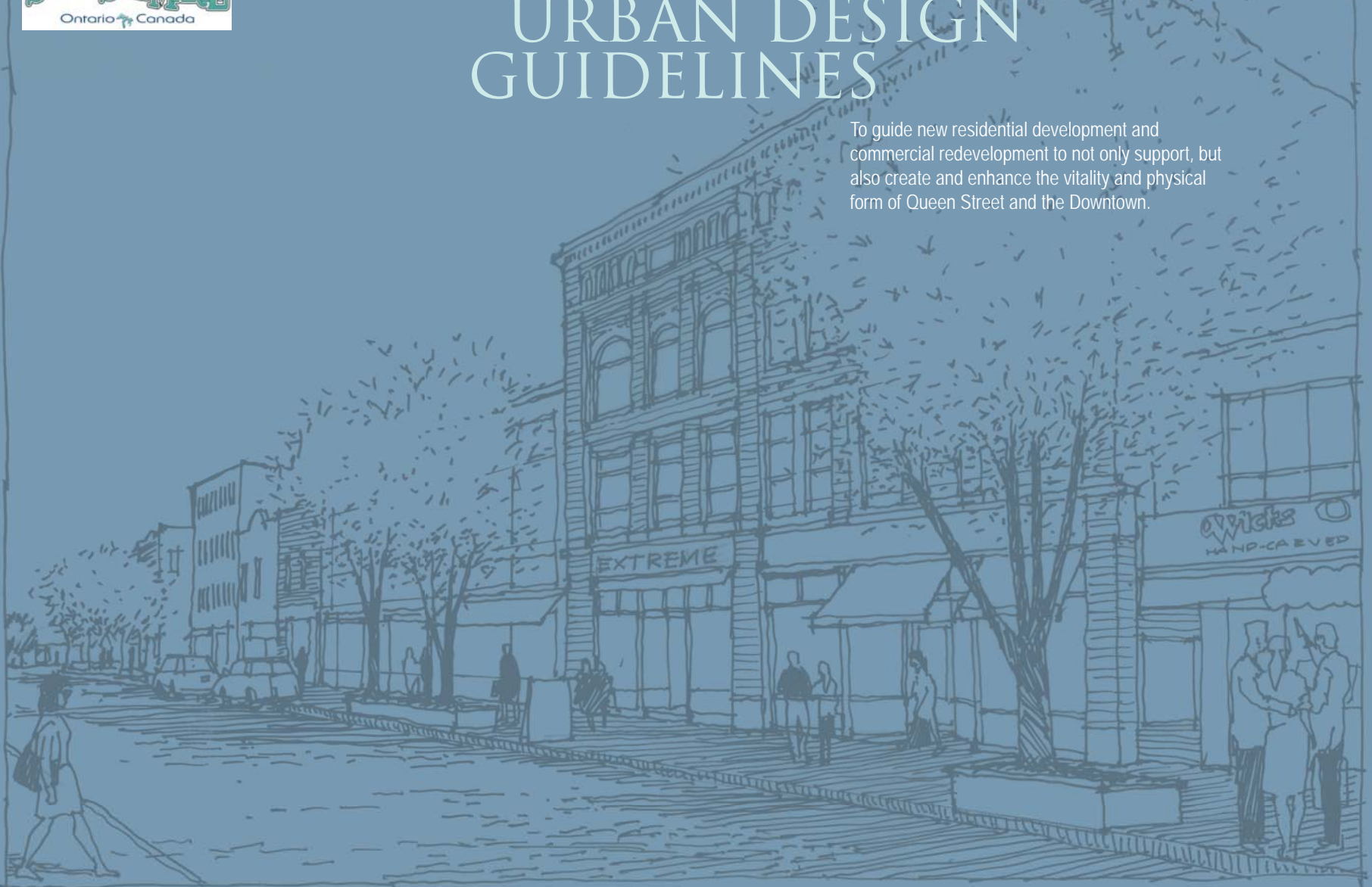




QUEEN STREET

URBAN DESIGN GUIDELINES

To guide new residential development and commercial redevelopment to not only support, but also create and enhance the vitality and physical form of Queen Street and the Downtown.





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QUEEN STREET

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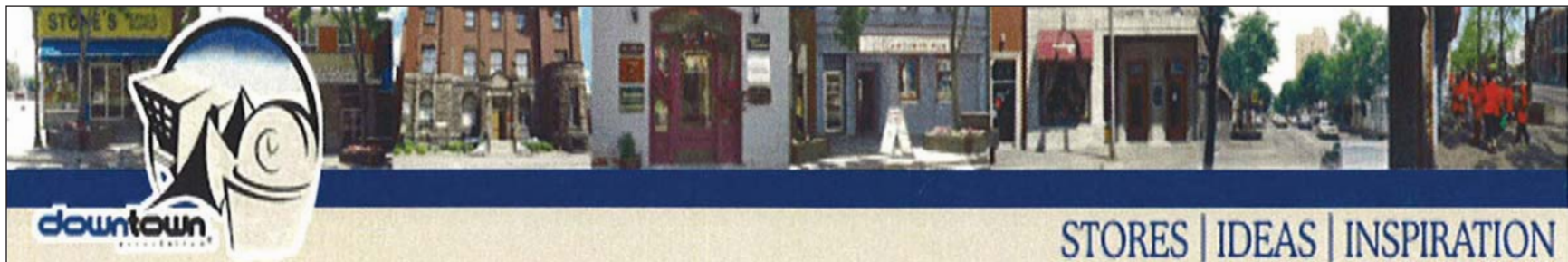
1.0 ACKNOWLEDGEMENT

This report of the Queen Street Urban Design Guidelines is the direct result of work conducted by the Downtown Association and the City of Sault Ste. Marie Planning Department and the work they did on developing the "Building the New Downtown Neighbourhood Visioning & Planning Workshop" and subsequent report and recommendations.

In the fall of 2004, the Downtown Association was charged with developing a vision that would work to redefine and then redevelop the Downtown into the "living, breathing, pulsing centre of the City". The workshop participants identified the following seven strategies that embodied their vision for the Downtown that will be discussed in more detail in the body of the report.

While this report of the Queen Street Urban Design Guidelines does not replace the important work and vision set out in the New Downtown Neighbourhood Visioning and Planning Workshop Summary Report & Recommendations, it does build upon the ideas and values that were identified as part of that process and incorporates them into principles and guidelines to direct new built form and public realm investment.

The City and consultant team wishes to acknowledge the individuals and organizations that produced that initial work which contributed greatly to the vision guiding the Community Improvement Plan and the Queen Street Urban Design Guidelines.



BUILDING THE NEW DOWNTOWN NEIGHBOURHOOD VISIONING & PLANNING WORKSHOP GRAPHIC

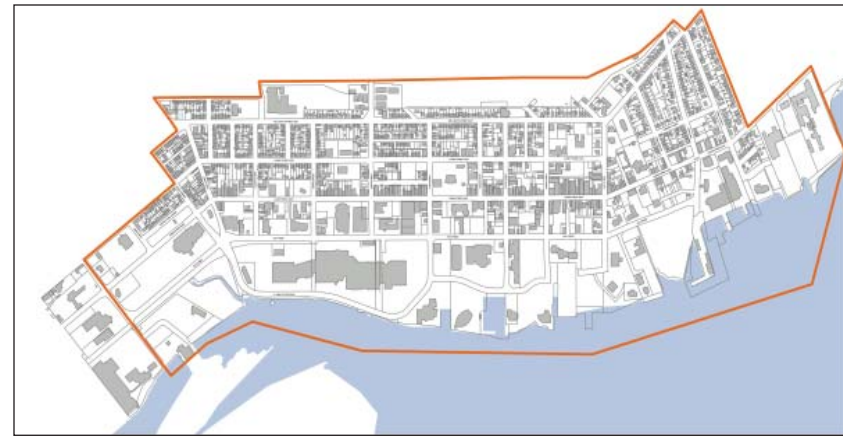
2.0 INTRODUCTION

The Queen Street Guidelines were developed as a component of the Economic Feasibility and Community Improvement Plan undertaken by the City of Sault Ste. Marie in collaboration with the Downtown Association and funding partners FedNor Canada.

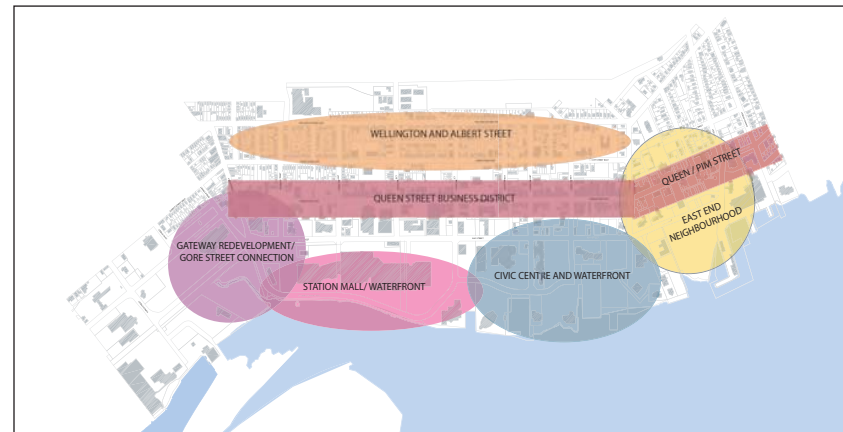
The purpose of the Queen Street Urban Design Guidelines is to guide redevelopment and provide a basis for understanding, discussing, and assessing the design quality of proposed preservations, renovations and new construction projects located within the Queen Street Character District and adjacent neighbourhoods that stem from funding and program initiatives developed as part of the integrated study.

It is anticipated that both private and public projects will work to preserve and enhance the form, scale, and visual character that make Queen Street unique within the City and the region through the use of these Guidelines.

These Guidelines are designed to support the following seven strategies outlined in the Building the New Downtown Neighbourhood Visioning and Planning Workshop Summary Report & Recommendations:



COMMUNITY IMPROVEMENT PLAN STUDY BOUNDARY



COMMUNITY IMPROVEMENT PLAN CHARACTER DISTRICTS



QUEEN STREET

URBAN DESIGN GUIDELINES

THE DOWNTOWN VISION

1. MORE THAN MAIN STREET – A “TRUE” NEIGHBOURHOOD;

The Downtown is more than Main Street (Queen Street). It is more than a place to shop or work; it is a desirable place to live, a place to come from – it is a “neighbourhood” in the most traditional sense. The Downtown neighbourhood is home to many generations, young and old. It is a desirable and welcoming place for all demographics; families, young professionals and retirees.

2. AN AUTHENTIC PLACE;

The Downtown neighbourhood is a showpiece in the community but it is an authentic place that embraces and balances its natural and built heritage/history while accommodating the changing needs and preferences of the community. There is sufficient consistency in urban design features so as to create a “sense of place” but it has maintained the look and feel of a “neighbourhood” that is true to its roots vs. a deliberately themed “Disney-style” attraction. Among other things, it is described as a very clean place.

3. A “24/7” NEIGHBOURHOOD;

The Downtown is a neighbourhood that lives beyond the office hours of its office towers; the streets are not “rolled up” after 5 p.m. The new Downtown neighbourhood will be alive and active during the day, in the evening, on weekends and throughout all seasons.

4. THE ENTERTAINMENT AND CULTURAL CENTRE OF THE CITY;

The Downtown neighbourhood is the place that the community and its visitors go to entertain and be entertained. The Downtown is home to the community’s premier visitor/tourist and cultural attractions as well as a variety of complementary services, facilities and events to entertain and fulfill individuals, families or couples for an afternoon or evening.

5. A MARKET PLACE SHOPPING “EXPERIENCE”;

The commercial offerings of the Downtown neighbourhood provide a reprieve from the flash and pace of the fast growing commercial strips. Shopping in the Downtown is an interesting and leisurely experience of exploration and indulgence.

6. A WELL-CONNECTED PLACE;

The physical and visual connections of the Downtown neighbourhood are prominent and easy to understand. There are logical and convenient means for pedestrians and vehicles to move into and within the Downtown and its various activity and land use nodes.

7. A SAFE PLACE;

The Downtown is a neighbourhood in which you feel safe and are safe. The new Downtown neighbourhood is known for its low incidence of crime, accidents and injuries. It feels safe and is safe to be out at night, to cross the street and walk along side streets and alleyways.

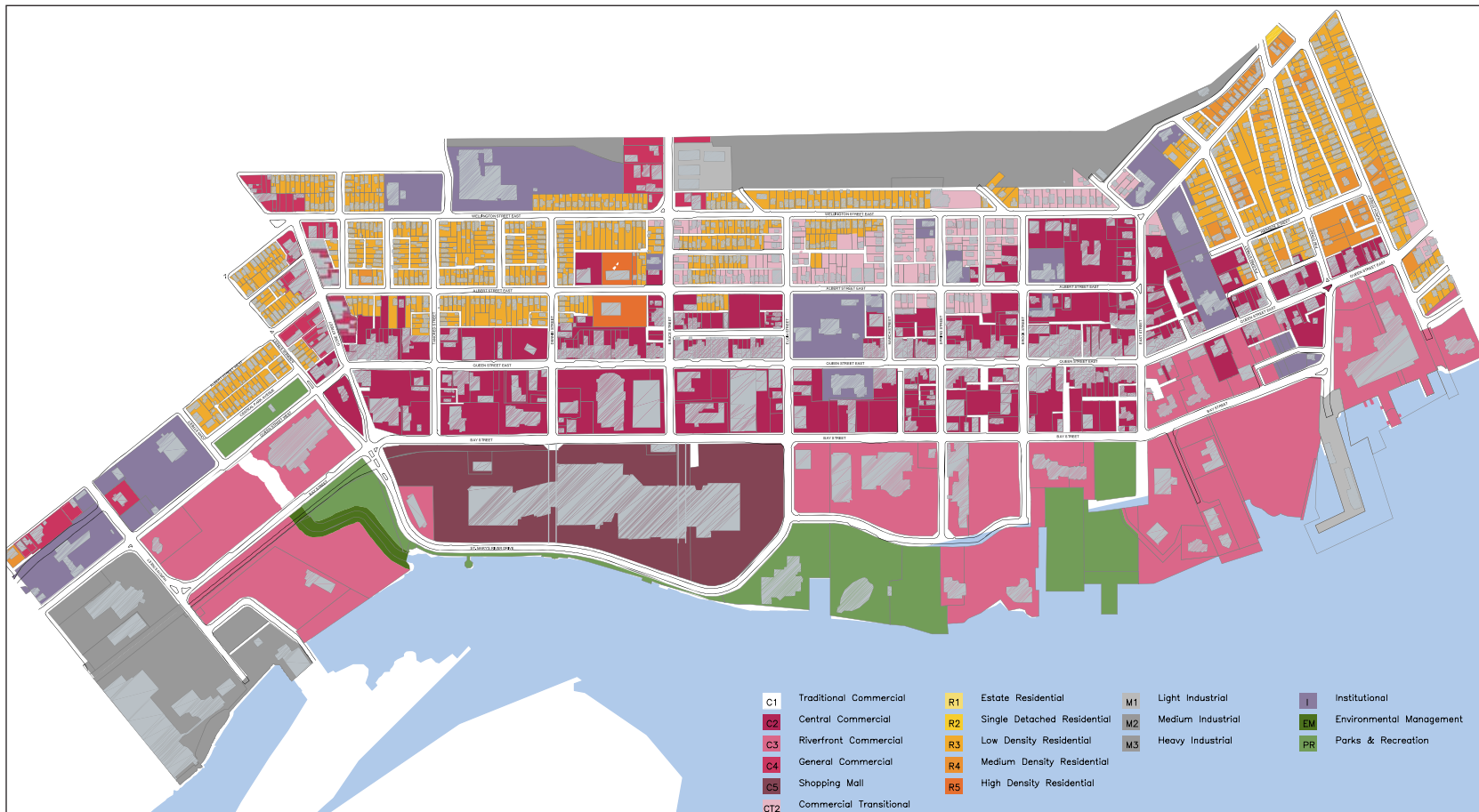
2.1 Land Use Regulations

When proposing a preservation, renovation, or new construction project for the Downtown there are a number of working assumptions to consider:

Under the Planning Act, Official Plan (OP) Land Use designations and subsequent Zoning Districts exist within the boundaries of the Queen Street Urban Design Area and each contains a unique set of conditions. While the vast majority of the study area is designated Commercial under the Official Plan and is zoned

Central Commercial, development in this area must be mindful of the adjacent institutional and residential uses and ensure landuse compatability.

For reference, the following map identifies the location of the various zoning Districts.



CURRENTLY ZONING REGULATIONS WITHIN THE DOWNTOWN



QUEEN STREET URBAN DESIGN GUIDELINES

ACKNOWLEDGEMENT.....INTRODUCTION.....URBAN DESIGN FRAMEWORK.....DESIGN GUIDELINES.....CASE STUDIES.....DESIGN REVIEW PROCESS.....RECOMMENDATIONS

2.2 Summary Analysis & Opportunities

A series of Urban Design Issues & Opportunities were identified based upon site visits, Phase 1 mapping analysis, interviews with stakeholders and City of Sault Ste. Marie staff. The framework for the Queen Street Urban Design Guidelines build upon these 6 opportunities and uses them as a basis for addressing matters relating to land use, aesthetics, pedestrian amenities, transportation and circulation. The opportunities are discussed in further detail below.



2.2.1 RIVERFRONT CITY

The City of Sault Ste. Marie enjoys the fortunate location of being situated along the St. Mary's River, a shipping arterial in the heart of the Great Lakes region. The City is in a desirable position as it owns or has attained public easements along the vast majority of its riverfront with significant land holdings available for civic and recreational amenity. An opportunity currently exists to physically and visually connect Queen Street to this riverfront asset through streetscape improvements, through-block connections and the protection of view corridors.



2.2.2 SCALE & GRAIN OF THE DOWNTOWN

The Downtown core with the exception of streets and blocks adjacent to the riverfront consists of a series of streets and blocks that are at a pedestrian scale of on average 140 meters (500 ft.) in depth by 220 meters (750 ft.) in length. As a 5-minute walking radius for the average person is 400 meters, the length of Queen Street can be walked in approximately 15 to 20 minutes, and a pedestrian can reach the riverfront trail from Queen Street in approximately 10 minutes. This is a valuable asset for any municipality interested in encouraging alternative modes of transportation such as walking and cycling. However, opportunities exist to enhance the pedestrian network by making improvements to microclimate conditions, handicap access, lighting and safety.

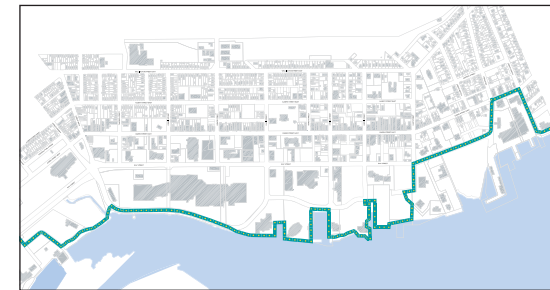
2.2.3 CIRCULATION

In addition to the core pedestrian network and waterfront trail that exists, the City is in the process of developing the 'Hub Trail' which will constitute a continuous non-motorized trail around the City that links neighbourhoods and major recreational areas by connecting the existing boardwalk to other walking and cycling trails within the community. Opportunities exist to provide connections and supporting amenities such as bicycle lanes and racks, benches and drinking fountains from the Downtown core and Queen Street to the 'Hub Trail'.

The new dedicated truck bypass route that will connect the international bridge directly to Highway 17 in the north end of the City will enable truck traffic to by-pass the Downtown core thus improving pedestrian, bicycle and vehicular circulation in the core. Opportunities now exist to re-evaluate the width and function of Bay Street and improve connections to the riverfront.

2.2.4 PARKS & OPEN SPACE

A Master Plan has been completed for Clergue Park, a new Downtown park along the St. Mary's River, adjacent to City Hall. In March of 2003 a plan was approved to extend the Waterfront Walkway eastward from City Hall to the Art Gallery along the shoreline and north to the Library sidewalk, consistent with the Master Plan and in support of the City's overall Waterfront Strategy. Opportunities to create linkage to this expanded Waterfront Walkway through linear parks, improved pedestrian walkways and connections to other open space systems such as the Federal Lock Park should be explored. The incorporation of parkettes and other public gathering spaces into the Queen Street streetscape would also help to expand the network of green spaces in the Downtown.



PROPOSED HUB TRAIL



PARK, OPEN SPACE AND OTHER PUBLIC AMENITY CONNECTIONS

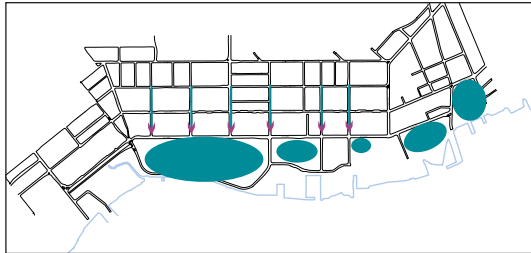


WALKING DISTANCES WITHIN THE DOWNTOWN

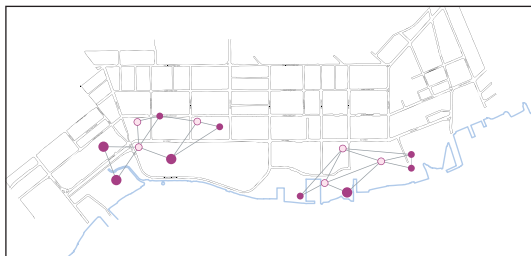


QUEEN STREET URBAN DESIGN GUIDELINES

ACKNOWLEDGEMENT.....INTRODUCTION.....URBAN DESIGN FRAMEWORK.....DESIGN GUIDELINES.....CASE STUDIES.....DESIGN REVIEW PROCESS.....RECOMMENDATIONS



NORTH SOUTH ACCESS TO THE RIVER



ACTIVITY ZONES

2.2.5 ACTIVE PLACES

Within the City's Downtown core a series of nodes or concentrations of activity currently exist. These include the civic precinct that encompasses City Hall, the Art Gallery and the Library, Station Mall, the Casino, and Queen Street, and soon will be expanded to include the new Sports and Multi-Use Entertainment Complex (the Steelback Centre) and the Gateway Development. Opportunities exist to strengthen linkages between these nodes of activity and to improve wayfinding and directional signage to assist visitors and the public in navigating the Downtown. As the Downtown is rather compact, opportunities for activities to share amenities such as parking, loading and day-care should be explored wherever logistically possible.



2.2.6 PLACES TO INTENSIFY

There are currently opportunities for intensification along Queen Street and throughout Downtown through the augmentation of underutilized buildings and the redevelopment of vacant or under-used properties. Residential intensification in the core would not only strengthen the retail and commercial market in the Downtown, it will also help to create a safer and more active Downtown in the evenings and on the weekends when the more traditional 9-5 office activity tends to dissipate.



3. URBAN DESIGN FRAMEWORK

Through consultation with the working committee, interviews with stakeholders and Citystaff, the following design objectives and subsequent principles were identified as priorities and should be considered when proposing a preservation, renovation, or new construction project in the Queen Street District.

3.1 DESIGN OBJECTIVE

To guide new residential development and commercial redevelopment to not only support, but also create and enhance the vitality and physical form of Queen Street and the Downtown.





QUEEN STREET URBAN DESIGN GUIDELINES

ACKNOWLEDGEMENT.....INTRODUCTION.....URBAN DESIGN FRAMEWORK.....DESIGN GUIDELINES.....CASE STUDIES.....DESIGN REVIEW PROCESS.....RECOMMENDATIONS

3.2 Design Principles

3.2.1 CELEBRATE A DISTINCT SAULT STE. MARIE

Buildings and infrastructure in the Downtown core should be authentic and reflect the City of Sault Ste. Marie's distinct character, recognizing the City's historical clash between nature and industry including nautical, rail, and industrial heritage. Through the continued use of local materials such as steel, wood and sandstone, this ensures that they are not only celebrated in more historic buildings but are incorporated in modern pieces of architecture and streetscape. In addition to landscape and streetscape improvements that incorporate local plant species and material, public art which celebrates the City's industrial legacy should also be promoted.

3.2.2 CONCENTRATE AND CONNECT ACTIVITY

New development should be located in the core in established nodes of activity adjacent to land uses that have the potential to share services and amenity. Improvements to the Downtown must look for every opportunity to create physical and visual connections between existing activities or nodes as well and incorporate linkages to new amenities and Districts. Physical linkages such as through-block connections, sidewalk improvements and new or expanded walkways create ease of movement and pedestrian safety in the Downtown. Visual connection, such as streetscape standards and Guidelines, unify the streetscape elements such as street trees, lights, benches and plaza's and open spaces creating consistency, rhythm and visual interest that enhance the areas character.





3.2.3 CREATE A GREEN COMMUNITY

Efforts to promote green buildings and incorporate green infrastructure should be considered when investing public funds. Developing incentives to upgrade building to make them more energy efficient or programs to replace old appliances to ones that meet the energy star rating system are some examples of things that can be done to make Sault Ste. Marie greener. Energy efficient infrastructure such as LED for signage or photovoltaic streetlights should be encouraged when making upgrades to the public realm. Evaluation of such expenditures should be inclusive of life cycle costing, embodied energy and environmental impact of such technologies.

3.2.4 CREATE A SAFE COMMUNITY

Ensure the proper design and effective use of the Downtown built environment to enhance the safety and well-being for all members of the community. Ensures that buildings and infrastructure are designed to take advantage of natural surveillance, that built form supports the desired activity, access to unprotected or undesirable spaces is controlled, and that regular maintenance of landscaping, lighting treatment and other features and facilities reinforces a sense of ownership and responsibility.



QUEEN STREET URBAN DESIGN GUIDELINES

3.3 Design Approach

The Urban Design working group identified a number of overall Downtown objectives that became contributing directives for the development of the Queen Street initiative. These are:



1. Identify Downtown as a destination for business, tourism and culture.

- Create western and eastern gateways to mark the arrival into the District.
- Use Street furniture and signage to unify the Downtown and create connections between Queen Street and the other Districts.
- Standardize streetscape elements and wayfinding symbols throughout the Downtown with the exception of the boardwalk and Roberta Bondar Park that will maintain it's original design.
- Encourage a variety of types of development and redevelopment within the Downtown core to create a truly mixed-use neighbourhood.
- Support the development of vacant or underutilized lands along Queen Street and throughout the Downtown.
- Support the redevelopment of sites that are currently incompatible with a revitalized Downtown.

2. Support the need for additional parkland in the Downtown.

- Support the development and implementation of the Clergue Park Master Plan.
 - Improve the park and open space system along the Waterfront.
 - Develop north-south linear parks that extend the parks and open space system from the Waterfront to Queen Street.
3. Create better visual and physical connections through the Downtown neighbourhood.
- Develop pedestrian and bicycle connections that link Queen Street to the Waterfront and other activity areas in the Downtown.

4. Create a more pleasurable shopping and pedestrian experience along Queen Street and throughout the Downtown.

- Building façade improvement such as the façade restoration of the primary building faces, introduction of pedestrian-oriented signage, and lighting and fenestration improvements.
- Streetscape improvements such as improved sidewalks, walkways and pedestrian crossings, tree planting, maintenance and other landscaping features, and introduction of new street furniture.
- New infill development that respects the character of the Downtown and Queen Street.
- Implement sign guidelines for retail signage to reinforce the pedestrian scale of the street.
- Develop comprehensive street lighting standards for the Downtown and Queen Street.

5. Designate Queen Street as a pedestrian zone that encourages people to stop and shop.

- Introduce traffic calming measures such as reduced speed limit and changes to the timing of the signalized intersections.
- Expand the sidewalk at certain locations to facilitate pedestrian street crossings and create well defined street parking zones.
- Upgrade pedestrian-related street lighting to encourage evening and night use.
- Improve wayfinding and access to rear parking lots, such as improved easements and public investment in walkways and lighting.
- Support and encourage rear access to ground floor retail.

6. Preserve and enhance the character of commercial buildings along Queen Street.

- Restore and renovate existing commercial buildings to preserve their original character.
- Encourage improvements and/or additions of residential units in the upper storeys.
- Encourage redevelopment of single storey buildings to mixed-use, multi-storey buildings that will re-establish the form and pattern of the block.





QUEEN STREET

URBAN DESIGN GUIDELINES

ACKNOWLEDGEMENT.....INTRODUCTION.....URBAN DESIGN FRAMEWORK.....DESIGN GUIDELINES.....CASE STUDIES.....DESIGN REVIEW PROCESS.....RECOMMENDATIONS

3.4 Intention of the Guidelines

The Guidelines are written as a tool to guide and evaluate future development, and to ensure that this development supports the community's vision for Queen Street and the Downtown. All new projects should be reviewed to comprehend how they contribute to the basic urban design framework, including the objectives and principles prior to evaluation under the detailed Guidelines.

These Guidelines should be referred to when existing buildings are being refurbished or renovated and when redevelopment of an existing property or group of properties within the Queen Street District is being undertaken.

The Design Guidelines apply to the Queen Street Character District as identified in Figure 1 on page 4. This does not preclude the use of the Guidelines to guide renovation and new construction for other buildings in the Downtown core in the absence of other District guidelines.

Renovations

The Guidelines encourage the removal of contemporary finishes to uncover original building elements. The preservation and restoration of heritage features is the most direct way of preserving and maintaining Sault Ste. Marie's unique architectural characteristics along Queen Street. The Guidelines recognize, however, that these approaches are not always viable and alternative approaches to new construction that are compatible with local character are also present.

New Construction

Refurbishment or replacement of existing façades is presented as the primary means of "façade improvement". With the anticipation that infill and redevelopment will also occur, primarily on vacant or underutilized lots along Queen Street, the Guidelines provide direction on site planning issues such as façade development for new construction.

The underlying principles of these Guidelines for new construction are to continue the scale and form of the primary character buildings along Queen Street, through creating new commercial façades that are complementary to the character of the street. New construction is not intended to mimic older façades, but to respect the form and patterns of heritage buildings on the block that combine to create Queen Street's Character.

Additional Information

To augment these Guidelines, all building projects should be undertaken in consultation with the City Architect and skilled professionals to design and realize the project. Consultation with the Municipal Heritage Committee, the Planning Department and the Downtown Association can help to provide additional research on the history of the property and original structure.

4.0 BUILT FORM GUIDELINES

Changes to structures along Queen Street will occur over time. The following section provides guidance for restoration, renovation and new construction along Queen Street to ensure that the basic building envelope helps preserve and enhance the character of the established streets, block and development patterns.

While new building design is expected to reflect the character of its own time, thereby making the Downtown a living District, it is also important to preserve and rehabilitate the façades, storefronts and buildings with significant historic and architectural features whose form, proportions and materials contribute to the character of the street.



4.1 Intensification

- Encourage Infill development on vacant or underutilized lots in the Queen Street District.
- Encourage the redevelopment of properties that have incompatible uses, such as large-scale commercial and automobile uses.
- Redevelop or renovate existing underutilized or vacant commercial buildings into mixed use buildings (street related commercial and residential above).
- Alternative means of adding additional density to existing buildings should be encouraged. For example, exploring the addition of dwelling units at the rear of commercial properties that have sufficient depth or additional height can achieve this. Dwelling units at the rear of properties can be explored as a means to increase the number of residential units and efficient use of the lot depth of commercial properties.



QUEEN STREET

URBAN DESIGN GUIDELINES

4.2 Lot Size & Building Setbacks

- The existing at-street front lot setback should be retained for alterations, renovations or new construction.
- Storefront windows should follow the line of the front face of the building; deep recesses are discouraged.

4.3 Use

- Increase the supply of residential units in the Downtown by refurbishing existing upper floors for residential use.
- Ground floor, rear residential occupancy could be achieved where building configuration and site planning permits. The project would be reviewed on a case-by-case basis by the City Architect, with respect to the depth of the ground floor residential unit(s) in proportion to the retail use at the building's frontage, the residential unit's other features, such as access to light and safety, and the overall project configuration.

- Where a property is redeveloped to include multi-unit residential use, a residential entrance lobby providing access to the residential floors above grade maybe be permitted along the Queen Street frontage, providing it is well integrated into the design of the ground floor plan and the Queen Street elevation of the building.
- Live/ Work residential intensification is encouraged, however ground floor residential units along Queen Street are not permitted.
- Opportunities for parking should be encouraged through exploring building forms with less depth, thereby allowing the remaining lot depth to be utilized for on-site parking.





4.4 Height

- The maximum building height at the property line along Queen Street will be 16 meter in height, compatible with the existing three storey buildings.
- The height of additions or new construction should match adjacent building heights of three storeys or 16 meters, where possible, to maintain the visual continuity of the streetscape. Single storey buildings will be discouraged.
- Where new development is fewer storeys in height than the adjacent building, methods to increase its height should be considered such as, increasing the floor-to-floor height of each storey or introducing a tall parapet with strong cornice line. The use of false fronts or upper storeys to present the appearance of a building a full storey or greater than its actual height from the street is discouraged.
- Development projects that propose additional height would be reviewed on a case-by-case basis to determine the impact on site access and servicing, adjacent site conditions and the public realm.
- The preferred building height of 3 storeys could be increased to up to a maximum of 6 storeys providing the upper storeys are stepped back. For example:
 - The introduction of a parapet at the existing three storey height line;
 - Stepping the exterior wall of the 4th, 5th storey back according to a minimum projection angle of 75 degrees from the front face of the building cornice, and
 - Stepping the exterior wall of the 6th floor back according to a minimum projected angle of 75 degree from the front face of the building at the cornice, or further.



QUEEN STREET

URBAN DESIGN GUIDELINES

4.5 Massing & Scale of Facades

- Where masonry façades have been for example clad with metal or vinyl siding, the cladding should be removed to reveal the windows and other concealed façade elements. The wall face and apertures should be repaired or restored according to the original design, using the original material of the façade or materials consistent with the façade of neighbouring buildings.
- Where the original face and materials cannot be reasonably rehabilitated, use other means of restoration and repair that allow for window apertures on the upper levels. The design of such façade alterations should address the proportion of façade elements, their grouping and materials in a manner similar in scale and character to neighbouring façades along Queen Street.
- Cladding not original to the building should be removed to expose the full length of the original details, enhancing the building's architectural rhythm and creating a more human scale and individuality within the streetscape.
- Where new façades are constructed, the wall areas should be designed to reflect the rhythmic divisions of heritage façades that may be adjacent or near the project area. These proportions should extend to grade to maintain the smaller scale at the sidewalk level.



4.6 Upper Window Openings

- Where masonry walls have been clad with metal siding, the cladding should be removed to expose the original window form and pattern beneath; the exposed wall and windows should be repaired/ restored according to the original design.
- When replacing upper level windows, the new window should fill the full extent of the original opening and its operable sash should be the same as the original window. The replacement window should have muntins and mullions in a pattern consistent with the original window, made with individually sealed units for each light within the mullion pattern, where possible. The use of removable wooden muntin grilles applied to the inside face of the sash is also acceptable. "Stick-on" or applied plastic muntin bars to represent small pane divisions are not recommended.
- Where it may be too difficult or costly to create new windows for unusually shaped window openings, another material, such as insulated wood or metal panel may be used, provided that the panel and window design are well integrated and create a harmonious whole within the window opening.

- Replacement windows should use the same materials as the original window materials (such as wood frames) where possible.
- Where it is not feasible to use replacement window frames, new frames in an alternate material may be used but should be simple in profile and of a colour complementary to the façade.



- Where new residential uses are added to upper floors, or existing residential uses are renovated, the introduction of projecting balconies through existing window openings should be avoided.
- Where an existing façade is being upgraded for residential or commercial use, windows within existing and new apertures should contain operable sections.
- Where new façades are constructed, the proportion and arrangement of windows should reflect the pattern of heritage façades that may be adjacent or near the project area.
- While full height apertures for doors or very large windows do not generally occur above street level along Queen Street, large openings or doors may be a desirable feature in a newly constructed dwelling unit. Door apertures within the façade above street level should be permitted in newly constructed buildings, providing they are well integrated into the façade design and include a simple railing and guard set flush with the opening. Elaborately designed railings are not recommended.
- The use of upper window awnings or shutters should be avoided.



QUEEN STREET

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4.7 Storefront Display Windows

- Storefront windows should be repaired or replaced to increase the amount of glazing and “openness” of the windows and retail display space to the street. Where the original display window is in place but in poor condition, it should be repaired using matching or compatible materials.
- Non-original cladding should be removed and the original shop front wall and display window(s) should be exposed, if possible. If the exposed, original wall is in poor condition, it should be replaced with a durable exterior material such as stone panel or stucco, in a colour and finish complementary with the façade materials, to create a transition between the ground floor and the upper storey façade.
- Where a solid wall currently occurs within the former location of a display window, the solid wall should be removed and the display window restored.
- Storefront glazing may be subdivided with horizontal bands and/or mullions aligned with the base, door head or other similar architectural element of the ground floor façade.
- In keeping with traditional storefront design and to protect the lower portion of the frame and glass from water, snow, dirt or damage, store front window glazing should rest on a sill, base, or curb at least 20 cm (8 inches) above grade.
- The windowsill, base or curb should be clad in attractive, durable material such as stone, tile or brick.
- New storefronts should contain double glazed, thermally broken panes as display windows. Either wood or aluminium frames are acceptable. The colour of the storefront and frames should be compatible with the façade materials.





4.8 Entrances

- Where the original door opening exists, it should be preserved and incorporated into a new storefront design.
- New doorways should include a sidelight or portion of the display window. Narrow, single door recesses should be avoided.
- Doorways should be illuminated.
- An attractive paving surface other than concrete should be used to highlight the store entrance area.
- Although not mandatory as a renovation project, the installation of barrier-free door controls is recommended as good design practice.
- Replacement store entry doors should be of the same material and general design as the original, where possible.
- Where a replacement store entry door is of a different design than the original, it should be coordinated with the design of the display windows.
- The overall storefront design should be compatible with the architectural style of the building.

4.9 Cornice Lines and Roof Form

- Renovation, alterations or addition to an existing building's exterior should include repair or restoration of the existing cornice.
- New construction or renovated buildings should be configured with flat roofs or a roof parapet that is compatible with adjacent roof forms along Queen Street.
- New construction should interpret the primary horizontal lines such as roof, parapet, decorative belt courses and floor lines to visually accent the upper limit of the façade in a manner to create visual continuity with adjacent buildings.
- Minimize the visibility of HVAC units and other mechanical, structural or electronic appurtenances.



QUEEN STREET

URBAN DESIGN GUIDELINES

4.10 Architectural Details

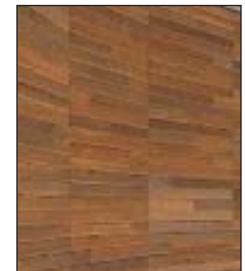
- Repair, restore and preserve original façade details where possible.
- Where exposed architectural details are in poor condition, they should be re-clad in material such as stone, brick or other materials compatible with the façade.
- Where restoration or repair of such details is not possible, the restoration of the affected area should have a simplified interpretation and compatible with the original design.
- Where new construction occurs, façade design should demonstrate rhythm, proportion, and level of detail and use of materials that are consistent with the design characteristics of neighbouring buildings and contribute an additional layer of visual interest to the façade.
- New construction need not replicate the historic façade and details of its heritage neighbours. However, it should complement adjacent heritage buildings through design features that make reference to their design and details.
- Select building colours appropriate to the area's character, that visually link the building to its past as well as to other buildings in the area.



4.11 Building Material

- Prior to exterior wall repair or replacement, research on the original materials and appearance of the building should be undertaken. Consultation with the City Architect is recommended to determine, within the program and budget of the property owner, how best to perform the work according to the heritage character of the building.
- Where repair or replacement to an original exterior wall material is required, the new material should match the original in colour and detailing. Where matching of new materials to the original finish is not feasible, the use of exterior materials that are complimentary to the predominant materials of the main building is recommended.
- The preferred exterior finish materials are brick, sandstone and wood siding. Other durable materials such as stone cladding or stucco may be considered as alternatives; however, these are less desirable as they are not materials that have been traditionally used in Sault Ste. Marie.

- The use of synthetic materials such as aluminium or vinyl siding and plastic wood siding sheets is not recommended.
- The City Architect should approve fenestration and material choices.



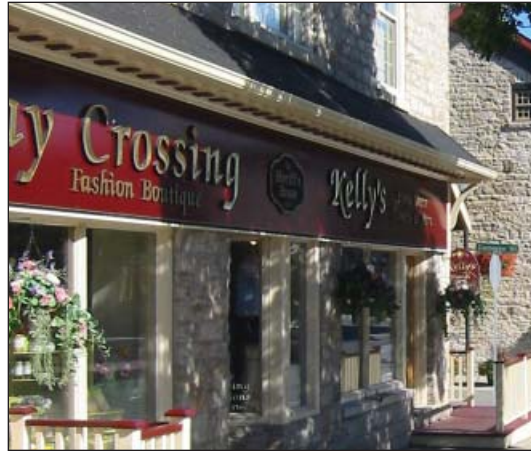


QUEEN STREET

URBAN DESIGN GUIDELINES

4.12 Building Colour

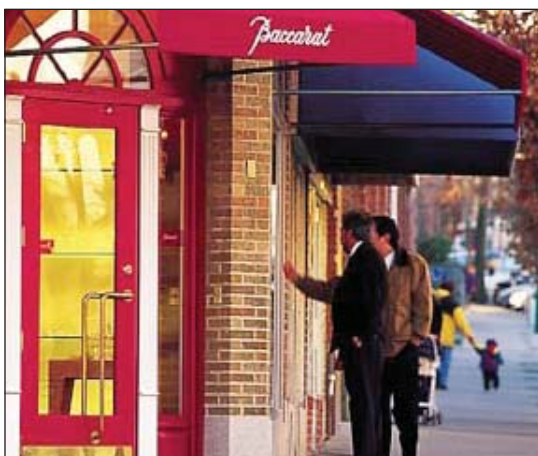
- Select building colours appropriate to the area's character by selecting a colour scheme that will visually link the building to its past as well as to other buildings in the area. Consider colours that are compatible with the buildings predominant materials, such as sandstone, or do an analysis of buildings' pre-existing colours and use one of the colours found.
- Develop a comprehensive colour scheme that considers the building as a whole as well as details that need emphasis. Softer, muted colours establish a uniform background. In general, use one colour on similar elements such as window frames to show that they are all part of the same façade. Reserve brighter colours for small special accents to emphasize entryways and to highlight special structural ornamentation.
- It is not appropriate to paint unpainted brick. If the brick is already painted, paint removal is preferred. Avoid paint removal procedures that damage the original brick finish such as sand blasting or caustic chemicals. Before removing paints conduct a test to determine potential detrimental effects. If the existing paint on the brick is in poor condition and paint removal will damage the underlying brick, the brick should be repainted.



EXAMPLE OF COORDINATED COLOUR SCHEME IN PERTH, ONTARIO

4.13 Awnings

- Where awnings are used, they should be simple, sloped awnings projecting far enough over the sidewalk to provide shade or rain protection for pedestrians.
- Awning colours should be compatible and complementary to the building.
- Signage should be placed on the building front, above the awning. Some signage may be permitted on the awning if it is of appropriate scale and its graphic design is complementary to the design of the storefront.
- Operable awnings are preferred, as their extension beyond the building face can be varied and they provide greater visual interest to the streetscape.
- Where operable awnings are used, they should be located directly beneath the storefront sign. They should be mounted in a recess in the wall to accommodate operating hardware or the awning when not in use. This recess should also be located beneath the sign.
- Awning width should be no greater than the width of the storefront display window and total width no greater than the overall building width itself.





QUEEN STREET

URBAN DESIGN GUIDELINES

4.14 Signage

- Signage must accommodate marketing and retailing needs in the context of Queen Street beautification.
- Signage controls and coordination should encourage individuality and creative expression within a graphic framework appropriate to the character of the District.
- Sign placement should promote Downtown businesses while complementing Downtown's character and scale.
- Signs should be designed as an integral yet noticeable part of the building's overall design.
- Signs should be designed to be a good neighbour within their block. They should be designed to align with other signs on the block to maintain the existing patterns of horizontal and vertical façade features.
- Signs should not obscure important architectural details. They should be positioned to emphasize special shapes or details of the façade, to draw attention to the shop entrance, or to emphasize a display window.
- Any existing heritage signs or wall paintings should be restored.
- When several businesses share a building, signs should be aligned or organized in a directory.
- In general, buildings with more than two signs are discouraged.
- Use simple signs to convey a message, for example symbols such as washroom or public parking are easily read and enhance the pedestrian quality.
- Wall signs should be positioned within architectural features such as the panel above the storefront, on the transom, or flanking the doorways and shall not project more than 400mm. Wall mounted signs should incorporate individual lettering, and align with others in the block to maintain established patterns.





- Projecting signs are designed for and directed towards the pedestrian so that they can easily and comfortably read the sign, as they stand adjacent to the business. Such signs are encouraged. Projecting signs should be positioned along the first floor level of the façade and may take on their own special shape, or create their own symbol within the overall façade design.
- Portable or sandwich signs are permitted for temporary or seasonal use only. Prolonged use of such signs is discouraged as it creates additional obstacles in the winter months for snow removal.
- Billboard signage is limited in the Downtown core and subject to approval by the Planning Department. Consultation with the City Architect to discuss location and scale is encouraged prior to a billboard application to the City.
- In general, the use of internally illuminated cabinet signs are discouraged.
- Sign material should be durable and easy to maintain. Sign materials should be compatible with the design of the façade on which they are placed. Architectural design of the building's façade should be considered and materials selected that are compatible to that design. The selected materials should also contribute to the legibility of the sign. For example, glossy finishes are often difficult to read because of glare and reflections.
- Sign colour should be selected to contribute to legibility and integrity of the graphic communication. Colour contrast makes the sign easier to read in both the day and night. Light lettering on a dark background work best for both day and night time use. Too many colours used thoughtlessly can confuse the reader and negate the message of a sign.



QUEEN STREET URBAN DESIGN GUIDELINES

4.15 Lighting

- Where a façade or building improvement occurs, exterior illumination should be considered for the following areas:
 - Storefront signage
 - Entrances and doorways
 - Unique features for the façade
- Consider the use of exterior lights mounted within the paving surface as an attractive alternative to exterior surface mounting pending City approval.
- Fixtures that are discrete in form and colour and do not over illuminate the façade or obscure signage should be selected and carefully placed on the façade.
- The intensity and dispersion of the illumination should be controlled. Avoid “spill over” of light onto adjacent façades or upper storey windows.
- Lighting should be controlled by a light sensor or photocell to ensure that the façade and the streetscape are illuminated during times of transition light levels, such as dusk and winter afternoons.



5.0 STREETScape GUIDELINES

The term “streetscape” refers to the entire system of streets, sidewalks, landscaping, and open space, by which people circulate through and experience the Downtown. Our image of Downtown Sault Ste Marie, and the ease and safety with which we move through it, is determined by the quality of the streetscape.

The urban design objectives of the Streetscape Improvement Guidelines are to:

- Unify the visual image of the Downtown by completing the rhythm of the street trees and street lighting, creating a series of public sitting areas and provide landscaping with seasonal colour or other qualities of visual interest.
- Create a pedestrian-oriented environment that is safe, accessible, visually pleasing, and comfortable.
- Create visual and functional connections between Queen Street and the Waterfront. Maintain the visual unity and character of Queen Street and the Downtown through the use of streetscape materials that are authentic and native to Sault Ste. Marie.



- Encourage and accommodate the use alternative modes of transportation such as walking and biking to get to and from Queen Street and the Downtown.

Maintain and preserve historic features of the streetscape such as flagstone and brick.

Respect and preserve adjacent residential neighbourhoods through streetscape design that creates a transition from commercial to residential neighbourhoods.



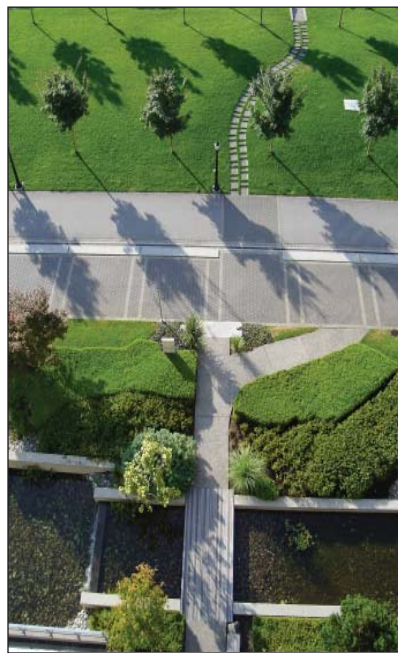
QUEEN STREET

URBAN DESIGN GUIDELINES

5.1 Lighting

- Street lighting standards and fixtures should be consistent throughout the entire Downtown with the exception of along the Waterfront, where the existing Lumec fixture is acceptable.
- It is recommended that the street lighting in the Downtown have a uniform character.
- It is recommended that the existing Union Metal Federal fixture along Queen Street in dark green be relocated and reused in an area that compliments its heritage character such as the Court House, or Clergue Park where appropriate. The colour of the Federal fixture should be painted to be consistent with the other street furniture in the Downtown to create consistency.
- Good site lighting is essential for a viable commercial area. It is recommended that the retail area of Queen Street be illuminated to between 2-3 foot-candles. This illumination level will improve foot traffic, a sense of shopper comfort and safety, and stimulate business visitation.
- Good site lighting is essential for a viable commercial area. It is recommended that the retail area of Queen Street be illuminated with a uniformity ratio (avg/min) of 5:1. This illumination level will improve foot traffic, a sense of shopper comfort and safety, and stimulate business visitation, while still being energy efficient.
- Specific pole spacing should be reviewed after the lighting design has been determined.
- Place street light poles a minimum of 1 m back from the curb to avoid damage from car bumpers and doors.
- Where lighting of civic buildings is desired, mount floodlights on the street light poles where they can be directed to illuminate these buildings in the evenings.
- The use of floodlighting to illuminate street trees from below can also be appropriate if the installation is in a specified area or zone and consistent and complementary to other streetscape improvements.





5.2 Walkways

- In order to widen the pedestrian realm, sidewalk “bump-outs” should be located strategically wherever possible and in association with intersections, mid-block crossings, and special areas where seating and events may take place in the future.
- The application of decorative streetscape treatments in appropriate locations such as public seating areas or plazas remains flexible with respect to width and pattern. It is, however, essential that a colour palette and family of materials be developed.
- Feature areas streetscape treatments include decorative paving materials consisting of coloured concrete unit pavers or impressed coloured concrete. Unit paving material should be installed on a concrete base to eliminate uneven settlement.



QUEEN STREET URBAN DESIGN GUIDELINES

5.3 Street Trees and Horticultural Plantings

- Planting street trees in a continuous tree pit is encouraged wherever possible as their health and survival are greatly increased.
- Providing planting boulevards are often the limiting factor and usually require taking advantage of sidewalk widening where possible. Where no room is available for a contiguous planting bed, and irrigated and drained tree pit with structural soil is recommended.
- Where planting beds is feasible, sod or groundcover should be planted at the base of the trees to create a consistent carpet of plant materials. These planting beds are not appropriate places to mix species to create a planting display. Floral displays should be made in planting pots or gateway features planting beds.
- Where trees are planted in pits, install tree grates to avoid soil compaction over the root ball.
- It is important that hardy indigenous trees and planting are chosen for the streetscape. Trees and plants chosen for the streetscape should be salt tolerant.
- Trees planted in front of retail storefronts should be high branching with a light canopy in order to allow for safe pedestrian movement underneath and maintain visibility to the storefront and signage. See next page for a list of suitable trees.
- Allow sufficient room for tree canopies to grow and develop without conflicting with lighting, building or sidewalk elements.
- Regular grooming by a qualified arborist will maintain a visual consistency and contribute to the trees' health.
- Street trees should generally be planted at a spacing of no more than 10 metres on-centre.
- The design of the tree grates selected should be expandable to allow for tree growth and should be pedestrian safe.



	Small Trees	Medium Trees	Large Trees	Ornamental
Size	5-10 m spread –Except for columnars	11-16 m spread	17-30 m spread	
Planting Soil	12.5 cu.m., min. 1 m deep – Pit min. 1.25x1.36x1.0m	17.5 cu.m., min. 1 m deep – Pit min. 1.25x2.16x1.0m	22.5 cu.m., min. 1 m deep – Pit min. 1.25x2.72x1.0m	
Tree Grate	1.7 cu.m, min. 1.25m wide	2.7 cu.m, min. 1.25m wide	3.4 cu.m, min. 1.25m wide	
Street Spacing	3m min., 5m ideal	5m min., 7m ideal	7m min., 9m ideal	
Caliper	60mm min.	60mm min.	60mm min.	
Species	<ul style="list-style-type: none"> • Acer x freemanii (Armstrong Maple) • Acer ginnala (Amur Maple) • Acer platanoides 'Autumn Blaze' (Autumn Blaze Maple) • Fraxinus pennsylvaniaca (Green Ash) • Ginkgo biloba 'Saratoga' (Saratoga Maidenhair Tree) • Syringa reticulata (Japanese Tree Lilac) 	<ul style="list-style-type: none"> • Acer rubrum 'Franksred' (Red Sunset Maple) • Gleditsia triacanthos var. inermis (Common Thornless Honeylocust) • Quercus macrocarpa (Burr Oak) • Tilia Americana (Bassswood) • Tilia cordata (Little Leaf Linden) 	<ul style="list-style-type: none"> • Acer saccharinum (Silver Maple) • Acer saccharum (Sugar Maple) • Celtis occidentalis (Common Hackberry) 	<ul style="list-style-type: none"> • Crataegus laevigata'Paul's Scarlet' (Paul's Scarlet Hawthorn) • Malus spp. (Crab Apple) • Sophora japonica 'Regent' (Regent Japanese Pagoda Tree) • Pyrus calleryana 'Glen's Form' (Chanticleer Ornamental Pear)



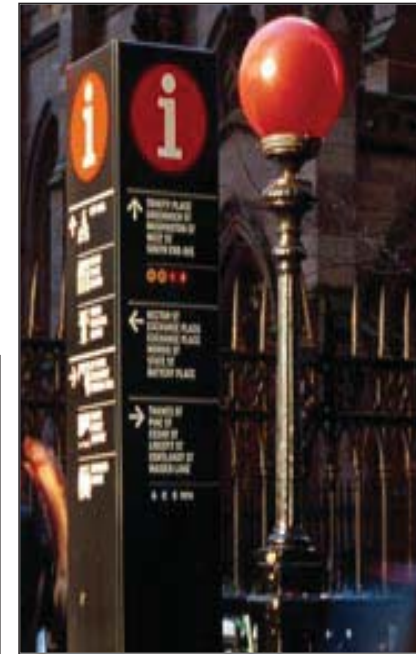
QUEEN STREET URBAN DESIGN GUIDELINES

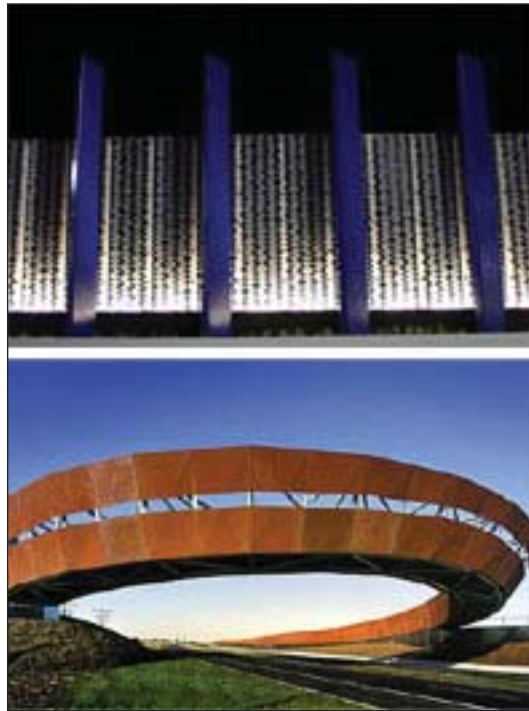
ACKNOWLEDGEMENT.....INTRODUCTION.....URBAN DESIGN FRAMEWORK.....DESIGN GUIDELINES.....CASE STUDIES.....DESIGN REVIEW PROCESS.....RECOMMENDATIONS

5.4 Pedestrian & Vehicle Wayfinding (Signage)

- Encourage the use of signs that are oriented towards pedestrians in the commercial core.
- Signs should reinforce the overall character of Sault Ste. Marie and be consistent throughout the City. The signs should also co-ordinate with the street furniture and lighting.
- Streetscape signage should be designed to form a consistent visual message. A standard should be set that determines the background colour, the text colour and the supporting structure. A specific graphic design should also be determined along with a logo/graphic.
- Posts and poles should be arranged to minimize the number and avoid clutter. Signs should be organized with multiple messages as well as being located strategically for easy viewing and orientation. Signage should be clearly legible for both the pedestrian and motorist.

- Traffic signage and signalling elements should be separated from pedestrian wayfinding and other streetscape elements.
- Consider a format that can easily accommodate changes and additions over time.
- Standards should be set for public information, educational and directional signage.
- A discrete logo sign system should be developed for the various trails and walking routes in the City (i.e. biking, walking, heritage).





5.5 GATEWAY SIGNAGE & DESIGN

- Well-defined gateways create both a symbolic and physical entrance to the Downtown, an identity, and mark the transition between Districts. Gateways can be identified with enhanced landscape planting, intensified lighting, signage, public art or a physical element such as an arch.
- Scale and proportion are important elements in the design of a gateway. Each component of the gateway should relate to the street width, the size of the building, be legible at the pedestrian and vehicular scale, and indicate the significance of the gateway.
- It is recommended that gateways be designed and installed at the following three locations: Queen Street and Pim Street, Queen Street and Gore Street, and Bruce Street and Albert Street.



QUEEN STREET

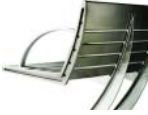




URBAN DESIGN GUIDELINES

5.6 Street Furniture

- The street furniture should adhere to the street furniture standard set out by the City and be consistent throughout the City of Sault Ste. Marie. The street furniture standard includes benches, garbage receptacles, bike racks, bollards, bicycle racks and tree grates. These furnishing should be clustered together to avoid a cluttered sidewalk appearance and located with regard for pedestrian circulation.
- The furniture selected should be low-maintenance, vandal-resistant, and easily replaceable.
- Avoid placing trash receptacles directly adjacent to benches to avoid conflicts with wasps and bees. Priority placement for trash receptacles should be at corners and close to eating establishments, near benches and at the entrances and exits of public open space areas.



Proposed Contemporary Street Furniture Standard

	<p>Landscape Form Austin Colour: Black</p>	<ul style="list-style-type: none"> • Surface mount cantilever support • Recycled content of 48% or greater of which 26% or greater is post consumer and 22% or greater is post industrial. All styles are 100% recyclable.
	<p>Landscape Form Chase Park Litter Receptacle Side Opening w. sand pan and security cable Colour: Black</p>	<ul style="list-style-type: none"> • Recycling styles now available • Hinged side panel for easy emptying • Recycled material content of 61% or greater, of which 37% or greater is post consumer and 24% or greater is post industrial. Chase Park receptacles are 100% recyclable.
	<p>Landscape Form Chase Park Recycling Receptacle Colour: Black</p>	<ul style="list-style-type: none"> • Recycled material content of 61% or greater, of which 37% or greater is post consumer and 24% or greater is post industrial. Chase Park receptacles are 100% recyclable.
	<p>Landscape Form Take 5 Quadra Planter Colour: Black</p>	<ul style="list-style-type: none"> • Light weight • Strong
	<p>Landscape Form Napoleon Weather Protected Ash Urn Colour: Black</p>	<ul style="list-style-type: none"> • Recycled material content of 30% or greater. The post consumer content is 15% or greater and the post industrial content is 15% or greater.



QUEEN STREET URBAN DESIGN GUIDELINES

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5.7 Public Open Spaces & Linkages

- Parks and open spaces should be linked to one another providing a continuous and universally assessable and safe network for pedestrians and cyclists.
- Open space and connecting corridors should be visible and accessible for safety. Streetscape should be included in the network of connecting corridors in order to create a linked system with a number of circuits and loops.
- Where these paths connect with vehicular traffic, pedestrians and cyclists should be directed to a corner and/or controlled crossing point.
- Parkettes, plazas and public gathering places within the commercial core should be open to the street, well lit and furnished with the same benches, receptacles and lighting used on Queen Street.
- Through block connections should be developed from Queen Street south to the Riverfront and the Hub Trail.





5.8 Public Art

- Public art may be many things but at the minimum it should enrich the Downtown experience, enhance its public image and hopefully inspire intense public interest.
- All proposed artwork must respect the primary function of the street, which is to enable the safe and orderly movement of pedestrians and vehicles. Streets also function as utility corridors, and access must be maintained for present and future services above and below ground.
- All proposed artwork should not be unduly distracting to motorists, or interfere with the driver/driver or driver/pedestrian sightlines, and should therefore generally avoid corner clearance areas unless setback from the sidewalk.
- All proposed artwork should not interfere with entrance/egress or queuing for transit buses or unduly disrupt curb use activities,
- All proposed artwork in public walkways should maintain a minimum sidewalk width based on pedestrian volumes, minimize the potential for concealment and anti-social activities, and maintain clearance from above and below ground utilities.



QUEEN STREET URBAN DESIGN GUIDELINES

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6.0 PARKING, SAFETY & BARRIER FREE GUIDELINES

Critical elements to consider in the design of parking lots are traffic impacts on adjacent streets and its urban design relationship to adjacent buildings, including building massing, the location of the facility within the Downtown, its security, landscaping, and lighting.

The urban design objective for the design of parking facilities is two fold. The first objective is to produce discrete parking lots behind Queen Street commercial buildings where possible. Second, provide attractive parking facilities that are compatible additions to Downtown and enhances pedestrian activity at the sidewalk level for a vital Downtown.



6.1 Parking

- Parking facilities should not jeopardize the pedestrian quality of Queen Street.
- Locate surface parking lots at the interior of blocks not at corner locations.
- At grade surface parking lots that share a site with a building should be located at rear of building away from the Queen Street frontage. Well-defined, attractive pedestrian links, for example, between Queen Street and off-street parking at the rear of retail premises should be encouraged.
- Structured parking lots should provide retail wrap along Queen Street frontages, to maintain a unified street wall, enhance the public realm and improve pedestrian safety.
- Amenities in parking lots should be consistent with those found on Queen Street (i.e. lighting, signage, garbage receptacles, etc.)
- Directional signage to rear lot parking should be improved so that drivers have adequate time to access the parking.
- Improve parking lots adjacent to rear entrances and alleyways. Connections to the street should be highlighted at the streetscape level with adequate signage and lighting.
- New and infill buildings should encourage building forms with less depth, thereby allowing the remaining lot depth to be utilized for on-site parking
- At-grade parking areas should be screened from pedestrian walkways to help separate pedestrian walkways from parking space.
- Appropriate plant materials for screening parking include medium height (0.75m-1.0m) shrub material, which is effective at screening parked cars while remaining porous enough to permit views to the street for safety. A combination of shade trees (branching height of 1.5 m minimum) and shrubs can effectively screen undesirable views. The width of planting beds can vary, but a minimum of 2.0 metres of continuous soil provides sufficient area for healthy plant growth.
- For effective screening throughout the year, the selection of plant material should include some evergreen species. Screening planting should be accommodated in continuous planting pits.
- All parking lots should have trees planted within them to provide shade and screening. These trees should be planted in curbed islands.
- Parking lots should be avoided at the sidewalk edge as they break the continuity of retail on the street.



QUEEN STREET

URBAN DESIGN GUIDELINES

6.2 Safety

- Encourage a clear visual connection between an existing garage, or surface parking lot, and adjacent sidewalk and buildings. Pedestrian routes in parking structures and lots should be easily identifiable and accessed.
- Interior and exterior lighting should be designed for safety as well as nighttime appearance.
- Where rear façades abut public spaces such as streets and parking areas, façades should be upgraded so that they are attractive and well-lit, to create a safe and comfortable pedestrian environment.
- Streetscape and other public areas should be designed for natural access and control, with public paths clearly marked and legible signage-directing people to surrounding amenity and parking clearly visible.
- Windows should face rear parking lots and side alleys for increased visibility and natural surveillance. Blank building façades should be avoided.
- Window signs should cover no more than 15% of windows.

- Building exteriors should be well lit and loading and servicing areas should not create hiding places, or blind spots.
- Property boundaries, where possible, should be marked with hedges, low fences or gates to create territorial reinforcement.
- Private areas should be easily distinguishable from public areas
- Operating hours should coincide with those of other neighbouring businesses
- Pay phones should be call-out only.





6.3 Barrier Free

- Handicapped design should be appropriately designed and use the same access routes as those used by non-handicapped users where possible. If not feasible, the access routes should be clearly visible from the main entrance and well marked.
- All public sidewalks, public-use buildings, and public open space should be in compliance with Ontario Building Code Barrier Free Standards.
- All accessible design elements must conform to all applicable Federal, Provincial and municipal laws and standards.
- Ramps and related elements should be simple in their design and be visually integrated with the overall building design and site plan. They should not appear as a non-integrated add-on to a building face.
- With respect to historic buildings, the dignity of the person with disabilities comes first, while still preserving the historic appearance of the building. The Central United Church was a good example of where both goals were achieved by making the rear entrance barrier-free.



QUEEN STREET URBAN DESIGN GUIDELINES

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7.0 CASE STUDIES

7.1 Case Study 1: 238/244 Queen Street Hussey & Cornation Block

DESIGN RESPONSE:

- Restore original building based on historical research
- 2-3 storey infill commercial on adjacent property
- Residential intensification opportunity at rear of property (Building 3)

CONTEXT

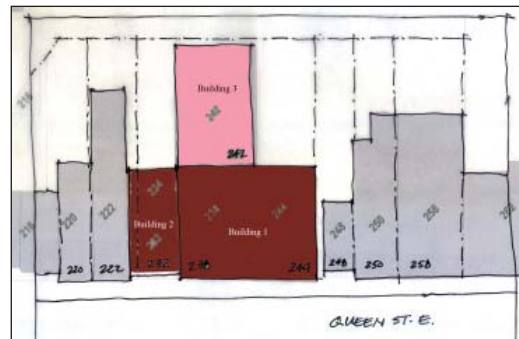
- Main Street Commercial
- Opposite New Arena Complex

USE

- Building 1 (Existing)- Mixed Use
 - Retail Commercial - 1 Storey
 - Residential - 2-3 Storey
- Building 2 (New) - Mixed Use
 - Retail Commercial - 1-2 Storey

FORM

- Building 1 (Existing)
 - Facade Restoration
 - Interior Retrofit
- Building 2 (New)
 - Open Concept
 - Brick & Glazing



SUBJECT SITE

HUSSEY & CORNATION BLOCK PAST



HUSSEY & CORNATION BLOCK PRESENT

DESIGN GUIDELINES APPLICATION

The following guidelines are applicable to the design response:

INTENSIFICATION

- Encourage Infill development on vacant or underutilized lots in the Queen Street District.
- Redevelop or renovate existing underutilized or vacant commercial buildings into mixed use buildings (street related commercial and residential above)
- Dwelling units at the rear of properties can be explored as a means to increase the number of residential units and efficient use of the lot depth of commercial properties

USE

- Increase the supply of residential units in the Downtown by refurbishing existing upper floors for residential use.

HEIGHT

- The maximum building height at the property line along Queen Street will be 16 meters in height, compatible with the existing three storey buildings.

- The height of additions or new construction should match adjacent building heights of three storeys or 16 meters, where possible, to maintain the visual continuity of the streetscape. Single storey buildings will be discouraged.





QUEEN STREET URBAN DESIGN GUIDELINES

ACKNOWLEDGEMENT.....INTRODUCTION.....URBAN DESIGN FRAMEWORK.....DESIGN GUIDELINES.....CASE STUDIES.....DESIGN REVIEW PROCESS.....RECOMMENDATIONS

7.2 Case Study 2: 807 Queen Street

DESIGN RESPONSE:

- 2 New Buildings Mixed Use Buildings
- 2 Storey
- Through Block Pedestrian & Bicycle Connection
- Residential Intensification at Rear
- 5-6 Storey
- Building 3 (New) - Residential
 - Residential Condominium - 1-4 Storey
 - Residential Condominium - 5-6 Storey with set back

FORM

- Building 1 & 2 (New)
- Brick & Glazing

CONNECTIONS

- Through Block Connection to
- Waterfront Trail (Hub Trail)
- Civic District
- New Clergue Park

CONTEXT

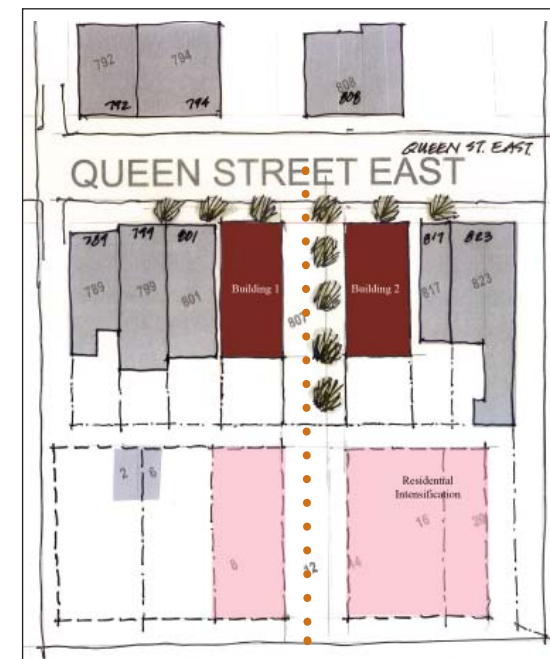
- Main Street Commercial
- Adjacent to Civic District & Clergue Park

USE

- Building 1 & 2 (New)- Mixed Use Commercial
 - Retail Commercial - 1 Storey
 - Residential - 2 Storey



SUBJECT SITE



THROUGH BLOCK CONNECTION

DESIGN GUIDELINES APPLICATION

The following guidelines are applicable to the design response:

INTENSIFICATION

- Encourage Infill development on vacant or underutilized lots in the Queen Street District.

LOT SIZE & SET BACK

- The existing at-street front lot setback should be retained for alterations, renovations or new construction.
- Storefront windows should follow the line of the front face of the building; deep recesses are discouraged.

HEIGHT

- The preferred building height of 3 storeys could be increased to up to a maximum of 6 storeys providing the upper storeys are stepped back.

FACADE

- Where new façades are constructed, the wall areas should be designed to reflect the rhythmic divisions of heritage façades that may be adjacent or near the project area. These proportions should extend to grade to maintain the smaller scale at the sidewalk level.

PUBLIC OPEN SPACE

- Through block connections should be developed from Queen Street south to the Riverfront and the Hub Trail.



CONCEPT: INFILL MIXED USE DEVELOPMENT ON SUBJECT SITE WITH PEDESTRIAN CONNECTION



QUEEN STREET

URBAN DESIGN GUIDELINES

8.0 THE DESIGN REVIEW PROCESS

Two bodies are primarily responsible for administering these Guidelines: the City Architect and the City of Sault Ste. Marie Planning Department. Specifically, the City Architect reviews all projects located in the Downtown District and landmark structures located outside the District with a construction value over \$10,000. Projects within the Downtown with a construction value of less than \$10,000 will be reviewed by the Planning Department. In the absence of a City Architect being under contract to the City, the Planning Department will be responsible for administering these Guidelines regardless of the construction value.

6.1 Scheduling a Design Review Early Is Important:

Scheduling a design review with the appropriate review body is the responsibility of the property owner, developer or their representative such as an architect. In general, a meeting should be scheduled before formal application is made to the City for a building permit or development review. Early project review often results in the resolution of design issues that can save valuable time once the project is submitted to the City. **NOTE:** Architects, developers, and owners find it useful to use the design review process as a sounding board to test ideas. Applicants may voluntarily return to discuss changes before making formal application for a building permit or development review to the City. For more information on how to proceed please call the City of Salt Ste. Marie Planning Department at (705) 759-5368.

6.2 Role of the City Architect

The City hires the 'City Architect' under contract for a period of three years, to evaluate development applications against the Urban Design Guidelines and report to planning staff and council. It is also the responsibility of the 'City Architect' to consult with landowners or their respective representatives in the Downtown core on projects with a construction value of \$10,000 or greater and provide advice on building improvements and redevelopment opportunities. Where a real or apparent conflict of interest arises, and the 'City Architect' is unavailable to conduct the design review, a third party architect or urban designer may be hired by the City at its discretion to undertake the evaluation.

6.3 Role of the Municipal Heritage Committee (MHC)

The Municipal Heritage Committee is responsible for reviewing all exterior and site feature changes for listed or designated buildings undertaking a preservation, restoration or new construction project in the Downtown District. Project review and compliance with final MHC decisions are mandatory for listed or designated properties in the District. In addition, MHC is responsible for reviewing exterior and site feature changes to listed and or designated buildings outside the Downtown District and adjacent residential neighbourhoods. MHC reviews all demolition requests for buildings over 50 years of age.

All listed or designated buildings in the Downtown District require the consent of the MHC prior to the issuance of a demolition permit or a building permit for exterior changes, alterations, or removal of a building or site feature. Routine maintenance and minor repair do not require the consent of the MHC. Members of the MHC may be included in the Design Review Process at the request of the City Architect to discuss preliminary design concepts prior to an application being submitted to the City as it pertains to treatment of external façade.





QUEEN STREET

URBAN DESIGN GUIDELINES

9.0 RECOMMENDATIONS

Downtown Sault Ste. Marie is a distinct District within the City that requires different planning tools to implement the Urban Design Framework and Design Guidelines. To reinforce the boundaries and distinctive characteristics of the Downtown, and the Queen Street Design Guidelines, the City should consider the following:

- Establish a City Architect that will facilitate improvements, review applications and make recommendations to the Planning Department and council;
- Review current planning policies related to residential intensification and infill to determine if they conform to the Design Guidelines;
- Review zoning by-laws for conformity with Community Improvement Plan and Queen Street Design Guidelines, such as maximum height and rear, ground floor residential occupancies;
- Encourage residential intensification in the Downtown adjacent to Queen Street;
- Refocus retail uses in the Downtown along Queen Street;
- Review the designation of retail use along Albert and Wellington Street;
- Undertake a detailed design plan for the improvements along Queen Street;
- Ensuring that there is an overall streetscape design that is consistent across all of the Downtown (lighting, walkways, signage, street tree planting);
- Undertaking traffic calming and streetscape measures to support retail uses along Queen Street;
- Focus on pedestrian improvements from Queen Street to the Waterfront, and linking the Gateway development and Casino;
- Upgrade the existing Lumeç fixtures along the Waterfront to a metal halide ballast and lamp to ensure safety and uniform character throughout the Downtown.
- Amend the sign by-law to encourage retail signs along Queen Street that improves the pedestrian scale experience, and enhances the historical character of the area;
- Develop a signage strategy for the Downtown that celebrates the distinct character areas but maintains a unified aesthetic.