles of housing within their community. Suburban development of the Expansion Area also runs the risk of creating a separate community, instead of a complete one. The proper selection of building material can also improve the compatibility of new development with the existing physical structure of Marysville.

SECTION 7 | DESIGN STANDARDS

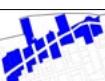
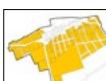
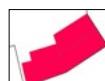
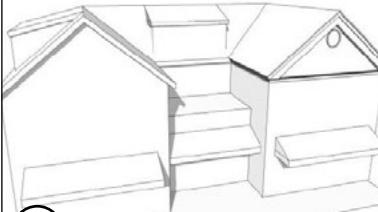
7.4.3 List of Standards

Table 7.4. Building Style Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	  BS2 Source: Kerrigan, 2008.
BS1. For new residential buildings, encourage the use of Cape Cod, National, and bungalow architectural styles to emulate the character of Marysville.	CI1 CI2 CI3 CI4	  	
BS2. Avoid use of hip roofs to minimize suburban style.	CI1 CI4	  	 BS3
BS3. Where home designs are repeated in new development, materials, color, and detailing should be varied to distinguish between houses.	CI1 CI2 CI3 CI4	  	
BS4. Attached housing types should be integrated with detached housing in terms of scale, proportion, form, architectural detailing and material use.	CI1 CI2 CI3 CI4	  	 BS5
BS5. Detached and attached houses should face a street or pedestrian way and have a walkway connecting the front of the house to a pedestrian way or the street.	CI1 CI2 CI3 CI4	  	

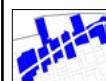
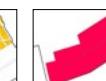
SECTION 7 | DESIGN STANDARDS

Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 BS6 Source: Youngken, Pascarella & Evans, 2018.
BS6. Architectural style, the scale, massing and detailing of buildings should be compatible with those prevalent in the neighborhood. Where a multi-unit development is located adjacent to a neighborhood of single detached dwellings, the massing scheme and the selection of exterior materials for buildings should be complementary to a single-family neighborhood.	CI1 CI2 CI3 CI4	S1 AC5	  
BS7. Redevelopment and renovation are encouraged to be performed in recognition of the design and placement of buildings previously on the site and their spatial relation with surrounding buildings. Such buildings may have contemporary elements or interpretations associated with contemporary materials, building methods, or use requirements, so long as they fit the character of the Village.	CI1 CI2 CI3 CI4		  
BS8. Long uninterrupted exterior surfaces are discouraged. Blank walls should incorporate doors, windows, architectural projections, wall art and/or recesses where possible to provide an engaging façade.	CI1 CI2 CI3 CI4		  
BS9. Clear glass windows should face streets, plazas, courtyards and/or pedestrian passages to create a sense of security.	CI1 CI2 CI3		  

SECTION 7 | DESIGN STANDARDS

Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 BS10 Source: County of Placer, 2021.
BS10. Window recesses, window trim and other window elements are encouraged to be substantial in depth to create shadows and add architectural interest. Decorative trim elements should add detail and articulation and designed as an integral part of the design.	CI1 CI2 CI3 CI4	S1 AC5	  
BS11. Glass should be clear and non-reflective. Dark tinted and mirrored glass is discouraged as it reduces social interaction and is generally perceived as unsafe. Windows are encouraged to be recessed from the façade or trim to add shadow and visual interest.	CI1 CI2 CI3 CI4		 BS11
BS12. ‘Bird-friendly’ glass that is designed to decrease the number of collisions is encouraged. This may include translucent, screened glass, angled glass or a pattern that has gaps of less than 5 centimeters high and/or 10 centimeters wide.	CI1 CI2 CI3 CI4		
BS13. Building architecture should emulate existing buildings or all aspects of any traditional style; they may have contemporary elements or interpretations associated with contemporary materials, building methods, or use requirements that fit to the character of the Village.	CI1 CI2 CI3 CI4		 BS13

SECTION 7 | DESIGN STANDARDS

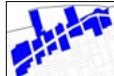
Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
BS14. Building facades and roofs should make use of neutral colour tones, where lighter-coloured facades and darker coloured roofs are preferred to retain consistency with the existing Village.	CI1 CI2 CI3 CI4	  	 BS14
BS15. Trim and wooden architectural features such as (but not limited to) porch columns, balustrades, roof brackets, parapets, cornices, doorway enframements, window brackets and hoods, and roof finials are encouraged to create visual appeal and complement the existing character of the Village.	CI1 CI2 CI3 CI4	  	 BS15
BS16. Garages will be consistent with the architectural style of the principal dwelling, in regard to materials, massing, character, and quality.	CI1 CI2 CI3 CI4	  	 BS16
BS17. Provide usable space and fenestration in rear elevations to promote overlook onto laneways.	CI1 CI2 CI3 CI4	  	
BS18. The architectural style of each building should be applied consistently to all elevations, in terms of exterior building materials, window treatment and architectural vernacular. The level of detail may be simplified in areas of reduced public view.	CI1 CI2 CI3 CI4	  	 BS17

Source: CMBTW WAI Group, 2017.

SECTION 7 | DESIGN STANDARDS

Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 BS22
BS19. Buildings should be planned and designed in keeping with current iterations of the Accessibility for Ontarians with Disabilities (AODA) Standards and Crime Prevention Through Environmental Design (CPTED) Principles.	CI1 CI2 CI3 CI4	  	
BS20. For low-rise residential building design, consider one or more of the following: simple massing forms for the overall building massing; simple roof forms; gable roofs; models featuring brick or clapboard; broad porches along the face of dwellings; gable wall or roof dormers; vertical window proportions; architectural trim and details referencing historical styles.	CI1 CI2 CI3 CI4	  	
BS21. Provide varied and compatible architectural styles for a sense of place and to create interesting streetscapes.	CI1 CI2 CI3 CI4	  	
BS22. Encourage natural colours and materials, and materials associated with the rural environment such as corrugated iron and timber. Source materials locally, e.g. local aggregates, timber and stone, where feasible.	CI1 CI2 CI3 CI4	  	
BS23. Franchise architecture, where buildings are stylized to use the building itself as advertising, is not permitted.	CI1 CI2 CI3 CI4	  	

SECTION 7 | DESIGN STANDARDS

Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
BS24. Avoid a box-shaped appearance of buildings by incorporating pitched roofs, changes in roof heights, offsets, change in direction of roof slope and dormers.	CI1 CI2 CI3 CI4	  	 BS24
BS25. Long continuous roofscapes should be divided and varied to provide visual interest and variety.	CI1 CI2 CI3 CI4	  	 BS25
BS26. Roof height on one lot should not match the roof heights on adjacent lots to provide visual interests and a sense of eclecticism.	CI1 CI2 CI3 CI4	  	
BS27. Residential and commercial uses in the Village Core should make use of wood and clapboard as primary façade materials. Wood and metal are encouraged as trim materials to complement existing uses.	CI1 CI2 CI3 CI4	  	 BS26
BS28. Residential uses in the Existing Residential Area should make use of wood, clapboard, and brick as primary façade materials. Wood and metal are encouraged as trim materials to complement existing uses.	CI1 CI2 CI3 CI4	  	 BS28
BS29. Institutional and commercial uses throughout the Village may employ neoclassical and gothic revival architectural styles in addition to Cape Cod and National styles to complement existing uses.	CI1 CI2 CI3 CI4	  	

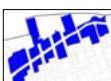
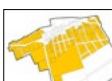
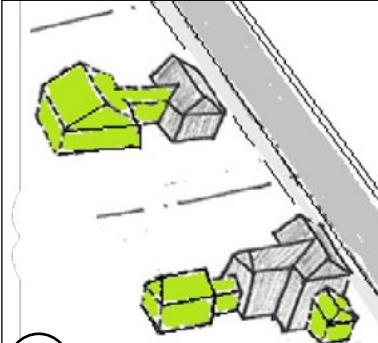
SECTION 7 | DESIGN STANDARDS

Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
BS30. Institutional uses may use brick, stone, wood or clapboard as the primary façade materials. Wood and metal may be used as trim materials to complement existing uses.	CI1 CI2 CI3 CI4	  	 BS31
BS31. Where clapboard, wood boards, or siding are used as the façade material, materials should be arranged to form horizontal lines to complement existing uses.	CI1 CI2 CI3 CI4	  	 BS32
BS32. Buildings are encouraged to make use of dark coloured shingles or metal siding as primary roof materials to complement existing uses.	CI1 CI2 CI3 CI4	  	
BS33. Rounded window styles are discouraged throughout the Village. Windows should be of rectangular shape and not protrude beyond the façade of buildings (i.e., as in bay windows) to complement existing uses.	CI1 CI2 CI3 CI4	  	
BS34. Within the Village Core and in portions of the Expansion Area zoned medium density, use of gingerbread trim and corbels along roof eaves and porches is encouraged to complement existing uses.	CI1 CI2 CI3 CI4	  	
BS35. Buildings surrounding the Community Centre should maintain architectural styles consistent with the existing Village while incorporating contemporary elements to create focal points.	CI3 VI4 CI5 CI6	  	

SECTION 7 | DESIGN STANDARDS

Table 7.4. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 BS36 Source: Youngken, Pascarella & Evans, 2018.
BS36. Buildings should consider using “I-house” variants, with an extended narrower portion of the building extending behind the street fronting façade to reduce building massing and bulk.	CI3 CI4	  	
BS37. House numbers should comply with basic civic addressing requirements. Additional house numbers should be inconspicuously placed on a building façade, and numbering or signs with bright colour or graphics should be avoided.	CI4	  	 BS37

SECTION 7 | DESIGN STANDARDS



7.5 Building Form (BF)

7.5.1 Introduction

Building Form refers to size, massing, the location of windows and doors, and the materials they are constructed from. These Standards help define the spatial nature of Marysville. Due to its small population and mix of historic and eclectic buildings, the scale of the buildings is just as important as their style. For new developments and redevelopments to mesh with the fabric of Marysville, Standards to help protect the heights and sizes of buildings is required. Multi-unit development is rare in the village but is anticipated to become more common in the expansion area to help provide additional types of housing that are absent. The proper structure of these buildings can reduce conflicts and can expand the look and feel of Marysville in a holistic manner.

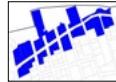
7.5.2 Intention

The intention of the Building Form Design Standards is to limit the massing and location of buildings to match or complement existing structures within Marysville. By limiting the height of buildings in the Village Core and the Existing Residential areas, Main Street can keep its spatial arrangement and views of Lake Ontario can be preserved for 3-storey buildings in the Expansion Area. T Porch, window, and door Design Standards are intended to improve affinity with existing residential neighbourhoods. Multi-Unit Buildings should take additional care with their exterior design to reduce conflicts with single-detached dwellings. Design Standards are meant to create high-quality buildings that maintain the Character and Identity of Marysville and contribute to a Vibrant and Inclusive Community.

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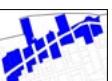
7.5.3 List of Standards

Table 7.5. Building Form Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability  CI4  VI2	   
BF1. New buildings in the Village Core and Existing Residential character areas should be built to a maximum of 2 storeys to maintain the rural character and preserve future views of the waterfront. New buildings in the Expansion Area character area can be built to a maximum of 3 storeys to allow for views of Lake Ontario.			  
BF2. New residential buildings should include a front or wrap-around porch to encourage socialization, fit in with other houses, and provide passive surveillance of the public realm. New residential building entrances should be recessed within the overall facade or have canopy elements and should serve as a major focal point of the building. Main entrances should be in a visible location facing the street.	CI4 VI2 VI3		  
BF3. Loading facilities, loading docks, service doors, and other service areas should not be located along a primary street-facing facade, and they should not be visible from any adjacent public open space.	CI4		  

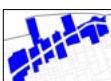
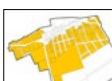
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	
BF4. New buildings should use consistent materials on all sides of a building where the exterior is visible from a public street or neighbouring residential property. Building exteriors should be designed to be compatible with neighbouring properties regarding detail, quality, and materials.	CI1 VI2 CI4	  	
BF5. Materials used only on one face of the structure that give the impression of thinness or artificiality are discouraged. It is recommended that brickwork and stonework partially wrap around the corners of new developments.	CI4	  	
BF6. Townhouse should have the following features: <ul style="list-style-type: none"> • Building and outdoor unit entrances on the first floor should face the street and include a porch, stoop, courtyard or similar element which provides a transition from the public sidewalk to the private space of the building or unit; • Townhouses and live/work units should not have front-loaded garages; garages should be located at the side or rear of the building lot. 	CI4 VI3	  	

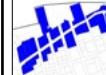
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 BF9
BF7. Multi-family buildings should have the following features: <ul style="list-style-type: none"> Building and outdoor unit entrances on the first floor should face the street and include a porch, stoop, courtyard or similar element which provides a transition from the public sidewalk to the private space of the building or unit; Units above the first floor may be accessed from a common stairwell; common stairwells should have access from the fronting street; and, Exterior corridors and exterior stairwells fronting the street are discouraged. 	CI4 VI3	  	 BF9
BF8. The height of new buildings should be visually compatible with the height of building in the neighbourhood to ensure compatibility with adjacent properties.	CI4	  	
BF9. The ratio of the width to the height of the front facade should be compatible with that of adjacent and nearby buildings.	CI4	  	
BF10. The relationship of the height of windows and doors to their width should be visually compatible with the architectural style of the building and with that of its neighbors.	CI4	  	

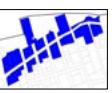
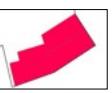
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	   
BF11. For mixed use buildings, entrances to residential units should be physically separated from entrances to individual ground floor commercial uses. Residential entrances should be clearly marked with a physical feature incorporated into the building to differentiate different uses.	CI4	  	
BF12. Solar panels, cornices, and other decorative elements may project above the height limit.	CI4	  	
BF13. New buildings which take up a large portion of a block should be broken down using different materials, styles, and setbacks to create visual interest and prevent monolithic facades. This ensures that facades are not overwhelming and creates a sense of multiple buildings along the length of the property. Vertical breaks and step backs should also be provided to maintain a comfortable pedestrian environment.	CI4	  	
BF14. Mixed-use and multi-unit buildings should be designed to have a distinct base, middle, and top to create visual interest. Cornices, balconies, roof terraces, and other architectural elements can be used, as appropriate to terminate rooflines and accentuate setbacks between storeys.	CI4	  	

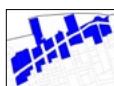
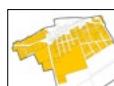
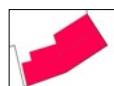
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
BF15. Building facades should include building projections or recesses, doorway trim, window trim, and other details that provide architectural and design interest.	CI4	  
BF16. Townhouses, apartments, mixed use buildings, and other medium density buildings should have any exterior mechanical equipment screened from public view. Screening should be architecturally integrated into the main structure regarding materials, colour, shape, and size to appear as an integral part of the overall structure.	CI4	  
BF17. The taller portions of new buildings should be located away from adjoining properties to provide height transitions.	CI4	  
BF18. The visual and shadow impacts of upper storeys should be reduced by locating upper storeys in the centre of the property, stepping back upper storeys, tucking upper storeys inside a pitched roof, or using pitched roofs and dormer windows for upper storeys. In areas where the prevailing development is single storey, the upper storeys should be stepped back along the fronting street to maintain compatibility with the single storey character.	CI4	  
BF19. There should be consistency of roof pitch and design among separate roof components.	CI4	  

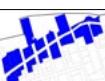
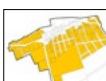
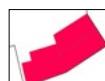
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
BF20. Entrances that cannot face a public street and sidewalk should face an internal pedestrian path that connects directly to a street and sidewalk. The rear of buildings should not face streets providing connection to the surrounding neighborhood.	CI4 AC1	  
BF21. Front doors should generally incorporate windows or be accompanied by adjacent windows so occupants can see out.	CI4	  
BF22. Courtyards can be an important amenity for residents, offering an opportunity for informal gathering and shared outdoor living area. They should have shared entrances on their perimeter that are visible from the street and should have shared entrances on their perimeter that are visible from the street.	CI4 AC1	  
BF23. Eaves should be incorporated into the design to create shadow and serve as a traditional response to snow and summer days with intense sunlight. Deep eaves are encouraged.	CI4	  
BF24. Skylights that are visible from the street should be flat and nearly flush with the roof plane so as not to interrupt the principal roof form. Clerestory windows – windows that are above eye level - are also recommended as an alternative.	CI4	  

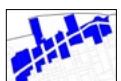
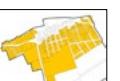
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
BF25. In a passive solar building, good window design, appropriate shading, natural cooling devices, and sensible control systems will all be needed to maintain a comfortable balance.	CI4	  
BF26. The facades and roofs of individual town-house units are encouraged to be designed to clearly convey that they are separate residences through the use of entrance expressions, window patterns, staggered setbacks, ornamentation, roof forms or other means.	CI4	  
BF27. Additions of new wings or sections of buildings (upper floors included) should be smaller and secondary to the main sections of the building and should be located to the side or behind original buildings, not in front of them.	CI4	  
BF28. Additions should appear as secondary elements. This can be achieved through connective elements, step backs, and roof step downs. Additions to commercial buildings may also be placed at upper floor levels by stepping up the roof on a back portion, provided the addition is stepped back from the front gable sufficiently so that the front gable or western false front remains the dominant feature.	CI4	  
BF29. All utilities should be elevated above the base flood elevation.	CI4 AC1	  

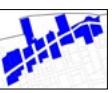
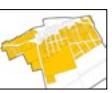
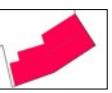
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 BF32. Patios associated with building entrances should be consistent and proportionate in scale with the architectural style and massing of the building.
BF30. New multiunit and commercial buildings should be elevated above the base flood elevation to allow for seamless integration of accessibility ramps and to reduce risk of flood damage.	CI4 AC1	  	
BF31. Where significant grade changes occur within a site, buildings should be designed to accommodate such grade changes.	CI4	  	
BF32. Patios associated with building entrances should be consistent and proportionate in scale with the architectural style and massing of the building.	CI4	  	
BF33. Wraparound porches are encouraged for dwellings on corner lots, where appropriate to the style of the dwelling.	CI4	  	
BF34. Building mass and height should be designed to minimise potential shading or privacy effects on neighbouring sites.	CI4	  	
BF35. Design and site buildings to maintain a low profile. Avoiding prominent locations. In the Expansion Area, buildings can be positioned so their backdrop is land or vegetation in order to blend structures with the rural environment.	CI4	  	

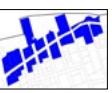
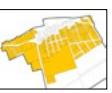
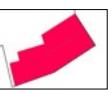
SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
BF36. Development surrounding gateway areas should feature recesses at grade, lower storey design and open space treatments to reinforce the prominence of these locations.	CI4	AC1
BF37. The maximum height of a storey should be compatible with its intended use and should consider the storey height of neighbouring similar uses.	CI4	
BF38. Entrances that cannot face a public street and sidewalk should face an internal pedestrian path that connects directly to a street and sidewalk. The rear of buildings should not face streets providing connection to the surrounding neighborhood.	CI4	AC1
BF39. For 2 & 3 storey buildings, there should preferably be two windows on the upper floor(s) either aligned with the windows on the main floor. Windows on the second floor should be of similar dimension to windows on the main floor.	CI4	
BF40. Front doors should generally incorporate windows or be accompanied by adjacent windows so occupants can see out.	CI4	
BF41. Eaves should be incorporated into the design to create shadow and serve as a traditional response to snow and summer days with intense sunlight. Deep eaves are encouraged.	CI4	

SECTION 7 | DESIGN STANDARDS

Table 7.5. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
<p>BF42. Courtyards can be an important amenity for residents, offering an opportunity for informal gathering and shared outdoor living area. They should have shared entrances on their perimeter that are visible from the street and should have shared entrances on their perimeter that are visible from the street.</p>	CI4	  
<p>BF43. Skylights that are visible from the street should be flat and nearly flush with the roof plane so as not to interrupt the principal roof form. Clerestory windows – windows that are above eye level - are also recommended as an alternative.</p>	CI4	  

SECTION 7 | DESIGN STANDARDS



7.6 Site Layout (SL)

7.6.1 Introduction

The arrangement and design of lots and lot patterns play an important role in defining the rural character of Marysville. As development in the Village will result in the creation of new lot layouts, attention to lot characteristics is desired to provide a spatial form in the Expansion Area which is complementarity to that of the existing Village. While the majority of new development will be contained to the Expansion Area, lot acquisition along the waterfront of the Village Core as well as plans of subdivision in segments of the Existing Residential area provide potential for new lot arrangements. Therefore, considerations for maintaining consistent lot layouts in these areas are also provided.

7.6.2 Intention

The intention of the Site Layout Design Standards is to ensure the compatibility of new lots with lot patterns and arrangements in the existing Village. By emulating current lot forms, these standards also seek to support the implementation of design goals for Marysville, including the seamless integration of new housing forms, land uses, and open spaces into the Village fabric. Additionally, lot setbacks are recommended to provide opportunities for additional landscaping and reduce potential for land use conflicts.

SECTION 7 | DESIGN STANDARDS

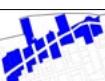
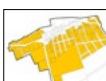
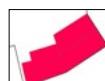
7.6.3 List of Standards

Table 7.6. Site Layout Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
<p>SL1. Front yard setbacks in the Village Core should aim to be consistent across lots to provide visual similarity and a sense of a unified streetscape. Front yard setbacks should maintain proximity to public right of ways to encourage an active streetscape. Projections of principal buildings into the front yard setback, including paved areas and seating, are encouraged to promote pedestrian activity and enhanced walkability of the Village Core.</p>	CI1 CI4	  	 SL1
<p>SL2. Front yard setbacks in the Existing Residential area should maintain distances from public right of ways that clearly demarcate the separation between the public and private realms. Where parking areas are provided to the rear of buildings, the front yard setback can be reduced to minimize the visual dominance of parking areas. Porches may extend into the required setback to encourage a vibrant and sociable streetscape.</p>	CI1 CI4	  	 SL1  SL2

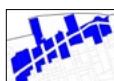
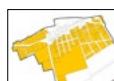
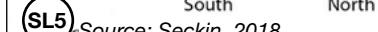
SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 SL2
<p>SL3. Front yard setbacks in areas of the Expansion Area zoned as low density should maintain similar front yard setbacks to those found in the Existing Residential area. In areas of the Expansion Area zoned as medium density, front yard setbacks should be similar to setbacks in the Village Core. Where parking areas are provided to the rear of buildings, the front yard setback can be reduced to minimize the visual dominance of parking areas. Porches may extend into the required setback to encourage a vibrant and sociable streetscape.</p>	CI1 CI4 AC4 AC6	  	 SL2
<p>SL4. Fence heights in front and side yards should be limited so that they allow pedestrians to see the principal building and into the side yards of the lot. Fencing should use permeable materials that allow pedestrians to see through (e.g., chain link fencing, picket fencing with spacing of slats) or permeable vegetation (e.g., shrubs, trees, bushes). Fences are encouraged to be composed of no more than two types of related fencing materials to ensure a cohesive appearance.</p>	CI1 CI4	  	 SL4
<p>SL5. Buildings are encouraged to make use of passive solar energy and heating by using Trombe walls, sunrooms, and plantings.</p>	S1	  	 SL4

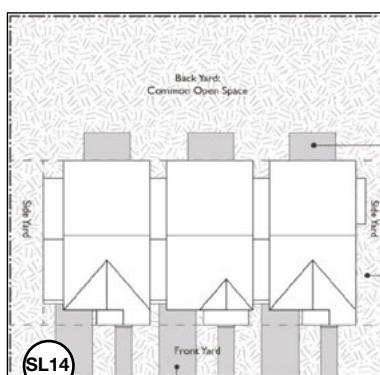
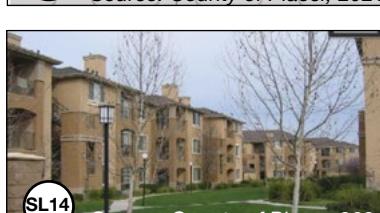
SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 SL5 Source: Kerrigan, 2008.
SL6. Lot sizes in the Village Core should be small enough to encourage the existing dense spatial form while being able to accommodate mixed use buildings, commercial uses, and single detached houses.	CI4	  	 SL5 Source: Seçkin, 2018.
SL7. Lot sizes in the Existing Residential area should be larger than those in the Village Core to provide a distinction between the higher and lower density areas of the Village.	CI4	  	 SL5 Source: Seçkin, 2018.
SL8. In areas zoned low density in the Expansion Area, building orientation as well as front and side yard setbacks should maintain consistency with those in the Existing Residential Area to promote a similar spatial form.	CI4	  	 SL5 Source: Seçkin, 2018.
SL9. Lot sizes in the Expansion Area in areas zoned medium density should provide a spatial form that is less dense than the Village Core but more dense than Existing Residential areas or low-density zoned areas of the Expansion Area. Lot sizes should be able to accommodate single detached houses, townhouses, apartments, and commercial uses.	CI4	  	 SL5 Source: Seçkin, 2018.
SL10. Where communal services are provided, opportunities to reduce lot sizes should be encouraged to enhance walkability, promote the efficient use of land, and conserve natural features.	CI4	  	

SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
<p>SL12. In front yard setbacks, impervious features should be reduced to a minimum to promote greenery. Features such as paved front yard pathways and patios are encouraged, and where possible, less impervious building materials should be used such as permeable paving stones and gravel. Driveways should be minimized in size to reduce impervious coverage.</p>	S1	  	 <div data-bbox="1537 556 1917 833">  </div>
<p>SL13. Lots throughout the village should be landscaped to provide visual interest and additional greenery. In the Village Core where lot sizes and setbacks are smaller, landscaping can make up a smaller portion of the lot area. In the Existing Residential areas and the Expansion Area, the total lot area devoted to landscaping should be larger to integrate buildings into the surrounding landscape.</p>	S1	  	 <div data-bbox="1537 850 1917 1225">  </div>
<p>SL14. For apartments and townhouses, communal open spaces should be large enough to enjoyably use and facilitate a variety of activities both active and passive. Communal open spaces should be accessible by common areas, walkways, and/or stairways.</p>	S1 S6	  	 <div data-bbox="1537 1241 1917 1454">  <p>Source: County of Placer, 2021</p> </div>
<p>SL15. Side yard and rear yard setbacks are encouraged to be vegetated to delineate separate uses while adding greenery, visual interest, and promoting a rural character.</p>	VI6 S6	  	 <div data-bbox="1537 1454 1917 1470">  <p>Source: County of Placer, 2021</p> </div>

SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
SL16. Landscaping and fences may encroach into the side yard setback to delineate separate properties while adding visual interest and greenery.	CI4 VI6 S6	  	
SL17. Accessibility ramps should be allowed to encroach into setbacks while retaining a distance from the property line to retain the delineation of lots.	CI2	  	
SL18. Accessory structures may be located within residential open space when the principal uses of such structures are accessory to those of the outdoor living areas within which they are located.	CI4	  	
SL19. For mixed use buildings, greater amounts of landscaping should be provided if residential development is at grade to facilitate open space use and for residential uses to fit into other surrounding residential uses. Where residential uses are above grade, less landscaping may be required to ensure fit of at-grade uses with surrounding commercial or institutional uses.	SI6	  	
SL20. Solar energy system equipment, besides solar energy panels, should be permitted to encroach into a setback, while maintaining a distance to the lot line, to encourage adoption of clean energy systems.	CI4 S1 S4	  	

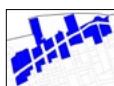
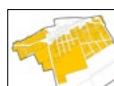
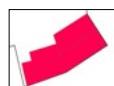
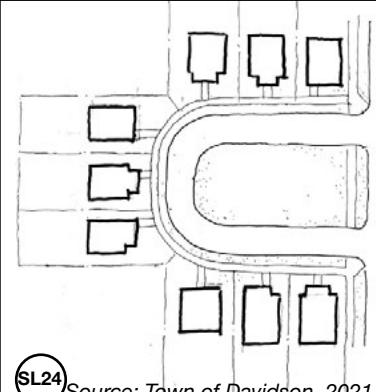
SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
SL21. Habitable spaces at the front of buildings are encouraged such as porches and patios to provide an overlook of streets and/or public spaces.	CI4 VI2 VI3	  	 SL21
SL22. The shape of new lots should emphasize a slightly larger lot depth compared to the lot frontage to provide a rectangular shape characteristic of the existing Village.	CI4	  	 SL23
SL23. Lot frontages should be slightly varied between lots on the same block or street to emulate an organic pattern of development characteristic of the existing Village.	CI4	  	 SL23
SL24. Apartments, townhouses, or other multi-unit developments should arrange buildings to front onto streets or to frame common open spaces and amenities to provide sightlines to these areas and integrate multi-unit development into the landscape.	CI1 CI2 CI3 CI4	  	
SL25. Accessory buildings should be permitted to be located in interior side or rear yard setbacks, while maintaining some distance to the lot line, to emulate existing lot layouts in the existing Village and to minimize the visual dominance of garages from the street.	CI1 CI2 CI3 CI4	  	
SL26. Driveways may be adjacent to the lot line if shared between units..	CI1	  	 SL24 Source: County of Placer, 2021.

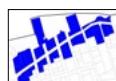
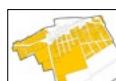
SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

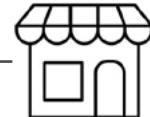
List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 SL24 Source: Town of Davidson, 2021.
SL27. The lot coverage of accessory buildings should be less than that of the principal building to retain the prominence of the principal building and to maintain consistency with existing Village lot layouts.	CI1 CI4	  	
SL28. Side yard setbacks within the Village Core may be smaller than those in the Existing Residential areas and Expansion Area to promote density and rural character, respectively.	CI4	  	
SL29. In townhouses, minimum setbacks can be reduced to provide a continuous form.	CI4	  	
SL30. The size of accessory buildings should reflect its role as an accessory use to the principal building. Accessory buildings should not take up a large portion of the lot coverage and should be smaller than the principal building.	CI4	  	
SL31. Rear yard setbacks in the Village Core and medium density Expansion Area may be smaller than those in the Existing Residential areas to maintain a denser spatial form and encourage walkability.	CI4	  	 SL25
SL32. Rear yard setbacks in the Existing Residential Areas and low-density Expansion Area may be larger than those in the Existing Residential areas to maintain a less dense spatial form.	CI4	  	 SL30

SECTION 7 | DESIGN STANDARDS

Table 7.6. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 SL30
SL33. Where a commercial or industrial mixed use building fronts on a corner of 2 streets, the site is encouraged to front on both streets to engage the corner through use of patios, landscaping, or other features.	VI3 S6 AC1 VI5 AC6 VI6	  	 SL30

SECTION 7 | DESIGN STANDARDS



7.7 Mixed-Use & Commercial Developments (MC)

7.7.1 Introduction

Mixed-use and commercial developments are expected to remain concentrated in the Village Core of Marysville, though there is potential for mixed use to occur within the Expansion Area as the population grows and the commercial demand of the community changes. Redevelopment and adaptive re-use of existing buildings into mixed uses is also anticipated, with several examples of such developments throughout Marysville. Mixed-use developments contribute to a creating compact, pedestrian-friendly community by providing a greater range of housing options and offering retail and commercial uses close to residential units. They need to be in key locations of the community, where their commercial uses can be supported by the surrounding neighbourhood.

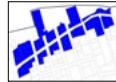
7.7.2 Intention

The intention of the Mixed-Use Development Design Standards is to ensure the compatibility of mixed-use with their surroundings. Mixed-use buildings, while present within Marysville, are overall uncommon, and should not become the prominent form of development. The Design Standards for Mixed-Use buildings are intended to incorporate these types of developments in the best manner possible with the existing fabric of Marysville. With the completion of the new ferry terminal, pedestrian traffic in the village is expected to increase as Marysville becomes more accessible to ferry goers. With this change, mixed-use buildings are to be designed for the scale of the pedestrian, with minimal setbacks and inviting storefronts on the first floor.

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7.7.3 List of Standards

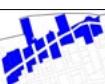
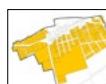
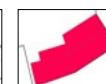
Table 7.7. Mixed-Use & Commercial Developments Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability  CI  VI  S	
MC1. Commercial and mixed-use development should be pedestrian oriented. Commercial and mixed used developments should have minimal setbacks to allow for ready access to the building from the sidewalk, except for the purpose of enhancing the pedestrian street level appeal. This may include recessed entrances, planters, shrubs, street furniture, outdoor seating, public art, and walkways.	CI5 VI2	  	
MC2. Commercial and mixed-use buildings located on street corners may include enhanced architectural features to accentuate its presence, possibly through increased building massing or by providing a covered entry.	CI5 VI2	  	
MC3. Benches should be provided at consistent intervals at major social gathering locations, including along main street, in other commercial areas, along trails and in parks.	VI1 S4 AC3 VI3 AC6	  	
MC4. The main entrance of commercial uses should front onto a street to promote the pedestrian environment and ensure continuity across the village. A secondary entrance may be provided from a surface parking lot located at the rear of the building.	CI4 VI12 CI5	  	

Source: Martin Corner Mixed-Use Development, 2023.

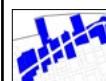
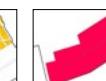
SECTION 7 | DESIGN STANDARDS

Table 7.7. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 MC6 Source: Douglas, 2021.
MC5. Landscaping may be incorporated along the edge of a commercial property to integrate development with the public realm and provide for an inviting pedestrian experience.	CI1 VI6 S4 S6	  	
MC6. Commercial and mixed-use buildings that front onto a street should have hard surface paving along their frontages. These spaces may further be enhanced with recessed entrances, planters, shrubs, street furniture, bicycle parking, public art, walkways, or other items chosen in consultation with the Township.	CI4 VI2 CI5	  	
MC7. Utility structures should be integrated into the design of commercial buildings where feasible to preserve the aesthetic of the building. Where utility structures cannot be integrated, they should be screened from surrounding areas by landscaping, screen walls, public art, and/or other architectural features, in consultation with utility providers to ensure operational access is maintained.	CI4	  	
MC8. Mixed use buildings should integrate compatible land uses within the same building, including residential, commercial, office and retail space.	CI3 CI4	  	

SECTION 7 | DESIGN STANDARDS

Table 7.7. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 MC10 Source: Robert, 2020.
MC9. Storefront windows should provide views for activities inside to create interest for passing pedestrians and to serve as a visual connection to the street.	CI4 CI5 VI2	  	
MC10. Different colours and materials may be used to clearly define and differentiate the building base from the rest of the building and its residential uses, and to convey a sense of scale.	CI1 CI2 CI4 VI2	  	
MC11. The architectural design, composition, and style of commercial and live/work buildings should be compatible with the character and style of nearby residential buildings.	CI1 CI2 CI4 VI2	  	
MC12. Commercial and mixed-use buildings should be designed to integrate well within a rural setting and should not take the form of large format retail, highway commercial, strip commercial, warehouse, or uses that include a drive-thru.	CI1 CI2 CI4 VI2	  	



7.8 Open Space (OS)

7.8.1 Introduction

Lands designated Open Space include lands intended for public recreational use and lands that form part of the open space system, but which provide another function (e.g., stormwater management ponds). In line with the goals of the Marysville Secondary Plan, new open spaces should be acquired and formalized by the Township. All Open Spaces, including public and privately owned, should adhere to the Standards located in this section as well as any others which may apply.

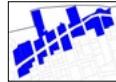
7.8.2 Intention

The intention of the Open Space design standards is to ensure that all residents can visit accessible outdoor recreational areas near to their homes. It is intended that open spaces contribute to the beautification of Marysville, while also providing functional and exciting locations for recreation for community members of all ages. Actions should be taken to provide a mixture of natural and manufactured open spaces.

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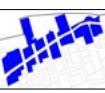
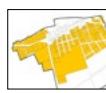
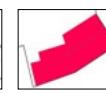
7.8.3 List of Standards

Table 7.8. Open Space Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 OS1 Source: Dover, Kohl & Partners.
OS1. Where feasible, develop new naturalized open spaces in close proximity to existing open spaces to develop interconnected green corridors.	VI1 S4 AC1	  	
OS2. Pathways should be designed to allow pedestrians to traverse the village as efficiently and directly as possible to promote active transportation as the primary form of transportation in the community.	VI1 S1 AC1 AC2 AC3	  	
OS3. The open space and park system should be the primary structuring element for all new communities. All built development should be oriented to accommodate interconnected green spaces.	VI2 S2 AC1 VI3 S4 AC6	  	
OS4. Pathways should be hardscaped and be at least wide enough to accommodate two individuals in wheelchairs moving together side by side.	VI1 VI3 VI6 AC1 AC2	  	
OS5. Where hardscaping is required, the use of permeable materials is encouraged to enhance stormwater flow. Vegetation should also be introduced around hardscaped areas to mitigate the visual impacts of concrete and asphalt.	S4 S6	  	

SECTION 7 | DESIGN STANDARDS

Table 7.8. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
OS6. Open spaces should be located so that they are visible and easily accessible from homes and public areas (building entrances, streets, sidewalks).	VI4 AC2	  
OS7. Multi-unit residential developments should be accompanied by adequate open space in the form of green space to serve the occupants and the wider community.	VI1 S4 AC1 VI6 AC6	  
OS8. All open spaces should be designed to conform to the highest levels of accessibility standards.	VI1 VI3 AC1 AC2 AC6	  
OS9. Where possible, open spaces should be in proximity to natural heritage features. These may include watercourses, woodlands, the existing trail systems, or other significant natural features. They may also be located near important built features, such as community facilities, institutional buildings, or important landmarks.	VI1 VI4 S5	  
OS10. Where development abuts open space, buildings should be located to frame and accentuate these open spaces.	VI4	  
OS11. Encourage outdoor uses and facilities such as picnic areas, patios, employee recreation facilities and pedestrian areas in locations adjacent to open spaces so that these features may act as amenities for users.	VI1 VI6 AC2	  

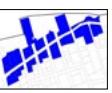
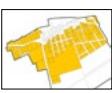
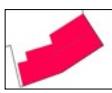
SECTION 7 | DESIGN STANDARDS

Table 7.8. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 OS14 Source: Dover, Kohl & Partners.
OS12. Public open spaces should seek to incorporate an appropriate range and variety of active and passive recreational uses for a variety of ages and abilities. While features and amenities within specific parks will vary depending on need, such features may include junior and senior play structures, trails, multi-purpose play courts, splash pads, shade structures, seating areas, formal entries with seating areas, un-programmed open space, structured sports fields, and a community swimming facility. Public open spaces should consider including continuous portions of flexible hard surface space for public gathering and events.	VI1 VI4 VI6	AC2	  
OS13. Development proposals should take efforts to preserve healthy trees and other natural features as part of planned open spaces.	S1 S4 S6		  
OS14. Where public open spaces incorporate hard space, arrange seating around the hard-scaped portion.	CI5 VI1 VI6		  
OS15. Dwelling units should be sited around open green spaces and form its visual boundaries.	VI1 VI4 S1 S4 S6		  

SECTION 7 | DESIGN STANDARDS

Table 7.8. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	   
OS16. New development is encouraged to integrate stormwater management ponds and other low impact development features as an extension of the open space system.	S1 AC1 S3 AC2 S4 S6	  	
OS17. New development is encouraged to integrate stormwater management ponds and other low impact development features as an extension of the open space system.	S1 AC1 S3 AC2 S4 S6	  	
OS18. Children's play areas should be located within clear sightlines of other development. To allow for casual surveillance to increase safety.	VI4 VI5	  	
OS19. Large recreational open spaces should accommodate public restrooms in a convenient and prominent location within or adjacent to the open space.	VI6	  	
OS20. Multi-unit residential developments along Main Street should be accompanied by adequate open space in the form of green or paved space to serve the needs of the occupants.	VI1 S4 AC1 VI6	  	

SECTION 7 | DESIGN STANDARDS



7.9 Waterfront Areas (WA)

7.9.1 Introduction

Waterfront areas describe lands which are directly adjacent to a watercourse, bay, or lake. Waterfront, particularly that on Lake Ontario/ St. Lawrence River, is an important feature within the Village of Marysville. The waterfront areas of Marysville are currently under-utilized and mostly under private ownership which make them generally impossible for the public to access. Waterfront areas exude natural beauty and are a valuable amenity which must be protected so they can be enjoyed by members of the public.

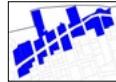
7.9.2 Intention

The intention of these standards is that the township will seek opportunities to provide the public with access to the waterfront. Once created, these new spaces will become vibrant gathering spaces, as well as prime locations for passive and active recreation. It is intended that public and private developments on waterfront areas be designed so as not to detract from the beauty of the waterfront. Efforts should be made to ensure views of the waterfront are obstructed as minimally as is possible, and to promote safe public access wherever possible. Access to the waterfront and other waterfront areas represents a benefit to the community.

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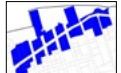
7.9.3 List of Standards

Table 7.9. Waterfront Areas Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 WA1
WA1. The Township is strongly encouraged to seek opportunities where possible to develop the waterfront areas into public open space.	VI1 S4 S5 AC5	  	 WA1
WA2. Commercial uses on the waterfront should integrate the waterfront into their designs. Views of the waterfront should be maintained if possible and access to and from the waterfront from the establishment is encouraged.	VI1 VI2	  	 WA5
WA3. All paving materials that are within the 100-year flood plain must be designed to withstand flood conditions.	S1 S4	  	
WA4. The development of a Marina or other public watercraft docking facility on the lake-shore is encouraged. It should be adequately sized to accommodate a large quantity of watercraft of various sizes and capacities. This will serve as a gateway to Marysville and should be treated as such.	S1 AC5	  	
WA5. The addition of traditional wood piers and docks to the waterfront should be encouraged where appropriate.	S1 AC5	  	

SECTION 7 | DESIGN STANDARDS

Table 7.9. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 WA6 Source: Rideau Valley Conservation, 2020.
WA6. The diversity of shoreline treatments should be continued. Historical rip-rap is preferred rather than concrete for new hard edges as it conveys a traditional appearance. It should be retained whenever possible.	S1 AC5	  	

SECTION 7 | DESIGN STANDARDS



7.10 Landscaping (L)

7.10.1 Introduction

Landscaping treatments can help enhance village areas by decorating facades and public areas. With strategic application, landscaping can also manage view corridors and maintain consistency between the built form and its surrounding landscape. As Marysville benefits from a variety of natural and agricultural areas, the use of landscaping can help integrate new development within these wider landscapes, providing a sense of continuity and enhanced village character.

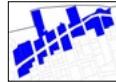
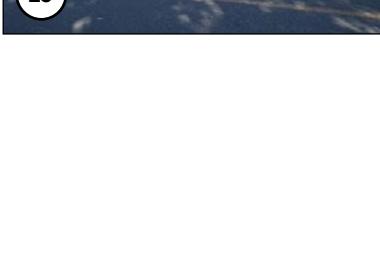
7.10.2 Intention

The intention of these standards is that landscaping will be used to increase greenery coverage in the village while also providing visual interest. Landscaping should also be used to screen visual impacts such as utility areas and equipment, as well as help define lot boundaries through the use of buffers and planting strips.

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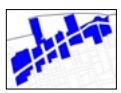
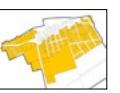
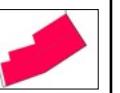
7.10.3 List of Standards

Table 7.10. Landscaping Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 L1
L1. Landscape design should incorporate the retention of existing mature trees, where possible, as well as the planting of new trees within the site, where space permits.	VI2 S6 VI4 VI6	  	 L1
L2. Avoid monocultures containing the same street tree species over large areas to provide shade and wind cover during different seasons, and to reduce the impact of tree diseases.	VI2 S6 VI4 VI6	  	 L2
L3. To provide visual interest throughout the year, the overall landscape should be planted with a mix of deciduous and coniferous material.	CI2 VI2 S6	  	 L3
L4. Vines and climbing plants integrated upon buildings, trellises and perimeter garden walls are strongly encouraged to increase greenery cover.	S1 S3 S4	  	 L4
L5. Landscaping should be used to define specific areas by helping to focus on entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighbouring properties (buffering) and provide screening for loading, refuse and equipment areas.	CI5 VI6 S6 AC4 CI6	  	 L5

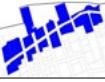
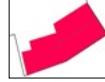
SECTION 7 | DESIGN STANDARDS

Table 7.10. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 L7
L6. All new commercial development should provide street trees parallel to streets in planter strips, along sidewalks, walkways, or other paths.	VI2 S6 VI6	  	 L7
L7. Plants in containers should be used to enhance plazas and courtyards.	CI5 VI6 S6	  	 L8
L8. Service and utility areas, including but not limited to telecommunications devices, satellite dishes, solar panels, exhaust fans, and air handling units, are encouraged to be located out of view from public streets, parks, and adjacent residential development. Where service or utility areas are unable to be located out of view, screening is encouraged. Screening enclosures should be consistent with the architecture of the principal building. Any walls, fences, or hedges used for screening should not be excessive and be at least equal to the height of the equipment to be screened from view. Utility wires should not be clustered on building exteriors and meters should not be located on primary facades.	CI2 VI2 S6	  	 L8

SECTION 7 | DESIGN STANDARDS

Table 7.10. (Continued).

List of Standards	Themes	Areas of Applicability	 L9 Source: McIlroy, 2020.
	 CI  VI  S  AC	 VI2  VI4  VI6  S6	
L9. There should be a significant minimum landscape buffer provided where industrial uses abut residential uses. This buffer may consist of plantings such as high shrubs and dense tree coverage that obscure views of industrial developments from the adjacent residential development. The perimeter of parking lots should be heavily landscaped with a buffer that includes a range of trees and vegetation.			

SECTION 7 | DESIGN STANDARDS



7.11 Green Infrastructure (GI)

7.11.1 Introduction

Due to its rural nature, Marysville possesses valued natural and agricultural areas both within the Village and the surrounding landscape of Wolfe Island. While new development may have impacts on these areas and the overall environment, there also exist opportunities for development and re-development to enhance the environment of Marysville and contribute to resource and energy efficiency.

7.11.2 Intention

The intention of the Green Infrastructure Design standards is to assist Marysville in meeting its goals for environmental conservation and enhancement through the incorporation of sustainable development practices. In addition to their environmental benefits, these practices are intended to provide points of visual interest that complement the existing Village form. Considerations for building design, materials, and siting are provided to promote the efficient use of land and resources in the Village. The emphasis on green infrastructure design solutions to manage stormwater and wastewater will help to enhance existing greenery in the Village, contribute to resource conservation, and contribute to an engaging public realm. Consequently, attention to siting such infrastructure has the potential to complement natural areas, open spaces, and the waterfront.

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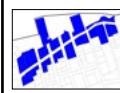
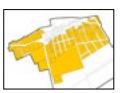
7.11.3 List of Standards

Table 7.11. Green Infrastructure Design Standards.

List of Standards	Themes	Areas of Applicability	
GI1. Drainage swales with gently sloped sides and filled with vegetation should be placed in new development and along roads to allow stormwater infiltration and filtration of pollutants.	 CI  VI  S  AC	S1 S3 S4	
GI2. Green roofs should be used in new commercial, mixed use, and multi-unit buildings to help detain, filter, and absorb rainfall. If located on a lower roof of a building, position green roofs so that they can also be a visual amenity to higher floors or adjacent developments.		S1 S3 S4	
GI3. Where hardscaped surfaces are needed in new development, incorporate permeable paving materials where possible, such as porous asphalt and gravel. Turf grids and grassy pavers should be used in areas of low traffic or infrequent use to provide stormwater management benefits as well as visual interest.	CI5	S1 S3 S4	
GI4. Rain gardens should be incorporated into new developments and common green spaces to provide visual interest and manage stormwater flows.		S1 S3 S4	

SECTION 7 | DESIGN STANDARDS

Table 7.11. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 G15 Source: Arlington County, 2010.
G15. New development should incorporate rain barrels and above or below ground rainwater cisterns to mitigate the impacts of stormwater runoff and provide a source of usable non-potable water for landscaping and maintenance activities.	S1 S3 S4	  	
G16. Along waterbodies, new development or re-development should seek to enhance the minimum setback from the high-water mark by planting riparian vegetation, native grasses, shrubs, and trees to serve as a buffer to pollutants, control erosion, and provide habitat along waterbodies.	S1 S3 S4	  	 G16
G17. Street trees should be designed to manage stormwater. Consider placing street trees in stone pits to hold excess water during intense storms or snowmelts.	S1 S3 S4 S6	  	
G18. Stormwater management ponds should be integrated into developments, where possible, to provide a sustainable approach for managing stormwater produced by additional impervious surfaces in new development.	S1 S3 S4 S6	  	 G17 Source: Philadelphia Water Department, 2013.
G19. Design sites with an attention to grading that allows the site to slow stormwater flows and direct stormwater toward landscaping, bio-retention areas, and other water collection and treatment areas.	S1 S3 S4 S6	  	 G18 Source: McIlroy, 2020.

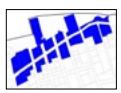
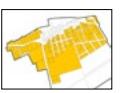
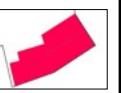
SECTION 7 | DESIGN STANDARDS

Table 7.11. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	 GI10 Source: Municipality of Clarington, 2023
GI10. Sustainable site and building design and construction techniques in new development that reduce energy and water consumption, and improve air quality, water quality, and waste management should be encouraged and promoted.	S1 S3 S4 S6	  	
GI11. Integrate opportunities for renewable energy use to reduce the electric energy supply in the public realm, such as solar-powered lighting for trails and park pathways.	S1 AC2	  	
GI12. Ensure that disturbance to native vegetation and the natural environment is minimized.	S1 AC2 S4 S6	  	
GI13. Consider the use of recycled/reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit paving, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.	VI1 S1 AC1	  	
GI14. Ensure buildings are set back appropriately from natural systems and existing trees to maximize their use and allow the sun to penetrate to the sidewalk.	S1 AC2 S4 S6	  	
GI15. Encourage materials with high insulating value for energy conservation.	S1 S2	  	

SECTION 7 | DESIGN STANDARDS

Table 7.11. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 GI18. Source: Head, 2023
GI16. The siting and design of buildings are encouraged to minimize the adverse impacts of wind, without compromising the overall quality of the streetscape.	CI2 CI4	S1	  
GI17. Building design should consider the incorporation of features that treat and filter runoff prior to being discharged to surface retention areas, including systems that reuse water on site (grey water).	S1 S3 S4		  
GI18. Provide alternatives to impervious play areas, including turf and natural playgrounds.	CI1 CI4	S1	  
GI19. Residential development adjacent to woodlots, wetlands, watercourses or other ecologically significant areas should incorporate environmental protection measures to ensure these areas are protected from development.	VI5	S1 S4 S6	  
GI20. Green infrastructure should be arranged to enhance and provide access to existing natural features, where appropriate.	S1 S2 S3 S4		  

SECTION 7 | DESIGN STANDARDS

7.12 Lighting (LI)

7.12.1 Introduction

Lighting and illumination are important for public safety, wayfinding, and in the advertising of commercial uses. However, lighting can be damaging to the natural environment, especially in rural areas. Wolfe Island is on the flight path for several migratory birds that head south each winter, and the fields, forest, and shrubland outside of the settlement area are home to several native species. Lighting also has an adverse effect on residential properties, casting glare into windows and negatively impacting human health. On the other hand, signs for businesses require lighting for nighttime advertising and accessibility and public streetlights improve public safety at night and extend hours that residents can walk, especially during the winter months. Striking a balance between the positive and negative impacts of lighting is an important aspect to illuminating all areas of Marysville.

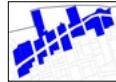
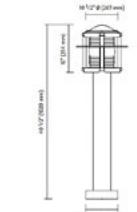
7.12.2 Intention

The Design Standards for Lighting are intended to maximize the public benefits of lighting while reducing their harmful impacts on the human and natural environment. International Dark-Sky Association standards minimize these effects and make sure only areas that need to be lit are illuminated. Nighttime lighting can harm the natural cycles of amphibians, reptiles, birds and insects, all of which can be found in the current Expansion Area and the surrounding Natural Areas. In the Village Core, improved public streetlights can improve accessibility and connectivity by illuminating sidewalks, but those same lights can also have ramifications for residential uses along Main Street. Large neon signs and mass external lighting are out of character for buildings in Marysville and are to be avoided to preserve the rural atmosphere and maintain views of the starlit sky.

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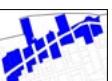
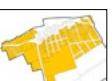
7.12.3 List of Standards

Table 7.12. *Lighting Design Standards*.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	   <p>L11 Source: Dover Waterfront Design Guidelines, 2008.</p>
<p>L11. All lighting should be designed to confine direct rays to the premises. No light fixture may emit any direct light above a horizontal plane through the fixture. No spillover beyond the lot line may be permitted, except onto public thoroughfares.</p>	CI4 S1 S4	  	
<p>L12. Any required lighting should be used wisely, to be compliant with International Dark-Sky Association (IDA) standards, to reduce the harmful effects of light pollution. Lighting should only be used where needed, in the number and brightness appropriate to the location. Blue light emissions should be avoided, and any lighting should be shielded to further prevent light pollution. Lighting should use energy efficient bulbs to reduce electricity consumption.</p>	S1 S4	  	 <p>L12 Source: Midway City, 2022.</p>
<p>L13. Exterior light fixtures on structures should be mounted at the lowest appropriate height to reduce impacts on neighbouring uses and to preserve natural settings and maintain night sky views. Bollard lighting is encouraged to light pedestrian paths. Uplighting should only be used for the illumination of signs.</p>	CI4 S1 S4	  	 <p>L13 Source: First Light Bollards Increase Campus Safety, n.d.).</p>

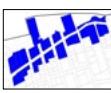
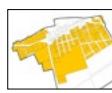
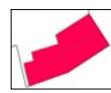
SECTION 7 | DESIGN STANDARDS

Table 7.12. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
LI4. The exterior facades of buildings may not be illuminated indirectly to reduce light pollution and the impact of lighting on adjoining properties.	CI4 S1 S4	  
LI5. Coordinate the location of street lighting fixtures to avoid light obstructions and to ensure healthy and sustained tree growth.	CI4 S1 S4	  
LI6. Timing mechanisms and photocells are encouraged to be used to reduce light levels and conserve energy during nonoperational hours.	S1 S4	  
LI7. Lighting should be restricted adjacent to sensitive natural and residential environments.	CI4 S1 S4	  
LI8. Lighting for parking should be oriented to limit visual impact on adjacent neighbourhoods and buildings but should otherwise be well distributed to enhance safety and visibility.	CI4 S1 S4	  
LI8. Mid-block connections should have adequate lighting from adjacent streets or from within the mid-block connection to enhance safety and visibility, but without causing adverse impacts on adjacent residential uses.	CI4 VI6	  
LI9. Lighting should be directed inward and downward to mitigate negative impacts on adjacent uses.	CI5	  

SECTION 7 | DESIGN STANDARDS

Table 7.12. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   	 LI10. Street lighting forms in the Village Core should be designed using black metal poles to complement existing wayfinding elements. The height of streetlights should be appropriate to the scale of the street and the pedestrian environment
LI11. Parking areas, driveways and walkways should be illuminated with low level, pedestrian-scaled lighting. Lighting may be directed downward and inward to avoid light spill-over onto adjacent properties.	CI5	  	 LI10 Source: Township of King, 2022.
	CI5	  	 LI11 Source: Hall, 2023.

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7.13 Signage & Wayfinding (SW)

7.13.1 Introduction

Signage & Wayfinding are important features to the proper functioning of a community. They provide individuals with the information they need to properly navigate and enjoy all that a community has to offer. If implemented without forethought for surrounding uses, signage can be ugly and can easily dominate an otherwise beautiful streetscape. There are situations where signage could be desired in all three-character areas of the village. As such effort needs to be made to ensure signage complements the character of the Village.

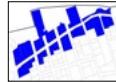
7.13.2 Intention

The intention is that signage should be complementary to a building's form and enhance its presence rather than simply draw attention to it. In relation to lighting, signs should remain in character with the village as a whole, while allowing for signage to be properly illuminated if necessary to serve its function; without adversely impacting either adjacent property owners, migratory birds, or any other wildlife.

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7.13.3 List of Standards

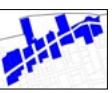
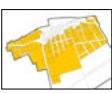
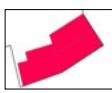
Table 7.13. Signage & Wayfinding Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability  CI5  S4
SW1. Acceptable primary signage materials include wood, metal, stone, and solid plastic/composite. Translucent plastic is not an acceptable sign material. Three-dimensional and relief signage is encouraged.	CI5	  
SW2. Dark backgrounds are recommended to provide good contrast to lighter color lettering and symbols, making the signs more attractive and legible.	CI5	  
SW3. Signs should enhance and complement the design of the associated building. Hanging signs, Ground Related signs, and Signs integrated into a building's facade are encouraged. Signs mounted on rooftops are discouraged. Signs mounted on single poles are discouraged, with the exception of traffic signs.	CI5	  
SW4. Ground-related signage should generally be no taller than it is wide and should not impede pedestrians or other traffic.	CI5	  
SW5. All ground signage is encouraged to incorporate ground planting if appropriate.	CI5 S4	  
SW6. Signs with internal illumination are strongly discouraged.	CI5 S4	  



SECTION 7 | DESIGN STANDARDS

Table 7.13. (Continued).

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability   
<p>SW7. If signs need to be illuminated to properly serve their purpose, then building signs should be illuminated with external indirect lighting rather than internal lighting through translucent panels. External lighting should be of low lumens, of a steady stationary source, appropriately shielded to illuminate the sign, and building façade and adjacent pedestrian areas (if appropriate). The light source must be static in color.</p>	CI5 S4	  
<p>SW8. All lighting of signs or facades must conform to dark sky compliance standards.</p>	CI5 S4	  
<p>SW9. Avoid floodlighting of sites, except for situations where the site is used for sports and other similar activities.</p>	S4	  
<p>SW10. One sign identifying the name, address and profession of a permitted home occupation or a lawfully existing nonconforming home occupation is allowed provided such sign does not detract from the primarily residential nature of the home and does not by its appearance adversely affect neighboring properties or property owners with excessive lighting or size.</p>	CI5 S4	  



SW10

SECTION 7 | DESIGN STANDARDS

7.14 Gateway Areas (GA)

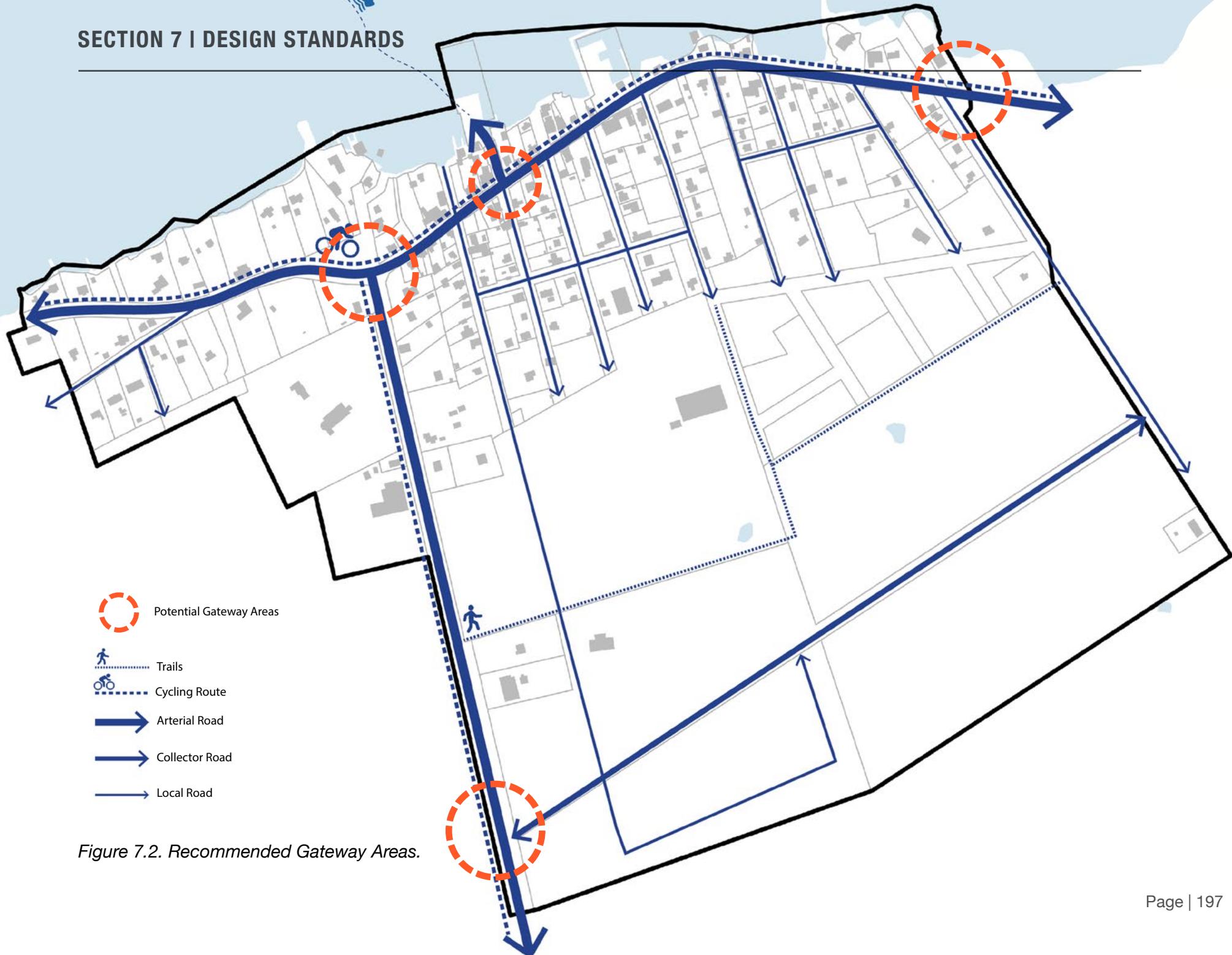
7.14.1 Introduction

Gateway areas are transition areas which serve as the entrances to Marysville. They are located at important intersections where Arterial roads enter the village. These gateway areas aid in heightening the creation of a sense of place and represent locations where visitors and locals alike can visibly recognize when they are entering and leaving the village of Marysville.

7.14.2 Intention

Gateway areas are intended to act as the entrances to the village. The Township should make efforts should be made to ensure these areas are beautiful, vibrant, and emphasize the identity of the village. These areas should aid in wayfinding by acting as easily discernable landmarks and potentially as gathering spaces. Embellishment of these areas need not be limited to solely the placing of signs, they may include public art, unique building architecture, or other features which aid in their role.

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SECTION 7 | DESIGN STANDARDS

7.14.3 List of Standards

Table 7.14. Gateway Areas Design Standards.

List of Standards	Themes  CI  VI  S  AC	Areas of Applicability	
GA1. Gateway areas are intended to serve as locations which emphasize the entrance to Marysville. They may include distinct wayfinding and branding elements including banners, signage, public art installations, and street furniture, to reinforce their role as the entrances	CI6 VI5	  	
GA2. Unique paving materials, unique road painting, or other artistic embellishments may be used in gateway areas to denote their importance as transitional locations.	CI6 VI5	  	
GA3. For all gateway areas that incorporate larger public open spaces the Township may consider naming the spaces after prominent people, places, or significant events from the community's history. Signage indicating the name of the public open space should be provided at each gateway location. In addition, signage should provide wayfinding information for any connections to other landmarks within the township.	CI6 VI5	  	



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8.1 General Implementation Approach

As suggested by precedent research, these design standards should be reviewed in conjunction and consultation with Township staff with respect to development applications. These guidelines may also be referenced by in preparation of any urban design report that may accompany future studies or proposals. Various tools under the Planning Act and Township's Official Plan, including but not limited to, site plan control, zoning by-law amendment, minor variance, community planning permitting system, community improvement plans, subdivision, consent and design review processes should use these guidelines in assessing proposals on their urban design merits in accordance with the Marysville Secondary Plan.

In accordance with the Marysville Secondary Plan: "development shall be staged to provide for the coordinated and orderly extension of the Village Expansion Area and to ensure the most efficient and economical use of proposed infrastructure. Development will generally follow a west to east (i.e., Division Street to 7th Line Road) pattern from the existing village on the north side of the "By-Pass Road". No new neighbourhood development shall take place on the southern portion of the 'ByPass Road' until 50 percent

of the lands between the existing village and the 'ByPass Road' have received draft subdivision or condominium approval. The Township may consider deviations from the Phasing Plan without amendment to the Secondary Plan, with appropriate justification. Deviations from the Phasing Plan shall require the approval of Council".

It is also noted that while although these standards aim to provide standards that create a well-rounded community, they should be interpreted with flexibility. Exceptional development proposals may differ from these guidelines, but demonstrate conformity with the community's visions, principles, themes and intent.

8.2 Peer Review Process & Monitoring

A third-party peer review may be involved in the following ways:

- As an architectural/urban design consultant providing architectural design guidance services for new green-field developments, either on behalf of the Township or where the Township has made it a condition of draft plan approval for a subdivision.
- As an architectural/urban design consultant retained by the Township to provide an urban design peer re-

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view of a specific submission or development proposal.

Each review will be subject to specific criteria and ultimately determined by the Township, however, the following steps are provided as a potential approach for review:

- Meeting with applicant and township staff prior to any submissions.
- Review of proposed application, architectural elevations, site plans, landscaping plans, shadow studies, and/or exterior materials/colours.
- Site visit at completion to note compliance with approved drawings.

Periodic review of the design standards is also recommended to account for an evolving policy context and development framework. It is recommended that through this review, Township staff assess recent policy frameworks against the design standards as well as review contents of the standards for relevance. In line with precedent research and the Marysville Secondary Plan, a 5 year review is recommended.

8.3 Communal Servicing

Often in rural contexts, servicing regimes based on individual septic and well systems can be a limiting factor in implementing design goals. As Marysville is based on these individual systems, achieving greater densities, a variety of housing forms and land uses, and promoting environmental conservation are challenges under the constraints of current infrastructure. However, communal services provide an opportunity to address these constraints and implement desired design goals. As a goal of the Marysville Secondary Plan is to develop the Expansion Area and eventually the existing Village on communal services, there are important considerations that should be taken to ensure these future systems implement design goals as efficiently as possible and maximize potential benefits to Marysville and its residents.

The connections between servicing and urban design have been explored in the concept of “water sensitive urban design” (WSUD). As a design framework, WSUD focuses on integrating urban water and wastewater management into design considerations by enabling a holistic approach to the urban water cycle (Wong, 2006). This “holistic” approach is often characterized by adopting measures such

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as wastewater stream separation, water reuse, lower energy distribution systems, and the co-location of management and amenity features through the design of the built form and servicing systems. Consequently, WSUD is often underlain by goals of sustainable water management and promoting design practices that conserve and enhance natural hydrological and ecological processes (Wong, 2006; Arora et al., 2015). In order to implement these goals, WSUD also focuses on setting design objectives that are achievable with locally available technologies and integrating water management across different scales, including individual lots to whole villages (Wong et al., 2006). Due to the features of this framework, WSUD provides a valuable starting point for examining how communal services can achieve the design standards and the goals presented in this report.

8.3.1 Two Key Benefits: Density & Capacity

A key benefit of communal services is that they can allow new development to build at higher densities. Due to the concentration of a system's spatial demands onto a single area rather than replicated on a lot-by-lot basis, new developments under communal services require fewer setbacks on individual lots, enabling smaller lot sizes and denser

block patterns. Within the Village, the provision and/or connection to communal servicing systems will therefore be an important factor in achieving the design standards recommended in this report, particularly as they relate to supporting enhanced walkability and will be especially relevant for the higher density areas of the Village, including the Village Core and medium density zoned areas of the Future Neighbourhood.

The second key benefit of communal servicing compared to individual services are the increased capacities for managing water and wastewater. Due to the fact that they are designed to service more than one unit, these systems provide opportunities for developing more water intensive uses and supporting additional residents on the same lot. This provides the basis for intensification of land in the Village, enabling the development of denser housing forms and supporting commercial and institutional areas. The emphasis of communal services on right-sizing servicing infrastructure and modular expansion also enable flexibility in supporting planned and additional land uses requiring these additional capacities.

8.3.2 Housing & Land Use

As well as providing additional opportunities for develop-

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ment, the benefits of higher densities and larger servicing capacities provided by communal servicing may also help meet broader community objectives. From the community workshops, increased senior's housing was identified as a desired objective for the Village. By enabling the creation of multi-unit housing forms, communal servicing can allow ageing residents looking to move from the maintenance requirements of a single detached house to multi-unit buildings with fewer of these responsibilities. As the majority of the housing forms in the Village are single detached houses, implementing communal services would allow for a wider variety of housing options and allow ageing residents to remain in Marysville. As a multi-unit building, the current senior's residence on Division Street provides a precedent for this type of development to meet senior's housing needs in the Village. A wider variety of housing forms also provides opportunities for developing more affordable housing options compared to single detached houses, such as duplexes, townhouses, and mid-rise apartments (Figure 8.1), which was another goal iterated in the community workshops.

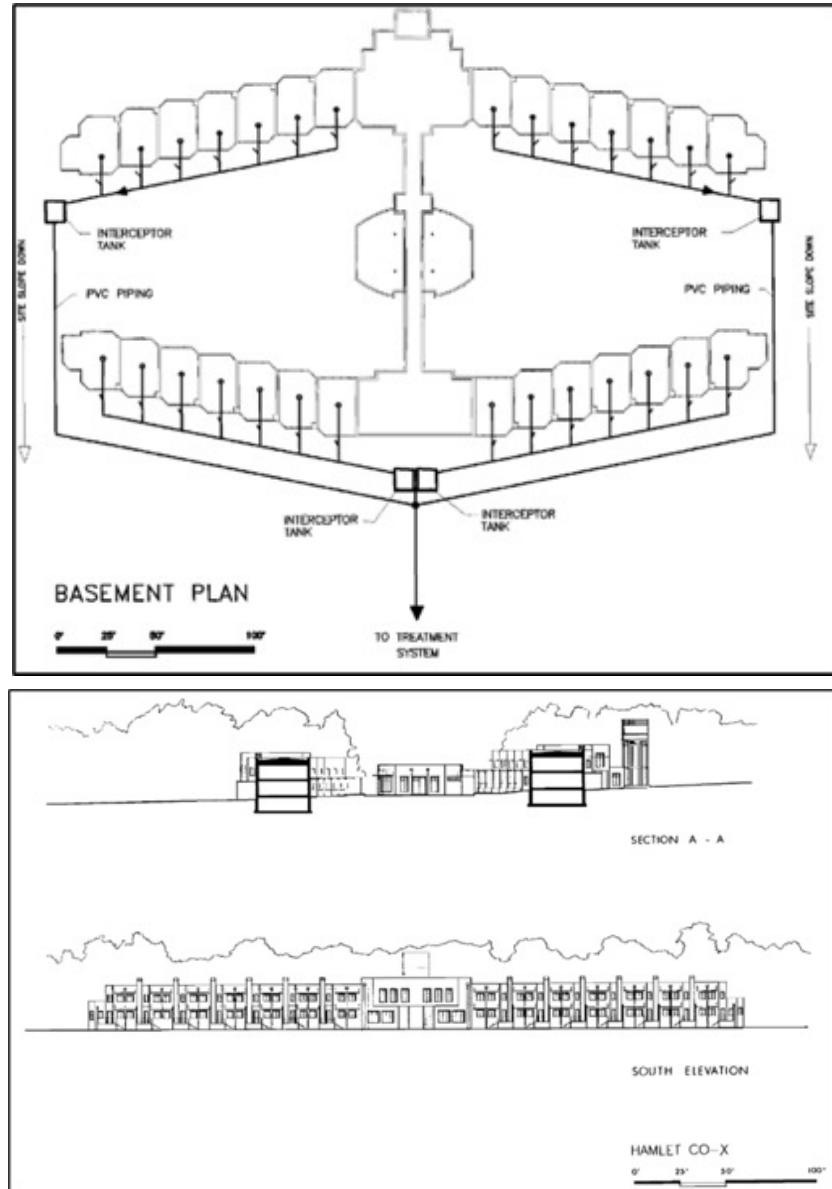


Figure 8.1 Conceptual Plan Supporting a Rural Mixed Use Multi-Residential Project on Communal Services (CMHC, 1994).

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Due to their increased servicing capacity through right-sizing and the ability to extend these systems through modularization, communal services may also help to develop a wider variety of land uses in the Village. While outside the scope of this report, participants in the workshops wanted to see specific amenities added to the Village such as a dedicated grocery store and public washrooms. Given the increased water demands and wastewater generated by these land uses, communal services would play an integral role in ensuring the successful implementation of these and similar land uses. The additional capacity of communal services may also allow for more infill development where individual servicing has traditionally limited these opportunities (Rideau Falls, 2016; County of Frontenac, 2019; Leigh & Lee, 2019). Enabling infill development is especially relevant for the Village Core by providing more economic development opportunities and which will help ensure Marysville retains its role as the commercial and cultural centre of Wolfe Island.

8.3.3 Environmental Conservation

The preservation and enhancement of natural areas and open spaces throughout the Village was also a consistent theme heard from the workshops. Under the greater den-

sities provided by communal servicing, these systems may help meet this goal by allowing for additional opportunities for environmental conservation. As explained in literature review, smaller lot sizes available under communal services can make a more efficient use of land, allowing more natural areas to be conserved or developed into parks and open spaces (County of Frontenac, 2019). This feature of communal services therefore has potential to help implement design standards related to enhanced greenery, preservation of natural systems, and the development of an open space network in the Village. Apart from these benefits, conservation under the WSUD framework may also provide additional opportunities for managing the urban water cycle of Marysville. The use of constructed wetlands and stormwater management ponds for instance has been explored in the literature as a way to provide additional treatment of wastewater and runoff (Figure 8.2). Apart from providing a low cost method for improving local water quality, these interventions can also provide valuable community spaces when supplemented with trails, viewing areas, and spaces for social gathering (Austin, 2013; Capodaglio, 2017). Consequently, integrating these management features as well as other green infrastructure with

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preserved areas and parkland allocations may provide additional environmental and social benefits made possible by a more efficient use of land under communal systems.



Figure 8.2. A Constructed Wetland in Ko Phi Phi, Thailand Treats 400,000 Litres of Wastewater Per Day from a Nearby Decentralized Sewer System while also Serving as a Popular Public Park (Austin, 2013).



Figure 8.3. Chepachet Village, Gloucester, Rhode Island (Joubert & Loomis, 2005).

8.3.4 Case: Chepachet Village Decentralized Waste-water Demonstration Project

To illustrate the potential benefits of communal services, Chepachet Village is used as a case study for its similarity to Marysville. With a population of about 1600 people, Chepachet Village is a historic waterfront community located in the Blackstone River national Heritage Corridor in Gloucester, Rhode Island (Figure 8.3).

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Chepachet Village has a vibrant main street which hosts several businesses and residential units, serves the wider Glocester community, and provides a tourism economy to the village. Due to its historic origins, homes and businesses in Glocester relied exclusively on individual groundwater and septic systems. This servicing regime became an issue in 1999 when a series of septic tanks located on properties bordering the Chepachet River failed, discharging raw sewage into the river. To respond to this issue, the Town of Glocester opted to replace the failing individual systems using a series of cluster wastewater systems. Within this replacement initiative, an additional goal for the Town was to focus on the use of these alternative wastewater systems to support revitalization of the historical village centre while preserving natural and architectural features. While concern was raised as to the effects the shared systems might have on intensifying the village and developing a new spatial form that would conflict with village character, the lack of communal services was also seen to create risks for environmental impacts, community decline, and the proliferation of less water intensive uses that could not meet village character (e.g., storage units, fast food). In response to these objectives, the Town of Glocester in collaboration with the University of Rhode Island's (URI)

Cooperative Extension program developed a series of demonstration sites using alternative wastewater cluster systems distributed across the village to demonstrate the benefits of communal servicing arrangements across varying land uses and building forms (Figure 8.4) (Joubert & Loomis, 2005).

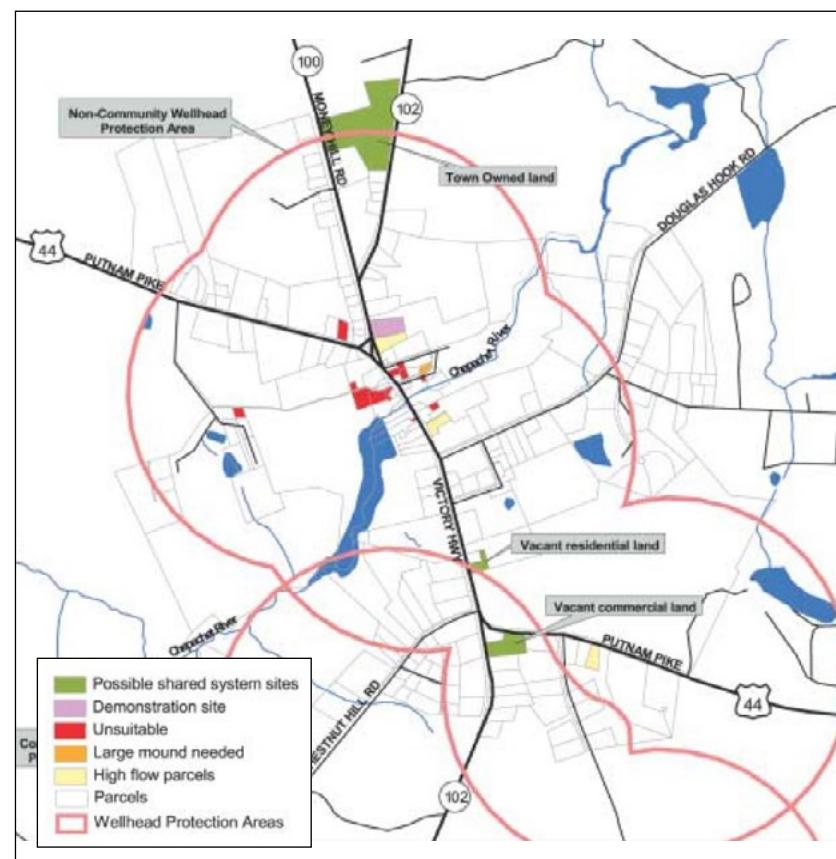


Figure 8.4. Map of Communal Systems Developed in Chepachet Village, Rhode Island (Joubert & Loomis, 2005).

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designed to service a restaurant, a strip mall with 5 units, a duplex with two 1-bedroom units, and a doctor's office all located in proximity to one another (Figure 8.5). Because of an onsite well servicing the 4 buildings, the location of the drainage field was constrained. However, to save additional space, the Town was able to locate the drainage field under the parking lot of the strip mall (Figure 8.6) (Joubert & Loomis, 2005). Consequently, the shared servicing system was able to retain the existing form and arrangement of the commercial and residential uses which otherwise would not have been possible under a series of individual septic fields.

Another demonstration site also showed the application of communal services in a residential area of the village with capability to service several multi-unit residential buildings. This system serviced 3 buildings: the Gloucester Heritage Society building, a duplex with two 1-bedroom units, and an apartment with five 1-bedroom units (Figure 8.7). To manage wastewater from these 3 parcels, a drain field was located in the rear of the apartment building along the edge of a parking area which allowed septic systems on the 2 remaining lots to be abandoned for enhanced well protection. Due to this configuration, the new combined drain field was able to maintain a minimum 100 foot sepa-

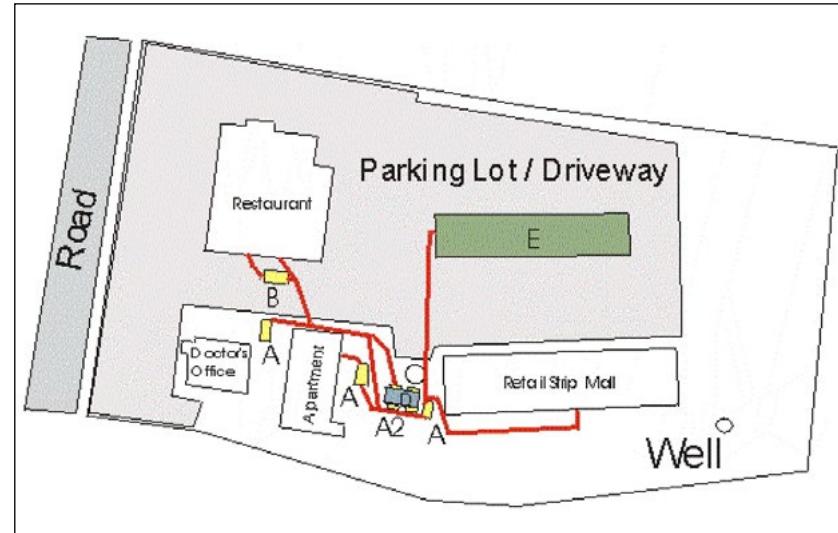


Figure 8.5. Communal Servicing Arrangement Servicing the Strip Mall, Apartment, Doctor's Office, and Restaurant (Joubert & Loomis, 2005).

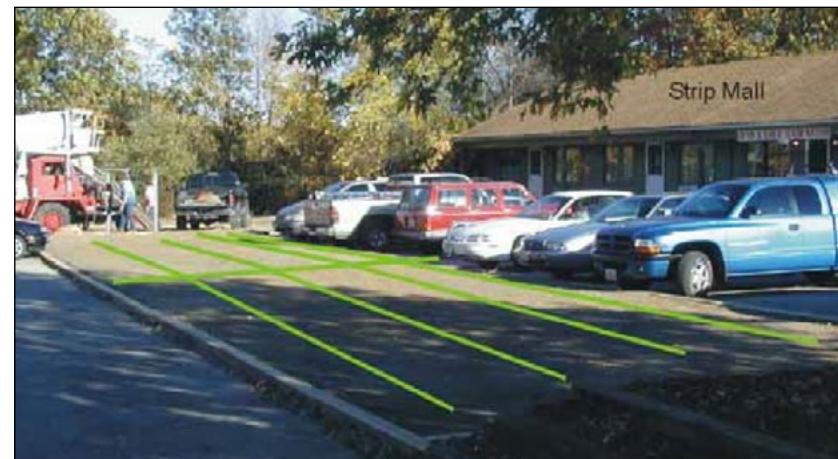


Figure 8.6. Communal Drainage Field Treatment System Located Under the Strip Mall Parking Lot (Joubert & Loomis, 2005).

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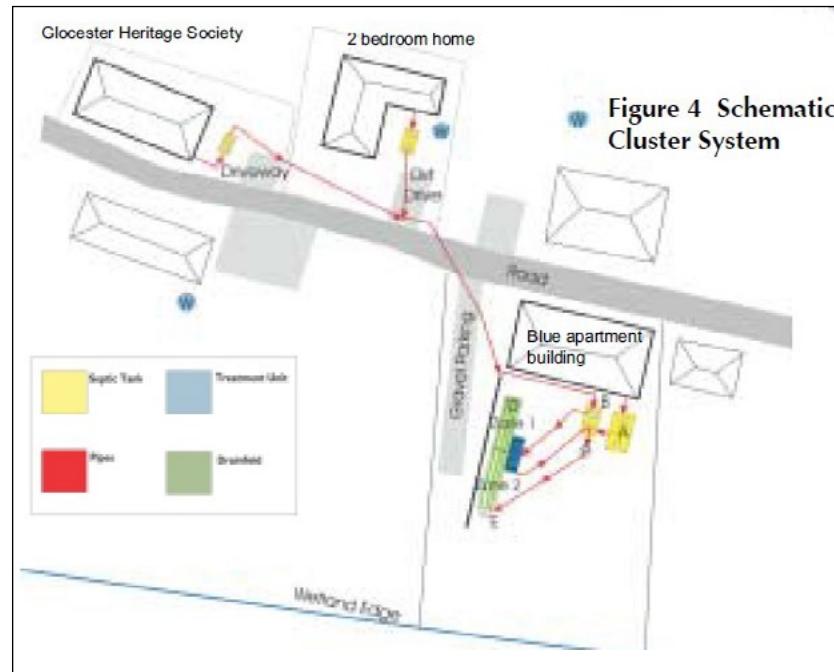


Figure 8.7. Communal System Servicing the Glocester Heritage Society Building and Two Multi-Unit Residential Buildings (Joubert & Loomis, 2005).

ration distance from 3 nearby wells on adjacent properties while also preserving the usable area of the apartment's open space (Joubert & Loomis, 2005).

In addition to the demonstration sites, the Town of Gloucester and the URI Cooperative Extension program also conducted a series of workshops with local residents to promote understanding of communal services and their design benefits. Three workshops included outdoor training programs where staff from URI and the Town provided tours of conventional and alternative communal wastewater treatment systems as well as workshops focused specifically on how communal services could benefit businesses and multifamily homes (Joubert & Loomis, 2005). These initiatives respond to trends in the communal services literature that identify the need for community involvement to generate acceptance and adoption of these systems (Fedien & Winkler, 2006; Township of Rideau Lakes, 2016; Bernal, Restrepo, & Grueso-Casquete, 2021). It appears that these programs have had their intended effect with recent feedback from village business and property owners citing concerns around the limitations of private water and septic systems for the growth and improvement of the village (Town of Gloucester, 2020).

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Figure 8.8. Outdoor Workshops in Cepachet Village (Joubert & Loomis, 2005).

The success of the Cepachet Village Decentralized Wastewater Demonstration Project can be seen in its ongoing influence on the Town of Gloucester's planning policy. In 2020, the Town of Gloucester released the Cepachet Village Revitalization Plan aimed at promoting economic development, connectivity, public spaces, and the village's unique character. As part of this initiative, the Town has identified the importance of improved wastewater infrastructure for achieving these goals and the barriers a lack of public sewage infrastructure presents. Referencing the demonstration project, the plan states that it is a therefore a goal to "explore opportunities for package and shared wastewater systems as well as shared public wells as an essential component of growing the business community in the Village."

Given the successful application and continued support of communal servicing systems across a variety of land uses in a local context similar to Marysville, the Cepachet Village Decentralized Wastewater Demonstration Project provides a pertinent example of the design and planning benefits of communal servicing. In this case, a thorough understanding of local conditions and constraints, the use of flexible and creative siting techniques, and extensive public engagement emerge as important lessons to consider as Marysville moves forward in implementing communal services.

8.4 Recommendations

Through our site analysis, review of relevant case studies, and public workshop, several recommendations surfaced from the public workshops and research that, while highly valuable, fall outside the immediate scope of our current project. These insightful findings could significantly contribute to the broader understanding of the studied context but may require dedicated attention in future studies. By implementing these recommendations along with these rural design standards, a more comprehensive and sustainable approach could be realized for the benefit of the broader community and the surrounding environment.

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Community priorities that have emerged throughout our research and workshops that are recommended for further study and implementation are as follows:

8.4.1 Community Facilities

- New public washrooms and making existing ones more easily identifiable were desired by residents and business owners to take the burden off private businesses.
- Residents identified that emergency services and response times are lacking with ambulances having to take the ferry from Kingston. Additional emergency services are therefore desirable.
- Residents identified having more commercial uses and a grocery store were desirable. This may require additional research into economic development opportunities in Marysville and Wolfe Island.
- Residents desired having more publicly owned communal spaces in the Village Core, including converting the parking lot in front of the Wolfe Island Town Hall into a plaza similar to the Springer Market Square at the Kingston Town Hall.
- Residents desired the community centre become the

new core of the village by providing additional amenities accessible to both new development in the Expansion Area and the existing neighbourhoods.

- Work with landowners adjacent to Lake Ontario to identify opportunities for acquiring land for parks, waterfront access, public marinas, and trails.

8.4.2 Parking

- Residents desire new parking lots close to downtown to service the new ferry dock as well as developing parking on the Kingston side of the ferry to reduce the volume of cars in Marysville.
- Developing an agreement with the Sacred Heart of Mary Church for use of their parking lot with residents was explored as an option to increase parking volumes and make use of existing parking resources near the ferry.
- Developing a parking lot in the northwestern corner of the community centre was also explored as an option for servicing additional ferry traffic.

8.4.3 Servicing and Sustainability

- As new servicing systems may likely fall under the scope of a Schedule C Municipal Class environmen

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- tal assessment, the Township should consider beginning early consultations with the Ministry of Environment, Conservation and Parks on any planned implementation of communal servicing systems.
- The Township should document the planning process of communal servicing projects and monitor their outcomes to provide an example for other villages and address a gap in the availability of communal services literature and cases.
- A servicing plan should be done by the Township as they look to update their official plan and zoning so that these servicing considerations can be implemented in new policy documents as recommended by the D-5 Planning for Sewage and Water Services.
- For development and re-development, encourage alignment with third party sustainability certification programs, such as but not limited to Leadership in Energy and Environmental Design (LEED), Energy Star, or Green Globes.

as it creates new policy documents such as future official plans and zoning for the village.

While these additional recommendations vary in scope, we recommend that the Township allocate future planning efforts to these initiatives. Considering these recommendations and their related priorities may also aid the Township

The background image is a wide-angle aerial photograph of a wind farm at sunset. The sky is a vibrant orange and yellow, transitioning into a clear blue. The horizon shows a body of water with a small peninsula or island. Numerous wind turbines are scattered across the green fields in the foreground and middle ground. A white rectangular box containing the text is positioned in the lower-left area of the image.

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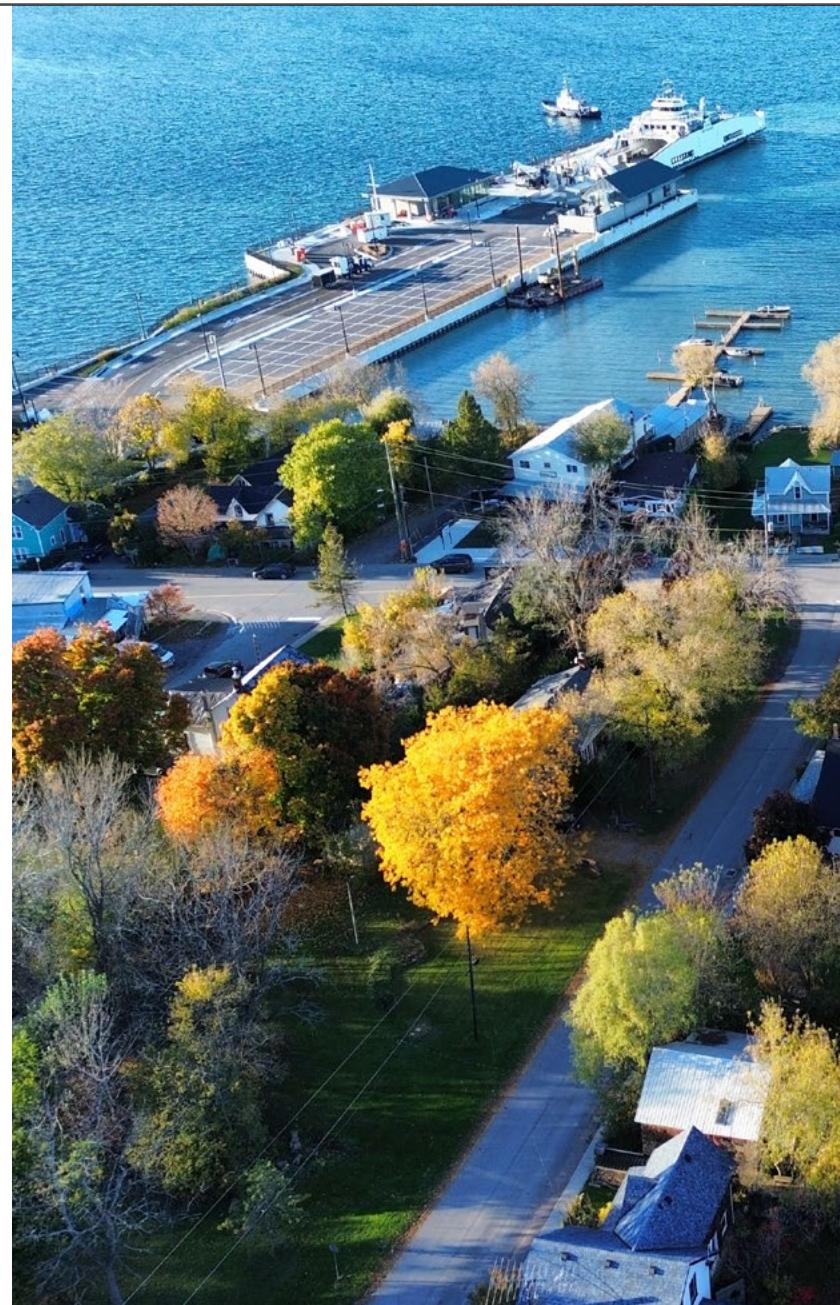
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Through this report, the Project Team has outlined a series of design standards for the Village of Marysville covering several design components and informed closely by contextual analysis, community input, and extensive research of best practices in rural design.

In constructing these standards, attention was paid to the existing context and policy environment in Marysville, with an emphasis on the Marysville Secondary Plan and its role in providing the purpose and rationale for this project. In response to projected growth in the Township of Frontenac Islands, the Marysville Secondary Plan sets a precedent for accommodating the future growth of the Township while retaining and enhancing the unique character of Marysville. As the Secondary Plan delineates the spatial and temporal scope for new development in the village, the design standards were drafted to respond to this scope as well as to the vision, objectives, goals, and policies contained in the Secondary Plan.

To understand what defines the character of Marysville, the Project Team used a variety of research methods consisting of site visits to the village, a literature review of rural design best practices, and an analysis of rural design case studies in communities similar to Marysville. Through the



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course of the research, the Project Team produced several key resources and deliverables including a site inventory tracking 37 design characteristics on all 179 lots in Marysville, a series of maps visualizing these characteristics, a synthesis of themes from the literature on rural design and communal servicing, and a selection of 20 top ranked design standard case studies based on their procedural content and example of good practice in rural design. Conceptualizations of rural character provided in case studies and the literature – including the importance of agricultural resources, scenic views, community interaction, provision of vegetation, eclectic building styles and building patterns, safety and privacy, multi-generational presence, and close-knit nature – helped identify elements that could inform the character of Marysville. With the recognition in the literature and case studies that rural character is ultimately unique to each community, this then provided a starting point for the Project Team to develop a contextualized understanding of the village's rural character through site observations.

As a clear theme in our research emerged surrounding the importance of public engagement in helping to define rural character, the Project Team, with assistance from the County of Frontenac and the Township of Frontenac Is-

lands, held two workshop sessions with Marysville residents. Using a variety of engagement activities, including visioning, mapping, and a photo questionnaire, the Project Team collected residents' feedback and perspectives related to their desired futures for Marysville and how they saw the role of design in achieving these futures. With over 50 attendees across the two sessions, the workshops provided useful feedback on desired design components, issues the design standards should address, and helped to define the overall character of Marysville.

The results from the research and public workshops were then used to create the recommended design standards. With over 300 standards organized into thirteen categories, these standards intend to guide future development and re-development within Marysville. In addition to the overarching goal of preserving and promoting rural character, these standards have been connected with additional principles and goals identified through the research, site analysis, and workshops which were included within the project's design framework. These principles and goals included promoting vibrancy, sustainability, accessibility, inclusivity, and connectivity to ensure the design standards comprehensively addressed the design opportunities and challenges of new development, as well as key issues

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faced by the village.

As the Township considers these standards, the phased development approach to the Expansion Area provides an opportunity to test the standards and their merits as good rural design. As these standards have been designed to provide guidance while allowing for creativity and good design, phased implementation will also allow for the balance between direction and flexibility to be tested and practiced by the County and Township as new development applications arise. To ensure that such testing and reflection on the quality of the design standards takes place, we recommend the periodic review of these standards against County and Township policies from with a recommended interval of 5 years.

As the scope of this report was limited to the design considerations of new development and re-development, some issues and recommendations raised in the course of our research, while outside of this scope, show value for the Township's future consideration. We therefore recommend that in addition to the contents of our report, that the Township further review these initiatives and opportunities for the design standards and other policies to address them.

Given the limitations of existing individual servicing

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throughout Marysville and the desired housing forms and densities in the Marysville Secondary Plan, this report recommends the adoption of communal water and wastewater services as a tool for implementing the design standards. By increasing the capacities for wastewater treatment and reducing mandated setbacks at the lot-level, communal servicing can provide design benefits advocated for in the Secondary Plan such as multi-unit housing, mixed use development, affordable housing, infill development, the creation of green spaces, preservation of natural and agricultural areas, and providing supporting commercial and institutional use in new residential areas. As the Expansion Area develops on new communal systems, opportunities to connect new development and re-development in other areas of the village should also be explored to provide similar benefits throughout Marysville and aid the implementation of the recommended design standards.

In summary, this report provides a valuable resource to the Township by providing a series of recommendations informed by local context, research, and community input. The deliverables produced during this report can also be used to assess and guide the design of new development and re-development in Marysville in concert

with the collection of design standards. As our basis for understanding the design characteristics of Marysville, the site inventory can be used by the Township as a resource for analyzing and communicating the fit of new development across the 37 examined design characteristics. Through the workshop, resident values and expectations related to the design of new development have been assessed and can be used to assess unique development proposals against the intent of the design standards and enable their flexible application in regard to community priorities. Consequently, these resources help to support the implementation of the 305 design standards and ensure that new development and re-development is in keeping with the village's rural character. We therefore recommend that Council consider the contents of this report as the Township begins to develop new zoning, future official plans, and other policies for the Village of Marysville.



SECTION 10 | REFERENCES

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APPENDICES

Appendix A. Terms of Reference

Terms of Reference – Developing Design Standards for the Village of Marysville on Wolfe Island, Township of Frontenac Islands, Frontenac County

Project Background

Marysville Village is located on Wolfe Island and within the Township of Frontenac Islands. Both the Township and the County have adopted an Official Plan Amendment to implement the Marysville Secondary Plan, including the expansion of the settlement area boundary for the Village of Marysville. The Secondary Plan was prepared to establish a vision for Marysville that considers the existing community character and plans for new growth and continued success of local businesses, while addressing servicing challenges and associated financial costing.

Objectives

The main objectives of this project are as follows:

- Assist the Township and the County in achieving the vision for Marysville as outlined in the Secondary Plan.
- Examination of current Official Plan policies, Secondary Plans and related documents regarding the Marysville Village specifically as obtained from Marysville Secondary Plan information hub.
- Identify challenges to the growth and development of Marysville, specifically as it relates to servicing constraints, increased ferry capacity and other demographic trends.
- Undertake an inventory of existing uses in the village and develop a summary of existing design characteristics, including, but not limited to, architecture, amount of lot coverage, location of parking for vehicles, and landscape features such as fencing.
- Undertake case research of development standards developed for other villages similar to Marysville.
- Develop maps, diagrams, and schematics that help to illustrate possible site design standards.
- Consult with knowledgeable persons, experts and groups regarding the growth and development of Marysville - including hosting a design charrette.

Scope of Work

The scope of work for this project includes but is not limited to the following tasks:

1. **Data Collection and Analysis:** Collect and analyze data and background information related to demographics, land use, transportation, infrastructure, and environmental conditions in Marysville and the Township of Frontenac Islands. Examine and evaluate information currently held by Frontenac County as well as previous and/or ongoing reports prepared by Frontenac County, the Townships, or other relevant bodies.
2. **Field and Case Study Research:** Conduct multiple site visits of Marysville and Wolfe Island and collect examples of similar initiatives undertaken in comparable jurisdictions and settings. Conduct comparative case analyses of village development standards applied in other locations in Ontario and elsewhere in North America.
3. **Regulatory and Policy Review:** Examine applicable policy and regulatory contexts. Review existing zoning regulations, Official Plans, Secondary Plans, and relevant planning legislation and policy.
4. **Public Engagement:** Conduct one or more public design charettes in Marysville with residents and stakeholders. Interview and obtain information from local organizations, groups, property owners and other stakeholders

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5. **Develop Design Standards:** Conduct research and provide advice on the development of village design standards. Provide recommendations on design standards for the village main street, redevelopment within the existing residential areas of the village, and for new development in the expansion area. Conduct an inventory of existing uses and site design characteristics for the existing village to inform the creation of the design standards.
6. **Report and Documentation:** Identify and advise on best practices. Prepare a detailed report outlining all findings and recommendations, including visual representations such as maps, figures, and diagrams.

Frontenac County will provide the student project manager with digital files including previous reports, maps and site plans, and other background information that is of interest to the project team.

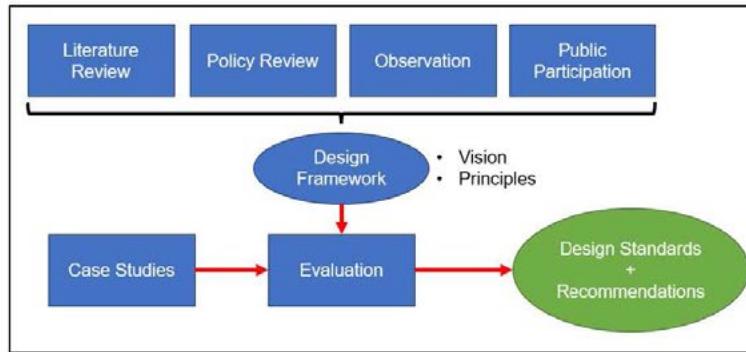
Methodology

To achieve the objectives of the project, the Project Team will employ a mixed methods study using 5 main methods: 1) Case Studies, 2) Policy Review, 3) Literature Review, 4) Public Consultation, and 5) Observation. By relying on multiple methods to facilitate data collection and analysis, the mixed methods approach will serve to strengthen the quality and rigour of the recommendations provided by the Project Team.

To guide the development of the design standards and recommendations, a design framework will be created to describe the character of Marysville and the development vision for Marysville. This design framework will be informed by a literature review of rural planning practice, a policy review, observations of the Project Team, and the results of a public workshop. Using these inputs, the design framework will consist of a set of guiding principles that will be used when creating the design standards to ensure their relevance and quality in meeting the objectives of Marysville.

Multiple case studies and a literature review of academic and grey literature will be employed for the Project to provide examples of good practice in developing design standards and financing communal services for rural planning contexts. Similarly, a policy review will help identify applicable planning policies that may assist in implementing the design standards and the provisioning of communal services. To identify best practices from the case studies, literature review, and policy review, the Project Team will employ a modified analytical framework based on the work of *Punter, 2007* and *Connell & Daoust-Filiatrault, 2018* which were designed to evaluate the quality of design and planning interventions, respectively. This analytical framework will provide a systematic approach for comparatively evaluating potential design standards. By interpreting this analytical framework with reference to the principles and vision of the design framework, this will ensure that the report's recommendations are defensible to the objectives for Marysville.

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Project Timeline

The following represents a timeline of key milestones in the project's production and delivery. This schedule is subject to changes with respect to client preferences and constraints.



Reporting and Communication

The Project Team has allocated weekly scheduled times for meeting together to coordinate and discuss progress on the project.

The Project Team intends to provide progress updates to the client throughout the course of the project. This will take the form of formal updates allocated within the schedule as well as informal and additional updates provided as the Project Team seeks to clarify the clients' expectations related to project components and deliverables.

The Project Manager (Simon Popescu) will be designated as a liaison between the clients and the Project Team and be the primary mode of contact between the two. This will serve to streamline communications between the Project Team and the clients.

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Project Team

The Project Team consists of the following members:

Project Team Member	Role
Simon Popescu	Project Manager
Ivy Liang	Treasurer
Homa Jalili Safarian	Production Editor
Cam Law	Editor
Mike Kelly	Editing and Production Support
Grace Pearce	Editing and Production Support

Evaluation and Monitoring

The lead coach for the project is Joe Gallivan, Director, Planning & Economic Development, County of Frontenac. Sonya Bolton, Manager of Community Planning, Planning and Economic Development, County of Frontenac will be actively involved in providing specific advice and as a resource person for the Project Team. The course will be coordinated by John Meligrana. John will provide strategic guidance, quality control, and assistance in establishing the course evaluation framework.

Confidentiality

This Project will be undertaken under the direction of the client's representative Client Supervisor/Coach: Joe Gallivan, Director, Planning & Economic Development, County of Frontenac and Sonya Bolton, Manager of Community Planning, Planning and Economic Development, County of Frontenac who will ensure any external stakeholders are aware of the nature of the project course. Any liaison with local organizations and property owners or other government departments will occur in consultation with either Joe or Sonya.

Conclusion

This Terms of Reference outlines the scope, objectives, and framework for the project: Developing Design Standards for the Village of Marysville on Wolfe Island, in the Township of Frontenac Islands. All stakeholders involved should review and approve this document to ensure a common understanding of the project's goals and expectations.

The Procedure of the Project

0.0 Glossary of Terms

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1.0 Introduction

- 1.1. Purpose of the document
- 1.2. Study Purpose
- 1.3. Study Area
- 1.4. Objectives and Guiding Principles
- 1.5. Key Phases
- 1.6. How to use these standards
 - 1.6.1. The provincial, regional, and municipal framework
 - 1.6.2. The Role of the Comprehensive Design Standards
 - 1.6.3. Structure of the Design Standards
 - 1.6.4. The Role of Design Standards

2.0 Literature and Case Study Review

- 2.1. Literature Review on Rural Design Standards & Guidelines
- 2.2. Case Study Review
 - Defining criteria for the case study analysis and searching strategy
 - Analysis the findings

Expected Outcomes

- Summarize findings from the comparative case analyses of design standards in similar towns.

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

3.0 Policy and Regulatory Framework

- 3.1. Federal policies and regulations
- 3.2. Regional Policies and Regulations
- 3.3. Municipal Policies and Regulations
 - Upper Tier
 - Lower Tier

Expected Outcomes

- Understanding current policies and regulations supporting the design standards

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

4.0 Context

APPENDICES

4.1. Exploring the Design Character of the Site at the scale of the Township:

4.1.1 Site Context

- History
- Topography
- Grading
- Site Features
- Heritage features
- Existing Buffers
- Significant Trees
- Watercourses
- Water Access/Docks
- Views & Lookouts

4.1.2. Streets

- Street Pattern/system
- Right of Way
- Cul-de-sacs- dead ends
- Internal Thoroughfares
- Laneways
- Parking Areas
- Sidewalks
- Active Transportation Network (Pedestrian and recreational trails and Bicycle)
- Wayfinding
- Shoulders
- Speed limits

4.1.3. Landscaping and public spaces

- General Design
- Street Trees
- Tree Canopy
- Parking lot Landscaping
- Parks
- Outdoor amenity spaces
- Play spaces, Community gardens, public spaces, etc.
- Connection to schools
- Waterfront areas

4.2. Exploring the Design Character of the Site at the scale of the Blocks:

4.2.1. Subdivisions

- Layout
- Parks and Open Spaces
- Neighbourhoods (If applicable)
- Centre Park

APPENDICES

4.3. Exploring the Design Character of the Site at the scale of the Buildings:

4.3.1. Lots & Site layout

- Configurations
- Priority sites
- Community centers, public gathering spaces and park arrangements
- Narrow lots
- Streetscape
- Parking
- Structure fronting a laneway
- Site Character
- Patios and Dining Areas
- Outdoor Display and Retail
- Open Areas
- Outdoor Amenity Space
- Building Service uses
- Restrooms
- Utilities
- Lighting
- Trash & Recycling
- Snow Storage/melt
- Stormwater Management

4.3.3. Buildings

- Building Footprint
- Building Placement and Orientation
- Building/Retail Façade + Façade Material
- Street Scape
- Corner Site
- Height and Mass
- Entrances
- Fenestrations
- Mixed-use
- Roofs
- Colour
- Priority Sites
- Heritage Adjacency
- Frontage Plantings
- Paving Materials

4.4. SWOC

4.5. Identifying the existing village spatial structure and character and defining a design typology including:

- Nodes and entrances

APPENDICES

- Edges
- Links, Corridors, Gateways
- Landmarks

Expected Outcomes

- Understanding the overall design characters of the Township in the three levels
- Provide details on the inventory of existing uses and design characteristics in Marysville Village.
- Defining design typologies of the Township

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

5.0 Public and Stakeholder Consultation

- 5.1. Public Consultation
- 5.2. Open House
- 5.3. Stakeholder Interviews/meetings

Expected Outcomes

- Understanding Summarize the insights, feedback, and recommendations received from local organizations, groups, property owners, and experts.
- Understanding the “evaluative image” of the township from the public

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

6.0 Design Framework

In this section, based on the information from the existing condition, literature review and case study analysis, as well as stakeholders (public consultation) meeting we will define the vision and the key guiding principles.

- 6.1. Vision Statement
- 6.2. Guiding principles
- 6.3. Marysville Structure/ Character
 - Village & Community
 - Neighbourhood & Site
 - Building

Expected Outcomes

- Understanding Summarize the insights, feedback, and recommendations received from local organizations, groups, property owners, and experts.

APPENDICES

- Understanding the “evaluative image” of the township from the public

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

7.0 Design Standards

7.1. General Recommendations

- wayfinding and signage

-

7.2. Village Centres

7.3. Established Neighbourhoods

7.4. Employment Areas

7.5. Public Realm- Streetscape Elements

- Gateway Features
- Above Grade Utilities
- Traffic Mitigation
- Parking and Curb Cuts
- Planting
- Lighting
- Street Furniture
- Street Trees
- Sidewalks and Planters
- Greenbelts, open spaces, native vegetation, habitat and wildlife protection
- Rural Roadways
- Agriculture
- Existing Historical and Cultural Features
- Recreational Facilities
- Mixed-use developments

7.6. Private Realm- Built Form Elements

- Massing
- New Construction, Additions and Renovations
- Setbacks
- Rooflines
- Architectural Details
- Entrance Ways
- Signage
- Residential Fences

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- Building Materials
- Lighting
- Lot Design
- Preservation of Scenic Areas
- Fences
- Subdivision Entrances Features

7.7. Proposed Streetscape Design

- Street Section
- Tree Selection
- Plant Selection
- Tree Protection
- Decorative lighting
- Paving Materials

7.8. Proposed Redevelopment Areas

- Map of Redevelopment Areas
- Proposed Destination Sites
- Street Elevations

Expected Outcomes

- Understanding Summarize the insights, feedback, and recommendations received from local organizations, groups, property owners, and experts.
- Understanding the “evaluative image” of the township from the public

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

8.0 Future Consideration, Spatial Structure and Anticipated Growth

- 8.1. Design considerations for Infill development
- 8.2. Design Consideration for Greenfield Communities

Expected Outcomes

- Understanding Summarize the insights, feedback, and recommendations received from local organizations, groups, property owners, and experts.
- Understanding the “evaluative image” of the township from the public

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

APPENDICES

9.0 Implementation

- 9.1. General Implementation Approach
- 9.2. Peer Review Process
- 9.3. Five-year review of the guidelines

Expected Outcomes

- Understanding Summarize the insights, feedback, and recommendations received from local organizations, groups, property owners, and experts.
- Understanding the “evaluative image” of the township from the public

Recommended Methods/Tools

Suggested (Internal) Deadline

- Content
- Production

10.0 Recommendations

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Appendix B. Case Study Evaluation

Table B1. Case Study Evaluation.

Framework Component	Procedure															TOTAL: Process	
	Comprehensiveness																
	Key Elements	Goals	Fact Basis			Public participation in plan creation	Provisions for monitoring and implementation	Policy Focus							Discourse		
Criteria			Establish clear community goals and principles	Comprehensive, coordinated community commitment to environmental beauty and design	Apply data-driven and evidence-based decision-making			Establish guidelines, noted in universal design principles and contextual analysis, while clearly defining desired and desirable outcomes	Engage the community in effect at each well-defined rate for urban design interventions	Engage the community in effect at each well-defined rate for urban design interventions	Utilize a wide range of tools and actions, such as, surveys, subsidies, regulations, etc. to enhance design outcomes	Utilize a wide range of tools and actions, such as, surveys, subsidies, regulations, etc. to enhance design outcomes	Integrate public priorities (e.g., sustainability, education, and population);	Minimize Uncertainty			
Case Study																	
1	Town of Cobourg	SCORE	5	3	15	4	1.5	1	1	1	2	1	1.5	5	3	5	4
2	Village of St. David's	SCORE	4	2	1	1	2	1	1	1	2.5	1	1	5	15	2	4
3	Town of Collingwood	SCORE	2	4	2	5	5	1	1	1	5	5	5	15	4	5	5
4	King City	SCORE	3	1.5	2	15	1.5	2	1	1	1	1	1	1.5	1.5	1	1.5
5	Noteton	SCORE	3	1.5	2	15	1.5	2	1	1	1	1	1	1.5	1.5	1	1.5
6	Villages of Erie & Hillsburgh	SCORE	5	3.5	15	15	3	5	1	1	1	1	1	1.5	15	1	1.5
7	Mississippi Mills	SCORE	3	3.5	1	1	1.5	2	1	1	4	1	1	3	15	3	1.5
8	Schomburg Village	SCORE	3	3	3	3	2	2	5	2	3	1	2	5	3	2	3
9	Richmond Hill Village Core Neighbourhood Design Guidelines	SCORE	3	2	3	2	4	5	2	2	4	3	2	2	4	2	3
10	Town of Caledon comprehensive design guidelines	SCORE	5	5	5	4	5	1	5	5	5	15	5	15	5	2	1.5
11	Urban design guidelines piloting	SCORE	5	5	3	3	3	3	3	1	4	5	2	5	5	3	2
12	Cork County Rural Design Guidelines	SCORE	2	4	2	2	2	1	2	1	1	3	1	4	1	4	4
13	Kiwi Coast, New Zealand- Rural/Subdivision Design Guidelines	SCORE	3	3	3	4	5	5	2	2	4	5	1	5	3	2	3
14	Wairarapa Rural Area Design Guide, New Zealand	SCORE	2	3	3	4	5	5	2	2	4	5	1	5	3	4	5
15	Horowhenua District Plan - Subdivision Design Guide, New Zealand	SCORE	2	3	4	3	3	1	1	2	3	3	1	4	2	3	4
16	North Ayrshire Design Guidance, Scotland	SCORE	3	4	4	4	4	4	2	2	4	5	1	4	4	4	4
17	Village of Dorchester, UK	SCORE	3	2	2	4	3	1	1	1	2	4	1	3	4	2	3
18	Poundbury	SCORE	3	1.5	1	3	2.5	1	1	1	1	4	1	2	2	3	1
19	Burn Design Guide/Monaghan	SCORE	1	3	15	15	1	1	1.5	2	1.5	15	1.5	1	1	1	1
20	Urban Design for Regional New South Wales, Australia	SCORE	5	4	3	4	5	2	2	2	5	3	5	4	5	3	5
21	Cugun Township	SCORE	4	5	5	5	4	5	4	2	4	5	3	5	2	5	3
22	Township of King	SCORE	3	5	3	5	3	1	1	4	5	5	2	5	5	4	N/A
23	Design guideline for social housing in rural northern island	SCORE	5	4	3	5	3	1	2	3	2	5	2	5	4	2	5
24	Offaly country side	SCORE	2	4	3	3	3	1	1	1	1	5	3	5	2	4	5
25	Town of Ouaum Beach	SCORE	4	3	2	4	4	4	2	1	2	5	3	5	4	3	5

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Table B1. Continued.

Framework Component	Key Elements	Procedure														Dis course							
		Comprehensiveness							Policy Focus														
		Goals		Fact Basis		Public participation in plan creation		Provisions for monitoring and implementation	Maximize Stability		Integrate public priorities (e.g., sustainability, education, and population).			Minimize Uncertainty		Accommodate Flexibility		Legibility	Accuracy	Legitimacy	Sincerity		
Criteria																							
		Establish clear community goals and priorities.	Comprehensive, coordinated community commitment to environmental design.	Apply catalytic and evidence-based decision-making.	Establish guidelines rooted in internal design principles and contentious analysis while identifying desired and anticipated outcomes.	Engage the community in early stages of the planning process.	Regularly review urban design plans with support from the community and the design team.	Utilize a wide range of tools and actions, such as, studies, assessments, etc., to enhance design outcomes.	Identify the target audience for the policies.	Ensure policies are locally defensible in court.	Define the structure and intent of design policies.	Issue a聲明 of urban design principles and standards to the public.	Implement policy (e.g., 5% implementation).	Convene to review urban design considerations, encouraging transparency, accessibility, community vitality, and sustainability.	Establish formal connections between plans (e.g., On-Dean guidelines, inform standards, inform the planning and design review).	Re-visit & update regularly.	Preserve them consistency and define lines of authority.	Establish well-defined rules for urban design interventions.	Establish clear criteria for exceptions.	Provide appropriate design skills and expertise to support the process.	Minimize the exclusionary effects of control strategies are urban design regulations.	Demonstrate a genuine commitment to community well-being.	TOTAL: 100%
26	Brown's Farm, RI	SCORE																					
27	St. Albans'Neighborhood, NC	SCORE	4	4	4	4	4	3	5	3	5	5	1	4	4	5	4	5	4	1	5	100	
28	Battie Read Farm	SCORE	5	4	4	5	4	5	3	5	3	3	1	2	5	5	5	4	5	4	1	5	100
29	Poplar Gardens, Colorado	SCORE	4	4	5	5	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5	5	43	
30	Freight McDonald	SCORE	4	5	5	5	5	5	5	3	5	5	5	5	5	5	3	5	4	5	5	5	100
31	Camden Rite-Aid	SCORE	5	3	3	3	3	3	1	1	4	4	1	5	3	3	3	5	4	5	5	5	99
32	City of Northampton	SCORE	4	N/A	N/A	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	5	4	5	2	5	4	99
33	Cedar Main Street Village Plan (Nanaimo BC)	SCORE	5	4	5	4	4	5	5	1	5	5	1	5	4	5	5	4	5	5	4	5	100
34	Third Street Cottages (Longly Washington)	SCORE	4	4	4	3	4	2	3	2	4	5	1	5	4	4	4	5	3	5	2	4	100
35	Village Homes (Davis, California)	SCORE	3	1	5	5	1	1	1	4	1	5	1	1	4	1	5	1	5	5	1	5	85
36	Susun Valley (California)	SCORE	5	4	1	4	2	1	1	1	5	3	15	5	2	3	2	5	25	4	5	3	15
37	Rural Streets and Lanes: A Design Handbook	SCORE	2	5	5	5	5	2	4	1	3	5	5	4	5	2	4	3	3	4	5	4	104
38	Placer County Rural Design Guidelines	SCORE	5	4	1	3	5	1	2	2	3	5	4	5	3	4	5	2	5	4	5	4	94
39	Design guidelines for rural villages	SCORE	5	1	1	3	5	2	2	2	5	3	1	5	4	5	5	3	5	5	5	5	85
40	Washington Architectural Policy	SCORE	5	4	2	5	4	15	2	1	2	2	2	2	2	1	1	15	15	3	2	5	78
41	Multifamily and Mixed Use Design Manual	SCORE	5	5	2	3	15	1	1	2	5	5	4	5	5	5	5	5	5	5	3	3	110
42	Cover Waterfront Design Guidelines	SCORE	5	4	3	3	5	1	1	1	2	5	5	4	5	5	5	5	5	5	3	3	104
43	North Perth Downtown Commercial Guidelines	SCORE	3	4	4	4	5	2	3	1	5	5	3	5	5	5	4	5	3	4	3	3	115
44	Smart Town and Rural Multimodal Networks	SCORE	3	3	5	5	5	5	3	5	N/A	5	N/A	5	N/A	5	5	5	1	N/A	5	N/A	98
45	Brown Street, Wirkford Village Design Standards & Guidelines	SCORE	4	5	4	4	4	2	2	5	3	4	2	5	3	4	3	3	3	3	2	4	104
46	City of Cloverdale Commercial Development Design Guidelines	SCORE	5	5	1	2	5	1	1	1	3	5	3	5	4	5	3	5	2	5	5	3	88
47	Hilton Hills Premier Gateway Employment Area Urban Design Guidelines	SCORE	5	5	2	3	15	1	5	5	3	4	5	5	5	5	5	5	5	5	3	2	124
48	Clarendon North Village Draft Urban Design and Sustainability Guidelines	SCORE	5	5	3	5	4	1	1	4	5	5	3	5	5	5	5	5	5	2	5	5	103
49	Burnt Center Landscapes Design Guide, Chester County, PA	SCORE	5	4	3	4	5	1	2	1	2	5	3	5	4	5	3	4	1	5	5	107	
50	Compton Bay Village Development Guideline	SCORE	5	5	4	4	5	2	5	3	2	2	5	4	5	5	3	3	3	3	5	105	

APPENDICES

Table B1. Continued.

	Framework Component	Content														Sustainable design	TOTAL Design	TOTAL	Possible Score	% Score			
		Context		Layout		Visual issues: form			Visual issues: details			Elevation details	Colour	Richeness/ visual details									
		Landscape context	House/roadsideside relationship	Relationship to other buildings in landscape	Siting	Landscaping	Exposure/ shelter and landform	Boundaries and screening	Form	Scale	Materials												
	Key Elements	Consider the surrounding landscape in design.	Address the relationship between houses and roads.	Ensure compatibility with neighbouring building & land uses.	Determine the optimal location of structures/elements into design.	Incorporate landscaping elements into design.	Consider exposure, shelter and orientation in design.	Define boundaries and screening.	Define the architectural form of houses or by-structure style of non-house uses.	Define appropriate scales for buildings or design elements.	Specify building materials.	Address the balance between solid and void spaces.	Specify architectural details on elevations.	Define architectural details for buildings / design elements.	Enhance visual richness with architectural / functional details.	Define the level of emphasis on sustainability in design policies.							
	Criteria																						
	Case Study																						
1	Town of Cobourg	5	5	2	5	5	15	4	5	5	5	5	4	3	4	2	121	326	295	43			
2	Village of St. Davids	5	5	4	3	5	2	5	5	5	5	5	2	0	5	1	114	329	295	40			
3	Town of Collingwood	5	5	4	5	5	4	5	5	4	5	5	4	5	5	1	154	339	295	47			
4	King City	3	0	4	5	2	0	1	4	5	5	2	5	5	5	1	91	245	295	32			
5	Bobron	2	1.5	3	1	2	0	1	4	5	5	5	5	3	5	1	78	293	295	28			
6	Village of Elm & Hillsburgh	5	5	5	5	5	2	5	5	5	5	5	5	5	5	3	140	345	295	49			
7	Minersville Mills	3	4	2	3	4	15	3	3	4	3	3	15	1	3	3	84	181	295	36			
8	Schomberg Village	2	5	3	2	5	2	3	5	5	5	5	5	4	4	5	116	286	295	38			
9	Richmond Hill Village Core Neighbourhood Design Guidelines	5	4	3	5	4	4	4	5	4	4	4	4	5	4	1	108	378	295	39			
10	Town of Caledon Comprehensive Design Guidelines	5	5	4	3	4	4	5	5	5	5	5	5	5	5	5	140	462	295	39			
11	Urban Design Guidelines Pickering	4	4	3	2	4	3	4	5	5	5	5	5	5	5	5	94	186	295	36			
12	Cork County Rural Design Guidelines	5	5	5	5	5	3	5	5	5	5	5	4	5	2	3	130	388	295	62			
13	Kapiti Coast, New Zealand - Rural Subdivision Design Guidelines	5	5	5	5	5	5	5	5	5	5	5	4	5	2	3	144	242	295	42			
14	Wellington Rural Area Design Guide, New Zealand	5	5	5	4	3	4	4	5	5	5	5	5	5	5	5	104	276	295	69			
15	Horowhenua District Plan - Subdivision Design Guide, New Zealand	5	4	4	3	5	4	3	4	3	3	3	3	3	3	4	112	232	295	42			
16	North Ayrshire Design Guidance, Scotland	4	4	4	4	4	4	4	4	4	4	4	4	2	4	5	126	202	295	70			
17	Village of Dorchester, UK	4	3	4	3	5	3	3	4	4	5	4	4	3	5	8	118	277	295	68			
18	Poundbury	4	3	4	3	5	4	4	4	5	3	5	4	3	4	5	118	287	295	56			
19	Rural Design Guide/Monaghan	5	3	5	5	4	5	3	5	5	5	5	5	5	5	5	140	250	295	85			
20	Urban Design for Regional New South Wales, Australia	5	3	5	5	4	5	3	5	5	5	5	5	5	5	5	180	242	295	82			
21	Seguin Township	4	2	3	1	4	1	1	1	3	1	1	3	3	5	5	76	186	295	63			
22	Township of King	3	2	4	3	5	2	2	3	2	3	1	1	1	1	5	80	278	295	39			
23	Design guideline for social housing in rural northern island	5	5	5	5	5	5	5	5	5	5	5	5	2	4	5	180	242	295	82			
24	Offaly countryside	5	3	3	5	5	5	5	5	5	5	5	2	2	5	5	136	236	295	73			
25	Town of Quantum Beach	2	5	5	5	5	4	3	5	5	5	5	5	5	5	2	124	218	295	74			

APPENDICES

Table B1. Continued.

	Framework Component	Content														Sustainable design	TOTAL Design	TOTAL	Possible Score	% Score			
		Context			Layout				Visual issues: form			Visual issues: details											
		Landscape context	House/roadsideside relationship	Relationship to other buildings in landscape	Siting	Landscaping	Exposure/slope and landform	Boundaries and screening	Form	Scale	Materials	Massing: solid to void	Elevation details	Colour	Richeness/visual details								
	Key Elements	Consider the surrounding landscape in design.	Address the relationship between houses and roads.	Ensure compatibility with neighboring building & land uses.	Determine the optimal location of structures in design.	Incorporate landscaping elements into design.	Consider exposure, slope and orientation in design.	Define boundaries and screening.	Define the architectural form of houses or by-structure style of non-house uses.	Define appropriate scales for buildings or design elements.	Specify building materials.	Address the balance between solid and void spaces.	Specify architectural details on elevations.	Define architectural details for buildings / design elements.	Enhance visual richness with architectural / functional details.	Define the level of emphasis on sustainability in design policies.							
26	Brown's Farm, RI SCORE																0	8	8	8			
27	St. Albans' Neighbourhood, NC SCORE	5	4	5	4	5	4	4	5	5	5	5	5	4	5	4	130	256	294	87			
28	Battle Road Farm SCORE	5	3	5	5	5	3	3	5	5	4	4	4	4	5	5	130	238	294	88			
29	Poplar Gardens, Colombo SCORE	5	5	5	5	5	5	5	4	5	1	5	5	1	3	3	124	167	275	61			
30	Fireport McDonalds SCORE	5	5	5	4	5	4	5	5	5	5	5	5	5	5	5	186	249	294	92			
31	Carsten Rite-Aid SCORE	3	3	5	5	5	3	3	3	4	1	4	4	1	3	3	100	239	293	70			
32	City of Northampton SCORE	4	3	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	4	122	151	65	78			
33	Center Main Street Village Plan (Nainiwa BC) SCORE	5	4	5	3	4	4	5	4	4	1	4	4	1	5	5	116	241	295	82			
34	Third Street Cottages (Langley Washington) SCORE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	120	224	295	76			
35	Village Homes (Davis, California) SCORE	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	114	159	293	70			
36	Guisun Valley (California) SCORE	3	5	5	4	5	5	5	5	4	4	5	5	5	5	4	132	213	295	72			
37	Rural Streets and Lanes: A Design Handbook SCORE	5	5	5	5	5	3	4	3	3	5	2	3	5	5	5	126	236	295	78			
38	Placer County Rural Design Guidelines SCORE	3	5	5	3	5	5	5	5	5	4	2	1	2	1	4	139	261	290	70			
39	Design guidelines for rural villages SCORE	2	4	5	5	5	4	1	5	5	3	5	3	5	5	5	124	211	294	73			
40	Norwegian Architectural Policy SCORE	5	5	2	0	1	1	0	1	0	2	0.5	0	0	5	5	155	169	295	43			
41	Multi-family and Mixed Use Design Manual SCORE	2	5	5	5	5	5	5	5	5	5	5	5	5	5	2	138	256	295	87			
42	Dover Waterfront Design Guidelines SCORE	5	5	4	5	5	4	4	5	5	5	5	5	5	5	8	140	263	295	89			
43	North Perth Downtown Commercial Guidelines SCORE	3	5	2	2	3	3	4	5	4	5	2	2	5	4	2	102	237	295	73			
44	Small Town and Rural Multimodal Networks SCORE	2	1	1	5	5	2	5	5	5	5	5	N/A	N/A	1	5	3	90	188	268	70		
45	Brown Street, Wixford Village Design Standards & Guidelines SCORE	5	4	5	5	4	4	5	5	5	5	3	4	1	5	3	125	230	295	78			
46	City of Cloverdale Commercial Development Design Guidelines SCORE	1	5	5	5	5	5	5	5	5	5	5	5	3	5	2	132	239	294	73			
47	Hilton Hills Premier Gateway Employment Area Urban Design Guidelines SCORE	2	5	5	5	5	3	5	3	5	3	3	5	2	2	5	122	246	295	83			
48	Clayton North Village Draft Urban Design and Sustainability Guidelines SCORE	3	5	5	5	5	3	4	5	5	5	5	5	4	5	5	136	261	295	88			
49	Rumi Center Landscapes Design Guide, Chester County, PA SCORE	5	5	5	4	5	4	5	5	5	4	4	3	4	5	5	126	243	295	82			
50	Cowichan Bay Village Development Guideline SCORE															1	293	295	34				

APPENDICES

Appendix C. Field Work



County of Frontenac
2089 Battersea Rd.
Glenburnie, ON K0H 1S0
T: 613-548-9400
F: 613-548-9460
frontenaccounty.ca

September 26, 2023

**Re: Marysville Design Standards – Research Project
Queen's University, School of Urban and Regional Planning**

To Whom It May Concern,

Please accept this letter of authorization as confirmation of an on-going research project being conducted by the following members of the School of Urban and Regional Planning at Queen's University: Homa Jalili Safarin, Michael Kelly, Cameron Law, Ivy Liang, Grace Pearce, and Simon Popescu.

This research is being supervised by Professor John Meligrana and is being conducted for the Township of Frontenac Islands, with the assistance of the County of Frontenac's Planning and Economic Development Department.

The purpose of the project is to conduct research into best practices for the development of design standards for the Village of Marysville. This project is part of the next steps of implementing the Marysville Secondary Plan. The research will include numerous site visits to the village and will be concluded by the end of December 2023.

Any questions about this work may be directed to the undersigned at 613-548-9400, extension 351 or sbolton@frontenaccounty.ca.

Yours truly,

Sonya Bolton, M.PL, MCIP, RPP
Manager of Community Planning
County of Frontenac

cc: Troy Gilmour, CAO, Township of Frontenac Islands
John Meligrana, Director, SURP, Queen's University
Joe Gallivan, Director, Planning and Economic Development, County of Frontenac



Figure C1. Confirmation of Research Project from the County of Frontenac.

APPENDICES

Table C1. Site Inventory Forms.

APPENDICES

Table C1. (Continued).

APPENDICES

Table C1. (Continued).

APPENDICES

Table C1. (Continued).

Overview		Landscape			Settlement Pattern			Spatial Structure	
Position in Marysville (relative or NSEW)	Coordinates (GIS)	Description	Notable elements	Infrastructure	Primary housing type(s)	Urban-rural relation	Estimate of density	Vegetation description	Access (open or closed-off)

APPENDICES

Appendix D. Context Maps

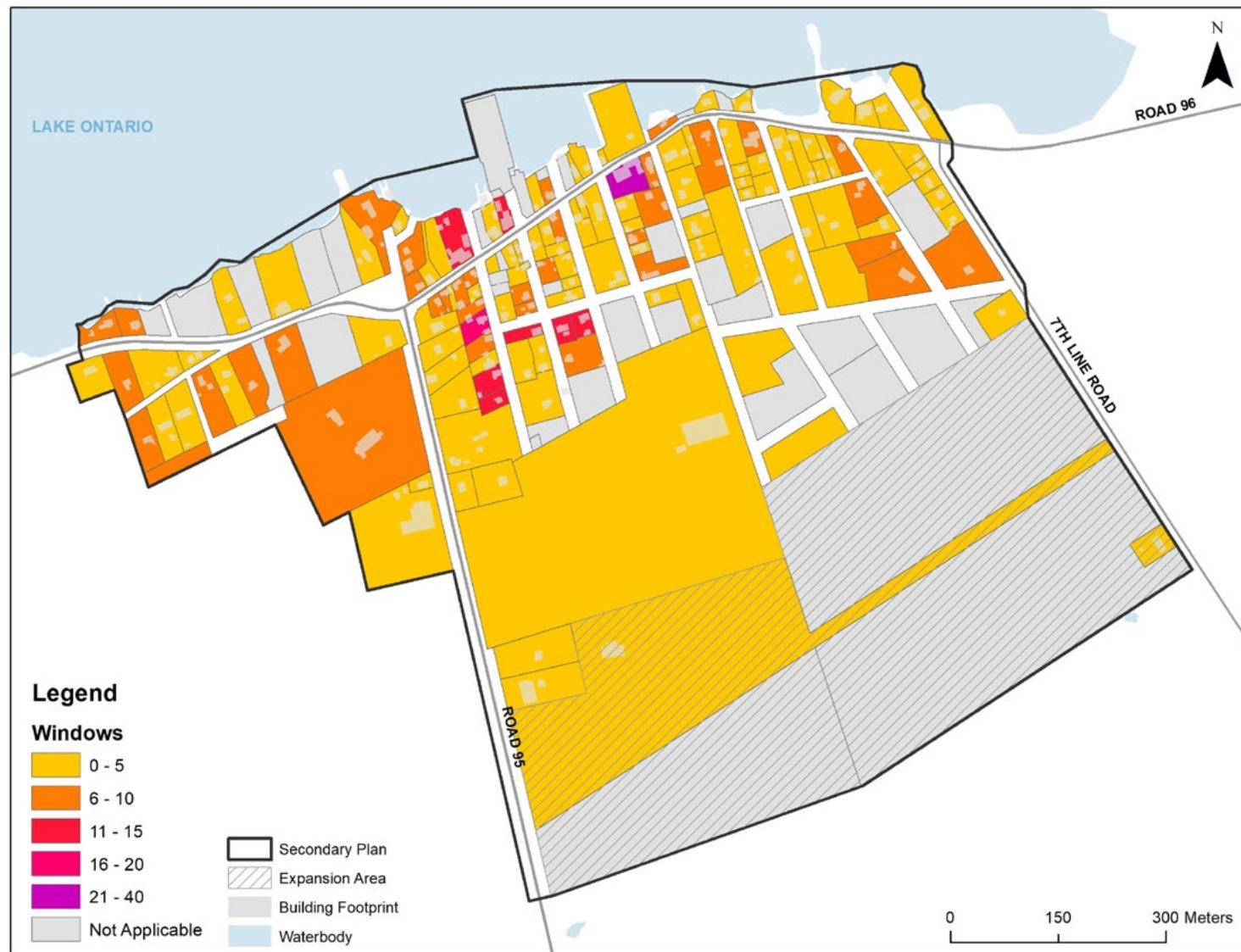


Figure D1. Number of Windows.

APPENDICES



Figure D2. Number of Trees on Each Lot.

APPENDICES

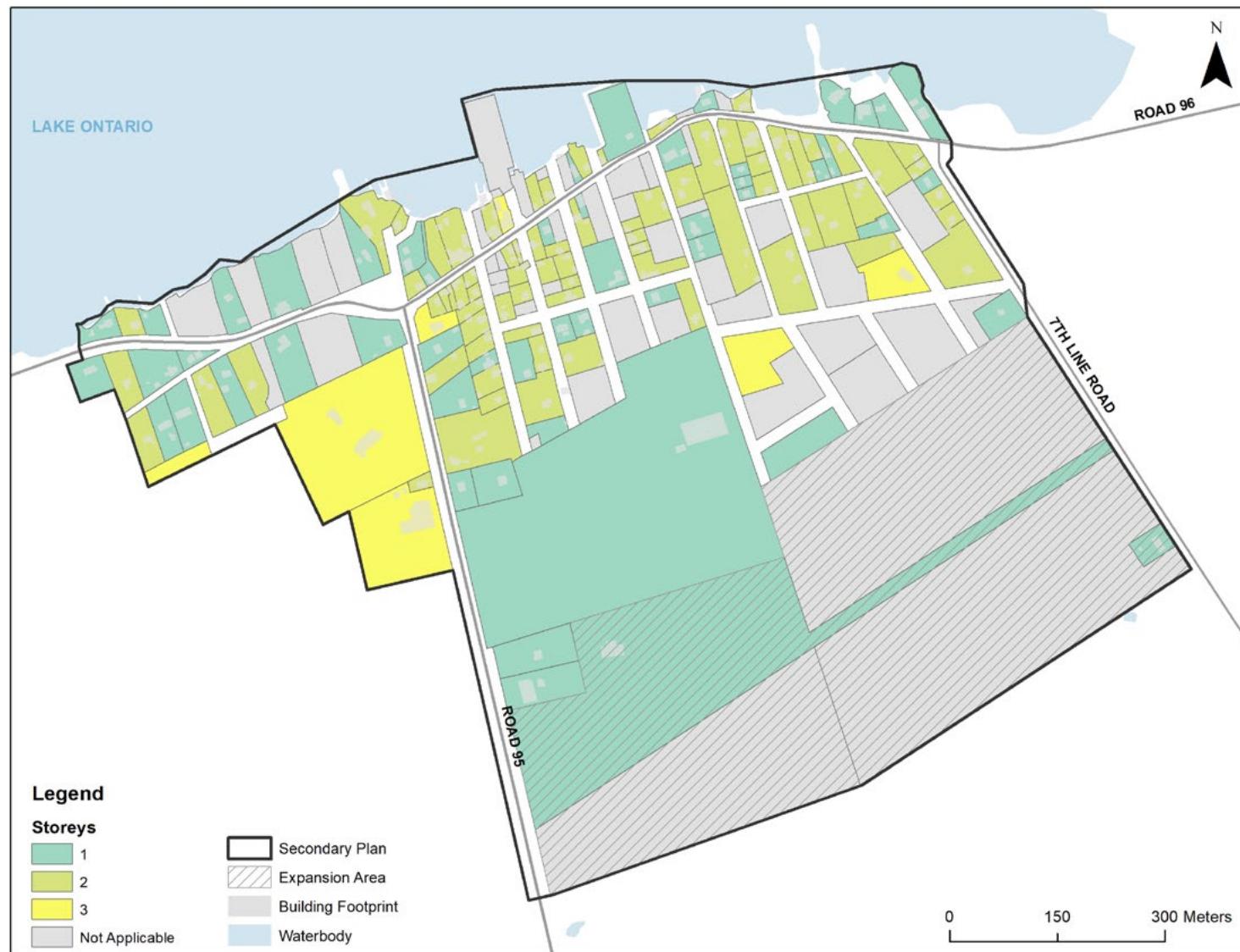


Figure D3. Number of Storeys.

APPENDICES



Figure D4. Roof Type.

APPENDICES



Figure D5. Roof Color.

APPENDICES

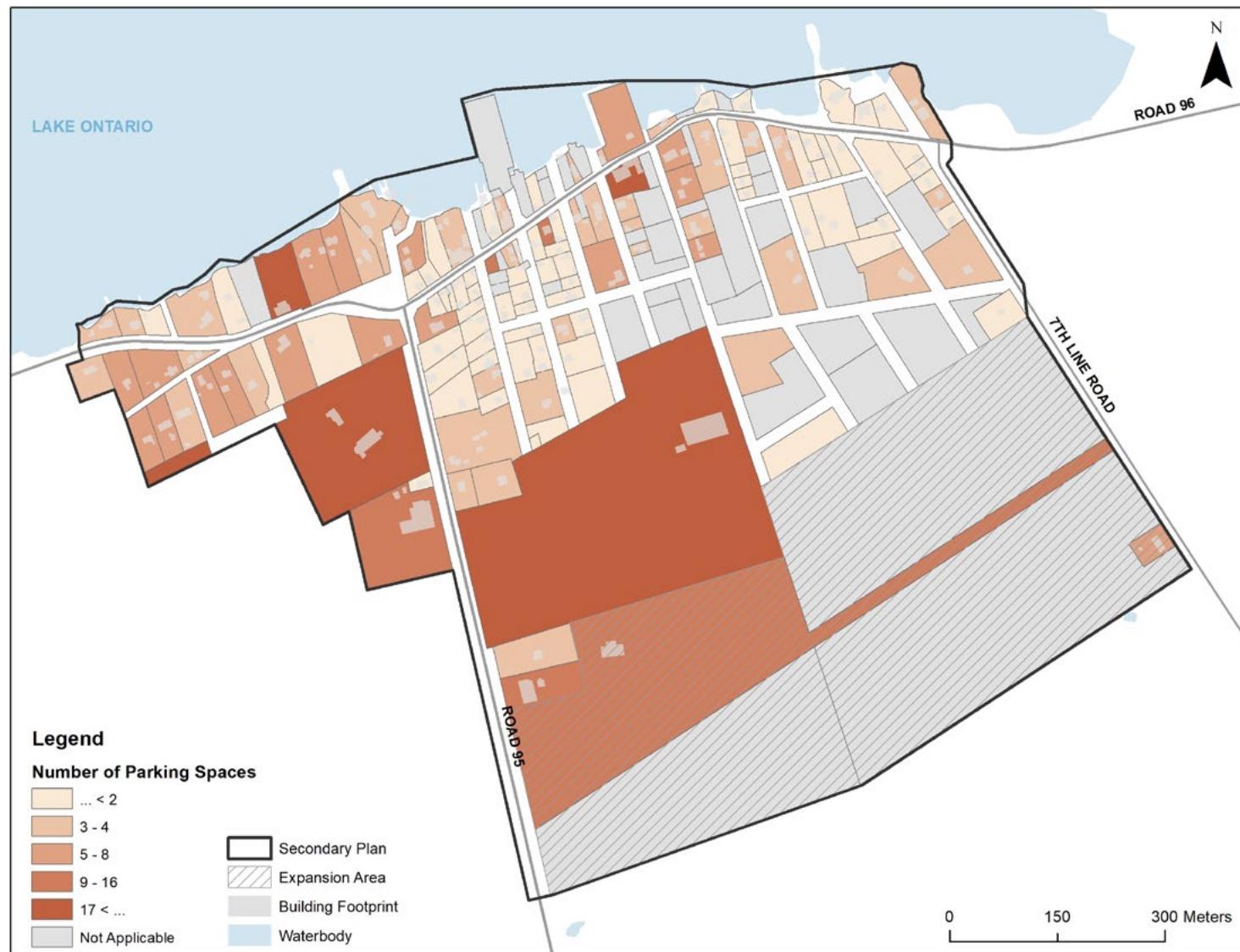


Figure D6. Number of Parking Spaces.

APPENDICES

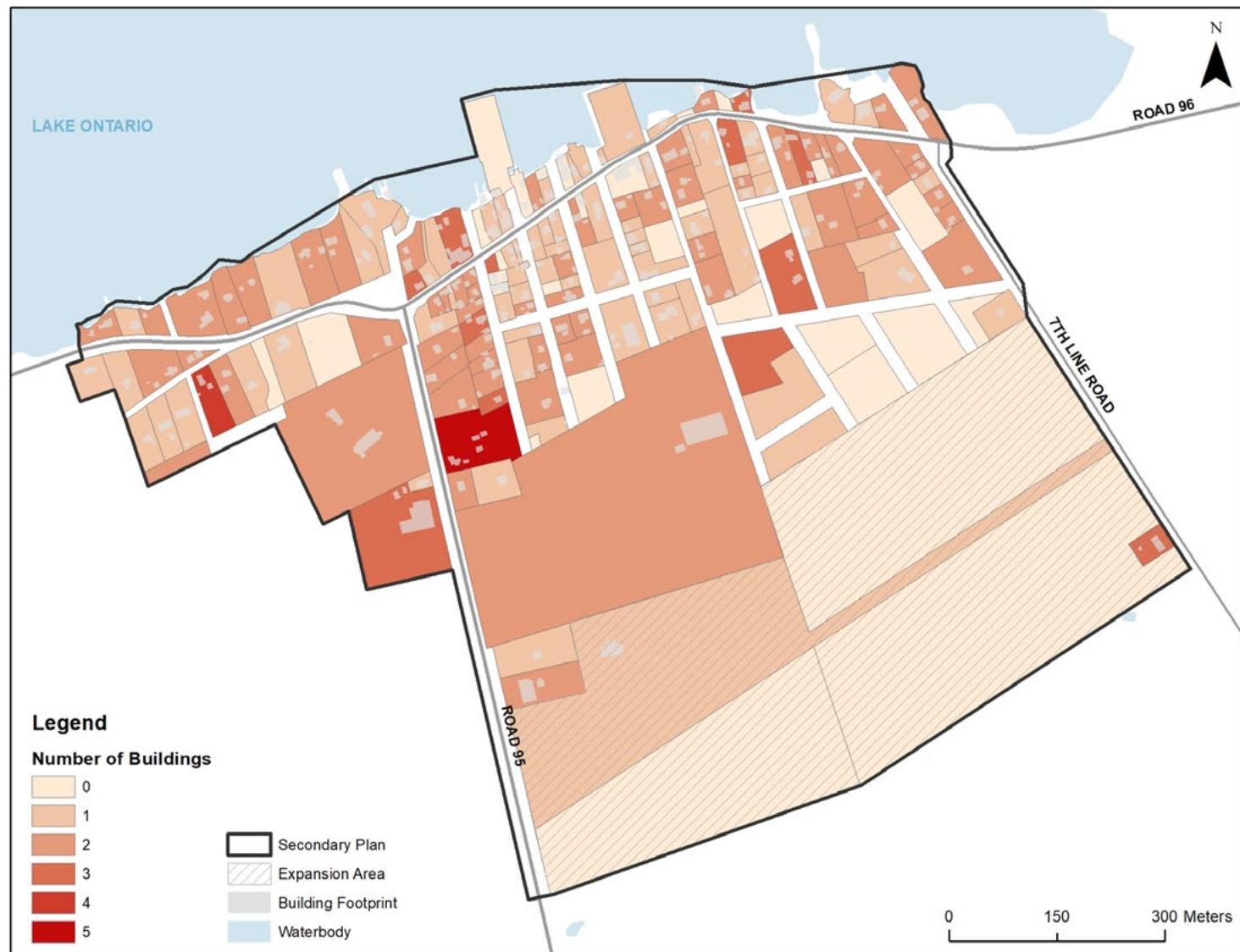


Figure D7. Number of Buildings on Each Lot.

APPENDICES

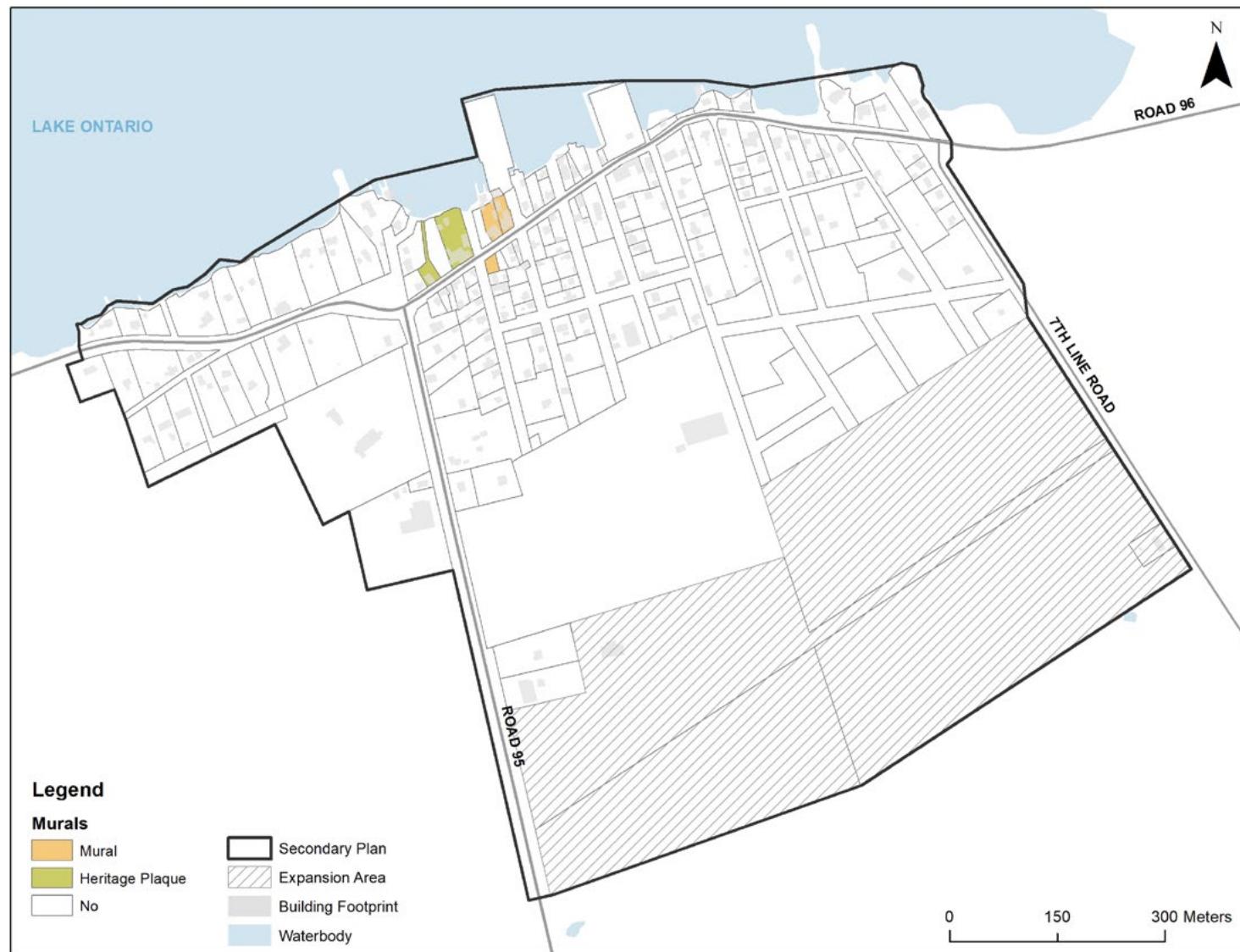


Figure D8. Murals and Heritage Plaques in the Village.

APPENDICES



Figure D9. Building Colour.

APPENDICES

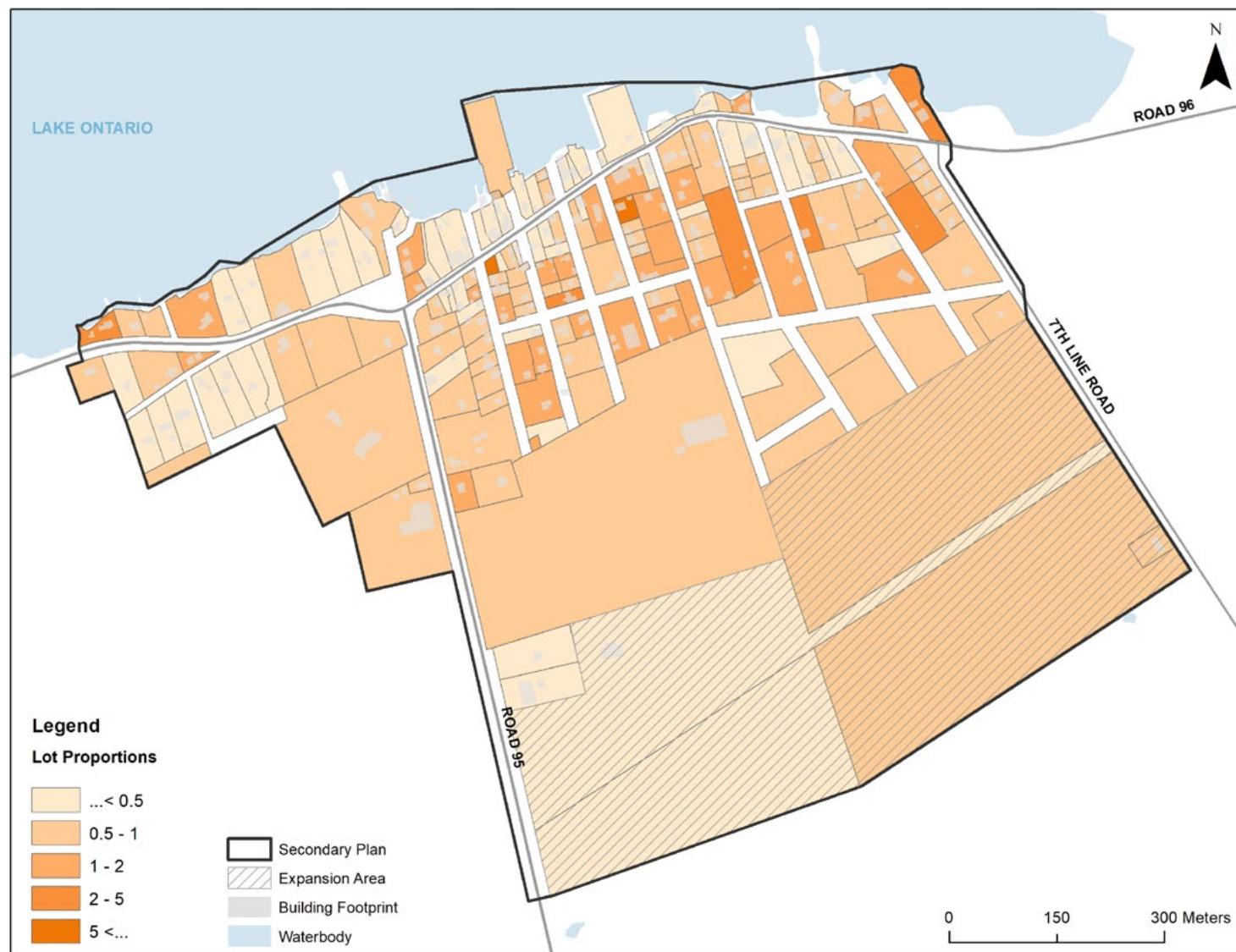


Figure D10. Lot Proportions.

APPENDICES

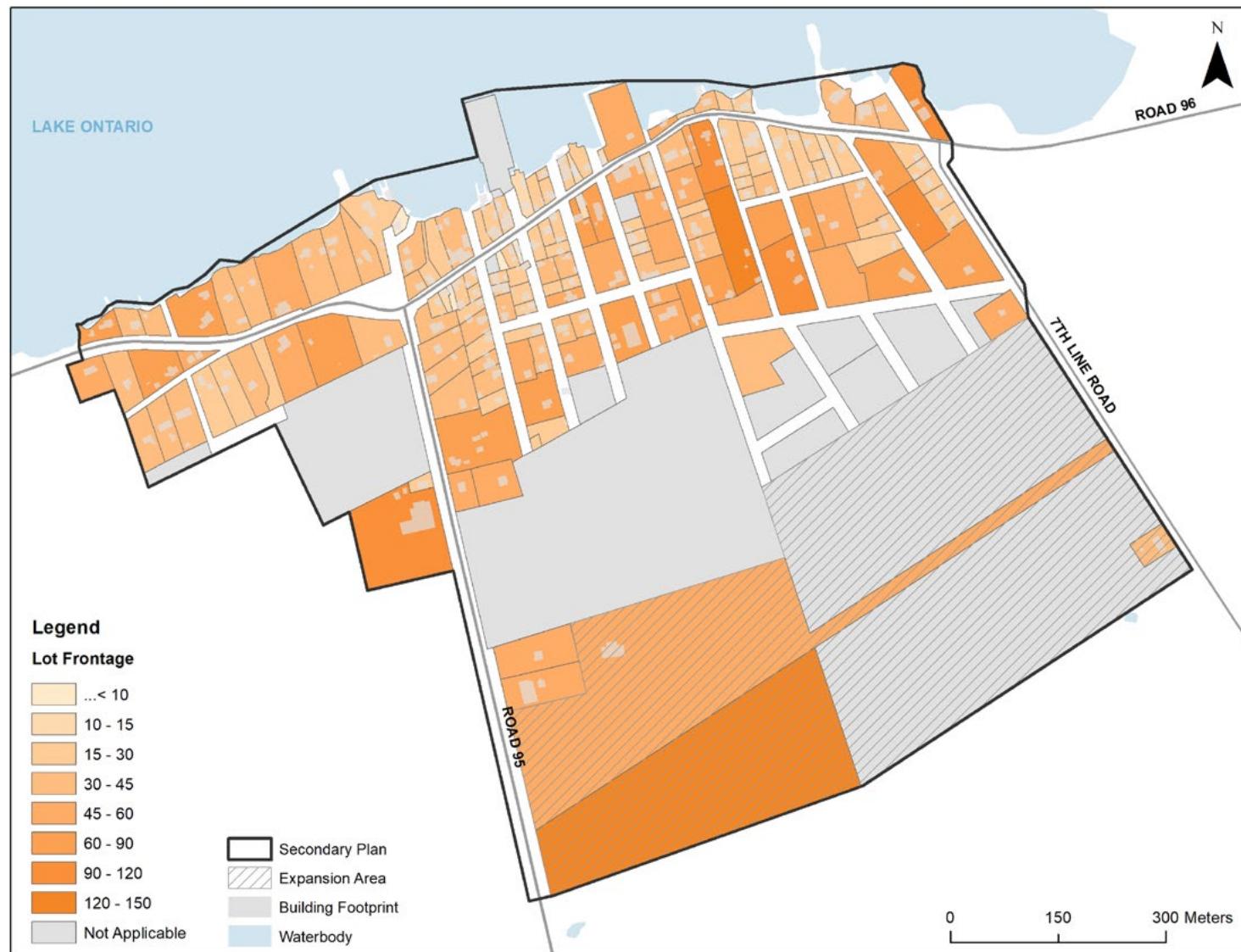


Figure D11. Lot Frontage.

APPENDICES

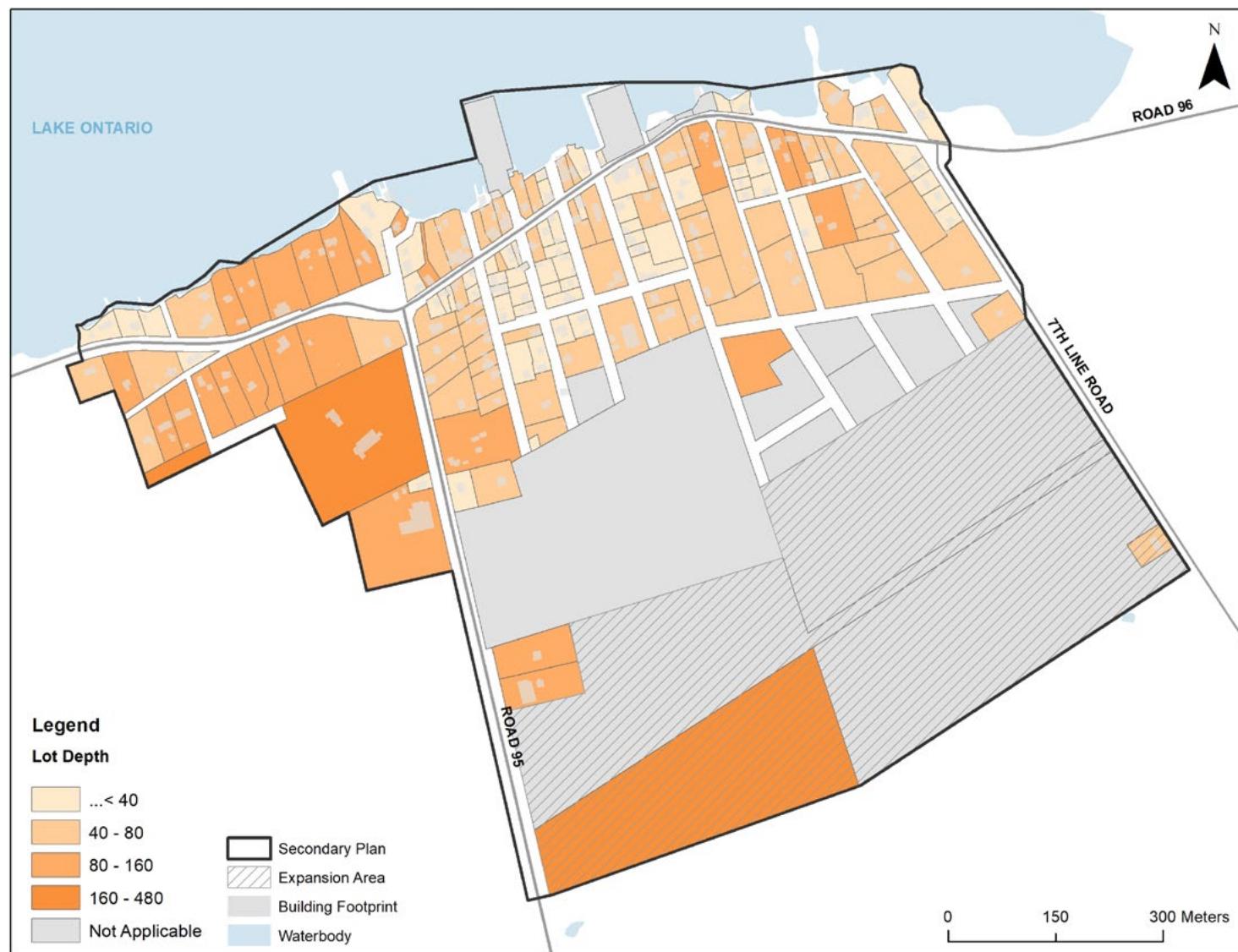


Figure D12. Lot Depth.

APPENDICES

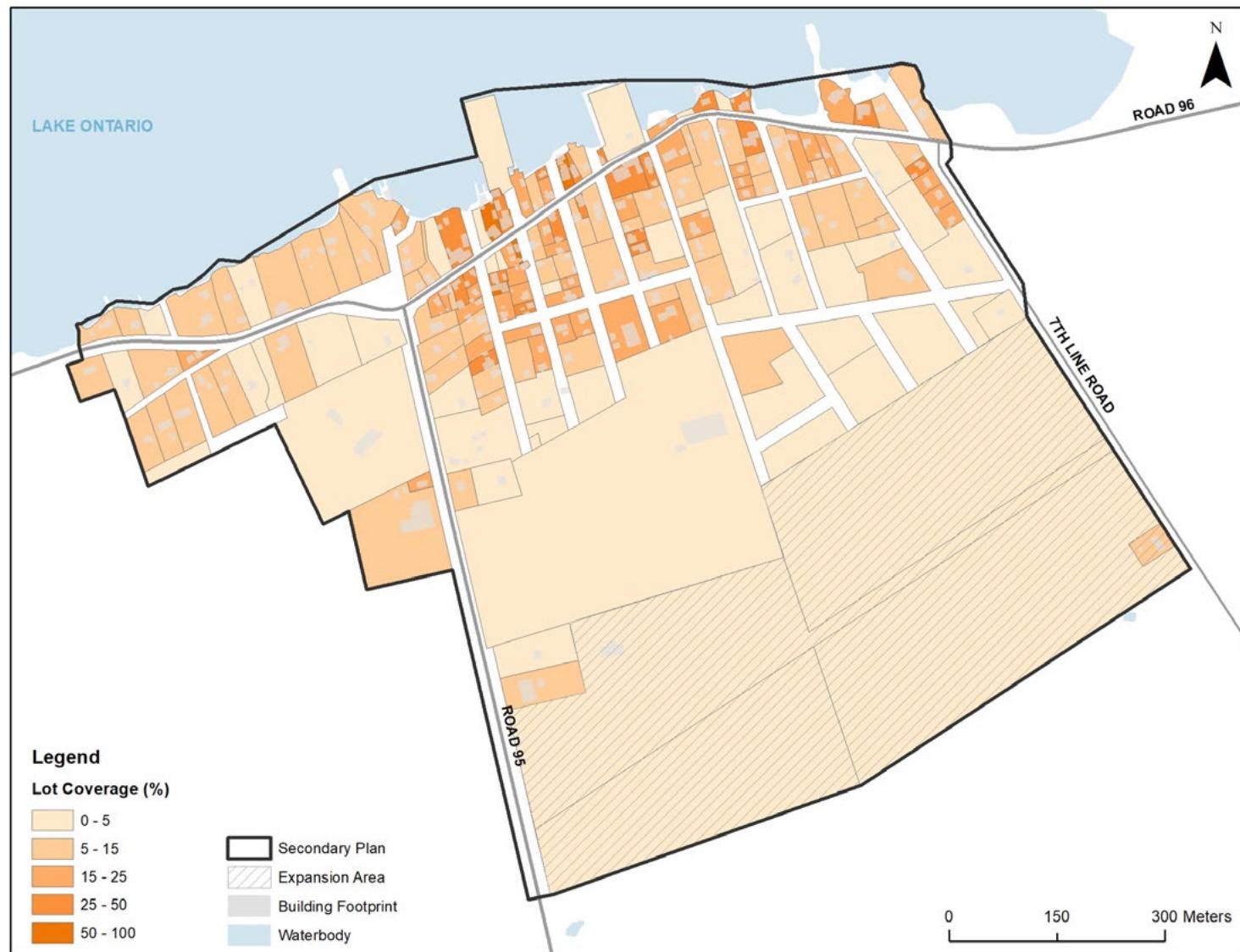


Figure D13. Lot Coverage.

APPENDICES

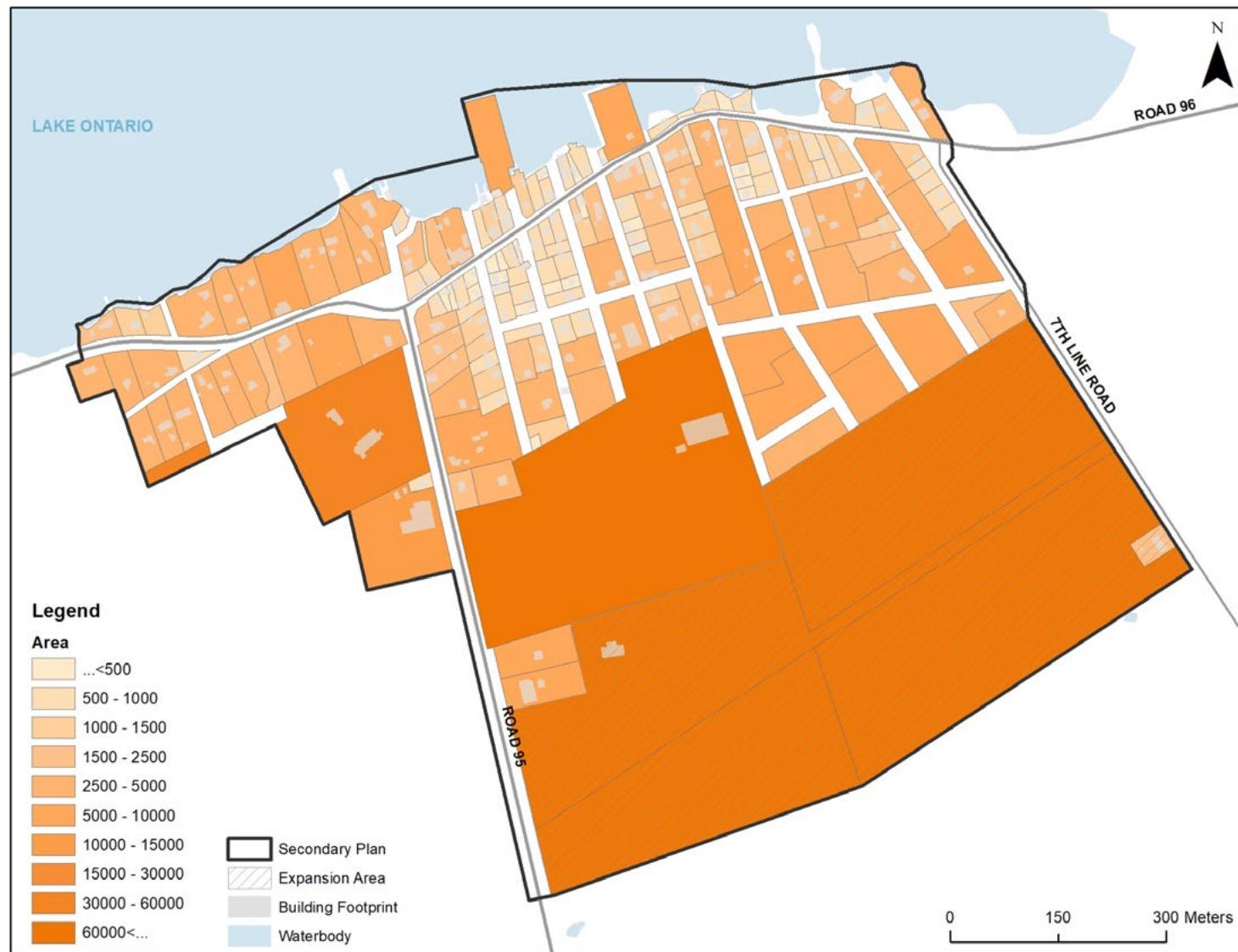


Figure D14. Lot Area.

APPENDICES

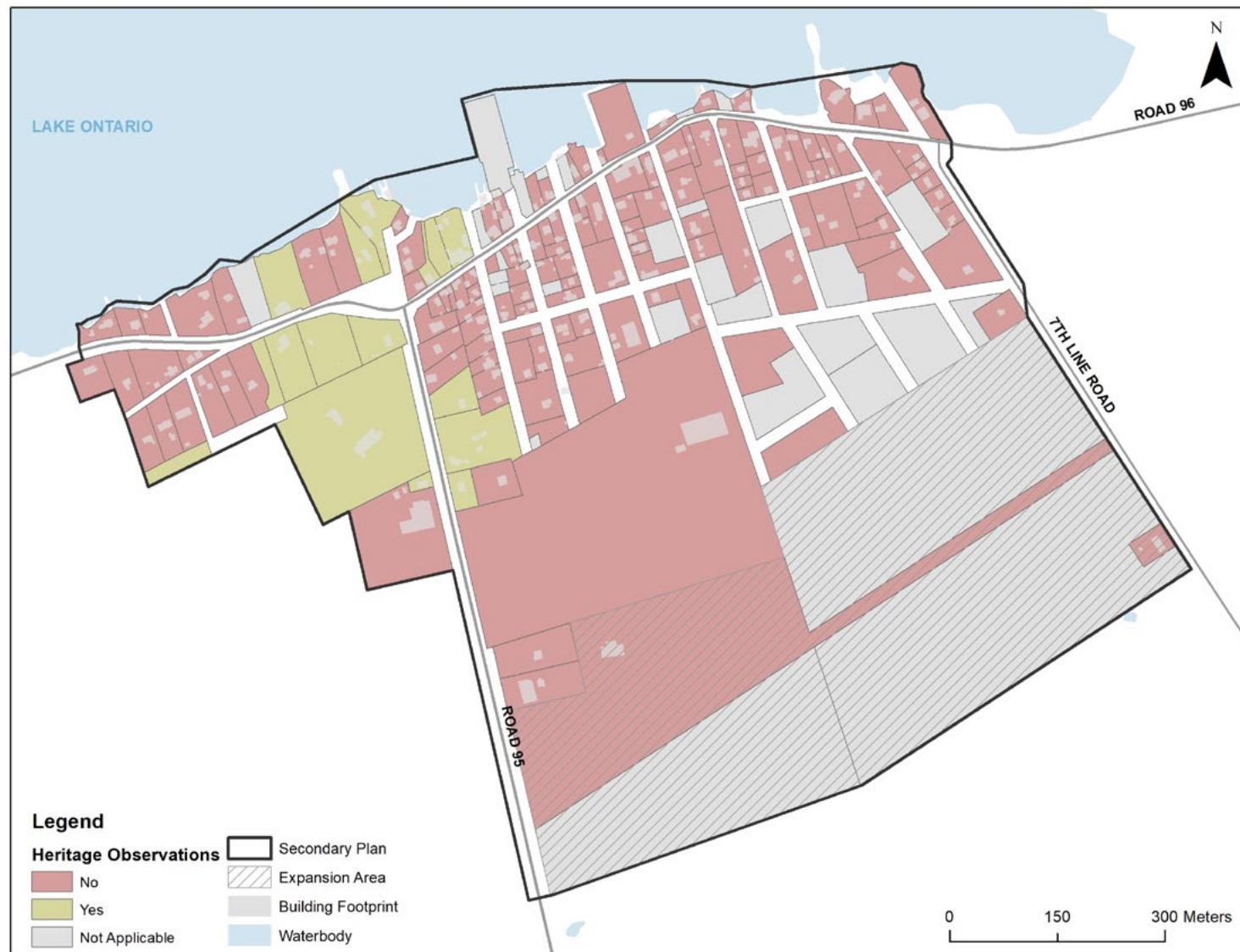


Figure D15. Heritage Observations.

APPENDICES



Figure D16. Frontage Planting.

APPENDICES

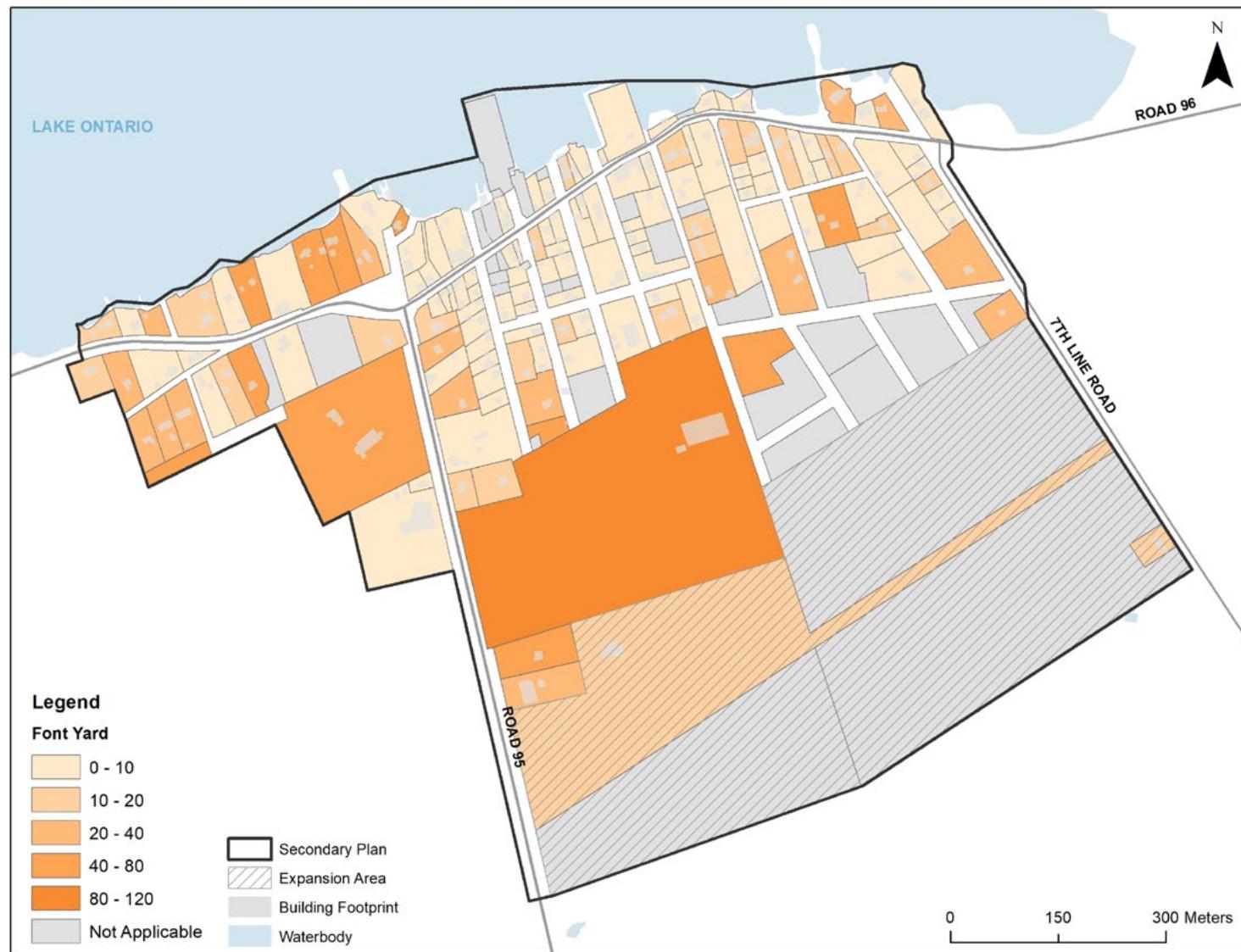


Figure D17. Front Yard.

APPENDICES

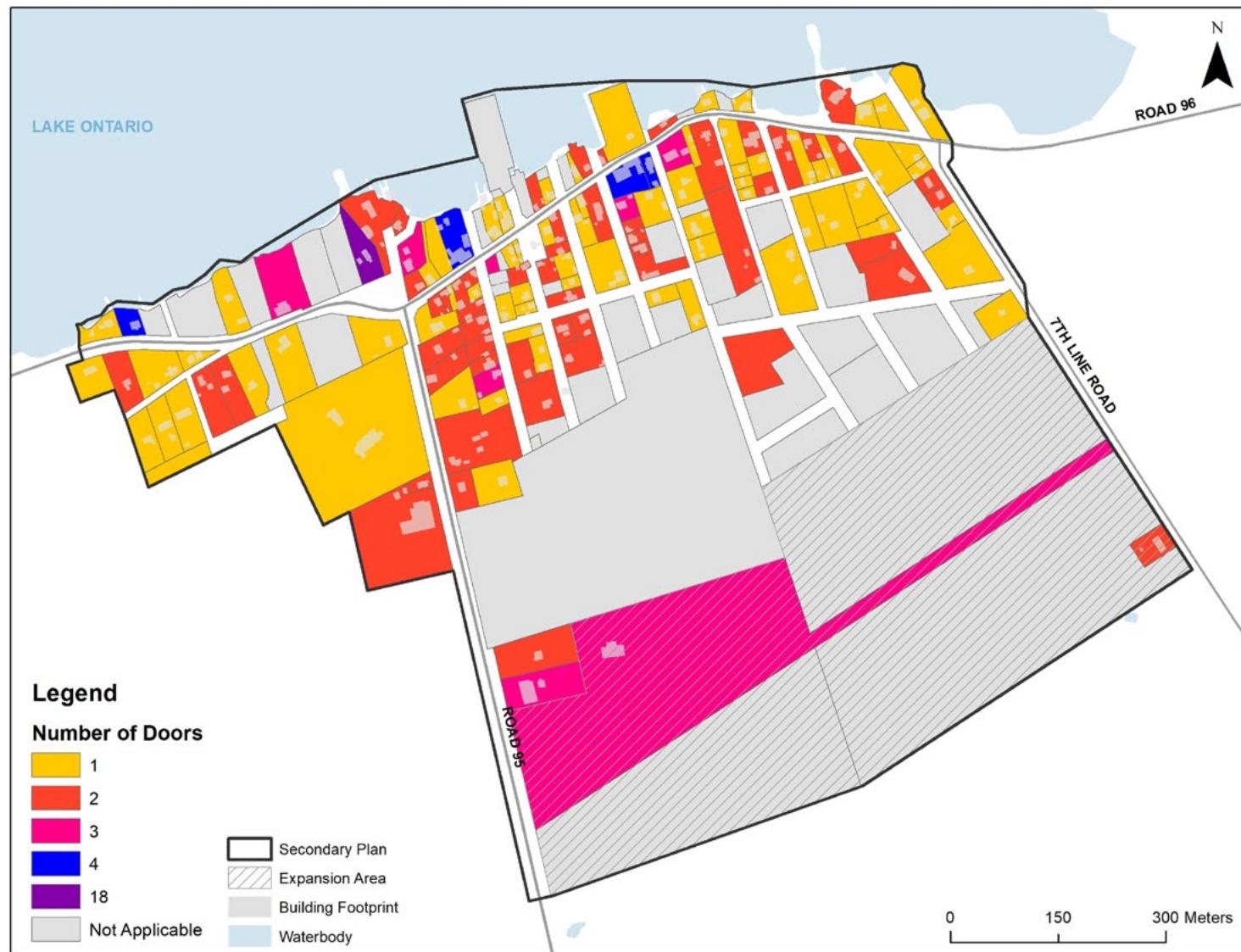


Figure D18. Number of Doors.

APPENDICES

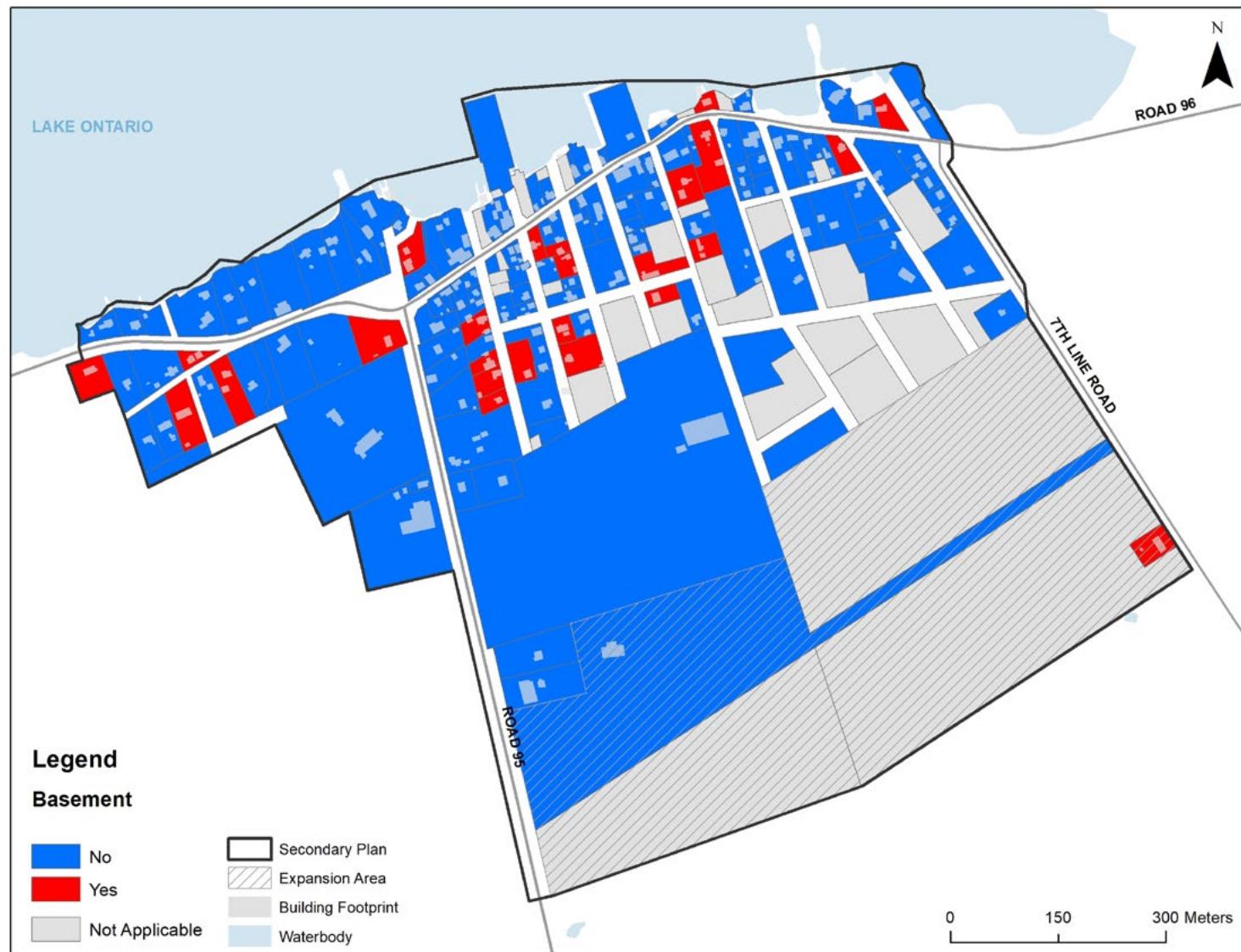


Figure D19. Basements.

APPENDICES

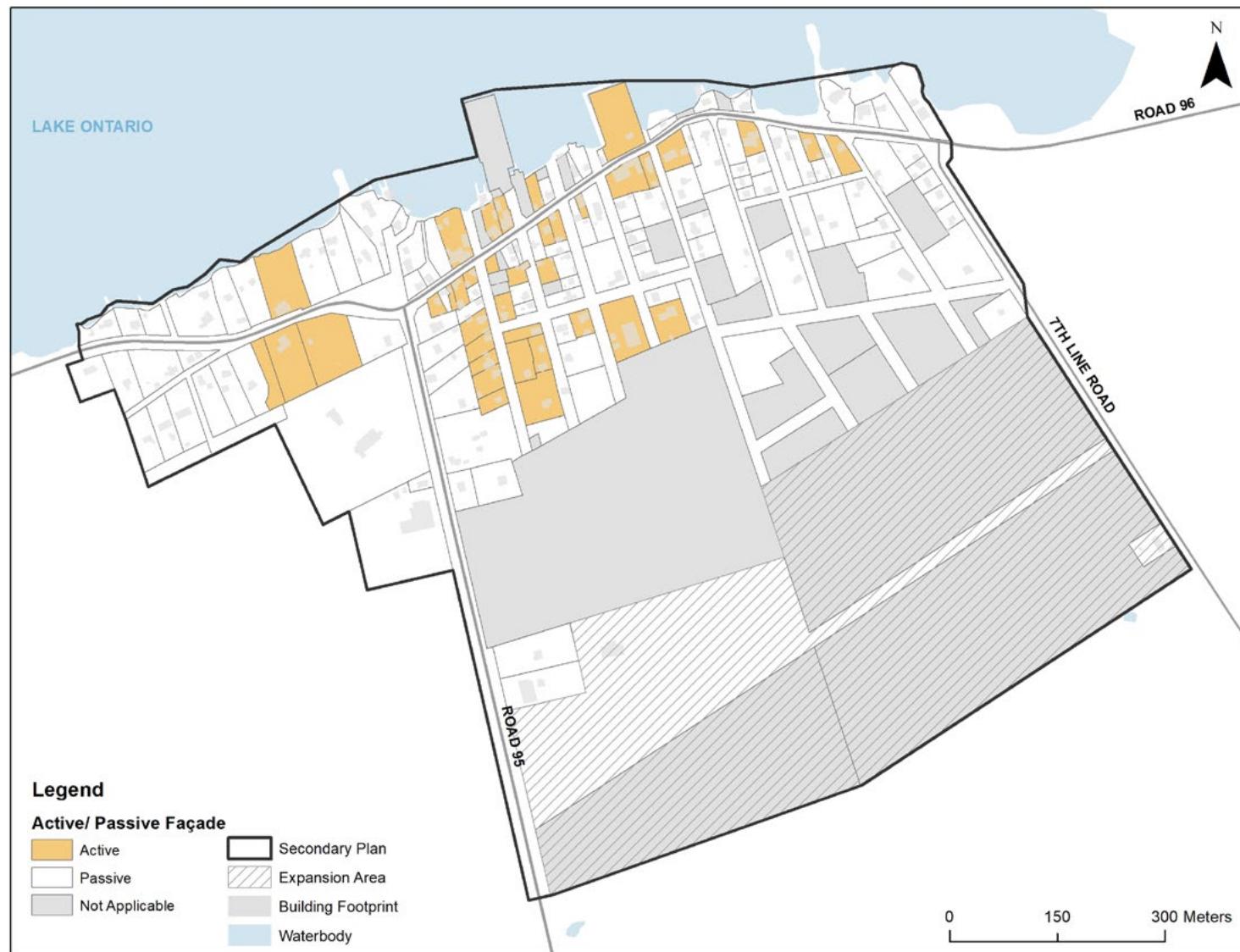


Figure D20. Active/Passive Façade.

APPENDICES

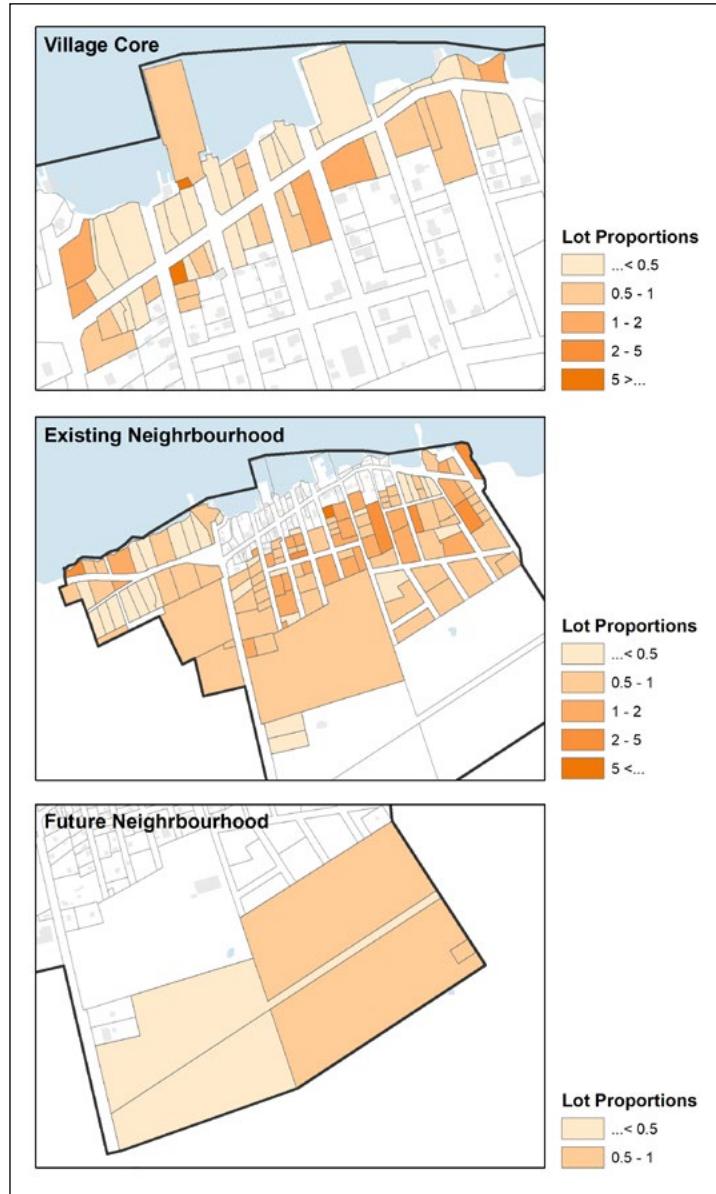


Figure D21. Lot Proportions in Character Areas.

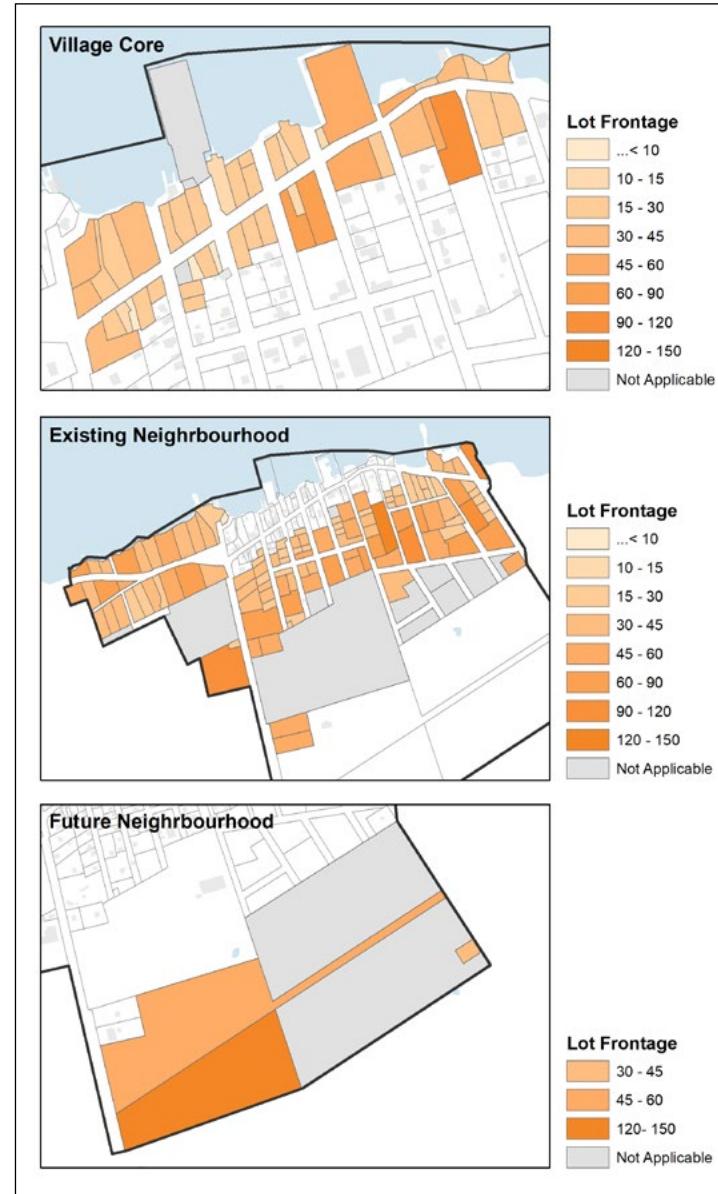


Figure D22. Lot Frontage in Character Areas.

APPENDICES



Figure D23. Number of Windows in Character Areas.



Figure D24. Number of Doors in Character Areas.

APPENDICES

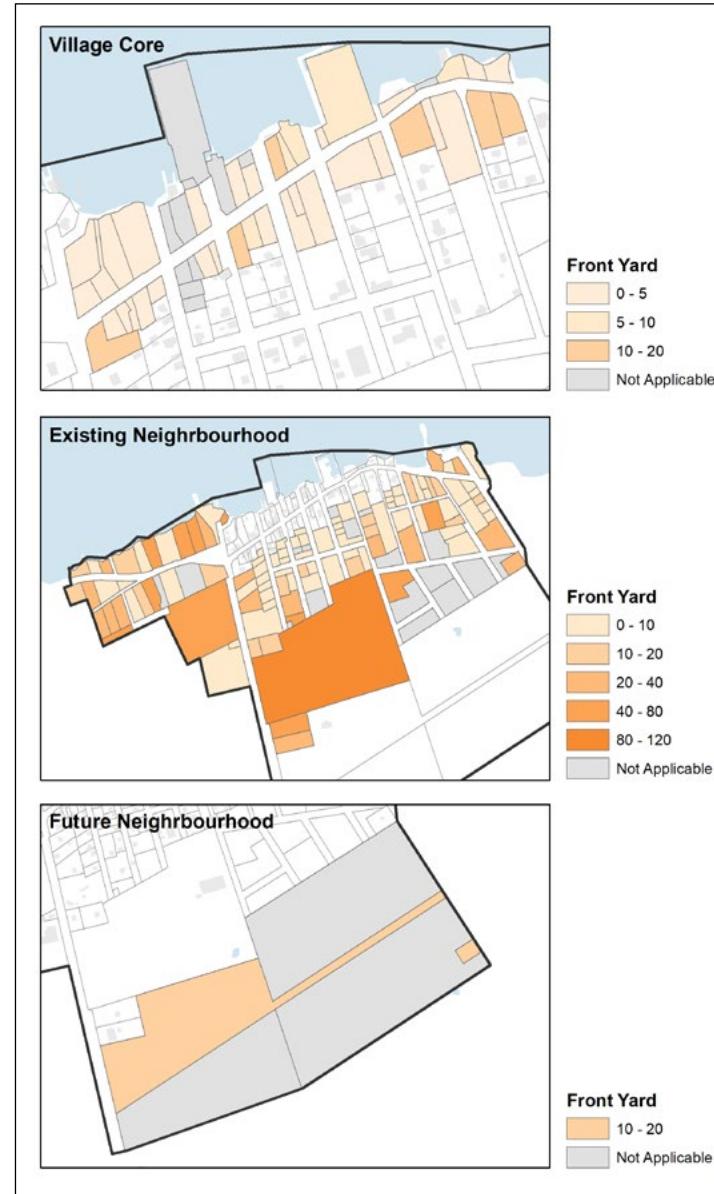
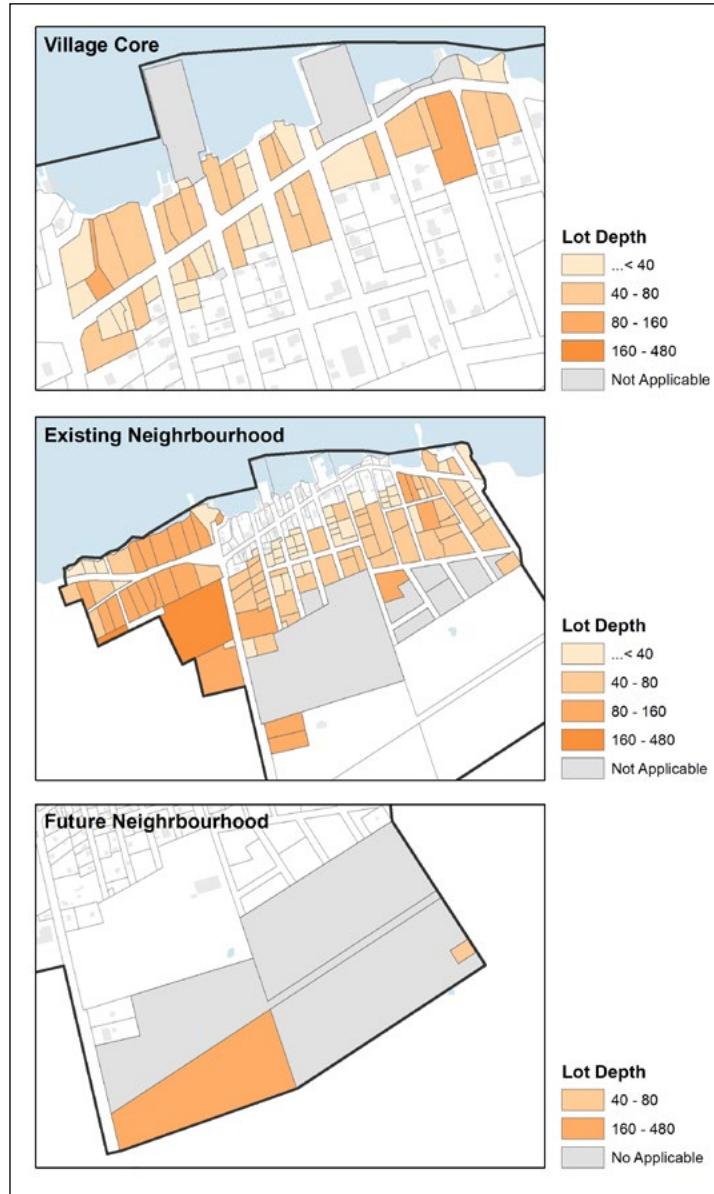


Figure D25. Lot Depth in Character Areas.

Figure D26. Front Yard in Character Areas.

APPENDICES

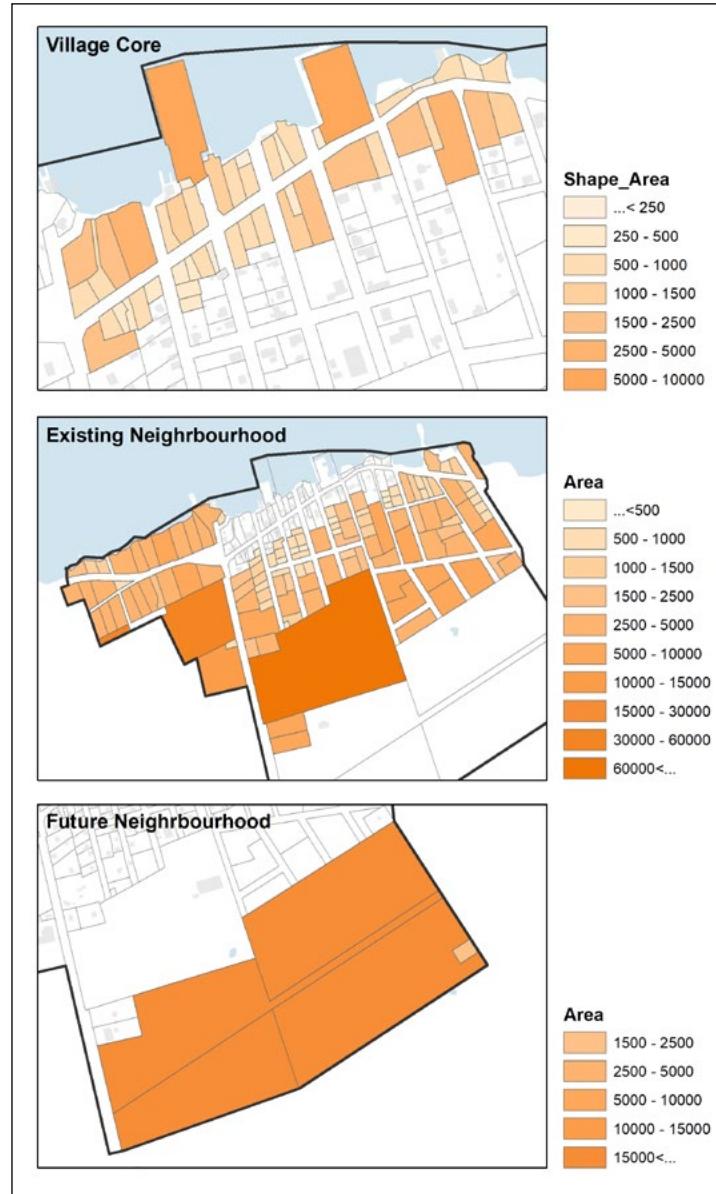


Figure D27. Lot Area in Character Areas.

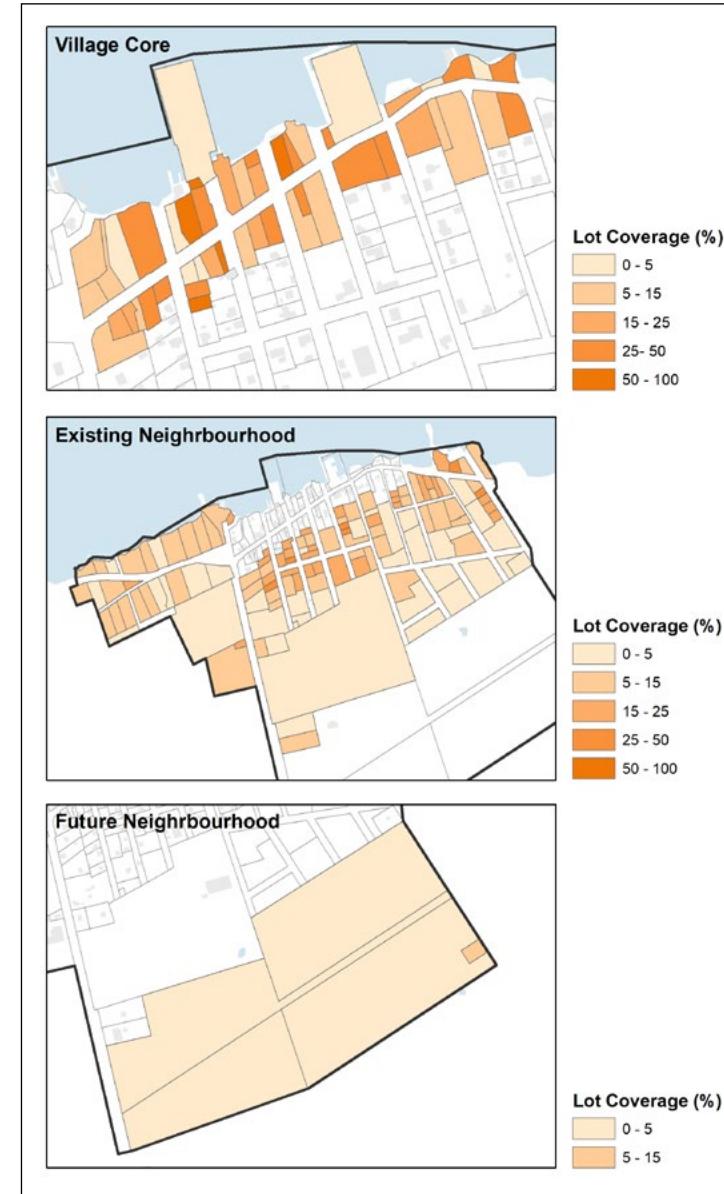


Figure D28. Lot Coverage in Character Areas.

APPENDICES



Figure D29. Number of Buildings in Character Areas.

APPENDICES

Appendix E. Workshop Materials

E1. Workshop Annotated Agenda.

Annotated Agenda

【SURP 825: Developing Design Standards for the Village of Marysville on Wolfe Island, Township of Frontenac Islands, Frontenac County】

Event Date & Time: (2 hours)

Event Location: Wolfe Island Town Hall

Purpose of the Event: Obtain insights from

Engagement Objectives:

- Understand how residents perceive and define the "character" of Marysville
- Identify key areas and locations of the Village and their defining characteristics
- Receive feedback on the draft design framework
- Identify residents' desired futures for Marysville and the Expansion Area

#	Session	Time	Lead	Objectives	Description	Materials
Room set-up for 1 hour; registration and sign-in starts at 45 minutes before						
0	Doors open + Wall Activities (dot democracy and sticky note map)	15-20 minutes	All	Participants have the opportunity to pinpoint what they would like to get out of the design standards and what they would like the design standards to accomplish.	<ul style="list-style-type: none">• Each person gets 10 dots• The group will list various options of design policies and the participants will place dots on them in terms of importance• Tell them they may allocate more than one dot per policy, but the design standards with the most dots will be selected• Participants can place sticky notes on the wall map with what is important to them about Marysville	<ul style="list-style-type: none">• Dot stickers• Flip chart paper with standards listed• Wall map
1	Welcome / Purpose/ Introduction			Participants understand the purpose and process of the engagement event and how their input will be used.	<ul style="list-style-type: none">• Welcome the group• Land acknowledgement statement• Introduce and recognize the facilitation team• Outline the purpose of the workshop	<ul style="list-style-type: none">• Include City's formal land acknowledgement statement in the presentation
2	Housekeeping / Agenda / Operating Principles	5 minutes	Simon	Participants know where washrooms and exits are and understand and support the operating principles and workshop format and timing.	<ul style="list-style-type: none">• Point out location of washrooms and nearest exits• Outline emergency response procedures• Indicate whether there will be a formal break• Agenda review / questions about agenda• Introduction of the Design Standards and the purpose of the project	<ul style="list-style-type: none">• Notes
3	Presentation			Participants understand the order and format of the workshop	<ul style="list-style-type: none">• Discuss each of the activities briefly• Discuss the agenda for the workshop	<ul style="list-style-type: none">• Notes

APPENDICES

E1. Continued.

#	Session	Time	Lead	Objectives	Description	Materials
4	Visioning Exercises	15 minutes	All	For participants to describe the types of uses, buildings, public spaces they want to see within their community, both in the existing village and the expansion area	<ul style="list-style-type: none"> Participants will have the ability to provide visual feedback and get familiar with the concepts of the secondary plan Using maps of the town and expansion area, participants will be instructed to draw/label what they would want to see in their ideal Marysville. Suggestions of buildings/uses will be provided to help facilitate discussion and ideas Discussion between participants is encouraged- the visioning can either be formed individually or 	<ul style="list-style-type: none"> Maps/pictures of expansion area Markers/pens Cutouts of building examples
5	Photo Questionnaire	60 minutes	All	To gain an understanding of public perceptions on certain design elements	<ul style="list-style-type: none"> 6 workshop tables, maximum of 10 participants per table 1 facilitator per table guiding discussions and running through the photo questionnaire exercise based on instructions and pre-printed images Each group will rank each image on a 5-point Likert scale to rate the scene's compatibility with the current rural character of the town in which they live as well as discuss reasons for their rating Each facilitator will take notes on general group consensus and discussion Floating facilitators will make observations on general discussions 	<ul style="list-style-type: none"> 1 printed copy of the workshop instructions, clipboard and pen for each facilitator 2 printed sets of photos for each table
6	Synthesis	15 minutes	All	Participants create recommended design standards for new development	<ul style="list-style-type: none"> Same 6 workshop tables, maximum of 10 participants per table 1 facilitator per table, guiding discussion by reading from notes of what themes participants mentioned Facilitator takes notes for brainstorming and writing down group's thoughts 	<ul style="list-style-type: none"> 1 printed copy of the workshop instructions, clipboard and pen for each facilitator Flip chart Markers Maps of Marysville and tracing paper
7	Group report back session Re. Location	20 minutes	All	Participants have the opportunity to share the top suggestions/concerns from their group with the larger audience.	<ul style="list-style-type: none"> Have someone from each table (member of the public) report the three most important design standards from their group. Summarize key themes at the end. 	
8	Wrap-up	5 minutes	Simon	Participants understand what the next steps in the project are, and how they can stay involved.	<ul style="list-style-type: none"> Indicate that comments from the session will be reviewed by the project team to inform recommended design standards for Marysville Discuss next steps (analysis, writing, presentation to Council) Indicate feedback and follow-up information will be provided about the sessions by stakeholder email list (managed by the County) Thank everyone for attending and for their participation 	<ul style="list-style-type: none"> Project manager's business cards for the registration table Sign-in sheets at registration table

APPENDICES

E2. Notes for Facilitators.

Notes for Facilitators

Workshop: Rural Design Standards in Marysville
Tuesday, November 7, 2023

Purpose & Scope: To obtain feedback and suggestions from the community about how residents perceive and define the "character" of Marysville and to identify residents' desired future for Marysville and the Expansion Area to better inform the rural design standards for the village.

Supplies – All tables will have the following materials available to the facilitators:

- A large, colour air photo of the Secondary Plan Area
- Sticky notes
- Markers and pens
- Flip chart
- Labels for name tags
- A sign-in sheet for participants to fill out
- 1 printed copy of the workshop instructions
- Clipboard
- 2 printed sets of photos (6 categories per set, 3 photos per category)

Introductions – At the beginning of the workshop session:

- Introduce yourself and do a brief roundtable asking others to introduce themselves.
- Circulate the sign in sheet and let people know that providing their email address will allow us to provide them with updates about the project.
- People may use labels and markers to make name tags for themselves. All facilitators should have a name tag.

Recording & Reporting

- As much as possible, comments should be captured on the table via the air photo, tracing paper, and sticky notes for transparency. The facilitator may need to add the first few themselves to get people started and comfortable with the idea.
- Key ideas should be collected that the group wishes to share back with the larger group at the end of the session.
- The facilitator may wish to take notes in addition to what is being posted on the table. Feel free to use the notepads provided. If you choose to use a laptop, be sure it doesn't limit your eye contact with participants.
- You may assign someone the task of note taking if there is someone that you feel is willing and able to do so.
- All notes taken must be turned in/provided back to Sonya at the end of the meeting. If more time is needed to finalize them, please be sure to do so in the next couple of days.
- Someone from the group must provide a summary back to the rest of the group at the end of the session outlining the key items from the discussion. Ask the group to identify someone willing to share with the larger group at the end.

Sticky Note Map

Facilitator Note: Sticky Note Map Exercise at Public Consultation Meeting

Participants, on arrival, will contribute an answer to the question "What is the most important feature of Marysville?" They will then write their answer on a Sticky Note and attach it to a map of Marysville which will be hung up on the wall. This provides an early opportunity for participants to express their current vision of Marysville in a way that is open to their own interpretation.

Preparation:

- Attach a large map of Marysville to the wall. With the question to be answered clearly stated on it.
- Ensure an abundant supply of Sticky Notes is available.

Introducing the Exercise:

- Welcome participants and explain the purpose of the activity and its instructions.
- Answer any questions participants have as they carry out the activity.

Rules:

- You must write your answer on a single Sticky Note and stick it to the map.
- Rules of general decorum will be in effect, but participants will be encouraged to be as creative with their answers as they wish.
- Participants may revisit the activity at any time during the workshop.

Guidance:

- Ensure an orderly and efficient process.
- Ensure no one person is dominating or altering others' opinions.

Monitoring and Recording:

- Ensure no Sticky Notes get removed or replaced.
- Once all answers are submitted and stuck to the wall the stickies will be collected. Data will be collected and will be used to inform decision making.

Closing the Exercise:

- As Participants finish the activity, they are encouraged to mingle with other participants or to visit one of the other activities.
- Thank them for their time.

Visioning Exercise

The Visioning Exercise will provide the opportunity for residents to design and discuss their ideal future community. Using the maps provided, each group will work together or in smaller groups to prepare a vision of what they want Marysville to look like in 10 to 20 years. This can include the location of future uses, locations for public parks and trails, and other improvements they want to see in Marysville.

APPENDICES

E2. Continued.

The Visioning Exercise is meant to be open-ended – and each person will have their own vision of an ideal Marysville. If discussion slows down, or people are unsure of where to begin, the following sub-topics, sample questions and prompts can be used to encourage the conversation.

- Housing and Residential - What types of housing do you want to see in Marysville; single detached, townhouses, duplexes, quadplexes, apartment buildings?
- Main Street – What new uses and types of buildings would you want to see along Main Street?
- Dedicated Commercial Areas – Do you want to see a dedicated commercial area with potential box stores and franchises?
- Vehicular Transportation - Would you want to see an increase or a decrease in parking around the Village Core of Marysville, and where should it be?
- Active Transportation – Highlight some walking paths and cycling trails you have used, and places where you would like to see one
- Parks & Open Space – Where would you like to see new public spaces in Marysville?
- Community Facilities – Can you imagine any other community facilities such as arenas, sports fields, or community halls that you would want to see in Marysville?
- Growth, Development, & Density – Does your vision of Marysville include taller, closer together buildings, small low houses on small lots, or something else.
- Other – Have you ever visited a village or town that you wish Marysville would borrow some features or ideas from?

The timing of this exercise is flexible but expect it to take 15 minutes. If there is time after other segments of the workshop, this exercise can be returned to if any gaps in the schedule need to be filled.

Your role is to take notes and encourage the residents to create their own idea of Marysville. If participants want to take home a copy of what they have created, ask if you can photograph it for later reference.

Photo Questionnaire

Make sure that your group has the chance to walk through the six categories of photo questionnaires detailed below. Some additional prompting notes and questions have been included in case you need to help steer the discussion. Responses to questions may overlap with one another and that is okay.

There should be about an hour for the photo questionnaire portion – 5 minutes for introductions and then approximately 10 minutes for each of the six sections below.

Each section should follow the same format:

- Introduction of the category
- Instructions

- There will be 3-7 photos per category and 2 copies of each photo to pass around
- We'll take around 10min to analyze the photos and come up with a group ranking for each photo on a 5-point Likert scale (0 = doesn't fit, 5 = total fit) to rate the scene's compatibility with the current rural character of the town in which they live
- Participants can also elaborate in general on why/how they feel about each photo
- Remind participants that if they don't like a certain photo to elaborate why not and how it could be improved

Category	Opening Question/Intro	Prompts
Building Style	New buildings and renovations are bound to occur on the island, so how should they look?	- Doors, windows - Roof style, colour - Building style, colour - Height - Size - Density
Landscaping	What should be located outside of buildings? Any greenery or structures?	- Fencing (colour, height, material) - Planting styles - Garden accessories (i.e. lamps, benches)
Open Space Parks Waterfront	How should gathering places look? What types of structures/furniture should be in open spaces or parks? Should there be more places to access and enjoy the waterfront?	- Play structures - Seating - Pathways/connections to the water
Parking	Lots of people visit Marysville by car, how should they park and enjoy the village? Should parking be allowed everywhere?	- On street - Parking lots - Alternative energy options (solar, electric vehicles) - Proximity of parking to main street
Streets Active Transportation	How should streets best function for its users, focusing on safety and appearance?	- Material/colour - Separation of pedestrians/bikes/cars - Width - Sidewalks - Speed limits

APPENDICES

E2. Continued.

Supportive Uses	<p>If these uses were to ever occur on the island, how should they look?</p> <p>Imagine all the infrastructure and water capacity is taken care of.</p> <p>Try to incorporate all the above categories like building style, landscaping, signage, heights, etc.</p>	<ul style="list-style-type: none">- Pedestrian crosswalks- Mixed use- Illuminated signage- Parking- Tourist commercial area
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Synthesis

As the facilitator, you will work with your table to identify recommended design standards to be implemented as part of the plan. These recommended design standards will be shared as part of the following Group Report Back.

As the facilitator, your role will be to prompt the table to reflect on the dot democracy, visioning, and photo questionnaire exercises and their outcomes to provide design recommendations for new developments.

To achieve this goal, consider using the following prompting questions...

- What was your favourite activity and how did it help you think about the design of Marysville?
- What design elements fit the village the best? What elements fit the village the worst?
- What are the most important goals for Marysville in the next 25 years? How could the design of the village help address these goals?
- What defines Marysville? How should that be protected using design?
- What areas of Marysville are important to you? How should new buildings be designed to fit into those areas?
- How do you see new developments in the Expansion Area fitting into the village?
- What design features should be avoided for new development in the village?
- How important is/are (insert design component) to you? What can design do to improve or protect that component of the village?
- Prompt the table to think of the specific design components (Open spaces, streets, etc.) by asking the above questions in a more targeted way

Your role during the discussion is to record your table's discussion and take down notes for brainstorming and the final design recommendations. As the group is discussing, write down key points on a piece of chart paper. Invite others to write as well if they would like.

As the discussion continues, the participants may come up with design recommendations on-the-fly or may want to have a more in-depth conversation before creating the recommended design standards. If the latter approach is taken, remind the group after

10 minutes have passed to begin formulating and writing down recommended design standards on the chart paper.

The 10-minute mark will also be a good opportunity for the group to finalize talking points and choose a speaker or speakers to explain the design standards in the Group Report Back. Encourage a participant to be the speaker unless the group would like you to fill that role.

Summary steps

- Have a discussion with the participants on design standards
- Record and brainstorm recommendations for design standards with the participants
- Develop a list of 2 or more recommended design standards
- Pick someone from the group to present the design standards in the Group Report Back

Group Report Back

In this section, your tables will get the opportunity to share their recommended design standards for the village. As the facilitator, take notes on what your and other groups say in their report back and note any similarities and differences in:

- Recommended design standards
- Design components of focus
- Any stated goals or rationale for the recommendations
- Areas of importance and varying design recommendations by area
- Approach to new development versus redevelopment
- Any cases or examples provided

Make sure to take notes on key themes that emerge from the presentations.

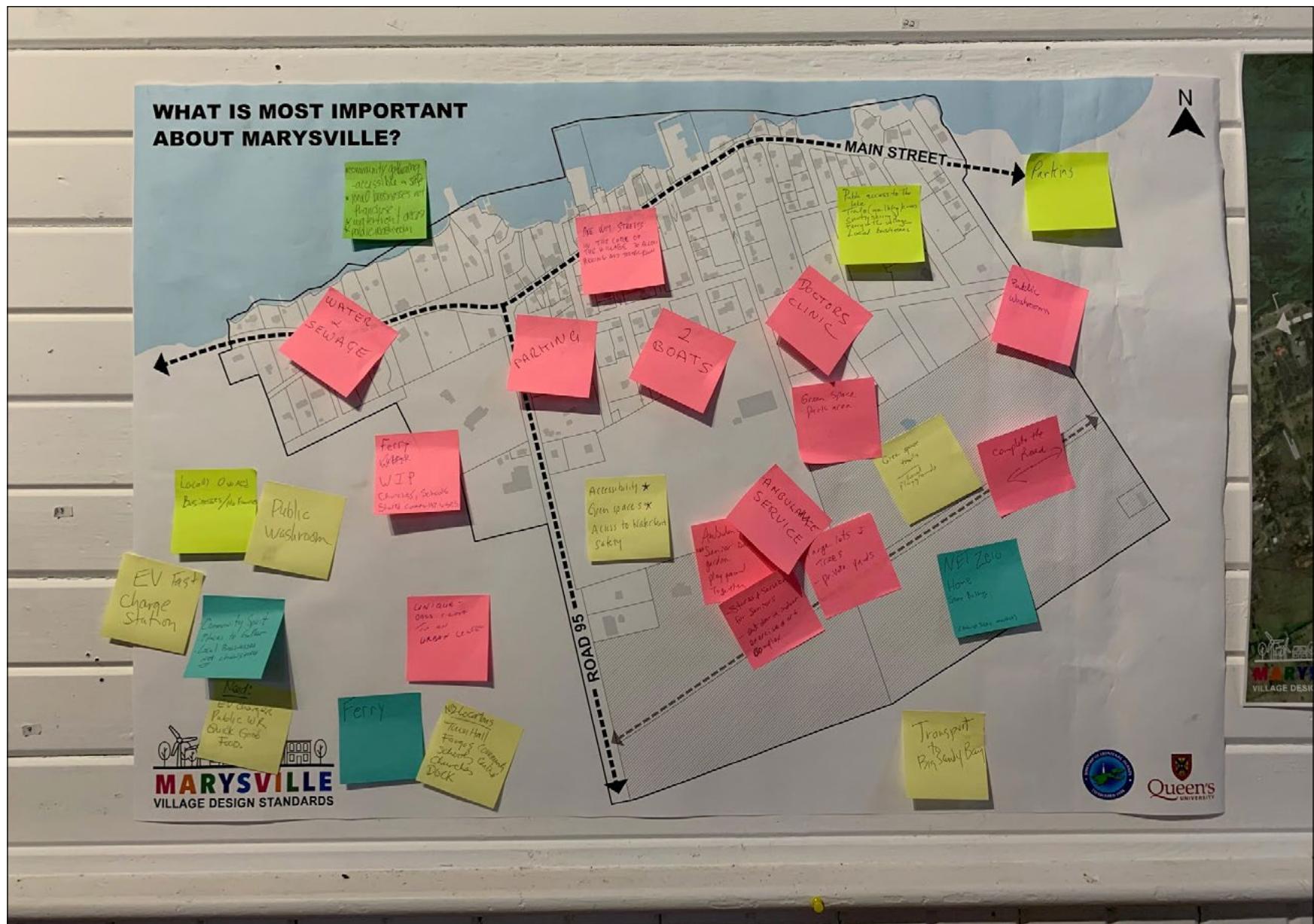
APPENDICES

E3. Photos from the Workshop.



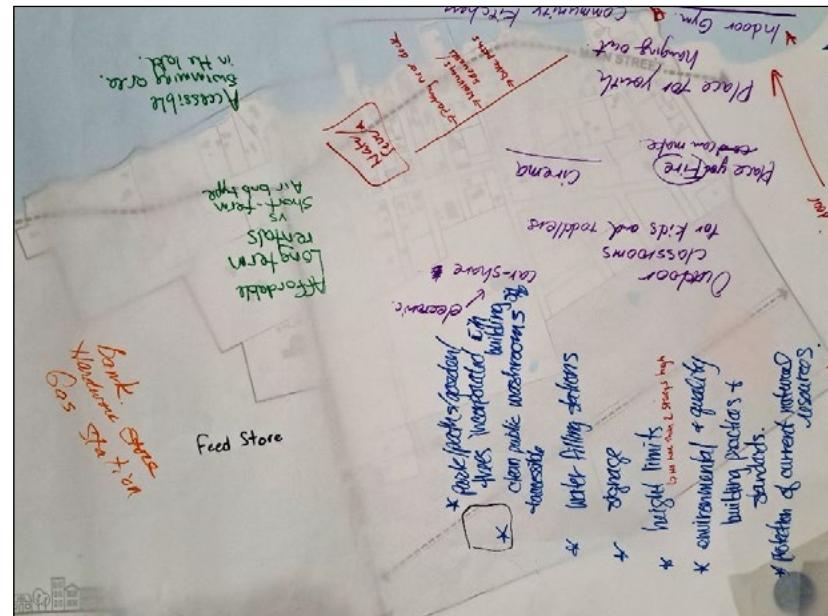
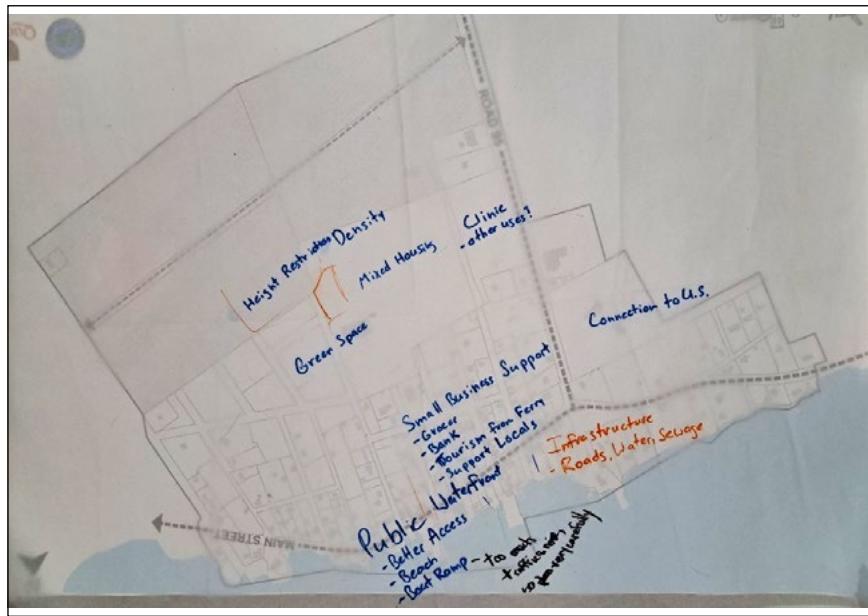
APPENDICES

E4. Annotated Workshop Maps.



APPENDICES

E4. Continued.

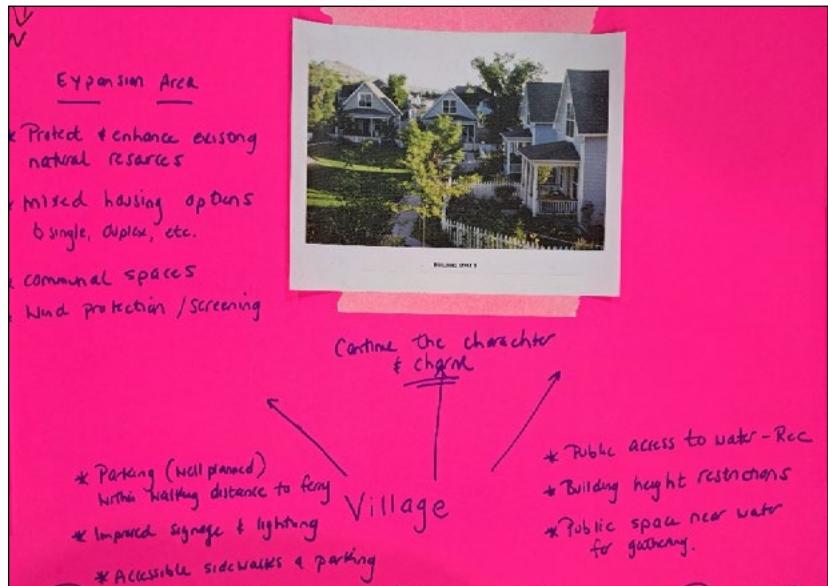


APPENDICES

E5. Additional Workshop Results.



Cap on max house SIZE
 ↳ 1.5 storeys?
 Allow tiny homes.
 Multi Dwelling Septic Systems
 ↳ shared services
 Infill Housing.
 Mixed use residential /Retail/
 Energy Efficient
 Passive Solar/wind Power
 Maintain Neighborhood Character
 No cookie cutter houses
 No Double Car Garages
 Attractive Walking Paths/Trails
 ↳ Improve Connectivity
 ↳ waterfront walkways.
 Support Community Centres
 Nice Path from village to winter dock.
 Shade / Trees on Paths.



Stick to native plantings
 Include conservation in open spaces
 Consider waterflow (e.g., paving)
 Ecologically sound building practices
 Nothing over 3 storeys
 No modern styles
 ↳ Ensure architectural fit w/ existing
 Conserve waterfront
 Overflow parking + EV infrastructure
 Public washrooms

APPENDICES

E5. Continued.

What Should Marysville look like 10-20 years?

- Peaceful; quiet;
- Simple
 - Narrow street
 - Village vibes/feel.
 - Simplicity of village.
 - Greenspace.
- Single-Houses
- Traffic
- Grid-pattern of Roads.
- Unique lifestyle → Important to understand the potential users/ future residence.
- Providing opportunities for individual developments

What Should Marysville look like in 10-20 years?

- communal servicing
- Tiny Homes → Affordable.
↳ detached
- Bus Service around Island.
↳ to Big Sandy Bay
- Active Transportation Enhancements
- Bring in younger Demographic. → ^{children} _{village}
- Variety of Housing to accommodate younger AND older people. → accessible housing.
- Force people to walk / attract walkers
- Max. Size constraints.
- Sidewalks / Paths.
- maintain small community feeling. → ^{sense of community} SAFE
- height constraint.
- parking @ Ferry for Islanders. (on side)
- Public space on Waterfront.
- Public Land Trust Based Model.
- Large centre for Seniors.

APPENDICES

E5. Continued.

Community Centre
Park Outside
Centre

Seniors + low income.
Mixed.

Floating Marina.
Want Trees But
Gazebos

Walkability
Pedestrian Friendly
Green Model ^{Expansion}
Look Forward

Bikes Connectivity
Offer the Straight
Line in Design
of Develop Zmo.

APPENDICES

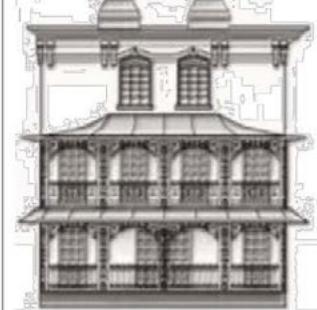
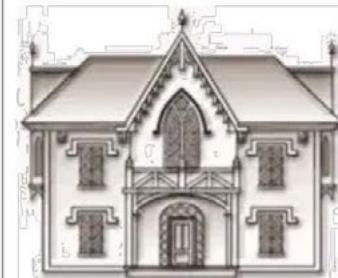
Appendix F. Residential Architectural Styles

F1. Residential Architectural Styles.

Name	Description	Illustration
Bungalow	Narrow, rectangular one and one-half story houses. Bungalows have low-pitched gabled or hipped roofs and small covered porches at the entry.	
Cape Cod	Square or rectangular with one or one-and-a-half stories and steeply pitched, gabled roofs. It may have dormers and shutters. The siding is usually clapboard or brick.	
Contemporary	One story buildings of varying shape with tall windows, a lack of ornamentation, and unusual mixtures of wall materials such as stone, brick, and wood. Designed to incorporate the surrounding landscape into their overall look.	
Craftsman	Overhanging eaves, a low-slung gabled roof, and wide front porches framed by pedestal-like tapered columns. Material often includes stone, rough-hewn wood, and stucco. Many homes have wide front porches across part of the front, supported by columns.	

APPENDICES

F1. Continued.

Name	Description	Illustration
Creole	Distinguished by a front wall that recedes to form a first-story porch and second-story balcony that stretch across the entire front of the structure. Full-length windows open into the balconies, and lacy ironwork characteristically runs across the second-story level. These two- and three-story homes are symmetrical in design with front entrances placed at the center.	
Georgian	Symmetrical with paired chimneys and a decorative crown over the front door. Usually have side-gabled roofs, are two to three stories high, and are constructed in brick. Georgian homes almost always feature an orderly row of five windows across the second story.	
Gothic Revival	Marked by windows with distinctive pointed arches; exposed framing timbers; and steep, vaulted roofs with cross-gables. Extravagant features may include towers and verandas. Ornate wooden detailing is generously applied as gable, window, and door trim.	

Source: National Association of Realtors.

Source: National Association of Realtors.

Source: National Association of Realtors.

APPENDICES

F1. Continued.

Name	Description	Illustration
I-House	Subset of the National style characterized by layouts that are two rooms wide and one room deep with additions at the rear.	 <i>Source: Washington State Department of Archaeology and Historic Preservation.</i>
Late Victorian	Constructed in brick, stone, and timber, using an eclectic mixture of Classical and Gothic motifs.	 <i>Source: Ontario Architectural Style Guide.</i>

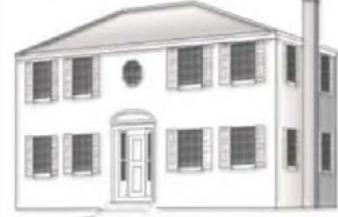
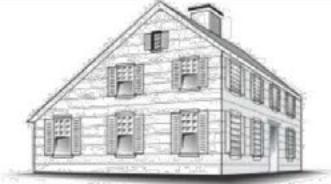
APPENDICES

F1. *Continued.*

Name	Description	Illustration
Log Cabin	Gable-roofed, one-and-a-half-storey log cabin, surrounded on three sides by rooms of frame construction, with roofs of a lean-to form. Plain horizontal log façade with fixed and small plane windows.	
Modern Shed	Feature multiple roofs sloping in different directions, which creates multigeometric shapes; wood shingle, board, or brick exterior cladding; recessed and downplayed front doorways; and small windows. There's virtually no symmetry to the style.	
National	Characterized by rectangular shapes with side gabled roofs or square layouts with pyramidal roofs. Recognized by a layout more than one room deep, often sport side gables and shed-roofed porches	
Neoclassical	Box-like and symmetrical structures with 2-3 storeys. A centred entranceway with decorative pilasters and transoms around a single door. Ionic or Corinthian columned porches.	

APPENDICES

F1. Continued.

Name	Description	Illustration
Regency	Symmetrical, two or three stories, and usually built in brick. Typically, they feature an octagonal window over the front door, one chimney at the side of the house, double-hung windows, and a hip roof.	
Saltbox	Sloping gable roof with step roofline that often plunges from two and one-half stories in front to a single story in the rear. Square or rectangular homes that typically have a large central chimney and large, double-hung windows with shutters. Exterior walls are made of clapboard or shingles.	
Shingle	Wide porches, shingles, and asymmetrical forms. Characterized by unadorned doors, windows, porches, and cornices; continuous wood shingles; a steeply pitched roof line; and large porches.	
Shotgun	Characterized by a single story with a gabled roof. Shotguns are usually only one room wide, with each room leading directly into the next. Exterior features include a vent on the front gable and a full front porch trimmed with gingerbread brackets and ornamentation.	

Source: National Association of Realtors.

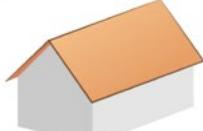
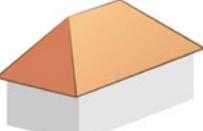
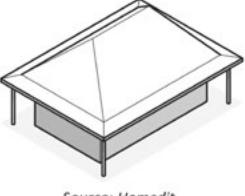
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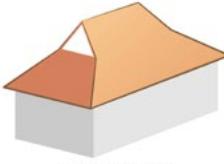
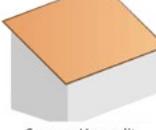
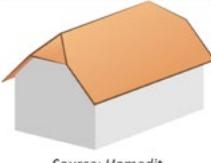
F1. *Continued.*

Name	Description	Illustration
Split Level	Feature a sequestered segment creating a multi-level profile.	 <i>Source: National Association of Realtors.</i>
Stick	Characteristics include gabled, steeply pitched roofs with overhangs; wooden shingles covering the exterior walls and roof; horizontal, vertical, or diagonal boards--the "sticks" from which it takes its name--that decorate the cladding; and porches.	 <i>Source: National Association of Realtors.</i>
Victorian	Incorporate mass-produced ornamentation such as brackets, spindles, and patterned shingles. Combine modern materials with 19th century details, such as curved towers and spindled porches.	 <i>Source: National Association of Realtors.</i>

APPENDICES

F2. Roof Styles.

Name	Illustration	Description
Gable	 Source: Homedit.	Has two sloped sides and forms a triangular shape. It's the simplest roof and one of the most common.
Hip	 Source: Homedit.	Feature four sloping sides that meet at a peak or ridge. A standard hip roof has a square-like shape
Skillion	 Source: Homedit.	Feature a single flat, sloped surface.
Bonnet	 Source: Homedit.	A hip roof with four sides and a slight slope at the bottom, extending past the home's exterior walls to provide shade.
Cross Gable	 Source: National Association of Realtors	Have two or more gable rooflines that intersect.

Name	Illustration	Description
Dormer	 Source: Ontario Architectural Style Guide.	Projecting from a roof, this window is used to admit air and light into the attic and resembles a small, house-like structure. The roof of dormer windows typically mirror the roof of the house.
Dutch Gable	 Source: Homedit.	Combination of hip and gable roofs. They feature a gable roof surrounded by a hip roof with four sloping sides.
Shed	 Source: Homedit.	Features one sloping side.
Jerkinhead	 Source: Homedit.	Gable-style roof with clipped sections on each end.

APPENDICES

Appendix G. Council Presentation

G1. Council Meeting Agenda (Dec 18, 2023).



**Township of Frontenac Islands Special Meeting
December 18, 2023 –4:00 PM
Wolfe Island
Meeting Registration**

Agenda

1. **Call to Order**
 - We will begin this meeting by acknowledging that we are meeting on land that has been under the stewardship of the Anishinaabe (pronounced A-nish-hnaw-bay), Haudenosaunee (pronounced Hoe-den-oh-shaw-knee), and Huron-Wendat for time immemorial. As settlers, we are grateful for the opportunity to meet, live and play on this land and we thank all generations of Indigenous Peoples from the past to the present who currently continue to extend the sharing of this land with us. We recognize and deeply appreciate their ongoing connection to this place. We also recognize the contributions of Metis, Inuit and other Indigenous Peoples who now make this region their home, and who have both shaped and strengthened this community, and our province and country as a whole.
2. **Disclosure of Pecuniary Interest and General Nature Thereof**
3. **Purpose of Meeting**
 - Queen's Students Presentation of the Marysville Secondary Plan
4. **Adjournment**
 - THAT the Special Meeting of Council adjourn at pm.

As settlers, this recognition of the contributions and ongoing importance of Indigenous Peoples to the area must also be clearly and overtly connected to our collective commitment to make the promise, and the challenge, of Truth and Reconciliation real in our communities, and to bring justice for murdered and missing Indigenous women and girls across our country.

APPENDICES

G2. Council Presentation.



FRONTENAC
COUNTY OF FRONTENAC • ONTARIO

Queen's
UNIVERSITY

TERMS OF REFERENCE

- Study of design characteristics of Marysville
- Design standards for preserving Village character

A Long-Term Planning Framework for Frontenac County's Natural Heritage System

Shoreline Planning in Frontenac County

Agenda

	Project Scope		Case Studies
	Context		Community Workshops
	Policy Review		Proposed Design Standards
	Academic Literature Review		Conclusion

4

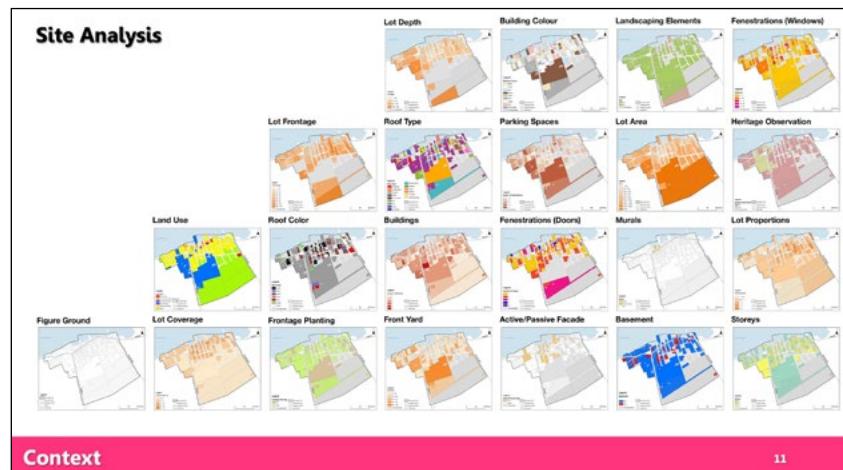
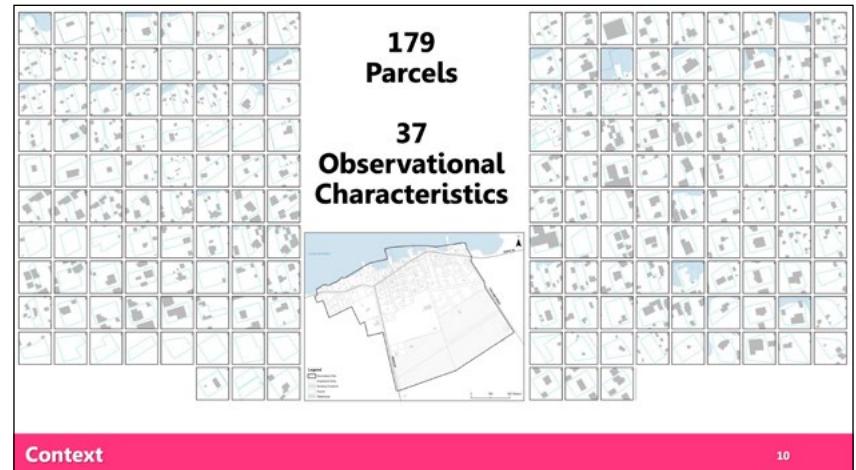
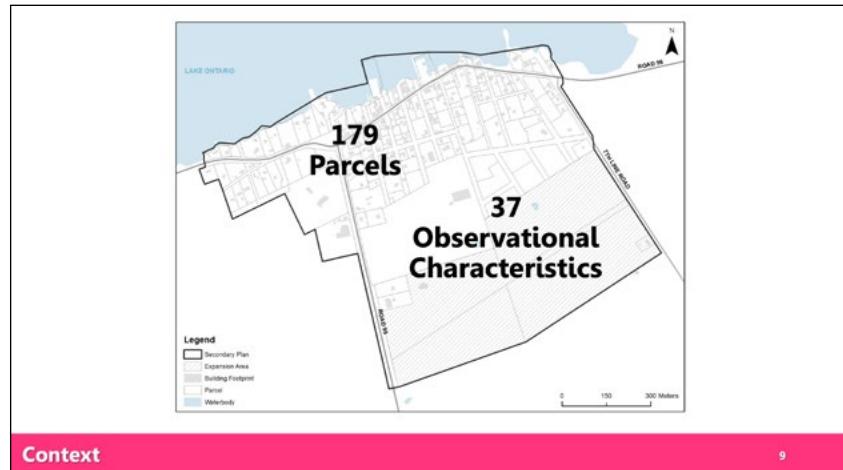
APPENDICES

G2. *Continued.*



APPENDICES

G2. *Continued.*



APPENDICES

G2. *Continued.*

Site Inventory – Structural Characteristics

7) Building Style
 8) Building Orientation
 9) Height
 10) Building Color
 11) Parking Type
 12) Number of Parking Spaces
 13) Structure 1
 14) Structure 2
 15) Structure 3
 16) Structure 4
 17) Number of Entrances
 18) Number of Windows
 19) Patios/Dining Area/Porches
 20) Basement
 21) Roof Type
 22) Roof Color
 23) Heritage
 Observations/Adjacency
 25) Active/Passive Façade

Building Style



Fenestrations



● Windows

● Doors

Context

13

Site Inventory – Non-Structural Characteristics

26) Frontage Planting
 27) Amenities
 28) Activity
 29) Murals/Public Art
 30) Connection to Waterfront
 31) Fencing

Frontage Planting



Fencing







Context

14

Site Inventory – Streets

31) Cross Section Elements
 32) On Street Parking
 33) Speed Limit
 34) Existing/ Potential Trails
 35) Material
 36) Wayfinding Elements
 37) Street Furniture

Street Furniture



Street Parking



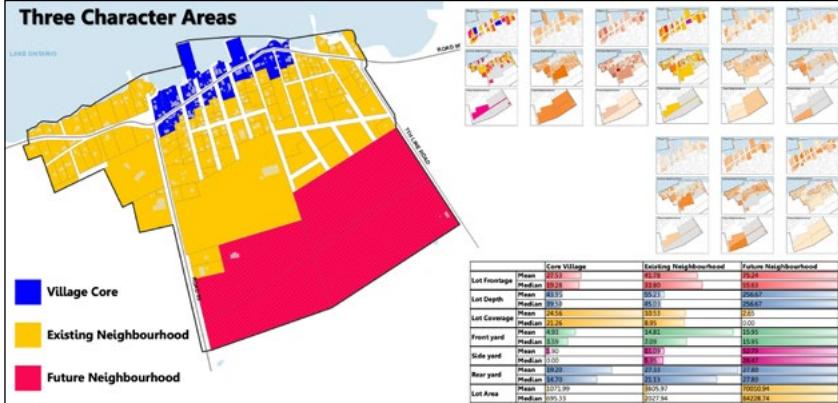




Context

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Three Character Areas



	Core Village	Existing Neighbourhood	Future Neighbourhood
Lot Frontage	Mean 30.25	39.80	35.49
Lot Depth	Mean 45.95	35.23	35.67
Lot Coverage	Mean 24.16	19.53	32.65
Front yard	Mean 9.88	14.64	15.95
Side yard	Median 10	10.29	10.79
Rear yard	Median 16.70	21.33	27.80
Lot Area	Mean 105.13	107.97	109.04

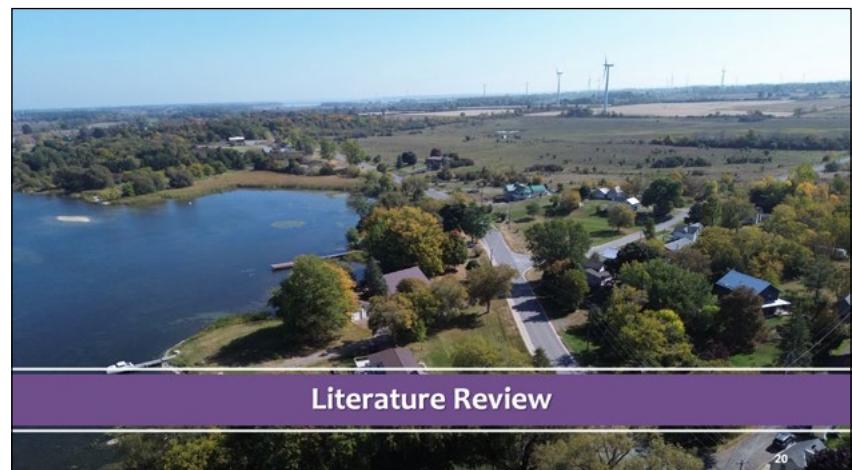
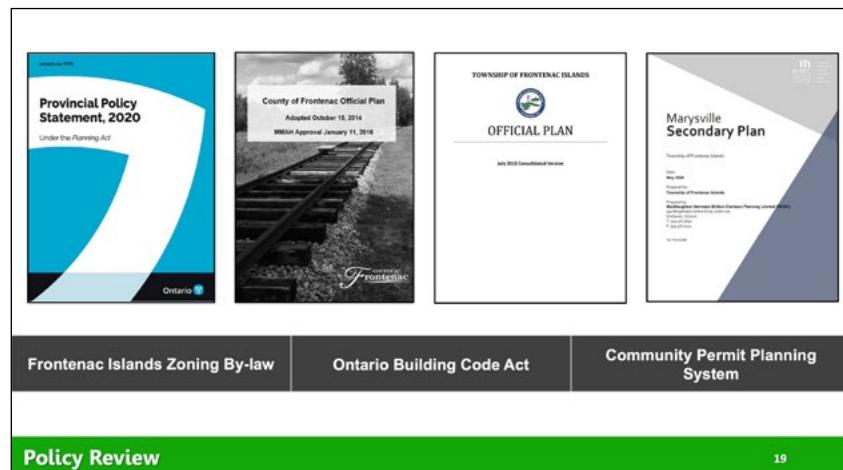
Context

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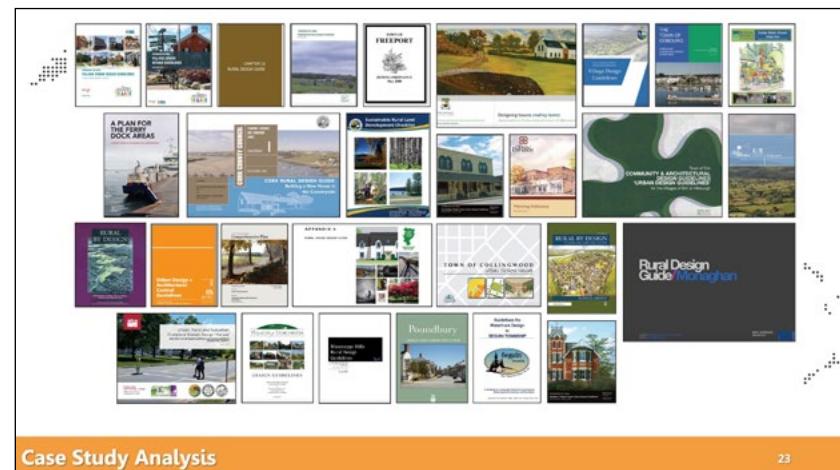
APPENDICES

G2. Continued.



APPENDICES

G2. *Continued.*



APPENDICES

G2. *Continued.*

Understand how residents perceive and define the "character" of Marysville

Identify key areas and locations of the Village and their defining characteristics

Identify residents' desired futures for Marysville and the Expansion Area

2 Sessions



Community Workshop 25

Wall Map



Community Workshop 26

Visioning



Community Workshop 27

Photo Questionnaire



Community Workshop 28

APPENDICES

G2. Continued.

Results

- Protect the current character
- Maintain eclectic nature of village
- Reject the cookie cutter
- Improve roadway safety



Guiding Principles

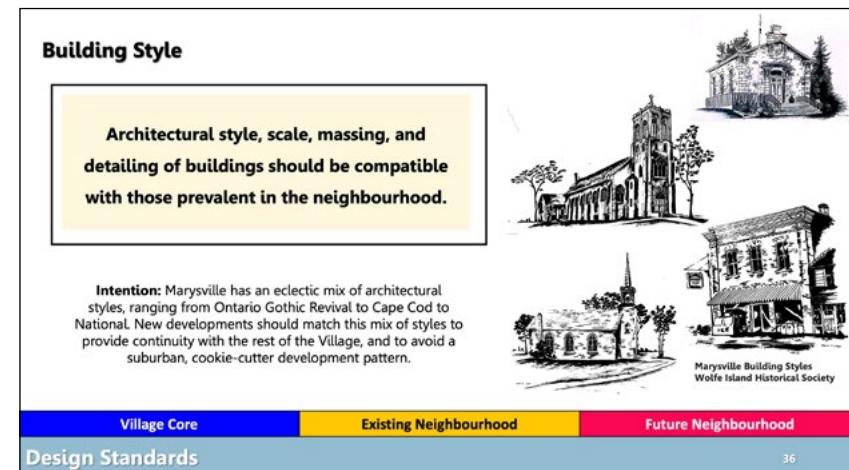
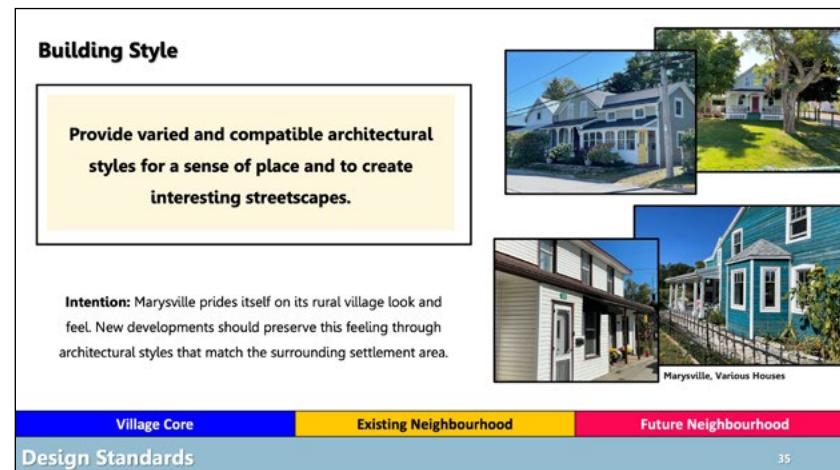
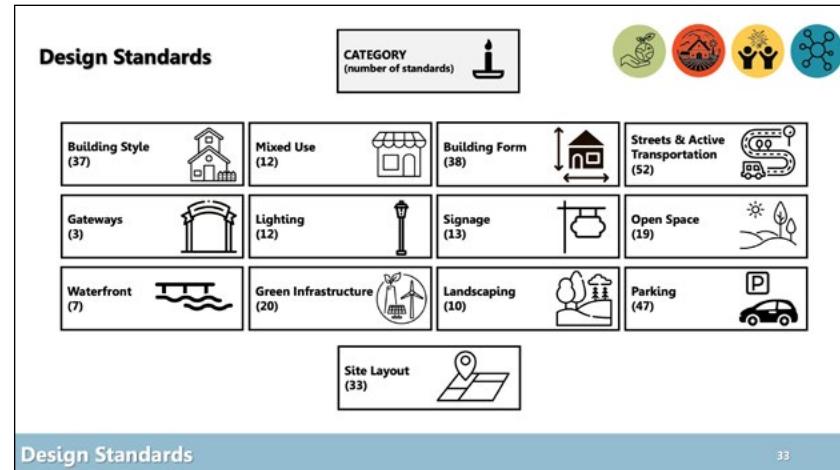
- 1** Preserving unique village character
- 2** Promoting a safe, inclusive, and attractive community
- 3** Enhancing walkability and connectivity
- 4** Integrating new development thoughtfully
- 5** Fostering sustainability, efficiency, and adaptability
- 6** Responding to the needs of the Village, residents, and developers

Four Themes

1 Character and Identity (CI) 	2 Vibrancy and Inclusivity (VI) 	3 Sustainability (S) 	4 Accessibility and Connectivity (AC) 
			

APPENDICES

G2. *Continued.*



APPENDICES

G2. *Continued.*

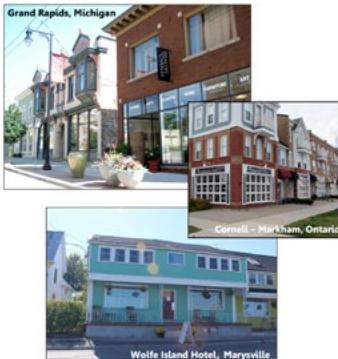
Mixed Use Developments

Commercial and mixed-use development must be pedestrian oriented and have minimal set-backs except for the purpose of enhancing the pedestrian street level appeal. This may include recessed entrances, planters, shrubs, street furniture, outdoor seating, public art and walkways.

Intention: Mixed use buildings should be designed for pedestrian access, especially with the new ferry terminal and the expected increase in foot traffic. Public seating, landscaping and other public amenities create visual interest for pedestrians and forms a welcoming atmosphere.

Village Core	Future Neighbourhood
Design Standards	

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Building Form

Mixed-use and multi-unit buildings shall be designed to have a distinct base, middle, and top to create visual interest. Cornices, balconies, roof terraces, and other architectural elements can be used, as appropriate to terminate rooflines and accentuate setbacks between storeys.

Intention: Existing structures in the Village are built in a range of traditional styles that feature differing levels of detail and ornamentation. Uniform and monolithic structures are out of place in Marysville.

Village Core	Existing Neighbourhood	Future Neighbourhood
Design Standards		

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Streets & Active Transportation

Establish safe pedestrian crossings: Where pedestrian circulation paths cross vehicular routes, provide a change in paving materials, textures or colours to emphasize the conflict point, improve visibility, enhance safety and add aesthetic appeal. Install and maintain continental crosswalk striping to promote driver compliance.

Intention: Safe accommodation for pedestrians is an essential part of any site design. Pathways and sidewalks provide safe transportation options between local destinations and provide enjoyable recreational opportunities that encourage healthy lifestyles and enhance the quality of life within a community.

Village Core	Existing Neighbourhood	Future Neighbourhood
Design Standards		

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Streets & Active Transportation

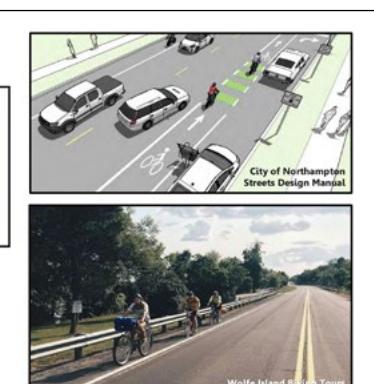
Potential bicycle lane treatments at intersections and along roadways include:

- Intersection crossing markings
- Combined bike lane/turn lane
- Solid or dashed green coloured bicycle lanes

Intention: Reduce speeds, minimize exposure and communicating right-of-way priority. Provide safe transportation options between local destinations and provide enjoyable recreational opportunities that encourage healthy lifestyles and enhance the quality of life within a community.

Village Core	Existing Neighbourhood	Future Neighbourhood
Design Standards		

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APPENDICES

G2. *Continued.*

<h4>Gateway Areas</h4> <p>Gateway Areas should include distinct wayfinding and branding elements including banners, and signage, as well as lighting standards and other street furniture, to reinforce their role as the entrances. Gateway Areas should include public art installations in the areas with the highest visibility.</p> <p>Intention: To establish gateways to the Village Core and emphasize Marysville's identity. Establishes clear wayfinding elements to help guide tourists and residents.</p> <table border="1" data-bbox="192 714 1020 780"> <tr> <td>Village Core</td> <td>Future Neighbourhood</td> </tr> </table> <p>Design Standards</p>	Village Core	Future Neighbourhood	<h4>Lighting</h4> <p>Street lighting forms in the Village Core should be designed using black metal poles to complement existing wayfinding elements. The height of streetlights should be appropriate to the scale of the street and the pedestrian environment.</p> <p>Intention: To establish focal points within the Village Core and enhance wayfinding as well as establish a community structure that is safe, accessible and informative for tourists and residents.</p> <table border="1" data-bbox="1085 714 1915 780"> <tr> <td>Village Core</td> </tr> </table> <p>Design Standards</p>	Village Core			
Village Core	Future Neighbourhood						
Village Core							
<h4>Signage & Wayfinding</h4> <p>Signs should enhance and complement the design of the associated building. Hanging signs, ground related signs, and signs integrated into a building's facade are encouraged. Signs mounted on rooftops are discouraged. Signs mounted on single poles are discouraged, with the exception of traffic related signs.</p> <p>Intention: Signage should be complementary to a building's form and enhance its presence rather than simply draw attention to it.</p> <table border="1" data-bbox="192 1277 1020 1331"> <tr> <td>Village Core</td> <td>Existing Neighbourhood</td> <td>Future Neighbourhood</td> </tr> </table> <p>Design Standards</p>	Village Core	Existing Neighbourhood	Future Neighbourhood	<h4>Open Space</h4> <p>Public open spaces should seek to incorporate an appropriate range and variety of active and passive recreational uses for a variety of ages and abilities. Public open spaces should consider including continuous portions of flexible hard surface space for public gathering and events.</p> <p>Intention: Open spaces can provide recreation and wellbeing for all who use them, as such, attention should be paid to ensure they are designed for, and accessible to all members of a community.</p> <table border="1" data-bbox="1085 1277 1915 1331"> <tr> <td>Village Core</td> <td>Existing Neighbourhood</td> <td>Future Neighbourhood</td> </tr> </table> <p>Design Standards</p>	Village Core	Existing Neighbourhood	Future Neighbourhood
Village Core	Existing Neighbourhood	Future Neighbourhood					
Village Core	Existing Neighbourhood	Future Neighbourhood					

APPENDICES

G2. *Continued.*

<p>Waterfront</p> <p>The Township is strongly encouraged to seek opportunities where possible to develop the waterfront areas into public open space.</p> <p>Intention: Access to the waterfront is a valuable amenity which can boost interest in an area. Efforts should be made to make this space as available as safe and feasible to the public.</p> <p>Village Core Existing Neighbourhood</p> <p>Design Standards</p>	<p>Green Infrastructure</p> <p>Sustainable site and building design and construction techniques in new development that reduce energy and water consumption, and improve air quality, water quality, and waste management are encouraged. The use of recycled materials is encouraged.</p> <p>Intention: To build upon Wolfe Island's existing environmentally conscious character by promoting development practices which maintain (and preferably enhance) the quality of the natural environment, and which provides for sustainable development.</p> <p>Village Core Existing Neighbourhood Future Neighbourhood</p> <p>Design Standards</p>
<p>Landscaping</p> <p>Service and utility areas, are encouraged to be located out of view from public streets, parks, and adjacent residential development. Where service or utility areas are unable to be located out of view, screening is encouraged. Screening shall be consistent with the architecture of the principal building and the context of the area.</p> <p>Intention: Landscaping can complement existing and new built forms by adding visual interest. Used in a strategic manner, landscaping additions can reduce visual impacts and create pleasing streetscapes in a community.</p> <p>Village Core Existing Neighbourhood Future Neighbourhood</p> <p>Design Standards</p>	<p>Non-Residential Parking</p> <p>Separate parking areas from buildings by decorative concrete walkways and landscaped strips. Avoid situations where parking spaces directly abut structures. Prioritize rear parking where possible.</p> <p>Intention: The efficient provision of parking is an important goal for the Village. By locating parking behind buildings and providing visual separations, the impacts of parking on pedestrian experience and overall village character can be mitigated.</p> <p>Village Core Existing Neighbourhood Future Neighbourhood</p> <p>Design Standards</p>

APPENDICES

G2. Continued.

Residential Parking

Locate garages at the sides or rears of buildings to maintain consistency with the existing residential areas of the Village.

Intention: The efficient provision of parking is an important goal for the Village. By locating parking behind buildings and providing visual separations, the impacts of parking on pedestrian experience and overall village character can be mitigated.



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Village Core	Existing Neighbourhood	Future Neighbourhood
Design Standards		

Site Layout

Lot sizes should consider the servicing regime. Communal services may enable higher densities, creative lot and block arrangements, and more efficient land use due to fewer mandated setbacks.

Intention: Due to the use of individual servicing and its associated spatial constraints, lot sizes on Marysville are large and require large setbacks between buildings. The provision of communal servicing will allow for smaller lot sizes, providing options for higher densities and environmental conservation.



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Village Core	Existing Neighbourhood	Future Neighbourhood
Design Standards		



Conclusion

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Concluding Remarks

- Site Inventory
- Public Feedback
- 300+ Design Standards
- Future Zoning By-law, Official Plans, etc.
- Final Report – January 2024



Conclusion

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APPENDICES

G3. Council Presentation Photos.



