

# HILLSBURGH SUBDIVISION

## 63 & 63A Trafalgar Road

### Town of Erin

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FEBRUARY

2023

# URBAN DESIGN BRIEF

File No. 2236B



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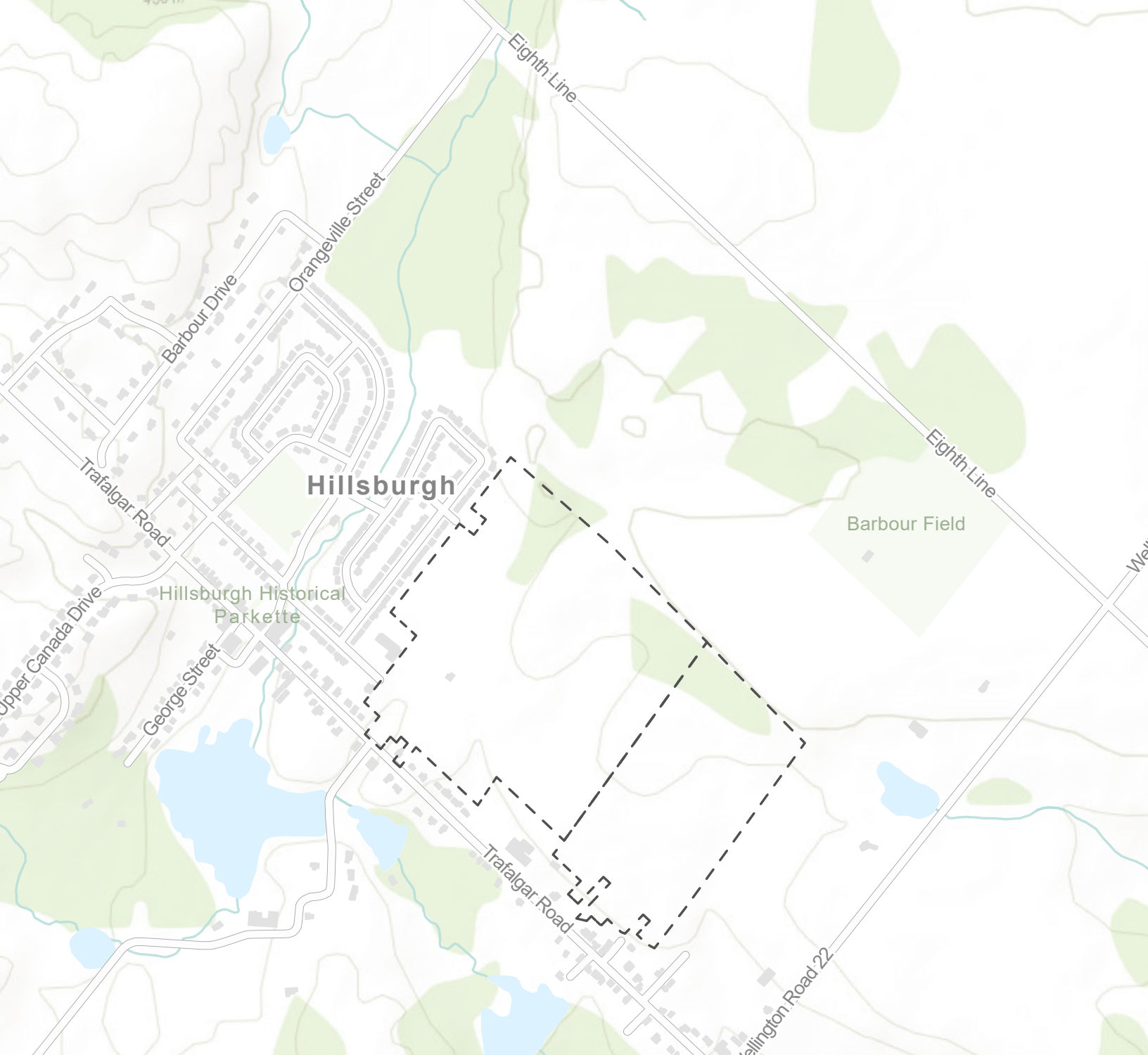
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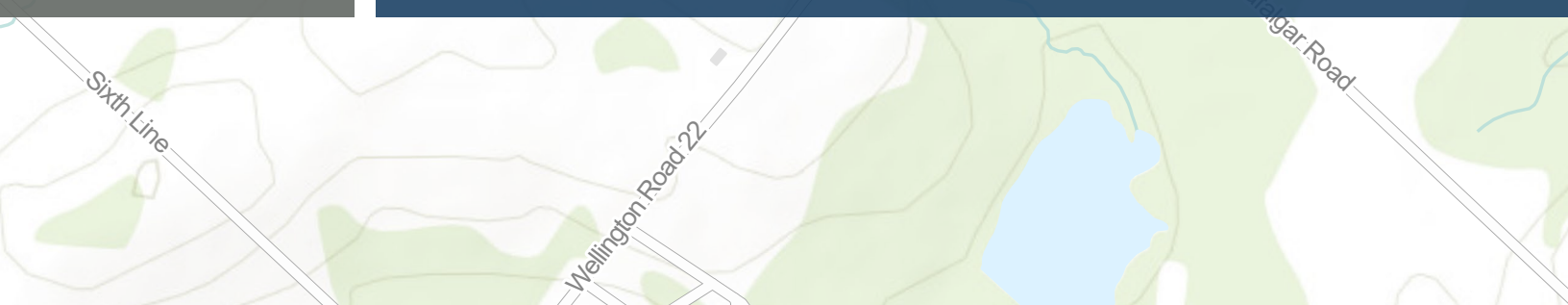
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## APPENDIX A | DESIGN RESPONSE TO APPLICABLE TOWN OF ERIN DESIGN GUIDELINES FOR NEW NEIGHBOURHOODS AND THE OPEN SPACE NETWORK



1.0

# INTRODUCTION & SITE DESCRIPTION



# 1.1 | INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC Planning”) has been retained by Beachcroft Investments Inc. to prepare an Urban Design Brief and list of relevant guidelines to support planning applications, including draft plan of subdivision, an Official Plan Amendment and a Zoning By-Law Amendment for the property municipally described as 63 and 63A Trafalgar Road in the Town of Erin.

Erin is a town located in Wellington County, approximately 80km northwest of Toronto. It is bordered by the Town of Caledon to the east, the Town of Halton Hills to the south, the Township of Guelph/Eramosa to the west, the Township of East Garafraxa to the north and the Township of Centre Wellington to the north west. The Town of Erin is comprised of two urban centres, the Villages of Erin and Hillsburgh.

The Subject Lands are located within the Village of Hillsburgh, and are located north of the intersection of Trafalgar Road and Highway 22. The subject lands are legally described as Part of Lots 23 and 24, Concession 8 and Part of Lots 11 and 12, east of Market Street and Part of Lot 14 and Lots 18, 19 and 20, East of Guelph Street and Part of Lots 21 and 22 and Lots 23 and 24 West of Guelph Street, Registered Plan 95 in the Town of Erin.

The purpose of this Design Brief is to confirm key design principles for the development; to illustrate how the Town’s design policies and guidelines have been considered and incorporated; to provide design direction for the ultimate development of the lands; and to illustrate key design components of the proposed neighbourhood plan. In addition, this Brief describes the locational context of the subject lands and provides recommendations for implementation.

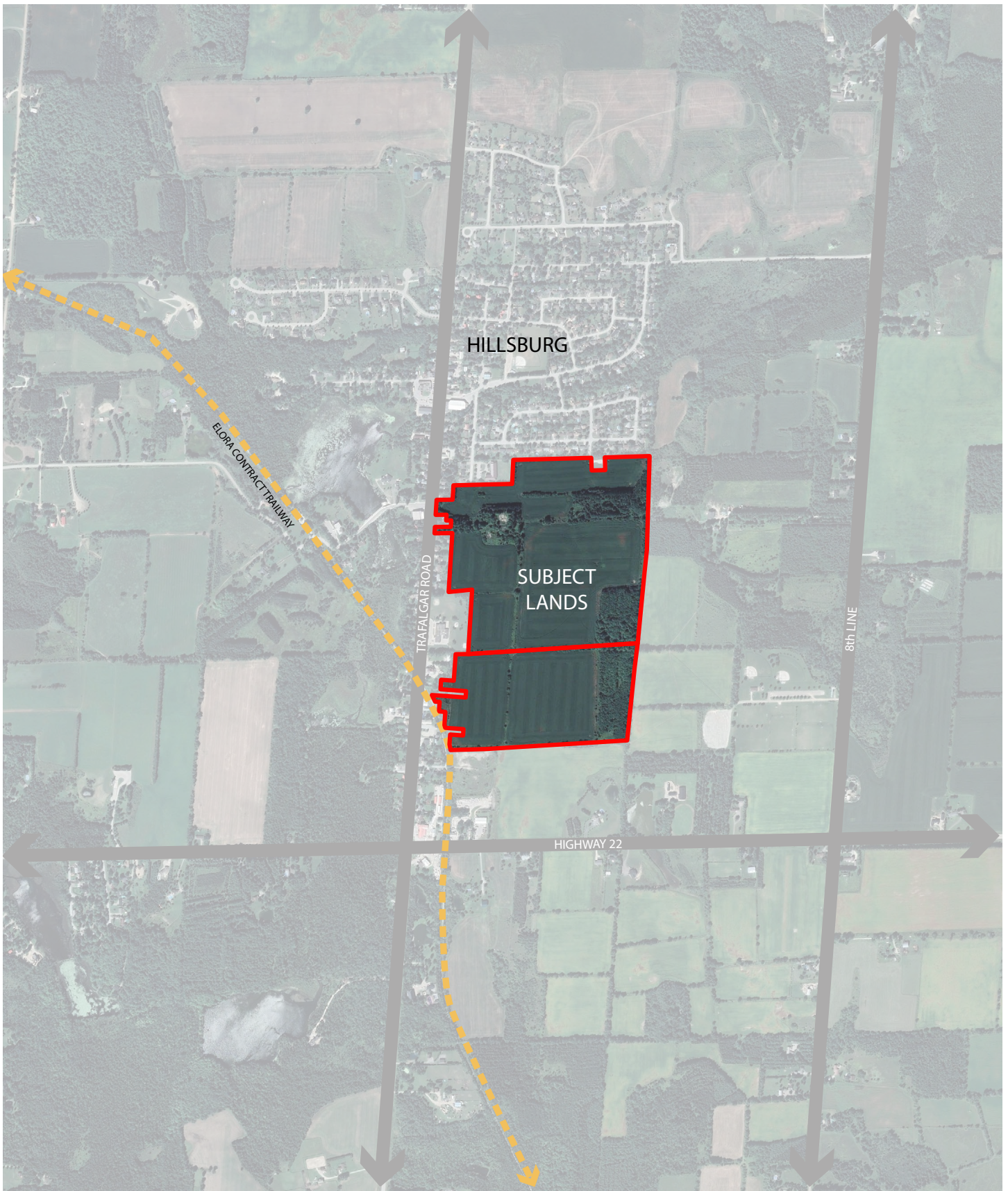


Figure 1.1 - Aerial View of Subject Lands in relation to its surroundings.

# 1.2 | HOW TO READ THIS BRIEF

**4.2 PARKS & OPEN SPACE SYSTEM**


Careful consideration is to be given to the location of trails relative to the existing and planned trail system. Walkway blocks should be coordinated with the active transportation network and in a manner that connects the overall park system.

A perimeter community trail network is proposed around the limits of the property. Direct pedestrian access from the community trail along the property line adjacent to the existing subdivision lands, stormwater management facility, park blocks and the sidewalk system should be provided with the objective of connecting the subject lands to the existing active transportation network.

A park block is proposed central to the community, adjacent to proposed townhouse and stacked townhouse residential uses. A central location will ensure the park is connected to trails, the active transportation system and within walking distance of the proposed community.

**POLICY & DESIGN DIRECTION:**

- Locate an active neighbourhood park central to the community and connect residents to the park through the sidewalk, walkway and active transportation system.
- The central park should also consider passive recreation opportunities and provide pedestrian connectivity between the community.
- Plantings and design elements of the central park should be coordinated with gateway, wayfinding and other features.
- The central park should be designed to be AODA compliant.
- The design of the central park should implement Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, access control and maintenance.
- Locate parkettes adjacent to open space and provide seating areas for passive enjoyment.
- Develop a planting plan that complements adjacent land uses, provides shade opportunities and reduces the heat island effect associated with urban development.
- Park awareness/entrance features should be considered and be coordinated with other design features including wayfinding elements.
- A preliminary park design has been prepared for the central green. The design incorporates active and passive amenities and makes provision for a pedestrian connection that links the community trail to the east with the community to the west. The design includes place-making/wayfinding features.




**4.3 WALKABILITY, ACTIVE TRANSPORTATION & ROAD NETWORK**


The community should be designed in a manner that creates a positive pedestrian experience and results in a safe, pedestrian friendly environment. The walkway, sidewalk and active transportation system should provide easy access to the parks within the broader Community. The street pattern, related sidewalks and walkway system should be designed as a modified grid to assist with wayfinding and to provide a series of 'loops' within the community enhancing overall walkability and accessibility.

To encourage cycling, adequate provision should be made for bicycle parking and storage within multiple residential blocks and parks. A coordinated approach to wayfinding features, signage and low level lighting are to be considered to enhance the overall pedestrian experience.

**POLICY & DESIGN DIRECTION:**

- Design at the pedestrian scale to promote social interaction, active streetscapes and a walkable community.
- The street and sidewalk system should be planned as a modified grid and as an extension of the existing street pattern of the adjacent community.
- Open space, trails and sidewalks should be planned as a connected system, enhancing walkability and connectivity through the subdivision and to surrounding communities.
- Trails through the proposed storm water management blocks can further enhance connectivity and walkability and open space opportunities within the community.
- Ensure the design of streets, sidewalks, walkways and the trail system provide for a series of 'loops' to encourage active transportation and walkability.
- Proactively plan traffic calming measure to enhance pedestrian safety and encourage walking.
- Ensure the design of on-street parking provides for pedestrian movements at key crossings within the community.
- Ensure driveways are located furthest from adjacent walkways.
- Ensure adequate setbacks to minimize conflicts between car parking and sidewalks.
- Ensure a coordinated approach to the design of on-street parking, driveways and pedestrian crossings.





Response to design policy and guidelines from the municipality

Figure/Image illustrating adherence where applicable

Reference to key design principle being acknowledged

The purpose of this Urban Design Brief (UDB) is to organize key urban design principles into easily understandable categories. Each of these categories includes a written response which elaborates how the implemented ideas adhere to the key urban design principles. In instances where strict compliance is not feasible, design rationale is provided to demonstrate how the general design intent is still respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with built form and achieve development that promotes a sense of place and local identity within a community.

# 1.3 | DESCRIPTION OF SITE & SURROUNDING CONTEXT

The subject lands are located within the Village of Hillsburgh, a designated Urban Area. The subject property is located a short distance south of the Village's Central Business District. The subject lands have a total land area of 52.27 hectares (129.17 acres) and have historically been used for interim agricultural purposes pending development. A portion of the property contains an existing heritage house that will be retained. An existing woodlot defines the eastern limits of the property.

The existing topography is generally flat with gentle slopes towards Trafalgar Road and the Woodlot located to the east of the property. The existing natural woodlot features are proposed to be retained with buffers applied where appropriate.

## Community Context

The subject lands are well located relative to the established transportation network in Erin with access onto Trafalgar Road. Trafalgar Road is the main north-south spine of Hillsburgh and provides direct connections to the historic Village centre and surrounding neighbourhoods in Hillsburgh. The closest major intersection is located at Trafalgar Road and Highway 22.

The subject lands are also located approximately 7km northwest of the Village of Erin. In addition the subject lands are well located in proximity to other urban areas within southern Ontario including Orangeville approximately 20km to the east, and the GTA approximately 80km to the south.

The subject land are located just west of a large outdoor recreation facility (Barbour Field) and are adjacent to the Elora-Cataract Trailway providing for significant active transportation and recreational opportunities.



Existing heritage house to be retained.

The Elora-Cataract Trailway is a 47 kilometre trailway linking the Credit River Watershed to the Grand River Watershed and communities along the way. This trail will connect future residents of the proposed development to larger communities including Fergus and Elora.

The Village of Hillsburgh is designated as a Community Improvement Area in the Town of Erin Community Improvement Plan (2018) which encourages development and growth within the area to enhance local character. The subject lands are intended to accommodate future residential growth needs for the Town of Erin and are intended to contribute to a complete community within the Village of Hillsburgh.

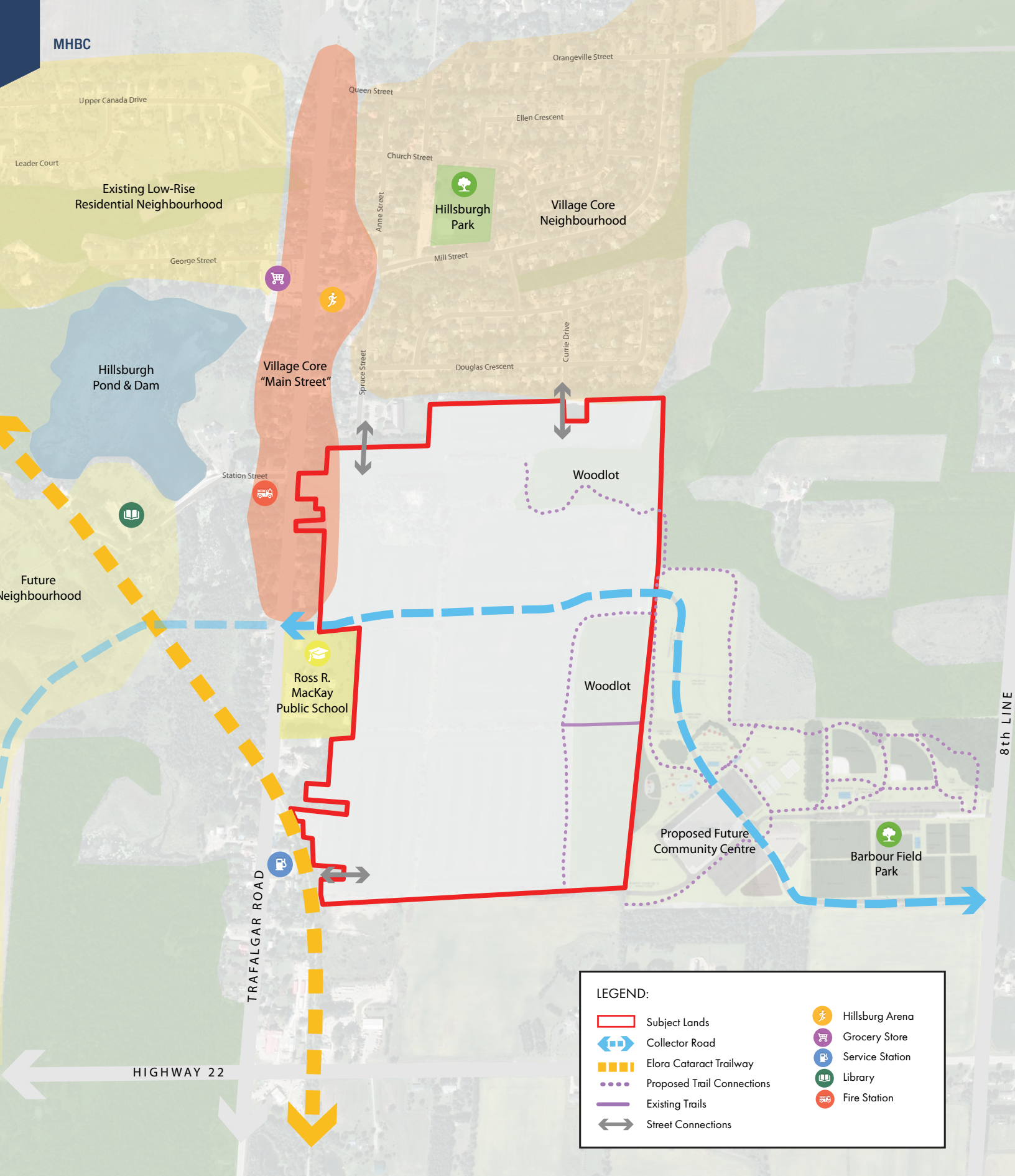


Figure 1.3 - Subject Lands in relation to its surrounding context.



## Neighbourhood Context

The Village of Hillsburgh is centralized around Trafalgar road with existing pockets of residential development located on either side. The extensive natural environment surrounding the Village plays a prominent role in framing the community providing views and vistas to the natural areas.

Surrounding land uses are characterized by an existing low rise residential community to the north east with connections to Trafalgar Road, recreation lands (Barbour Field), agricultural lands and rural uses to the east and a mix of uses along Trafalgar Road to the south comprising part of Hillsburgh's historic Main Street. The Ross R. MacKay Public School is also located along Trafalgar Road, immediately adjacent to the subject lands.

Built form in existing neighbourhoods consists primarily of single detached dwellings. The predominant architectural styles of the area include Craftsman, Georgian and Colonial Revival, with brick being the predominant material of buildings.

The central business district is located along Trafalgar road to the north of the subject lands and is the historic core of the Village. A number of the buildings located along Trafalgar road are historic in character and provide retail, commercial and employment opportunities.

A large planned community centre is proposed off of 8th Line, east of the subject lands. The community centre will be located within Barbour Field. Once completed this large recreational complex will provide for a full range of recreational opportunities for the subject lands with a direct connection to the subject lands.

In Summary, the proposed development is well located within the Village of Hillsburgh to accommodate the growth targets of the Town and provide additional residential opportunities within the community.

The direct interface of the subject lands in all directions are as follows:

### **NORTH:**

Existing low rise residential land uses bound the subject lands directly to the north. Currie Drive currently terminates at the property line and is proposed to be extended within the subject lands, providing a road connection to the north.

### **EAST:**

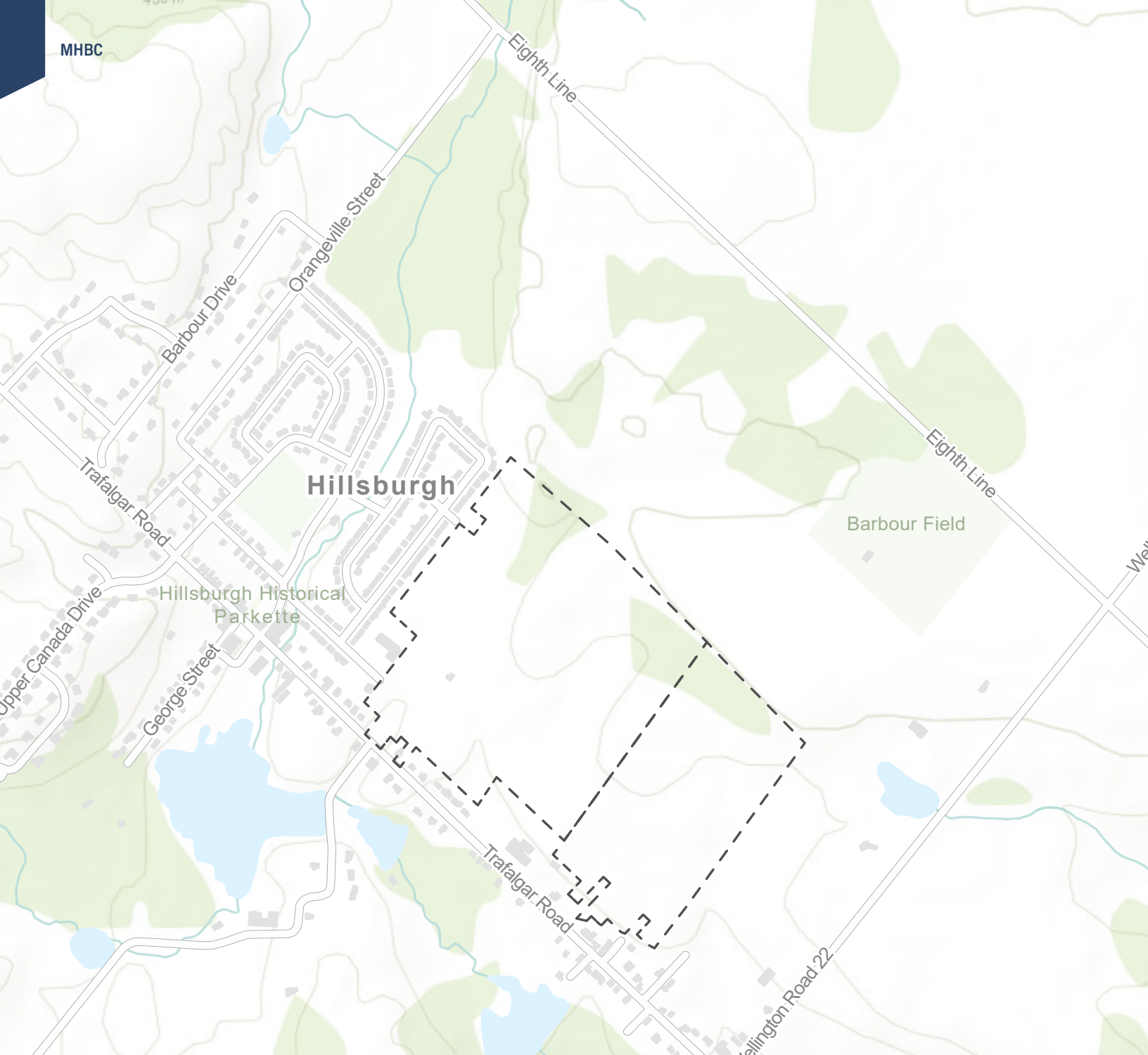
The subject lands are bound by an existing woodlot to the east. Barbour Field is also located to the east and will have a direct connection to the subject lands upon the completion of the Barbour Field Community Centre project.

### **SOUTH:**

Agricultural land uses are located directly to the south. Further south is Highway 22 which connects Hillsburgh to the Village of Erin.

### **WEST:**

Trafalgar Road is located to the west of the community. Ross R. MacKay Public School is also located to the west of the subject lands as well as additional retail, commercial and employment uses. Uses to the west also include a small handful of single detached lots.



# 2.0

# THE PROPOSED DEVELOPMENT

## 2.1 | THE PROPOSED DEVELOPMENT

The vision for the proposed development is to create a complete, vibrant and healthy community that includes a mix and range of unit types and a dynamic public realm. The proposed development will complement and integrate with the surrounding community context and active transportation network. The design and the development of the community provides a well-connected network of streets, sidewalks, walkways and trails designed at a pedestrian scale to promote social interaction, active streetscapes and a walkable community.

The development includes a range of housing types, appealing to a broad demographic including:

- Single detached dwellings
- Back-to-back townhouse units
- Street fronting townhouse units
- A future development block intended to allow for mixed-use/seniors housing development

Densities within the proposed community generally intensify from east to west with single detached proposed adjacent to the existing woodlots and higher density residential located closer to Trafalgar Road and the proposed park blocks.

Vehicle access for the subdivision is proposed via the extension of existing streets and the creation of new road connections. This includes the southerly extension of "Spruce Street" and "Currie Drive" (north of the subject lands), and a direct connection to Trafalgar Road (west of the subject lands). A potential second road access to Trafalgar Road is also contemplated. A road connection to the lands to the east of the proposed subdivision is also proposed. This will allow the subdivision to connect into Barbour Field and ultimately out to 8th Line. Two additional connections to the south are also proposed allowing for potential development in the future.

The design of the community emphasizes walkability, a mix of uses and densities, and a modified grid pattern of streets with short block lengths. The proposed development has been designed with a well-connected network of streets, sidewalks and trails to enhance connectivity and safely accommodate various modes of active transportation. The community has been designed with several connections to recreation and trail systems, including a direct connection from the proposed development to the planned Community Centre and Park located to the east and the Elora-Cataract Trailway. Trail and walkway connections have also been considered to connect to existing and future trail systems within adjacent woodlots.

Attractive streetscapes will be achieved using a coordinated design approach to streetscape elements such as trees, signage, street lights and boulevard treatment. It is recommended herein that a streetscape plan be required for each phase of registration. Streets have been designed in a manner that provide terminating view opportunities relative to built form and open space.

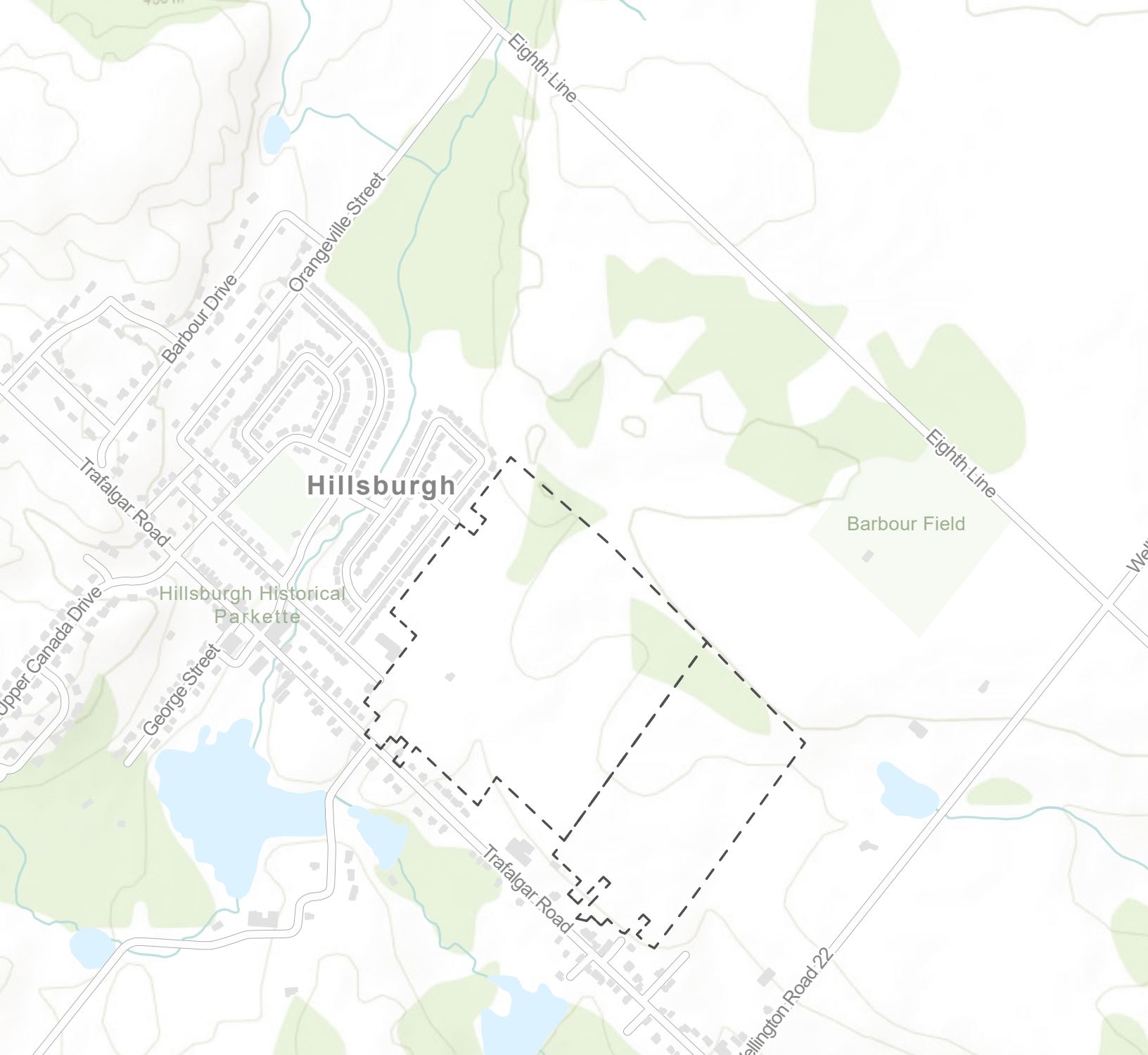
The park blocks have been designed with street frontage onto two streets to heighten visibility from surrounding residents and public streets. The park locations have been designed to be coordinated with the planned sidewalk, walkway and trail network within the community to ensure a 5-minute walking radius to all residents. Park blocks have been consolidated with underground SWM Tanks to allow for efficient use of the property.

The components of the neighbourhood plan illustrated herein will be implemented through the proposed Draft Plan of Subdivision and Zoning Bylaw Amendment to which this Urban Design Brief supports.

# CONCEPTUAL MASTER PLAN RENDERING:

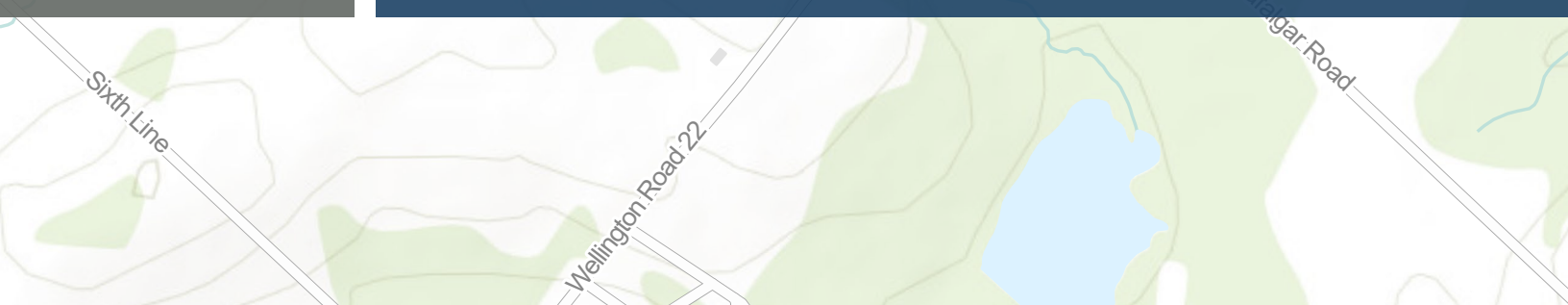


Note: All building placements and lot lines are for conceptual purposes only and will be finalized through the approval.



3.0

# RESPONSE TO POLICIES & GUIDELINES



# 3.1 | THE TOWN OF ERIN OFFICIAL PLAN

Section 3.13 of the Town of Erin’s Official Plan outlines objectives for Community Design within the Town. The Town plans to achieve high standards in the physical design of the built and natural environment in its Urban Centres. The high standards relate to overall quality, environmental sensitivity, sustainability, efficiency, affordability, accessibility, achieving a sense of place and identity, and providing for public safety and security. High design standards will apply equally to individual sites as well as to new subdivisions and to the community in its entirety. Design guidelines should recognize the unique rural, low density form of development which predominates in the Town. The objective is that when people live, work and visit in Erin they will have a tangible sense and impression that the Town is a well planned and well designed community.

The Town’s goal is to ensure that any development proposal from the individual site level, to the community level, is designed to achieve a high standard and to contribute positively in both form and function to the built and managed environment of the Town.

## 3.13.1 URBAN DESIGN OBJECTIVES

- *To achieve a high standard of architectural design in the built environment which is based on compatibility of new urban development with the existing pattern of urban development and between new buildings and existing buildings.*
- *To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.*
- *To enhance the relationship between the built environment and the Town’s natural heritage resources.*
- *To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics; and specifically within the downtown areas through attention to massing, proportion, facade articulation, architectural detail, materials, and their successful integration.*
- *To identify and encourage the maintenance and enhancement of “gateway” entrances, both from a vehicular and pedestrian point of view, into the Urban Centres. Gateway entrances should reflect the unique character of the area where they are located.*

The proposed development achieves these broader objectives by planning for a mix of high quality architectural designs; by integrating the development with the surrounding community through pedestrian and vehicular connections; by encouraging a varied pattern of built form; and by enhancing the relationship between the built environment and natural heritage resources.

### Section 3.13.2 Urban Design Guidelines

Section 3.13.1 outlines the following guidelines for the preparation of design guidelines that have been considered throughout this document.

a) The Town shall encourage the preparation of urban design and site planning guidelines which shall be applied to all development proposals. The Town may also establish from time to time urban design guidelines that apply to a specific area or development proposal.

b) In general terms, the following urban design factors shall be used to determine the acceptability of development proposals:

i) The extent to which the proposal attains the pertinent urban design objectives and policies of this Plan; and

ii) The extent to which the proposal fits within any Council-approved Urban Design Guidelines which are applicable to a development site, its local area, and/or its neighbourhood or district.

c) Urban Design Guidelines shall generally ensure that proposed developments:

i) Are compatible in architectural form with abutting neighbourhoods;

ii) Form a cohesive and unified cluster of buildings which are architecturally compatible with each other;

iii) Provide links with the pedestrian, cycle and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and

iv) Maintain and enhance remaining elements of valued historic development patterns in the layout of new development.

d) New development located within an existing established district or neighbourhood will be designed as an integral part of the area's existing larger pattern of built form and open spaces such as building mass, height, proportion, enclosed volume and position relative to street and site.

e) The preservation of the existing pattern of setbacks in the existing urban area shall be supported so that new buildings do not substantially alter the street relationship.

f) New developments within the downtown areas should support the creation of continuous building façades along streets frequented by pedestrians.

g) The street façades of publicly accessible buildings should be designed to encourage and facilitate public accessibility.

h) Except in the industrial designations building functions which do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.

i) Community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.

j) Signage should clearly indicate street address and/or building, business or tenant name, and should integrate with the façade design.

k) The preservation of important views from strategically located viewpoints, and the preservation of significant sequences of views of particularly important landmarks and features shall be encouraged to the extent possible.

l) The placement of a broad range of artworks in publicly accessible and visible locations such as parks, streets, plazas and on buildings shall be encouraged, particularly those which foster civic identity by reflecting and/or interpreting the local history, traditions, culture and values of citizens.

In our opinion the images, diagrams and guideline direction contained within this document demonstrate how the relevant parts of Section 3.13.1 c) have been addressed. In particular the proposed development is compatible in form with surrounding development; provides linkages with existing pedestrian, vehicular and cycling routes; and preserves significant built and natural heritage features.

## 3.2 | THE TOWN OF ERIN URBAN DESIGN GUIDELINES

The Town of Erin “Community & Architectural Design Guidelines for the Villages of Erin & Hillsburgh” (“Urban Design Guidelines”) provide direction to ensure that future development respects the unique character of the area and the historical significance and small town feel as expressed in the Town’s Official Plan. The intent for these guidelines is to encourage compatible design that helps shape the form and character of future development within these areas.

The guidelines focus on both community and architectural design to promote high quality urban design that is based upon the quality, scale and character of the surrounding existing and emerging contexts, reinforce ‘human scaled’ environments, and promote a sense of place.

The Town of Erin Urban Design Guidelines outlines the following vision and overall guiding principles for future development within the community:

**“The Town of Erin aspires to be a healthy and sustainable community while maintaining the look, feel and charm of a ‘small-town’ that is connected to its natural and built heritage. It will grow and prosper within this context and ensure that new development contributes to and enhances the character of its historic downtown neighbourhoods.”**

The Design Guidelines include six guiding principles which are intended to give direction to how the physical aspects of the community should be developed.



**INCORPORATE AND INTEGRATE  
THE SURROUNDING NATURAL  
HERITAGE**



**ENHANCE THE CHARACTER  
AND ATTRIBUTES OF THE  
COMMUNITY**



**SUPPORT ACTIVE  
TRANSPORTATION AND  
COMMUNITY CONNECTIVITY**



**ENCOURAGE QUALITY BUILT  
FORM**



**CREATE PEDESTRIAN  
FRIENDLY URBAN SPACES  
AND STREETS**

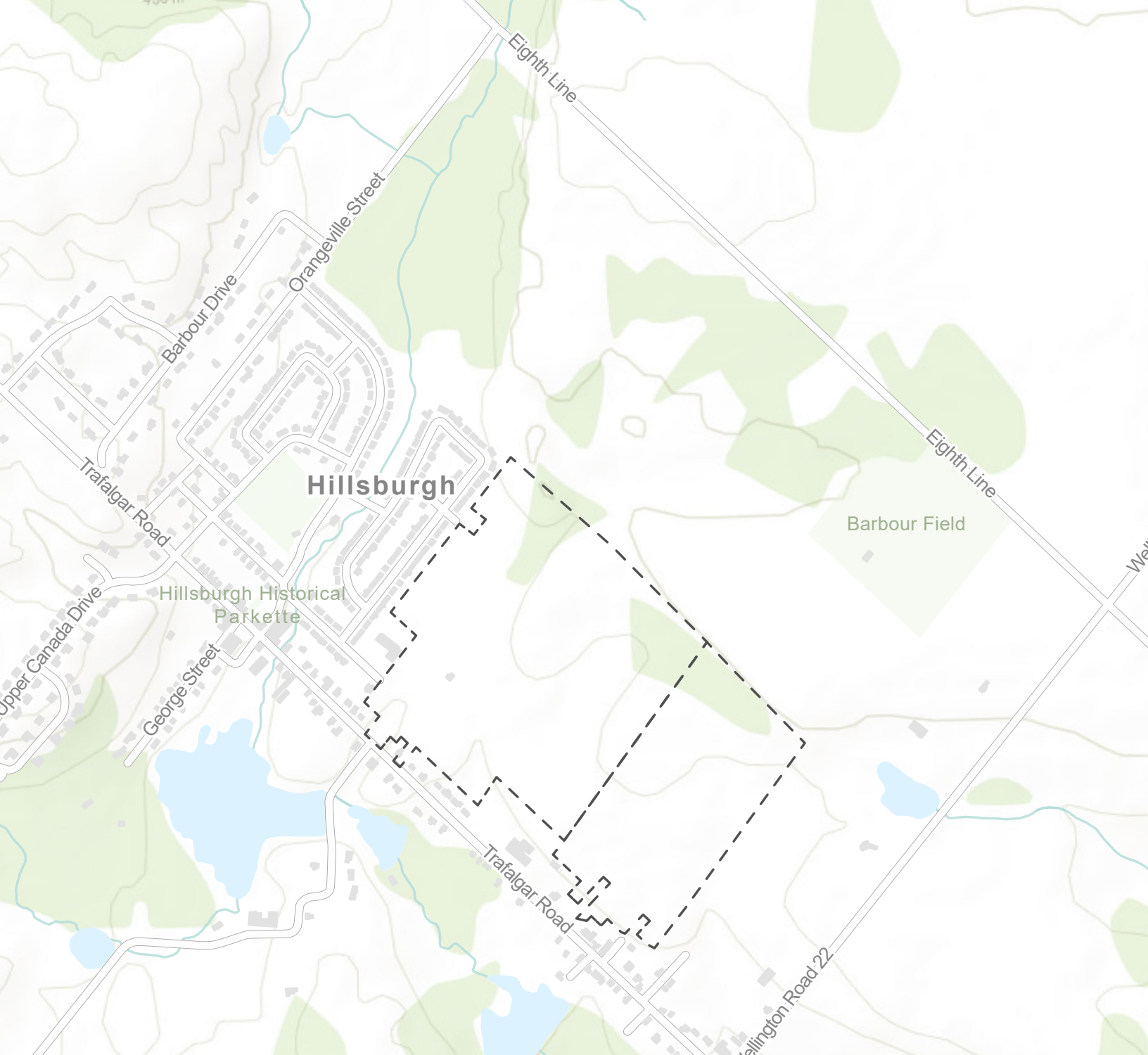


**INTEGRATE SUSTAINABILITY  
INTO THE DESIGN OF  
BUILDING, OPEN SPACE AND  
INFRASTRUCTURE**

The following Section addresses each of these guiding principles and provides design direction to ensure these principles are implemented as part of the proposed community.

The Design Guidelines also include extensive design direction for New Neighbourhoods (Section 5.0 of the Towns Urban Design Guidelines) and the Open Space Network (Section 7.0 of the Town’s Urban Design Guidelines). These guidelines have been considered in the design of the proposed subdivision as illustrated throughout this Brief. A detailed table responding to all the relevant guidelines in these Sections is included as **Appendix A** of this document.





4.0

# GUIDING PRINCIPLES

## 4.1

## INCORPORATE AND INTEGRATE THE SURROUNDING NATURAL HERITAGE



“In new neighbourhoods, the design of the street and block pattern should maintain access and views to greenlands/natural heritage, and avoid back-lotting onto these areas.

Parks and other open space elements should be located adjacent to these areas, wherever possible.”

(Town of Erin Urban Design Guidelines)

An Environmental Impact Study (EIS) was prepared and includes the surveyed limits of the adjacent woodlots. The limits of proposed development respect the surveyed limits of adjacent natural heritage features and associated setbacks. The setbacks are to be designed as buffers to natural heritage features as part of an overall strategy that ensures the long-term protection of the natural environment.

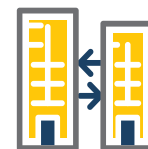
Protecting views of the woodlot has to be balanced with other broader policy objectives, such as achieving efficient development patterns. The extent of the woodlot adjacent to the proposed subdivision is such that avoiding backlotting would result in an inefficient development concept with more impervious areas in the form of roads. Instead the subdivision has been designed with low-density forms of housing adjacent to the woodlot (with building heights that will allow for views of the feature) and multiple walkway connections that allow access to the trail system within these features as well as view opportunities.

### DESIGN DIRECTION:

- The limits of the plans of subdivision are to be coincident with recommended setbacks from adjacent natural heritage features.
- The setbacks from natural heritage features are to be enhanced through a combination of native herbaceous seeding and native species plantings as part of an overall strategy to protect the natural environment.
- Provide opportunities for passive enjoyment of the natural features and the informal trail system within these features through the provision of walkway block connections at strategic locations.
- Access to adjacent natural heritage features is to be restricted through permanent fencing, with the exception of planned trail/walkway linkages.
- Incorporate “Natural Area Signage” at interfaces with natural heritage features.
- For walkway connections and trails within natural areas encourage permeable surface treatments that do not require chloride applications.
- Future residents backing onto the natural heritage feature should be provided with a Homeowner Brochure describing how to be a good steward of the natural environment.



Sustainability



Compatibility



Character



Figure 4.1.1 - Natural Heritage Features.

## 4.2

**ENHANCE THE CHARACTER AND ATTRIBUTES OF THE COMMUNITY**

“Recognition and enhancement of the unique attributes of the community is important to place-making and enhancing its character.

These characteristics of the community should be considered in developments in the village core...”

(Town of Erin Urban Design Guidelines)

While the subject lands are located outside of the Village Core, efforts have been made to consider the characteristics of the community, to enhance the character of the community and to encourage placemaking. This has been achieved through the retention of the heritage house on the property; through the provision of high quality parks in proximity to the Village Core; through the establishment of gateways within the neighbourhood and through the integration with the existing community via sidewalk and road connections.

The proposed development consists of two park blocks that have been strategically located within close proximity to Trafalgar Road. The parks are located at the north and south of the proposed neighbourhood ensuring all future residents will live within a short walking distance of a park. The south park has been located to provide a connection to the Elora-Cataract Trailway and will serve as a trailhead. The north park is located adjacent the Future Mixed Use Development Block which will allow for a clustering of uses in close proximity to the Village Core.

The public realm includes streets, parks, open space and associated views and vistas. The process of placemaking relies heavily on the creation of a public realm that is functional, attractive and coordinated. Place-making for the community and the design of the public realm should ensure connectivity with the adjacent community. Strong street edges are to be created along all streets through the careful design and placement of buildings, consideration of driveway widths relative to building mass and a coordinated approach to designing streetscapes.



## DESIGN DIRECTION:

- Establish gateways at key locations within the neighbourhood. Gateways should be given enhanced design consideration when planning the streetscape design for these areas. This may include additional street tree plantings within the gateways; incorporation of street furniture including benches; and/or wayfinding signage.
- Retain the existing heritage house and locate the future park and mixed use block adjacent to this feature.
- Encourage flexible zoning for the heritage house that would allow for future commercial uses and potential pedestrian connections to the adjacent park and mixed use block.
- The heritage house, northern park and mixed use block provide should be designed as a neighbourhood focal point designed to encourage community interaction.
- Provide connections to the public parks and trails via sidewalk and walkway connections.
- Ensure neighbourhood parks have significant frontage on adjacent streets to promote views and reinforce their role as neighbourhood focal points.
- Parks should be designed to be AODA compliant.
- Parks should implement Crime Prevention through Environmental Design (CPTED) principles including natural surveillance, access control and maintenance.
- Park awareness/entrance features should be considered and be coordinated with other design features in the broader surrounding community.
- Open space such as parks and trail networks should be designed to provide residents the opportunity for passive and/or active recreation, social interaction and gathering.
- Attention should be given to a coordinated design of the public realm including elements such as landscaping, entrance features, lighting and signage.
- Attention should be given to enhanced architectural details where facades interface with the public realm and at major entrances to the community (priority lots).
- The street pattern should be designed to provide terminating views and vistas which could include enhanced architectural design/articulation, parks, and open space.



**Character**



**Public Realm**



**Focal Point**



**Pedestrian-oriented**



**Wayfinding**

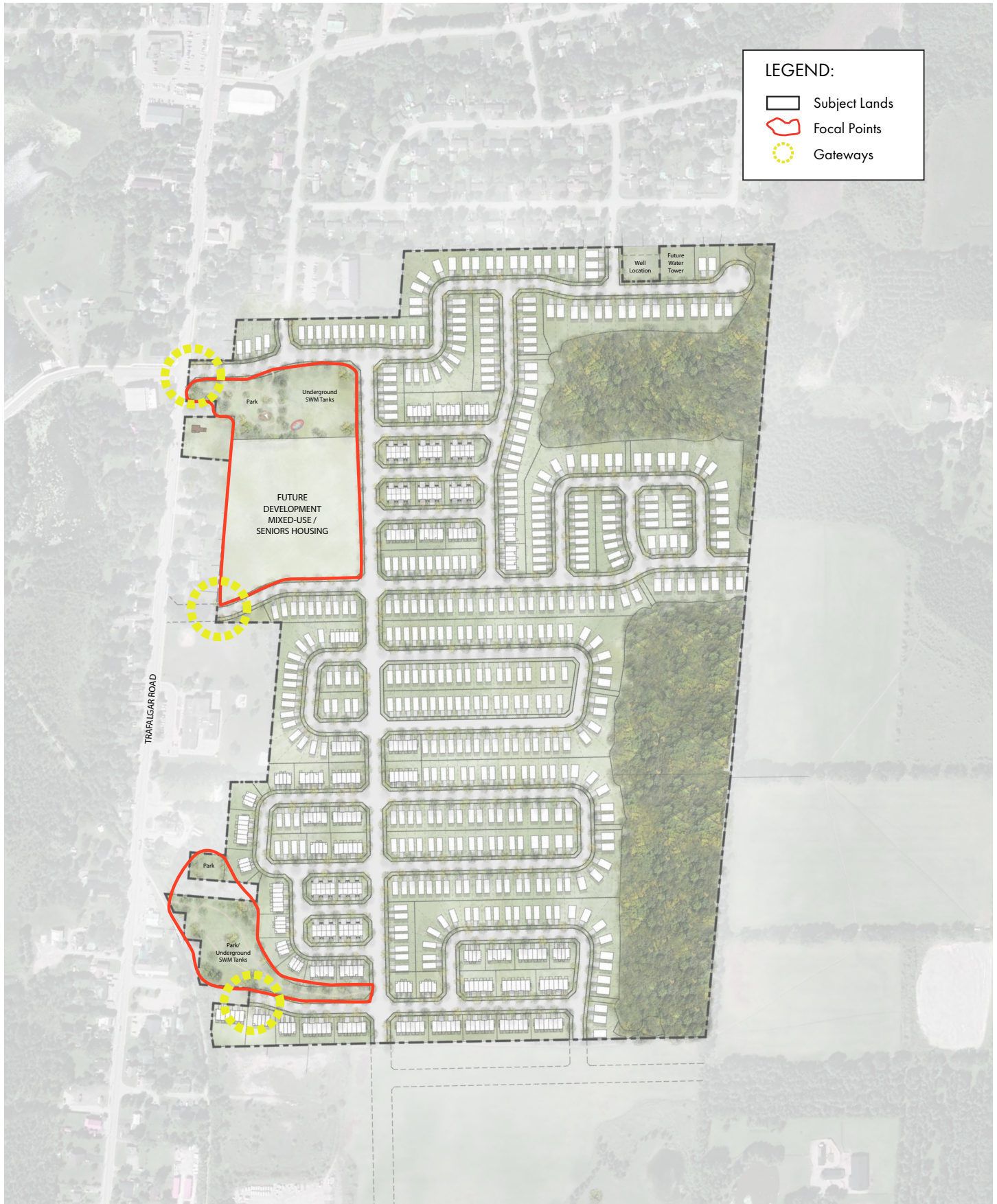


Figure 4.2.1 - Community Gateways and Focal Points.

## 4.3

**SUPPORT ACTIVE TRANSPORTATION & COMMUNITY CONNECTIVITY**

“Ensuring that built form promotes opportunities for walking, cycling and physical activity is important to increasing our chances of enjoying a long and healthy life”.

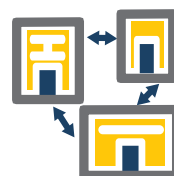
(Town of Erin Urban Design Guidelines)”

Active transportation and community connectivity were two of the most significant design considerations in the overall design of the neighbourhood. The community has been designed to create a positive pedestrian experience and a safe pedestrian friendly environment. The walkway, sidewalk and active transportation system will provide easy access to the neighbourhood parks and the broader Community. The street pattern, related sidewalks and walkway system is designed to provide for short walking distances to community focal points.

Careful consideration has been given to the location of trails relative to the existing and planned trail system. Walkway blocks are to be coordinated with the active transportation network and in a manner that connects the overall park system. Vehicular and pedestrian connections will be provided from the proposed development to the planned community centre and park to the east. The location of the parks allow for a 5-minute walking radius for all future residents within the neighbourhood while also providing park space for existing residents.

**DESIGN DIRECTION:**

- Design at the pedestrian scale to promote social interaction, active streetscapes and a walkable community.
- Encourage active transportation and supporting physical activity through the provision of a linked system of sidewalks, walkways and trails that provide residents with access to local destinations.
- Design trails to accommodate a range of users and abilities. Accessible trails should be provided where appropriate. Within natural features permeable trail surfaces (i.e. stone dust or woodchip) are preferred.
- Proactively plan traffic calming measure to enhance pedestrian safety and encourage walking, this includes the use of alternative materials for pedestrian crossings.
- Trails through the proposed park/storm water management blocks can further enhance connectivity and walkability and open space opportunities within the community.
- Design the south park as a trailhead to the Elora-Cataract Trailway.
- Ensure the design of streets, sidewalks, walkways and the trail system provide for a series of ‘loops’ to encourage active transportation and walkability.
- Provide benches and waste and recycling receptacles at trailheads and within park blocks.
- Consider special treatments at the trailhead entrance including high quality landscaping, decorative paving patterns, interpretive or directional signage, or wider pathway widths.
- Ensure a coordinated approach to the design of on-street parking, driveways and pedestrian crossings.



**Connectivity**



**Circulation**



**Wayfinding**

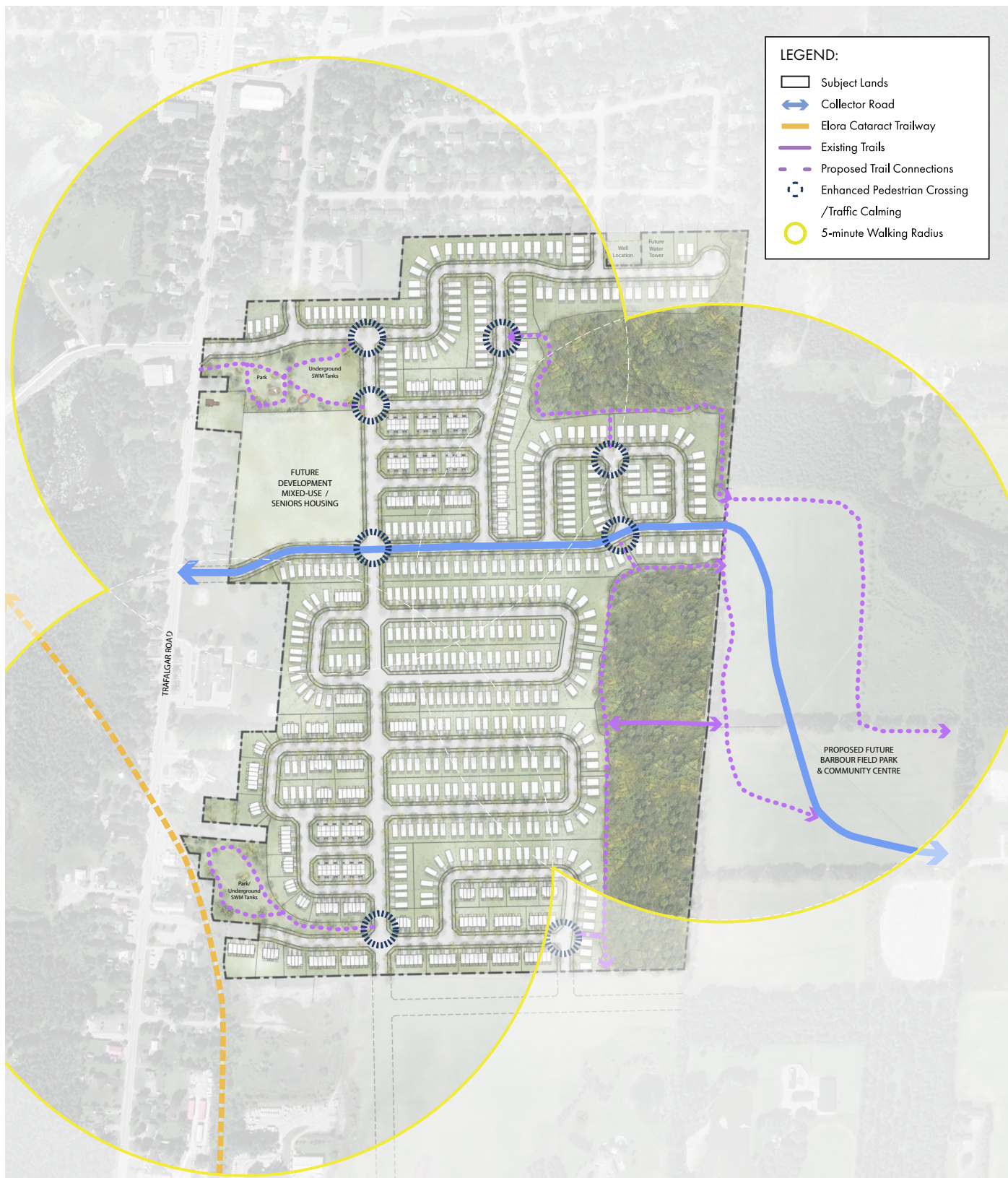


Figure 4.3.1 - Community Connectivity, Walkability & Active Transportation



## 4.4 ENCOURAGE QUALITY BUILT FORM



“In an historic context, buildings that ‘relate’ to, rather than ‘replicate’ older building styles, is encouraged. Well designed, beautiful and context considerate buildings form the ‘heritage’ of the future.

In a new neighbourhood context, house designs should be as ‘true’ to a defined architectural style as possible, rather than incorporating an eclectic disparate mix of unrelated styles/elements”.

(Town of Erin Urban Design Guidelines)

The guideline section of this Brief includes specific design direction aimed at ensuring high quality built form. Variety along the streetscapes is a key design consideration, especially given the variety of architectural styles and individuality found within the existing residential areas in Hillsburgh. A mix of several distinct architectural styles is proposed within the neighbourhood including; modern farmhouse; transitional, Georgian; and Canadiana. The architectural styles selected are intended to relate to rather than replicate the building styles within the existing community. While a number of these styles incorporate traditional architectural elements, each provide a contemporary take on the style.

### DESIGN DIRECTION:

- Promote a variety of lots and building forms and provide a transition in lot sizes, setbacks, massing, and grading that complements the adjacent context.
- Create visually consistent edges to the community.
- Discourage long, uninterrupted blocks.
- Orient dwellings to face the public realm including streetscapes, parks and open space, to provide ‘eyes on the space’.
- Limit townhouse blocks to 8 units/modules per block or 16 per block for back-to-back townhouses.
- Avoid front yard to back yard façade configurations along a street where possible.



Compatibility



Built Form



Articulation



Figure 4.4.1 - Priority Lot Diagram

## 4.5

## CREATE PEDESTRIAN FRIENDLY URBAN SPACES &amp; STREETS



“All neighbourhoods, whether existing or new, should be walkable and walk appealing. This means having a permeable system of streets and blocks, destinations, residents within a 5-10 minute walk, and having streetscapes that are animated and attractive”.

(Town of Erin Urban Design Guidelines)

The proposed neighbourhood has been designed with a walkability mindset. This has been accomplished through the provision of short blocks; sidewalks along all streets; walkway connections throughout the plan; and park blocks located where they will be within a 5 minute walk of all residents. The neighbourhood has also been designed with road and pedestrian connections to the lands to the north, east, south and west. This includes the extension of existing streets into the proposed neighbourhood. The proposed south park will form a trailhead with a direct connection to the Elora-Cataract Trailway.

Attractive streetscapes will be achieved using a coordinated design approach to streetscape elements such as trees, signage, street lights and boulevard treatment. The streetscape should include street trees comprised of native/indigenous, non-invasive species. Seasonal variety will be considered in the selection of trees. High-branching, large canopy trees should be provided within park blocks, and in particular along the edges of the parks.

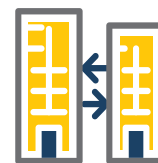
Built form will also contribute to creation of pedestrian friendly urban spaces and streets. Lots/blocks within highly visible locations have been identified as Priority Lots to ensure high quality built form, terminating vista opportunities and an attractive public realm. Specific guidelines relating to Priority Lots are included within **Section 5.4** of these guidelines.

### DESIGN DIRECTION:

- An overall streetscape plan should be required to ensure a well-coordinated and visually attractive streetscape. The streetscape plan will address boulevard planting, the location of driveways, on-street parking, and pedestrian crossings.
- Garage projections are to be minimized through the use of setbacks, zoning which regulates garage width relative to the width of the front facade, front porches and landscaping.
- A range of lot widths are encouraged throughout the community to add variety and visual interest to the overall streetscape.
- Consideration to be given to larger caliper trees at major entrances, decorative street lighting and signage.
- Driveways should be paired for lots that are less than 12 metres in width.
- Attention to be given to the design of the utilities with the overall objective of ensuring attractive streetscapes. To this end, and subject to the design requirements of the utility provider, overhead hydro lines should be minimized particularly at major entrances to the community.



**Animation**



**Compatibility**



**Character**

## 4.6

## INTEGRATE SUSTAINABILITY INTO THE DESIGN OF BUILDING, OPEN SPACE & INFRASTRUCTURE



“The Town of Erin aspires to be a leader in environmental design, and development. The planning and design of the built environment should consider opportunities to incorporate features such as passive solar heating and cooling, Low Impact Development (LID) measures, minimizing run-off, maximizing on-site retention of stormwater and providing quality control, as well as, the use of permeable pavers, passive landscaping, and extra topsoil depth when designing open spaces”.

(Town of Erin Urban Design Guidelines)

The subject lands are located within an urban centre, and will be fully serviced via municipal services. More compact forms of development are proposed to ensure efficient and sustainable use of the lands. The subdivision has been designed to maximize blocks that are oriented to achieve the benefits of passive solar heating and cooling. Low Impact Development (LID) measures will be considered through the detailed subdivision design. Within the proposed park blocks, the use of permeable pavers, passive landscaping and extra topsoil depths are strongly encouraged. Other sustainable elements such as pollinator gardens will also be considered.

### DESIGN DIRECTION:

- Promote active transportation opportunities by designing a neighbourhood that is walkable and connected to the surrounding road and trail infrastructure.
- Minimize land consumption and maximize the efficient use of the property by incorporating underground SWM tanks over larger more traditional SWM systems.
- Plan and design the road network to reduce salt impact (ice control products) to natural environment systems (i.e. minimize roads that are immediately adjacent to the natural heritage features).
- Avoid single loaded streets which add additional impervious areas to the overall site.
- Increase the shading of surfaces by planting trees or other vegetation.
- Plant native and non-invasive plant species within park blocks and within the public realm. Low maintenance, salt tolerant and drought tolerant plant species are strongly encouraged.
- Where possible provide south facing windows to maximize passive solar orientation benefits. Within the larger future mixed use block, orient buildings to be south facing where possible.



Sustainability



Compatibility



Built Form



Articulation



Landscape

- Design the mixed-use/seniors housing block and the neighbourhood parks to include bicycle parking.
- For sites with surface parking (future mixed use block), identify a designated snow storage area in an area that will reduce salt and contaminant impacts to vegetation, groundwater and surface water. Appropriate snow storage areas can help manage and mitigate the risks associated with road salt.
- Proper storage of topsoil will retain soil health and quality. Reusing soil promotes responsible use of a natural resource and minimizes the need to truck soil to and from the site. Retain and reuse uncontaminated on-site topsoil where possible.
- Inclusion of Low Impact Development (LID) techniques to meet site water balance, retention, erosion control and quality control targets. LID measures include:
  - » OGS treatment devices.
  - » Decentralized infiltration techniques.
  - » Lot level control (i.e. reduction of lot slopes, rear yard infiltration techniques).
  - » End of pipe controls (bio-retention feature).
- Energy efficient construction practices, building technologies, and mechanical systems will be encouraged.
- Surface parking associated with the proposed mixed-use/seniors housing block should be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect.
- Trees will be widely disbursed throughout the neighbourhood providing shade and excellent transpiration.
- The following additional green initiatives will be incorporated into future buildings within the neighbourhood:
  - » Water conservation features such as low-flow toilets and water efficient appliances.
  - » Use of high quality windows to reduce thermal loss.
  - » Use of energy efficient lighting such as LED for both interior and exterior lighting fixtures.



Orangeville Street

Hillsburgh

gh Historical  
arkette

Ba

5.0

DESIGN GUIDELINES

Trafalgar Road

n: Road 22

# 5.1 | GUIDELINES FOR UNIVERSAL DESIGN & SAFETY

## 5.1.1 UNIVERSAL & AGE-FRIENDLY DESIGN

Planning proactively for a future in which a greater proportion of the population lives with reduced mobility and other disabilities is responsible, necessary and timely. Seniors housing is contemplated in the mixed-use/seniors housing block. Age-friendly planning is sensitive to the needs of all age groups and all ability levels. Whether providing room for parents with baby strollers, the mobility requirements of the elderly or other persons with disabilities (e.g., the use of walkers, wheelchairs and motorized personal mobility devices), or the needs of the general populace to navigate municipal buildings, streets, paths and sidewalks safely and easily, age-friendly planning creates a civic environment that is welcoming to all.

The philosophy of good barrier-free design is to incorporate universal design principals. Universal Design means designing the built environment so that it can be understood, accessed, and used to the greatest extent possible by all people regardless of their age or ability. Whenever possible, consider a design that allows a wide range of users, now and in the future, to live in and access the building and residence.

### RECOMMENDATIONS FOR UNIVERSAL & AGE-FRIENDLY DESIGN:

- Ensure that sidewalks and parks are barrier-free for persons of all ages and abilities.
- Street trees, landscaping, seating, public art and signage should not obstruct the path of travel.
- Use curb ramps to provide barrier-free connections between the street, pedestrian walkways and parking areas.
- Integrate tactile and visual design elements (such as differential paving) to assist in orientation and the recognition of potential hazards to persons with disabilities.
- Introduce a range of unit types within the community to allow residents to age in place. This includes opportunities for seniors housing.
- Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable provincial legislation.
- In ground oriented residential developments such as row housing, accessible housing units are encouraged for a portion of the units (where grading permits). Features may include: one zero-step entrance, wider doorways and clear passage on the main floor.
- Grading plans should seek to minimize the number of stairs required to access the front door of future dwellings.



## 5.1.2

### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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.

#### RECOMMENDATIONS FOR CPTED DESIGN:

- Provide for appropriate lighting along all proposed streets. Incorporate appropriate lighting that does not produce glare. Avoid excessively bright lighting.
- Orient blocks and buildings to provide for “eyes on the park”.
- Provide low-profile fencing styles (such as chain-link) on either side of walkway blocks to ensure visibility into these spaces.
- Include walkway blocks at regular intervals along the open space trail network to minimize entrapment opportunities.
- When designing the future mixed use block, avoid creating spaces that appear confined, dark, isolated or unconnected with neighbouring uses, or without a clear purpose or function.
- Encourage the concepts of ‘eyes on the street’ when placing windows, front porches and balconies.



Building designs that provide ‘eyes on the park’ are encouraged.



Examples of highly visible entrance, walkways and landscaping.



## 5.2 | GUIDELINES FOR LOW-RISE RESIDENTIAL

The proposed development should be designed with low density residential uses to ensure a seamless transition in building heights and density to the adjacent residential community. The following general design guidelines have been prepared for low rise residential buildings (including single detached and townhouse units) to ensure a high quality, well designed community.

### UNIT MIX

- A variety of housing types and built form have been accommodated with higher density encouraged adjacent to the parks.
- The subject lands should be developed with a range of unit types and built form to avoid repetition on streetscapes and complement the residential land uses.



### COLOUR PALETTE/MATERIALS

- Variations in building facades and materials that incorporate current design trends are encouraged.
- A sufficient variety of exterior colour packages should be offered to avoid monotony within the streetscape.
- Individual exterior colour packages should combine to create a visually harmonious streetscape appearance. In this respect, jarring colour contrasts should be discouraged.
- High quality building materials in complementing colour palettes are to be provided for all street facing facades.
- Natural or cultured stone or brick is encouraged as the exterior cladding material on most of the street facing facade.
- Siding or alternative materials may be used on all facades, however it is encouraged to combine the use as a secondary material, mixed with primary materials including brick and or stone on street facing facades.



## FACADE VARIATION

- Variations in building facades and materials are encouraged.
- Within each townhouse block a cohesive design and colour palette should be applied. Facade variety should be applied between townhouse blocks to achieve variety along the streetscape.
- Street fronting townhouse blocks should be designed with a maximum of 6-8 freehold townhouse units within each block to avoid long stretches of units with the same colour palette.
- Within residential blocks intended for single-detached development the following guidelines apply:
  - Identical building elevations should be generally separated by at least two units;
  - Builders are encouraged to provide more than one elevation style per model.
  - Variety in colour packages should be provided and identical colour packages should be separated by at least one unit.
  - Identical units and/or building elevations should not be sited across from each other on the same street unless it is demonstrated that the colour and material packages for each unit provides sufficient variety.

### LEGEND

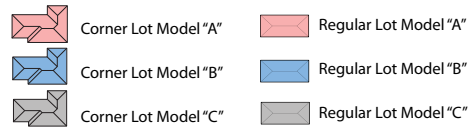


Diagram demonstrating facade variation.

## ROOF LINES

- Roof Lines (roof pitches) are encouraged to achieve a good transition between roof heights. Complementary roof lines are to be provided.
- Roof embellishments such as gables and dormers are encouraged especially on corner lots.
- Roof vents, stacks and flutes are encouraged to be located on the rear slope of the roof where feasible.

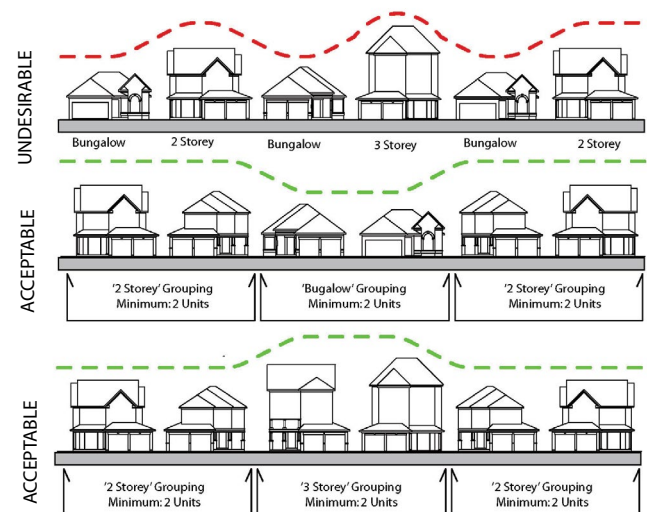


Diagram of acceptable vs. undesirable roof lines

## WINDOWS

- All windows should be low maintenance, thermally sealed, and double glazed.
- On front and flankage elevations windows for portions of the building that are located above grade should be consistently employed to suit the house style.
- Window proportions should reflect the architectural style of the building.
- Large ground floor windows are encouraged wherever feasible to promote “eyes on the street”.
- Windows surrounding doors, or within doors are also encouraged. This includes sidelights and transom windows around front doors.
- Primary upper and lower story windows on street-facing elevations should be aligned in an organized manner to enhance the facade.
- Projecting bay windows are encouraged to give 3-dimensional interest to primary house faces.



## GARAGES

- The placement and design of garages is important to the overall streetscape. As such, garages that are setback behind, or flush with, the habitable space of the dwelling unit or porch are encouraged.
- Garage widths should be proportionate to the front building facade length.
- Design treatment of garage doors is encouraged including sectional and paneled garage doors.
- A variety of lintel treatments above the garage are encouraged.
- For double garages, consider two single doors are preferred over one large door.

## DRIVEWAYS & PLACEMENT

The following guidelines apply to driveways:

- Driveways for dwellings adjacent to intersections, public walkways, open space and parks should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street should be minimized.
- Paired driveway locations are encouraged where feasible for smaller lots to maximize on-street parking opportunities.
- For larger lots, combined front yards (as illustrated) maximize on-street parking and landscaping opportunities.
- Driveways should be setback 6 metres from the intersection of two street lines.
- A maximum of one driveway with one access point connecting to a public street shall be permitted on a lot.
- Driveways for single-detached, semi-detached and street townhouse dwellings will be in accordance with an approved streetscape plan(s).
- An on-street parking plan is to be approved for each stage of development.

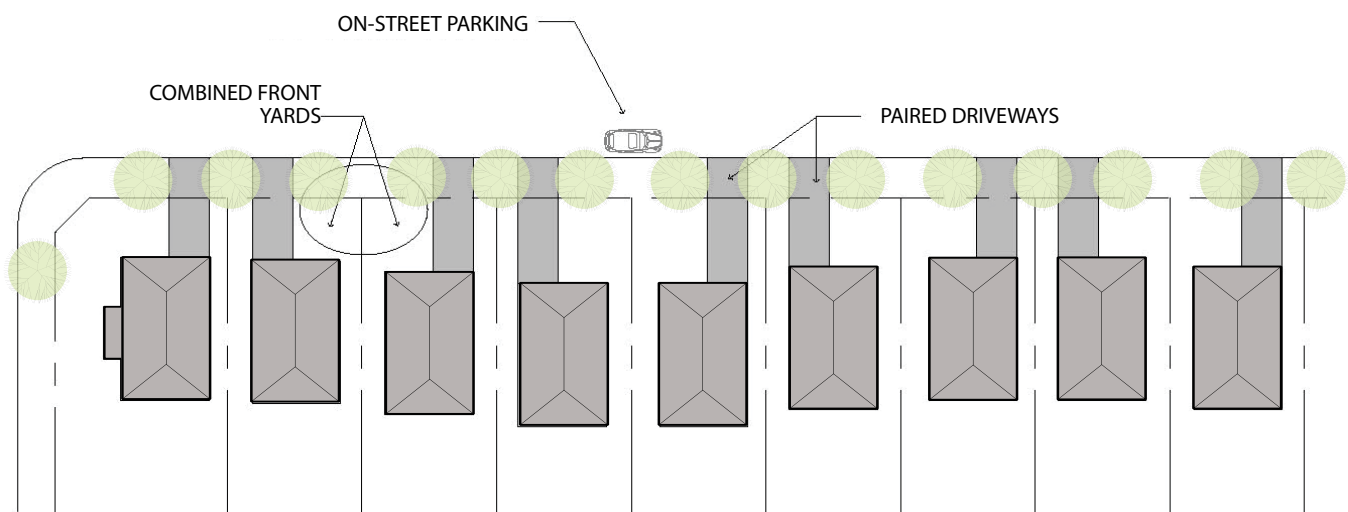


Diagram of driveway pairing.

## PORCHES

- The generous use of front porches, veranda's or porticoes is encouraged to provide opportunities for 'eyes on the street' as well as social interaction among neighbours.
- Porch columns and hand railings should be consistent with the character of the house.
- Maintenance-free, pre-finished aluminum wrought iron railings or high quality composite railings are preferred.
- Where appropriate, porch depths should be sufficient enough to provide useful seating space.
- Porch projections into required front and side yards should be in accordance with site specific zoning regulations.



## MAIN ENTRANCES

- The main entrance to the dwelling should convey its importance as both a focal point of the facade and the interface between the private realm of the dwelling and the public realm of the street.
- Weather protection at entries should be provided where possible through the use of covered porches, porticoes, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling.
- Enhancements to emphasize the entry are encouraged and may include pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door, sidelights, etc.

## ARCHITECTURAL STYLE

- A harmonious mix of architectural styles which incorporate both traditional and modern influences is encouraged over one specific style.
- The various building types and architectural styles throughout the subdivision should be linked through the use of distinctive, well-designed buildings and the use of quality building materials.
- While multiple architectural styles are proposed within the community, similar materials and colour palettes will be used to achieve cohesiveness.



# 5.3 | ADDITIONAL GUIDELINES FOR TOWNHOUSE DEVELOPMENT

## 5.3.1

### GUIDELINES FOR STREET FRONTING TOWNHOUSES

Townhouses are to be designed to integrate with other street fronting products (i.e. single detached and semi-detached lots). The guidelines outlined in **Section 5.2 (Guidelines for Low Rise Residential)** also apply to townhouse developments. The following design guidelines are intended to supplement the guidelines in **Section 5.2** and provide additional specific recommendations for the design of street fronting townhouses.

- Street fronting townhouses are to be a maximum height of 12 metres.
- The overall design merits of the entire building are to be considered rather than the individual units.
- Ideally townhouse blocks should include four to eight units. A maximum of eight attached dwelling units will be permitted.
- Townhouse buildings which are side-by-side or within the same block are to be coordinated with each other in terms of colours, materials, and architectural styling, however variety in colours is encouraged.
- The main facade should be located parallel to the street.
- To maximize on-street parking opportunities, shared driveways are encouraged for interior townhouse units (where feasible).
- End unit townhouses should have an enhanced side facade where adjacent to a public street.





## 5.3.2 GUIDELINES BACK-TO-BACK TOWNHOUSES

In addition to traditional street fronting townhomes, a limited number of back-to-back townhouse blocks are proposed. Back-to-Back Townhomes are becoming increasingly popular as they help to address the affordability issues related to ground related housing. Some of the benefits of back-to-back townhomes include the following: they assist in achieving increased densities in a low-rise form of housing, they contribute to a diversity of housing choices to meet different needs and preferences, they can often include less expensive construction methods and reduced maintenance fees (when compared to cluster townhomes) which allow for a more affordable form of housing, and they are still viewed as being grade related, with a front door directly to the outside. The following additional guidelines apply to back-to-back townhouses.

- Building heights should be limited to three storeys.
- Units may be stacked vertically and/or horizontally.
- Parking shall be provided for each unit.
- Excessively long blocks of back-to-back townhomes should be avoided.
- The maximum length of a block should generally not exceed 12 units (6 linear unit modules) to promote pedestrian connections, allow for landscaping and provide a break in the massing.
- Building façades shall have a variety of façade articulation, building materials and colours for visual interest.
- Blank facades will not be permitted.
- Building materials should be high quality and durable.
- If rooftop amenity areas are proposed, these should be setback a minimum of 1.0 metre from the building's exterior edge to mitigate overlook concerns onto adjacent properties.



### 5.3.3

## GUIDELINES FOR FUTURE MIXED-USE/SENIORS HOUSING DEVELOPMENT BLOCK

When considering future site plans for the future mixed-use/seniors housing development block the following guidelines are to be considered:

- Uses which encourage social interaction and support the community (including but not limited to restaurants, child care centres, medical clinics, and personal services shops) are provided for within the mixed-use/seniors housing block through appropriate zoning provisions.
- Built form and/or landscaping within the mixed-use/seniors housing block should address the street in a manner that supports an active streetscape for pedestrians. Consideration should be given to orienting primary building entrances towards the public realm.
- Canopies, awnings and wind screens as well as pedestrian-scaled lighting should be encouraged to provide pedestrian comfort.
- Built form should frame streets and intersections where appropriate.
- Site layout is to incorporate pedestrian walkways and connections to encourage and enhance walkability and access. Pedestrian connections on-site should connect directly with public sidewalks.
- Placement of outdoor lighting should complement the building design and prevent or minimize impacts on the night sky and adjacent properties. The impact of lighting will be reviewed through the site plan approval process.
- Landscape islands are to be incorporated in large and/or long expanses of surface parking and as a means to reduce the heat island effect associated with parking and to facilitate stormwater infiltration.
- Landscaping is to be coordinated with building and site design to enhance the streetscape, define street edges and provide thermal comfort for pedestrians.
- Pedestrian scale lighting is to be provided to accent walkways, steps, ramps, and building entrances.
- Where possible, barrier free sidewalks leading directly from the public street and parking areas to the principal building entrances are to be provided.
- Garbage facilities, parking, loading and service areas should be designed and oriented such that they are separated and/or screened from the public realm.
- Site plan design should coordinate movements and minimize conflicts between pedestrians and vehicles.
- The design of the mixed-use/seniors housing block should implement Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, access control, and maintenance.
- The architectural treatment of visible flanking facades should be coordinated and be consistent with the front facade.
- Windows are encouraged where building facades overlook streets or open space, including the adjacent neighbourhood park to increase opportunities for natural surveillance.





# 5.4 | GUIDELINES FOR PRIORITY LOTS/BLOCKS

Priority lots/blocks are those lots and blocks that have the highest visibility within the public realm and the most visual prominence within the community. As such, special design consideration is required for the publicly exposed elevations of buildings. Priority lots contribute largely to the character of a community so a higher level of architectural design is expected for buildings on those lots. Development on priority lots/blocks should be designed and oriented to contribute to the public realm and pedestrian environment, provide for definition at key locations and contribute to a distinctive community image and public realm.

Refer to the priority lot diagram in **Section 4.4** for location of priority lots/blocks.

## GATEWAY LOTS/BLOCKS:

Gateway lots/blocks are generally located at the entrance gateways and establish a first impression of the community. Their design should recognize the high level of exposure and establish the character and design quality of the community.

For Gateway lots/blocks, the following guidelines are encouraged:

- Building faces with public exposure from internal public streets at community entrances should be designed with enhanced facade design including high quality building materials and landscaping.
- Entry elements are encouraged to produce interest in the facade as well as to help define the entrances to the community.
- Building materials and/or colours should be complementary to any community entry features.
- Flankage elevations visible from the street should have high levels of building design and detail with attention given to massing, height, roof lines, materials, and details.
- Building detailing should include, well-proportioned windows, masonry detailing, and a mix of coordinated building materials.
- Large, blank facades along the face of a road should be avoided.
- Similar setbacks should be employed where possible for each block to create a strong edge condition within gateways.



Examples of an enhanced flankage elevation.



Example of an entrance feature.

## CORNER LOTS:

Corner lots play a significant role in setting the character and quality of the street. Corner lots are located at the intersection of two streets and have two facades fully exposed to the public realm. They act as informal landmarks within a community and therefore should be carefully designed.

Units in corner lots should be designed with the following guidelines in mind:

- Consideration should be given to providing special model designs specifically for corner lot conditions.
- Flankage elevations visible from the street should have consistent materials and details as the front elevation.
- Where possible, the main entry to the dwelling should be located on the long elevation facing the flanking street.
- Main entries facing the front lot line or shorter side of the lot may be permitted provided the design of the flanking face to include a secondary entry, projecting bay or other appropriate architectural feature.



Examples of corner lot design elements

- Unit designs are encouraged to provide an architectural feature at the corner. This could include, but is not limited to, wrap around porches.
- Both street frontages for corner lot dwellings should have high levels of architectural design and detail with attention given to massing, height, roof lines, materials, and details.
- Where possible, utility meters shall be located on the interior side elevation of detached units.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.

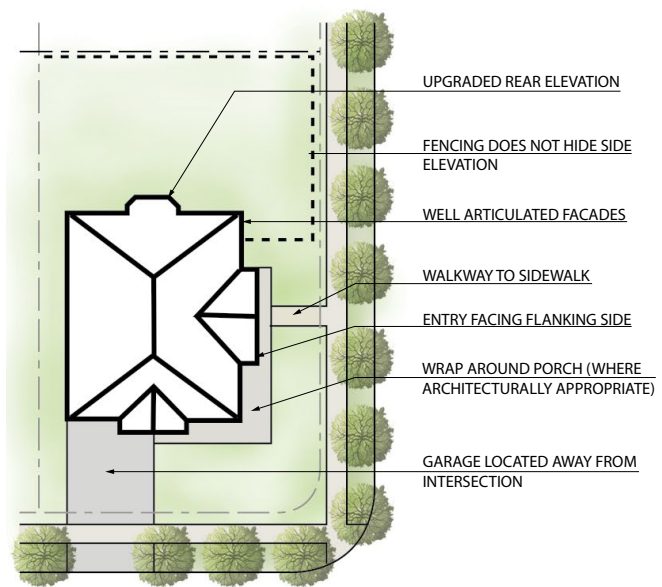


Diagram of corner lot design with the main entry located on the long elevation facing the flanking street.

## TERMINATING VIEW LOTS/BLOCKS (T-INTERSECTION & ELBOW STREETS):

T-Intersection lots/blocks occur at the top of an intersection, where one road terminates at a right angle (or close to a right angle) to the other. Elbow Streets occur at a bend on the road, with more than one unit at the end of the street view.

The following design consideration should be given to homes at the end of the T-intersection street view and homes at a bend on the road:

- Buildings should be designed to provide a visually attractive terminus from the intersecting street.
- Front elevations of buildings that terminate the street should include a number of enhanced architectural features and landscaping.
- Building design for lots at the end of T-intersections should have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements.
- Driveways are encouraged to be located to the periphery of the view corridor to increase landscaping opportunities and reduce the prominence of the garage where possible.
- On elbow streets, driveway locations are to be carefully considered to avoid (as much as possible) driveways on adjoining lots merging at the street line.
- Where side elevations on elbow streets are partially visible from the street, materials should be coordinated with those of the front elevation.
- Where residential driveways and garages are located at the visual terminus of a street, design enhancements such as decorative garage door openings should be incorporated to contribute to an attractive streetscape.

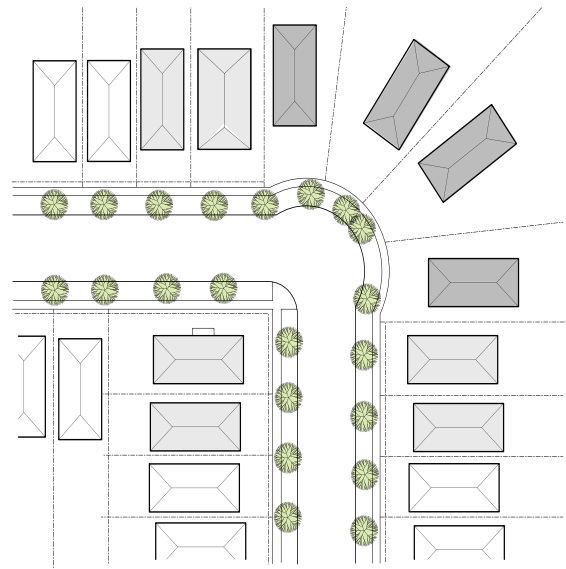


Diagram of lots along elbow streets.

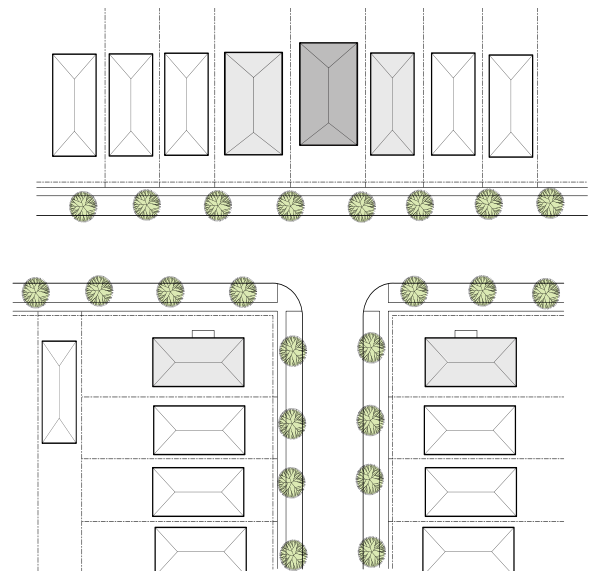


Diagram of a lot at the terminus of a T-Intersection.



Examples of terminating view lot.

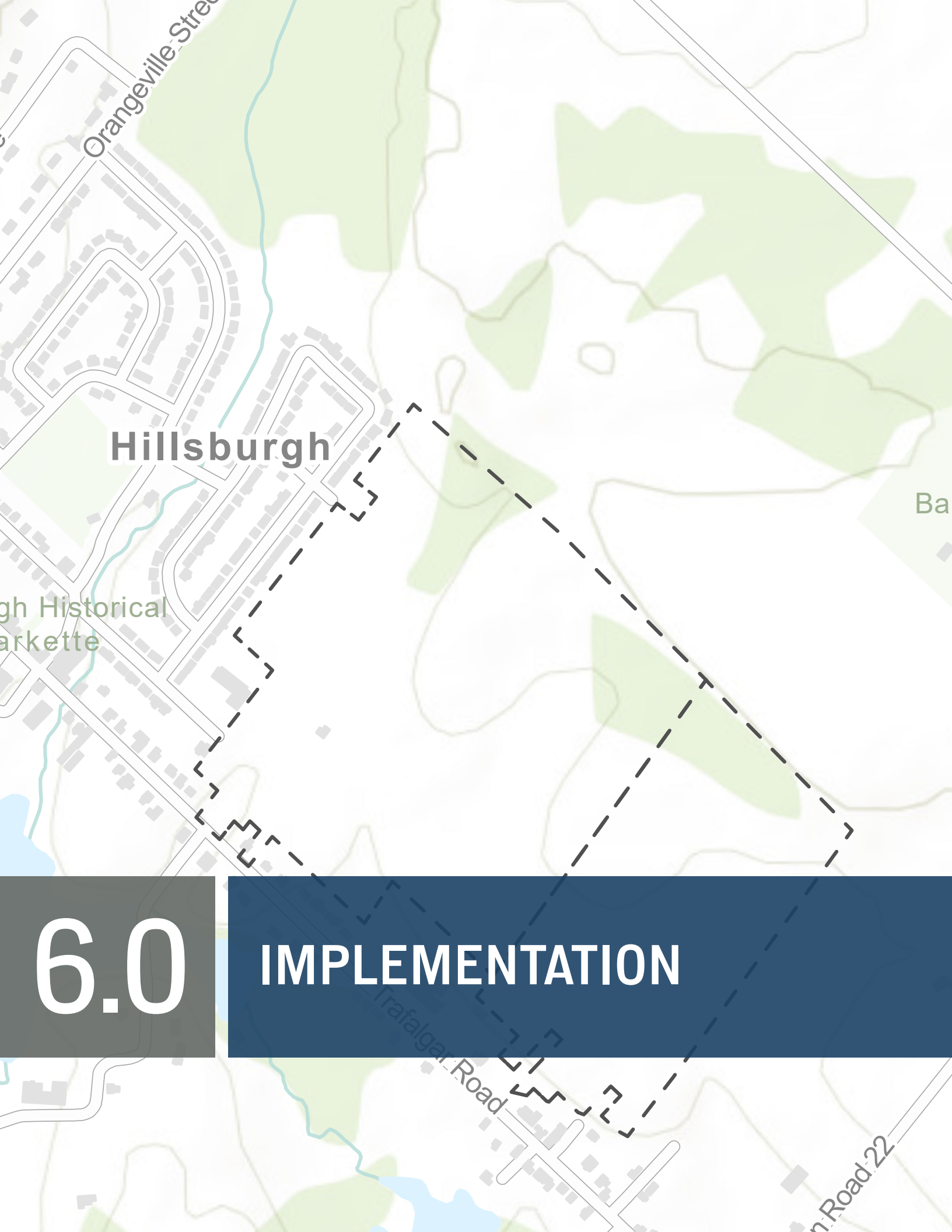
## LOTS/BLOCKS ABUTTING WALKWAYS/TRAIL SYSTEMS:

Lots/blocks that have elevations that are publicly exposed from abutting walkways, trails and other areas anticipated to have high volumes of pedestrian traffic. Lots/blocks that abut pedestrian walkways are to be identified as design priorities.

These lots/blocks are to be subject to the following design guidelines:

- Front, side and rear elevations exposed to primary pedestrian walkways (including trails), shall be articulated. For example, residential homes are to include a combination of fenestration, bay windows, material changes and dormers may be used to achieve this objective.
- Enhanced design treatment should be considered where a building's side or rear elevations are highly visible from the public realm, having detail and quality consistent with the street facing elevation.
- Side elevations facing primary walkways should incorporate architectural elements to provide visual impact.
- Driveways of homes adjacent to walkways should be located on the opposite side of the walkway to allow for landscaping opportunities adjacent to the walkway.





Orangeville Street

Hillsburgh

gh Historical  
arkette

6.0

IMPLEMENTATION

Trafalgar Road

n: Road 22

# 6.0 | IMPLEMENTATION

## DRAFT PLAN OF SUBDIVISION CONDITIONS

Draft Plan approval conditions should :

- Implement buffers as recommended in the EIS report prepared in support of the draft plan.
- Require the preparation and approval of a streetscape plan (required for each stage of registration) to ensure a well coordinated and visually attractive streetscape. The streetscape plan is to include enhanced landscaping and streetscaping for the gateways identified in **Section 4.2** of this document.
- Require the developer to implement any recommended traffic calming measures with the details to be incorporated on final engineering plans for the stage within which the traffic calming measures are proposed.
- Implement the Priority Lot Plan included in **Section 4.4** of this report. Priority Lots are to be subject to the Priority Lot guidelines contained within this document. The subdivider is encouraged to retain a qualified design professional who shall certify consistency with the intent of the Priority Lot Guidelines.
- Require the developer to prepare a conceptual park plan for each park located within the subdivision.

## ZONING BY-LAW PROVISIONS

The implementing zoning by-law should :

- Include regulations for townhouse and back-to-back townhouse units.
- Include zoning provisions that regulate maximum heights for townhouse units.
- Include provisions of non-residential uses within the mixed-use/seniors housing block.

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# APPENDIX A:

Trafalgar Road

h: Road 22

## Appendix A: Design Response to Applicable Town of Erin Design Guidelines for New Neighbourhoods and the Open Space Network

It is noted that a significant number of the guidelines detail with the design of individual dwellings. These guidelines will be reviewed in detail when the developer is preparing their building elevations and home designs.

Town Design Guideline	Design Response
<b>5.0 New Neighbourhoods</b>	
<b><i>Neighbourhood Structure Guidelines</i></b>	
Protect and incorporate the surrounding natural system as an integral part of the neighbourhoods structure.	The existing natural features within the development are proposed to be retained.
Minimize development that may encroach on the greenlands/natural heritage and negatively impact the health and diversity of it due to noise, light pollution, debris, and unauthorized access	Development is located within the development limit as established by the detailed environmental study.
Provide frequent access points and public street frontage to promote views and accessibility to greenlands/natural heritage areas.	Multiple access points are provided to the natural heritage areas and the informal trail system within. These are located at regular intervals to provide for frequent access points and a multitude of walking routes.
Create views and vistas to natural features, parks and open spaces through the location, arrangement and configuration of streets and blocks.	This guideline needs to be balanced with other competing objectives such as the need to provide for efficient development and the desire to minimize impervious surfaces (including roads). A single loaded road network results in a significant amount of impervious materials within the plan. There will be breaks along some of the east/west roads that will allow for views into the natural area. In addition walkway blocks provide for additional view and vista opportunities, and have generally been located at terminating view points. The form of residential development adjacent to the natural features will be low rise in building height which will also allow for continued views of the natural feature.
Locate parks and open spaces prominently, adjacent to and connected with the greenlands/natural heritage and trail network, including the Elora Cataract Trailway.	The south park has been located adjacent to Elora Cataract Trailway and will function as a trailhead within the proposed community. The north park is located adjacent to the future Mixed Use block and the retained heritage house in order to provide for a community focal point. The proposed parks are located on the western edge of the property given the large park and



Town Design Guideline	Design Response
	Community Centre that will be developed to the east.
Create a connected, pedestrian-oriented and highly permeable street and block pattern, with connections to adjacent communities and to community amenities/destinations.	The street and block patterns are highly connected and pedestrian-oriented. Multiple connections are proposed to the adjacent community. Connections to potential future development to the south have also been provided.
Limit block lengths to no more than 180m in length; blocks that are longer than this in length should include mid-block landscaped pedestrian links of at least 8m in width.	The proposed subdivision features short block lengths in order to encourage walkability.
Provide appropriate transition to/integration with adjacent uses; changes in land use, lotting and built form should occur along a rear lot line (i.e. similar uses and forms should frame both sides of a street).	Appropriate transitions with adjacent uses have been provided. Where the proposed development is adjacent the low rise neighbourhood to the north, single detached dwellings are proposed.
Discourage back-lotting of the greenlands/natural heritage, natural features, parks and open spaces.	As previously noted, the proposed development avoids single loaded streets. Notwithstanding, multiple walkway blocks are proposed providing access to the natural feature and the informal trail system within. Blocks surrounding the proposed parks have been designed to ensure “eyes on the park”.
Locate higher density forms of development at prominent locations such as around parks, and at priority lots locations; and, encourage built form that is a minimum of three storeys in height.	Higher density forms of development are located near the proposed parks and closer to the variety of uses along Trafalgar Road (including the school and commercial uses).
Encourage the transition between residential and non-residential uses along a common rear lot line.	This has been incorporated where applicable.
<b>Public Realm Guidelines</b>	
Maintain existing, healthy trees and other vegetation on site, including existing hedgerows and treed farm lanes that may be used as trails.	Significant natural features will be retained. The proposed development will include street trees as well as plantings within the proposed park blocks.
Locate open spaces where there is an opportunity to preserve cultural landscapes.	The north park has been located adjacent to the retained heritage house.
Generally locate neighbourhood parks within a 400m radius (5 minute walk) of most residents; locate parkettes within a 200m radius (2-3 minute walk) of most residents.	The proposed parks will be within a 5 minute walk of all residents as illustrated in the design brief.
At a minimum, include sidewalks and large canopy deciduous trees on both sides of all streets.	Noted.

Town Design Guideline	Design Response
<p>Enhance the functional hierarchy of the street network with streetscape design; a variety of different streetscape designs/ character types should be provided within new neighbourhoods.</p>	<p>This guideline can be addressed through future streetscape plans at the detailed design stage.</p>
<p>Provide 'Green/Vista Streets' - These streets should be oriented to visually connect new neighbourhoods to the surrounding natural context and distant rural landscapes. They should be designed as pedestrian oriented streets that connect parks and open spaces to one another and to the greenlands/natural heritage.</p> <ul style="list-style-type: none"> <li>- These streets should have limited driveway interruptions and consider incorporating wider boulevards to allow for a double row of street trees, bio-retention swales, and naturalized planting (instead of sod).</li> <li>- These streets should include upgraded front elevations for all dwellings on either side of the street.</li> <li>- These streets should incorporate visually impactful street trees (distinct in their size, form and fall leaf colour).</li> </ul>	<p>All streets have been designed with pedestrian orientation in mind. The extension of existing streets to the north is contemplated. Where possible lots can be oriented to minimize driveways on these connecting streets. Gateway lots have been identified within the design brief. Future streetscape plans will consider variations in street trees depending on the street.</p>
<p>Coordinate above and below-ground utilities to avoid visual clutter in the streetscape and to minimize conflict with street trees. The provision of street trees should take precedence. Coordinate street furnishings - styles, forms, colours, materials (including light standards, street signage, mailboxes, fencing, benches, including lighting, benches, bike lock-ups, waste and recycling receptacles.</p>	<p>Through detailed design a composite utility plan would be prepared to coordinate utilities, street trees, lighting, etc.</p>
<p>Provide continuous sidewalks, or equivalent provisions for walking, on both sides of the road. One sidewalk may be allowed on local roads, unless it is a major pedestrian link to a school, neighbourhood centre, or retail.</p>	<p>Sidewalks will be provided on at least one side of all streets.</p>
<p>Design public pedestrian walkways to include Crime Prevention Through Environmental Design (CPTED) principles in order to provide a safe and comfortable environment for pedestrians.</p>	<p>CPTED principles have been considered in the overall community design and will be further considered in the design of the parks and mixed use blocks.</p>

Town Design Guideline	Design Response
<p>Incorporate traffic calming measures such as on-street parking, reduced lane widths, public laneways, raised intersections, and/or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments.</p>	<p>The design brief identifies locations where pedestrian crossings or traffic calming measures should be considered.</p>
<p>Use distinctive feature paving, alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians and to enhance pedestrian crossings visibility and quality. At minimum, provide crossings identified with distinctive painted lines.</p>	<p>Streetscape plans prepared as part of detailed design will determine materials for pedestrian crossings.</p>
<p>Provide appropriate planting materials to address summer/winter conditions, and provide canopy closure on local roads.</p>	<p>Noted.</p>
<p>Plant street trees to create and enhance the urban tree canopy while providing shade over sidewalks.</p>	<p>Street trees will be provided along all streets within the proposed development.</p>
<p>Where appropriate, plant drought- and salt-tolerant species.</p>	<p>Noted – this direction has been confirmed in the design brief.</p>
<p>Consider streetscape elements manufactured from recycled material. Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.</p>	<p>The Functional Servicing Report outline a number of LID measures that are proposed to be incorporated into the community.</p>
<p><b><i>Lottings</i></b></p>	
<p>Promote a variety of lots and building forms and provide a transition in lot sizes, setbacks, massing, and grading that complements the adjacent context.</p>	<p>The proposed development includes a variety of lots and building forms and will have variations in lot sizes and setbacks.</p>
<p>Provide at least 3 different lot sizes along a block.</p>	<p>Final lotting will be determined through the draft plan review process.</p>
<p><b><i>Placement &amp; Orientation</i></b></p>	
<p>Create visually consistent edges to the community.</p>	<p>Design direction in the Brief is consistent with this guideline.</p>
<p>Discourage long, uninterrupted blocks.</p>	<p>The subdivision has generally been designed with shorter blocks.</p>
<p>Promote multi-storey buildings that contributes to a sense of enclosure along the street, particularly at corner locations.</p>	<p>Noted.</p>

Town Design Guideline	Design Response
Minimize the visual impact of long blocks; turn lots located on the end of blocks 90-degrees to face the perpendicular road, where appropriate. However, consider a variety of lot facing conditions, in addition to flankage lots, along long stretches of road.	Blocks within the subdivision are generally shorter in length.
At block ends, increase the exterior sideyard setbacks to allow a second row of street trees to be planted between the fence and the sidewalk; along 'Green/Vista Streets', additional space should also be provided for an wider sidewalk.	Exterior sideyards will be in compliance with the appropriate zoning regulations.
Orient dwelling/block to face the public realm - streetscapes, pedestrian connections and open space, to provide 'eyes on the space'.	Dwellings have been oriented to face the public realm, including proposed parks.
Where the first floor of the dwelling/townhouse unit is within 3.0 meters of the front yard property line or sidewalk, raise the unit entry minimum 0.9 meters to 1.2 meters maximum above sidewalk grade. Reinforce change of grade through landscaping features.	Noted.
Limit townhouse blocks to 8 units/modules or 52 meters, whichever is less, and encourage shorter block lengths in existing neighbourhoods.	Townhouse blocks are currently limited to 8 units and back-to-back townhouse blocks are limited to 10 units.
Avoid front yard to back yard façade configurations along a street.	Noted.
<b>Driveways and Garages (DG)</b>	
For townhouses, provide a walkway from the front entrance of dwellings to the sidewalk	Noted.
For townhouses, design walkways to be shared between adjacent townhouse units through the use of a common landing between units, leading to a singular walkway	Noted.
Locate driveways away from 'T' intersections and corners, and on corner lots, encourage driveway/garage access from the side street.	This design direction is included within the priority lot section of the Brief.
Locate driveways away from parks and open spaces.	Noted.
Pair driveways at common property line, where possible, to allow for greater opportunities for landscaped/grassed areas along the streetscape and front yards, and allow sufficient space for on-street parking.	This design direction is included within the Brief.
Provide a minimum of 6m separation between driveways, where they are not paired along the	Noted.

Town Design Guideline	Design Response
street, to allow for the opportunity for on-street parking.	
<p>Minimize the visual impact/dominance of front integrated garages on the streetscape by:</p> <ul style="list-style-type: none"> <li>- Limiting the maximum projection of an attached garage for all dwelling types on lots with less than 15.0m frontage, to 1.5m.</li> <li>- Where garage walls project beyond the ground floor front wall of the dwelling, ensuring that front entry features project beyond the garage wall.</li> <li>- Limiting front integrated garages to 2 cars and ensuring that the overall width of the garage doors do not exceed 50% of overall width of the house.</li> <li>- Ensuring the driveway width at the street is not greater than the width of the garage, to a maximum of 6.0m.</li> <li>- Providing glazed door panels on all garage doors.</li> <li>- For both traditional and contemporary designs, encouraging 2-car garages to be designed with two single bay doors separated by a masonry pier.</li> <li>- For designs that have a single door, ensuring that the door is designed to create the appearance of two separate doors; this applies to traditional designs with single garage doors that are (18 ft (5.5m) or wider), and contemporary design with single doors that are (16 ft (5.0m) or wider).</li> <li>- Second storey portions of the dwelling should not be stepped back from the main front wall more than 1.5m, for a minimum of 40% of the façade.</li> </ul>	<p>This design brief includes guidelines related to garages and driveways.</p> <p>The design brief encourage driveways that are recessed or flush with the habitable portion of the dwelling or front porch.</p> <p>Garage and driveway widths will be in keeping with applicable zoning requirements.</p> <p>For two car garages, the design guidelines encourage the use of two single bay doors as opposed to one large door.</p>
<b>Garbage / Utilities (G)</b>	
<p>Garbage collection for singles and semi-detached units:</p> <ul style="list-style-type: none"> <li>- Ensure dwelling design appropriate allocates space in the garage for refuse storage.</li> </ul>	Noted.

Town Design Guideline	Design Response
<ul style="list-style-type: none"> <li>- For side yard garbage storage, locate the side yard fence and gate a minimum of 3m from the front plane of the house.</li> </ul>	
<p>Garbage collection for townhouse blocks:</p> <ul style="list-style-type: none"> <li>- Allocate space within garages for garbage storage.</li> <li>- Enclose external garbage facilities within a structure with consistent design, colour and materials with that of the townhouse block and away from prominent locations within the complex.</li> <li>- Where centralized garbage pick up cannot be accommodated, provide pads for day of pick up placement only, and locate away from unit entrances and out of view of public spaces.</li> </ul>	<p><b>Noted.</b></p>
<p>Locate utility and service meters away and/or screened from public view; design options include:</p> <ul style="list-style-type: none"> <li>- Integrated into the design of the building.</li> <li>- Located in an interior sideyard.</li> <li>- Screened with walls and landscaping.</li> <li>- Recessed and/or enclosed in porch entry or landing when located on front elevation.</li> <li>- Located below porch slabs and porch steps.</li> <li>- Grouped in one location where their presence is addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang.</li> </ul>	<p>It is noted that utility providers will usually determine where service metres are to be located.</p>
<p>Locate vents (dryer, exhaust fan, furnaces and hot water tanks) on rear elevations.</p>	<p>Vents will be located on rear or side elevations.</p>
<p>Locate air conditioning units in the rear yard of units, on interior side yards or on/under rear decks. For flat roofs locate units on the roof, setback from the roof edge.</p>	<p><b>Noted.</b></p>
<p><b>Fencing</b></p>	
<p>For single detached and semi-detached lots and certain townhouse blocks, provide a 1.8m high wood privacy fencing on all corner lots wherever the rear yard is exposed to the street/public space;</p>	<p><b>Noted.</b></p>

Town Design Guideline	Design Response
<ul style="list-style-type: none"> <li>- Ensure that the fence extends a maximum of 35% of the flankage wall, measured from the rear wall of the dwelling.</li> <li>- Include an access gate on the portion of the fence that returns from the lot line to the side wall.</li> <li>- Locate the fence footings entirely within the private lot.</li> <li>- Provide end posts that are minimum 200 x 200 (8" x 8").</li> </ul>	
<p>For lots adjacent to open space, provide a 1.2m high black vinyl chain-link fence along the common property line; locate the fence footings entirely within the private lot.</p>	<p>Noted.</p>
<p>For lots backing onto non-residential uses, provide a 2.0m high wood privacy fence along the rear lot line; locate the fence footings entirely within the non-residential use side.</p>	<p>Noted.</p>
<p><b><i>Building Design</i></b></p>	
<p><b><i>Massing &amp; Elevation Articulation</i></b></p>	
<p>Incorporate a variety of architectural expressions, including contemporary designs that may be located alongside 'traditional' forms, subject to design, massing and context.</p>	<p>A variety of architectural designs will be provided throughout the community.</p>
<p>Discourage designs that incorporate different/disparate architectural expressions and stylistic elements.</p>	<p>Architectural styles within the community will be complementary to each other.</p>
<p>Encourage façade details throughout all exposed and publicly visible building elevations that are consistent with their intended architectural style.</p>	<p>Noted and agreed.</p>
<p>Discourage 'token' design gestures, decorative/ornamental add-ons that do not fit with the architectural style of the dwelling.</p>	<p>Noted and agreed.</p>
<p>Avoid mixing different/disparate historic architectural elements on individual dwellings.</p>	<p>Noted and agreed.</p>
<p>Take design cues from local architectural expressions.</p>	<p>Noted.</p>
<p>Provide a variety of designs, models and elevations along a street.</p>	<p>The design brief includes recommended guidelines for variety along the streetscape.</p>

Town Design Guideline	Design Response
<ul style="list-style-type: none"> <li>- At least 4 different models are proposed for every 10 number of units.</li> <li>- Each model has 3 distinct elevations.</li> <li>- Identical building elevations, for single or semi-detached units, are separated by a minimum of 2 lots.</li> <li>- Identical building elevations comprise no more than 30% of a street block.</li> <li>- Colour packages are separated by a minimum of 2 lots.</li> </ul>	
<b><u>Entry Elements</u></b>	
Orient front entries to the street or any adjacent open space.	Noted and agreed.
Use entry elements such as porches, arches, generous overhangs and massing elements such as a cantilevered upper storeys or recesses, to articulate front elevations.	Noted and agreed.
Ensure steps are designed as integral components of building elevations; front entries with more than three steps should be poured in place concrete with masonry surround	Noted.
<p>Where front entries are located more than 6 exterior risers or 1.2m above grade,</p> <ul style="list-style-type: none"> <li>- Allow a raised entry of maximum 1.4m.</li> <li>- Maintain a 1.2m rise for stacked townhouses with additional risers provided internally and/or in the transition from the sidewalk.</li> </ul>	Noted.
Ensure steps are no closer than 1.0m to the property line.	Noted.
Ensure porches are a minimum 1.8m in depth, to create usable space	Noted.
Expose frieze located at the top of support columns and underside of soffit	Noted.
Provide municipal street numbers (address) that are visible/legible from the street	Noted.
Ensure single entry doors incorporate sidelights and/or transoms	Noted.
Incorporate vision panels on double entry doors.	Noted.
<b><u>Windows</u></b>	
Maintain consistent window treatment throughout individual dwellings and townhouse blocks.	Noted.



Town Design Guideline	Design Response
Locate windows to maximize daylight and reduce need for indoor lighting.	Noted.
Provide larger windows at the ground level	Noted.
Avoid black glass	Noted.
Incorporate transom windows where floor heights permit.	Noted. This can be provided where it suits the architectural style of the dwelling.
<b><u>Roof</u></b>	
Encourage a variety of roof forms such as cottage or hipped roof, front gabled, side gabled, cross gabled, mansard and flat roofs; ensure roof forms are consistent with the architectural style of the dwelling.	Noted.
For traditional unit designs, encourage steeper roof slopes to create more substantial roofs that are in proportion to the massing/height of the dwelling, particularly on corner lots.	Noted.
For contemporary and transitional unit designs, roof planes should compliment the articulation of the wall below by breaking where breaks in the wall occur	Noted.
Provide different roof designs for alternate elevations of the same model	Noted and agreed.
For townhouse blocks, emphasize individual units through the articulation of roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.) while maintaining a consistent roof style throughout the same block.	Noted.
Maintain a consistent minimum overhang of 230mm for the soffit.	Noted.
For traditional designs, provide frieze board under roof soffit	Noted.
Avoid fake dormers.	Noted.
Locate stacks, gas flues and vents on the rear slope of the roof where possible	Noted.
Locate gas flues as close to the roof ridge as possible.	Noted.
Provide overhangs for low pitched roofs	Noted.
Ensure flat roofs include: <ul style="list-style-type: none"> <li>- Distinct rooflines, cantilevered or with generous overhangs.</li> <li>- A strong cornice line.</li> <li>- An elevated parapet.</li> </ul>	Noted.

Town Design Guideline	Design Response
Encourage skylights and solar panels to be designed as integrated parts of residential homes, within the roof tiles and away from public view.	This will be at the homeowner's discretion.
Use only flush mount skylights and ensure their colours are similar to the colours of the roof tiles	Noted.
For solar panels visible to the public, avoid aluminum frames and white backing sheets, choose colors that are similar to those of the roof tiles' and, when feasible, set PV panels flush to the roof, replacing sections of roof fabric.	Noted.
<b><u>Foundations</u></b>	
Ensure a maximum of 250mm (10") of concrete foundation wall on exposed elevations	Noted.
Ensure a maximum of 300mm (12") of concrete foundation wall on interior elevations	Noted.
Provide check-stepped foundation where sloping occurs	Noted.
<b><u>Material</u></b>	
Ensure materials reflect and complement the architectural style of the dwelling/townhouse block.	Noted.
For traditional styles, provide a variety of high quality and complementary wall cladding materials including brick masonry, stone, stucco, high quality vinyl siding and cementitious siding.	Noted.
For contemporary styles, provide high quality materials including brick masonry with smooth finishes, high quality stone cut to larger calibre pieces, stucco, wood, corrugated steel panelling, metal, concrete, high quality shingle and metal roofing.	Noted.
Limit main building materials to two; only use a third material for accents/architectural details such as gables, box-outs and bay windows.	Noted.
Where upgraded elevations are required, changes in materials must occur at logical locations where there is an added change of plane, vertical articulation of windows, downspout or other design feature to logically terminate one material and begin another.	Noted.
Encourage a variety of colour palettes that include different but complementary tones.	Noted.

Town Design Guideline	Design Response
Encourage the use of asphalt shingles in dark tones of grey, black and brown.	Noted.
Ensure window frame colours are compatible with exterior colour package	Noted.
Provide porch railings that are maintenance-free, pre-finished railings and encourage a variety of railing styles/materials such as pre-finished aluminum, vinyl, wrought iron, painted or natural wood, glass, etc.	Noted.
Ensure metal flashing matches wall cladding or roof.	Noted.
Ensure soffits, eave troughs, frieze boards and fascias are the same colour throughout the dwelling.	Noted.
Provide high quality, proper and complementary light fixtures at main entrances and above garage doors.	Noted.
<b><i>Priority Lots (L)</i></b>	
<b><i>For all Priority Lot Dwellings</i></b>	
Provide highly articulated elevations that include changes of plane, substantial window openings and upgraded architectural detailing and materials.	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Include gables, dormers and/or bay windows, and decorative panels/louvres, where appropriate	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Provide window placement organized in a horizontal and vertical grid both in alignment and size; placement of windows should be consistent with the architectural style of the dwelling.	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
<b><i>For Corner Lot Dwellings</i></b>	
Provide wrap around corner windows, porches and other architectural treatments at corner conditions. Also consider a full secondary porch on the side elevation of corner units	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Locate active living spaces at the corner/ exterior side elevation	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Ensure the design treatment of the exterior side elevation is equal to that of the front elevation. Locate the main entry on the flankage elevation.	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
<b><i>For Gateway Lot Dwellings</i></b>	

Town Design Guideline	Design Response
Use stone or other upgraded materials as the main building material for gateway dwellings	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Provide landscaping and upgraded corner lot fencing	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Ensure same models/elevations are located on facing corner lots	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
<b><i>For Parks / Open Space Lot Dwellings</i></b>	
Where appropriate to the architectural style of the dwelling, provide full porches facing the park/open space.	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Encourage second storey balconies for dwellings that overlook parks/open space	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
<b><i>For 'T' and 'Elbow' Lot Dwellings</i></b>	
Locate driveways/garages away from the terminus view; pair the sideyards of the visible lots.	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Design units to screen/mitigate the impact of car headlights on internal living spaces	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
<b><i>For End Units (Townhouse Blocks)</i></b>	
Provide greater setbacks to allow for highly articulated elevations with enhanced entry elements, wrap-around porches, additional fenestration and wall plane changes.	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Maintain consistent and continuous materials and architectural details from the front elevation to exterior side elevations	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.
Incorporate main or a secondary door on the exterior side elevation of the unit, with access to the sidewalk	The design brief identifies priority lots and provides design direction that is consistent with these guidelines.

Town Design Guideline	Design Response
<b>7.0 Open Space Network</b>	
<b><i>Neighbourhood Parks (N)</i></b>	
Ensure neighbourhood parks have significant frontage on adjacent streets to promote views and reinforce their focal nature. Encourage street frontages on 3 sides (preferable configuration),	The proposed parks have frontage on at least 2 road frontages.

and provide a minimum of 2 sides fronting onto streets.	
Aim for 100% public frontage in the form of a public road, a school or the greenlands/ natural heritage	Each block has a section with 100% frontage.
Locate neighbourhood parks adjacent to school sites, where appropriate, to allow for shared amenities, such as parking lots and recreational play fields.	The parks are both located proximate to the school site but not adjacent.
Ensure the Neighbourhood Park frontage is between 50 to 80m when bordering a school or residential area.	Park frontage is consistent with this guideline direction.
Accommodate diverse uses including passive and active recreation.	Park programming will be considered in consultation with Town staff.
Consider community gardens in neighbourhood parks to further encourage social interaction and to provide access to locally grown produce.	A number of elements are being considered within the neighbourhood parks. This may include community gardens, pollinator gardens or community orchards.
<b>Trails (T)</b>	
Encourage active transportation and supporting physical activity through the provision of a linked system of walking and cycling trails that provide residents with access and mobility options to local destinations.	An extensive active transportation network is proposed through a combination of sidewalks, trails and walkways. Residents will have direct access to the Elora Cataract Trailway and the informal trails within the natural feature.
The Town's network of trails, including portions of the Elora Cataract Trailway, is an important component of the active transportation network. Expanding the network, adding and connecting to it, should be a priority for the community.	The proposed development includes a direct connection to the Elora Cataract Trailway.
Design trails to accommodate a range of users and abilities and be barrier-free, where appropriate.	Noted.
Provide trail entrances at the intersections of trails with the street right of way and coordinate their design with that of the adjacent streetscapes and open spaces.	Noted.
Provide benches and waste and recycling receptacles at trail heads and at regular intervals along the route.	Noted.
Consider special treatments at trail head entrances including high quality features such as landscaping, decorative paving pattern, interpretive or directional signage, or wider pathway widths.	Noted.
Ensure primary trails are minimum 3.0m wide and secondary trails are minimum 2.4m wide.	Noted.

Ensure secondary pedestrian trails located in environmental sensitive areas consist of low impact materials such as natural earth, woodchips, mown strips, or limestone screenings.	Noted.
Provide lighting for pedestrian safety along primary connecting trails, but minimize the disturbance on natural heritage habitats.	Noted.
Provide wayfinding signage and/or trail markers throughout the trail network and clearly sign trails regarding permitted uses and speed.	Noted.
Use native, non-invasive species that can contribute to the urban tree canopy along trails abutting natural features and coordinate planting design to shade trails	Noted.
<b><i>Stormwater Management Facilities (S)</i></b>	
Provide walking trails, seating nodes and low-maintenance naturalized plantings on table land areas of the SWM Block	Underground SWM tanks are proposed allowing SWM facilities to be integrated within the proposed park blocks. As such there will be opportunities for trails and seating areas within the combined SWM/ Park blocks.
Combine trails with maintenance paths where possible	Underground SWM tanks are proposed allowing SWM facilities to be integrated within the proposed park blocks. As such there will be opportunities for trails within the combined SWM/ Park blocks.
Connect walking trails to the broader trails network.	Noted.
<b><i>Greening The Community</i></b>	
<b><i>Tree Planting</i></b>	
Develop a landscaping strategy that enhances/contributes to the broader environment - ecological function, stormwater management functions, urban forest, bio-diversity.	The design brief recommends the preparation of streetscape plans are part of the detailed design. These guidelines will be considered in the determination of tree planting within the proposed community.
Ensure a comprehensive strategy for planting, built features, fencing, walls, paving, lighting signage and site furnishings	Noted.
Provide planting strategies based upon year-round interest, hardiness, drought, salt and disease tolerance, and bio-diversity	Noted.
Enhance the urban forest with the use of a diversity of canopy trees; ensure they are hardy, tolerant and high-branching	Noted.
Ensure appropriate planting conditions (i.e. soil depth, volume and growing mediums), for successful landscapes	Noted.

Preserve and protect existing healthy and mature trees and incorporate them into the building and landscape designs	<b>Noted.</b>
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