

## Overview of Design Manual

Section (2=HBD; 3=TP)	Proposal	Recommendation/Best Practice	Z-18 Section 9 /Rationale
2.1 Street Wall	1. It is proposed that all new buildings must have clearly articulated entry points that access the sidewalk and pedestrian areas.		9.7.1 No <b>main building</b> within the <b>Historic Business District</b> shall be <b>erected</b> or <b>altered</b> unless there is at least one public entrance to the <b>main building</b> facing a public <b>street</b> .
	2. It is proposed that all new buildings must be located at or on the edge of the sidewalk, avoiding setbacks, except where unavoidable or intentional pedestrian oriented design.		9.2.1 With any construction or <b>alteration</b> of a <b>building</b> or <b>structure</b> within the <b>Town Plat</b> and <b>Historic Business District</b> , featuring existing <b>buildings</b> on both sides and within 30 m (98.4 ft) thereof, the average of the distance between the existing <b>buildings</b> and the <b>street line</b> shall be applied as the required <b>front yard</b> . No <b>main building</b> shall be set back further than this. An example is shown in Figure 10.1. This does not include any <b>building</b> or <b>structure</b> within the CC (Central Commercial) <b>Zone</b> .
	3. It is proposed that if an entire block is to be developed, or a corner lot, setbacks may be increased to allow for larger sidewalks and plaza type public spaces, so long as: a) the streetscape continuity is not disturbed, b) the plaza, larger sidewalk, etc. benefit the public realm, c) the setback is not directly adjacent to a parking lot.		Unlikely to happen but gives flexibility for large-scale development
	4. It is proposed that the front of the main building must be either parallel or at right angles to the lot frontage.		9.7.4 Within the <b>Town Plat</b> and <b>Historic Business District</b> , any new <b>main building</b> shall be <b>erected</b> so that the front of the <b>building</b> is either parallel to the <b>lot frontage</b> or at right angles to the <b>lot frontage</b> .
	5. It is proposed that, when applicable,		e.g. market square

<p>buildings must be oriented to define the edges of public open spaces such as parks, plazas, etc.</p>		
<p>6. It is proposed that new buildings and construction, alterations and additions shall respect the general pattern of massing and scale of the general vicinity and adjacent properties. This may be achieved in one of the following ways - building height and footprint shall be:</p> <ul style="list-style-type: none"> <li>a) identical to another main building or structure on the block</li> <li>b) an average of the main buildings on the same block.</li> <li>c) within a 10% tolerance of the average of main buildings on the same block</li> <li>d) notwithstanding 6(a), 6(b), and 6(c), no building shall exceed a maximum height of 12.5 m (40 ft.)</li> </ul>		<p><b>9.4.2 Existing Buildings on Both Sides</b>  Where there are existing <i>buildings</i> on both sides of a proposed <i>development</i> within the <i>Town Plat</i> and <i>Historic Business District</i>, no <i>building</i> shall be <i>erected</i> or <i>altered</i> so that its <i>height</i> is less than the <i>height</i> of the smallest <i>building</i> on an abutting <i>lot</i> and shall not be greater than the tallest <i>building</i> on the other abutting <i>lot</i> as shown in Figure 10.3.</p> <ul style="list-style-type: none"> <li>(1) Where there is an existing <i>main building</i> on one side of a proposed <i>development</i> within the <i>Town Plat</i> and <i>Historic Business District</i>, the <i>building height</i> shall: <ul style="list-style-type: none"> <li>(a) not be less than the <i>height</i> of the <i>main building</i> on the abutting <i>lot</i> if the existing <i>building</i> is less than the maximum <i>building height</i> specified for that <i>zone</i>; and</li> <li>(b) not in any case exceed the maximum <i>building height</i> specified for that <i>zone</i>.</li> </ul> </li> <li>(2) Where there is an existing <i>main building</i> on one side of a proposed <i>development</i> within the <i>Town Plat</i> and <i>Historic Business District</i>, the <i>building height</i> shall: <ul style="list-style-type: none"> <li>(a) not be less than the <i>height</i> of the <i>main building</i> on the abutting <i>lot</i> if the existing <i>building</i> is less than the</li> </ul> </li> </ul>

			<p>maximum <b>building height</b> specified for that <b>zone</b>; and</p> <p>(b) not in any case exceed the maximum <b>building height</b> specified for that <b>zone</b>.</p>
		<p>Streetscape continuity is an essential aspect of good design. Gaps between buildings should be avoided except where necessary for vehicle access, mid-block pedestrian circulation, or delivery. New buildings must not have excessive fenestration on their sides, as it is expected that with time, new development will fill in these gaps.</p>	
<p><b>2.2 Facades and Signs</b></p>	<p>1. Base -</p> <p>a) It is proposed that the first story must be clearly defined and scaled to the human body, respecting pedestrian activity by having transparency (interior visible from sidewalk - at least 40% of the street fronting first floor facade must be composed of windows and doors), and accessing the street with a clear and defined entrance(s) - at least one entrance must face the main street.</p> <p>b) It is proposed that false windows and doors (as well as other elements) must be avoided (also applies to 2.2.2-2 and 2.2.2-3.</p> <p>c) Signs must comply with all applicable by-laws. It is proposed that signs located above the glazing (base windows) must be contained within the horizontal and vertical rhythms of the facade.</p> <p>d) Awnings can add an extra dynamism to the public realm by allowing for commercial and public activity to enter into the sidewalk. If an awning is to be used it should be of the highest quality</p>		<p>9.7.1(2) No less than forty percent (40%) of the first floor façade of the <b>main building</b> fronting a <b>street</b> is composed of windows and doors.</p>

	and contribute to the surrounding streetscape with appropriate colours to match the building and not be the dominant element on the facade.		
	2. It is proposed that roofing elements must respect the surrounding context and designed to contribute to the streetscape by clearly defining it as separate building element. Roof top mechanical systems (HVAC, elevators, etc.) must be incorporated into the design and made invisible to the pedestrian at street level by appropriate screening.		9.4 All mechanical, electrical, air conditioning or other similar equipment located on the roof of a <b>building</b> or <b>structure</b> within the <b>Town Plat</b> and <b>Historic Business District</b> shall be screened from view from all public <b>streets</b> .
		Fenestration patterns that respect local context, whether historic or modern are suitable. A building with an appropriate vertical and horizontal rhythm of fenestration contributes to the overall look and feel of the district.	
		Out of context horizontal fenestration, such as that on many modern office buildings or blank walls should be avoided. Research shows that blank walls and windowless streets create a sense of unease for pedestrians and have higher petty crime rates. The ground level should have maximum transparency.	
<b>2.3 Materials</b>	1. It is proposed that building materials must be one of or a combination of the following: a) For exterior cladding: cedar shanks, wooden clapboard, brick or stone, or adequate facsimiles (such as authentic wood-grain fibre cement board). b) For doors: wooden doors that respect the local context and retain a high degree of transparency.		9.4.1 No <b>building</b> or <b>structure</b> shall be <b>altered</b> within the <b>Historic Business District</b> unless the <b>building</b> materials and façade treatments are consistent with the materials historically used on the <b>building</b> or <b>structure</b> .

		Materials chosen for construction should be functional and of an aesthetic quality (especially the exterior elements) that enhances the architectural context of the streetscape, exhibiting quality, durability and harmony with the local context. As Saint Andrews is a historically significant locality in Canada, and tourism based on a sense of heritage is a vital component to the surrounding economy, materiality of new construction is essential to fostering a continuity of style and sense of place.	
<b>2.4 Entrances</b>	1. It is proposed that entrances must orient to the street and be accessible from the sidewalk with clearly defined elements and articulation.		9.7.1 No <b>main building</b> within the <b>Historic Business District</b> shall be <b>erected</b> or <b>altered</b> unless there is at least one public entrance to the <b>main building</b> facing a public <b>street</b> .
	2. It is proposed that at least 2.3 m of clearance must be left under the lowest portion of an awning as illustrated in Figure 2.4.4(A).		Accessibility
		Accessibility and barrier free design are not incompatible with heritage criteria. New buildings and extensive renovations to entrances should be welcoming to all.	
		Entrances can be emphasized with moderate recesses from sidewalk/street line, variation in height and detailing such as glazing materials and structural elements.	
		Awnings, recessing, double entrances ensure weather protection during periods of inclement weather.	
		Where possible, it is ideal to situate entrances at-grade, level to the sidewalk or provide for low-grade inclines. Stairs should be avoided, low-transparency or clouded glazing is also to be avoided unless required for privacy acts and other purposes.	

<b>2.5 Pedestrian-Centric Design</b>	1. It is proposed that freestanding temporary or permanent objects (bicycle racks, hydrants, trees, placard signs) must not obstruct the pedestrian path, allowing for unobstructed traffic.		Accessibility
		Sidewalks and street-level public open spaces such as plazas should be adapted for multi-seasonal usage, such as street-side cafes, markets, and pop-up vending.	
		New buildings should provide spaces outside for bicycle storage where feasible and appropriate.	
		Sidewalks should be designed with appropriate materials, scale and patterning that respects the local context and promotes activation of pedestrian activities.	
		Sidewalks and pedestrian areas should avoid unnecessary dips and gaps, such as driveway accesses that have steep slopes and incongruous patterning where possible.	
		Sidewalks, curbs, ramps, stairs and all pedestrian and bicycle paths should conform to age-friendly design criteria.	
<b>2.6 Landscaping</b>	1. It is proposed that trees and other plantings must not be located flush to the facade, rather at a distance approximately 0.15 to 0.25 m from the street curb and not obstructing pedestrian flow, or the entrance to the building.		Accessibility
		Planting materials should be hardy and low-maintenance, appropriate for the local climate, particularly species that are native or naturalized to the region.	
		Existing older trees and plantings should be preserved whenever possible and incorporated into the new building's design.	
		Plantings can and should be used to promote and define public spaces and used as a border between the private and public realms as	

		opposed to fences.	
		Hardscaping, whether a retaining wall or walkable surface, should be of the highest quality materials that respect the local context and environment.	
		Hardscaping, especially paved surfaces should limit its impact on runoff and overland flow and contribute to storm water management and the health of the local environment. Concrete and Asphalt pavement are inexpensive and moderately durable, but are not the most aesthetic or ecological.	
		Asphalt paving should be avoided for pedestrian walkways.	
<b>3.2 Residential Street Setbacks</b>	1. It is proposed that all new buildings must have clearly articulated entry points that access the sidewalk and pedestrian areas.		General zoning
	2. It is proposed that, when applicable, buildings must be oriented to define the edges of public open spaces such as parks, plazas, etc.		e.g. courthouse
		All new buildings should be located at the appropriate setback from the street, with enough front lawn space to mimic the general pattern.	9.2.1 With any construction or <b>alteration</b> of a <b>building</b> or <b>structure</b> within the <b>Town Plat</b> and <b>Historic Business District</b> , featuring existing <b>buildings</b> on both sides and within 30 m (98.4 ft) thereof, the average of the distance between the existing <b>buildings</b> and the <b>street line</b> shall be applied as the required <b>front yard</b> . No <b>main building</b> shall be set back further than this. An example is shown in Figure 10.1. This does not include any <b>building</b> or <b>structure</b> within the CC (Central Commercial) <b>Zone</b> .
		New construction does not need to perfectly align with the adjacent structures, or properties but should respect the required setbacks of the area and context. If unsure of the typology consult appropriate authorities or experts for	

		advice.	
		Additions to existing structures should not obstruct the general patterns and sight planes of the street's terminus.	
<b>3.3 View Planes and Prominence</b>		New buildings and construction, alterations and additions should not unreasonably obstruct the visibility of existing important cultural or historic buildings and prominent water views from the sidewalk or street.	
		Extended setbacks are ideal to preserve the visual prominence of important cultural landmarks and buildings within the Town Plat.	
		Buildings and landscapes that sit at the terminus of a view plane, such as the wharf, should not be obstructed by new construction.	
		New construction that will sit at a view plane terminus or be of important cultural significance or use, should employ the highest quality building materials and consult the guidelines for design direction.	
<b>3.4 Massing and Scale</b>	1. It is proposed that new buildings and construction, alterations and additions must respect the general pattern of massing and scale of the general vicinity and adjacent properties. This may be achieved in one of the following ways - building height and footprint must be: a) identical to another main residential building or structure on the block b) an average of the main residential buildings on the same block; or c) within a 10% tolerance of the average of main residential buildings on the same block.		9.4.1 Notwithstanding 10.4.2 and 10.4.3, within the <b>Town Plat</b> and <b>Historic Business District</b> , no <b>main building</b> shall be constructed or <b>altered</b> on any <b>lot</b> so that it is more than twenty percent (20%) higher than any existing <b>main building</b> on any adjacent <b>lot</b> or any facing <b>lot</b> on the opposite side of the <b>street</b> .  (3) Where there are existing <b>buildings</b> on both sides of a proposed <b>development</b> within the <b>Town Plat</b> and <b>Historic Business District</b> , no <b>building</b> shall be <b>erected</b> or <b>altered</b> so that its <b>height</b> is less than the <b>height</b> of the smallest <b>building</b> on an abutting <b>lot</b> and shall not be greater than the tallest <b>building</b> on the other abutting <b>lot</b> as shown in Figure 10.3.

			<p>(4) Where there is an existing <b>main building</b> on one side of a proposed <b>development</b> within the <b>Town Plat</b> and <b>Historic Business District</b>, the <b>building height</b> shall:</p> <ul style="list-style-type: none"> <li>(a) not be less than the <b>height</b> of the <b>main building</b> on the abutting <b>lot</b> if the existing <b>building</b> is less than the maximum <b>building height</b> specified for that <b>zone</b>; and</li> <li>(b) not in any case exceed the maximum <b>building height</b> specified for that <b>zone</b>.</li> </ul>
<b>3.5 Materials</b>		<p>Building materials should be one of or a combination of the following:</p> <ul style="list-style-type: none"> <li>a) For exterior cladding: cedar shanks, wooden clapboard, brick or stone, or adequate facsimiles (such as authentic wood-grain fibre cement board).</li> <li>b) For doors: wooden doors that respect the local context and retain a high degree of transparency.</li> </ul>	<p>Section 9 only regulates HBD, extending this to TP came from Steering Committee discussions and from consultation with the Civic Trust</p>
		<p>Materials chosen for construction should be functional and of an aesthetic quality (especially the exterior elements) that enhances the architectural context of the streetscape, exhibiting quality, durability and harmony with the local context. Materiality of new construction is essential to fostering a continuity of style and sense of place.</p>	
<b>3.6 Landscaping</b>		<p>Asphalt paving is not recommended for pedestrian walkways.</p>	
		<p>When delineating property boundaries, either with plantings or fencing, the highest quality materials should be selected.</p>	

	Planting materials should be hardy and low-maintenance, appropriate for the local climate, particularly species that are native or naturalized to the region.	
	Existing older trees and plantings should be preserved whenever possible and incorporated into the new building's design.	
	Plantings can and should be used to promote and define public spaces and used as a border between the private and public realms as opposed to fences.	
	Hardscaping, whether a retaining wall or walkable surface, should be of the highest quality materials that respect the local context and environment.	
	Hardscaping, especially paved surfaces should limit its impact on runoff and overland flow and contribute to storm water management and the health of the local environment. Concrete and Asphalt pavement are inexpensive and moderately durable, but are not the most aesthetic or ecological.	