

Hillsburgh Heights

URBAN DESIGN BRIEF



BRIARWOOD
DEVELOPMENT GROUP

HILLSBURGH
TOWN OF ERIN

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NAK 
design strategies

Disclaimer:

The text and images contained in this document are only a conceptual representation of the intended character and vision of the Hillsburgh Heights development. As such, they should not be construed or interpreted literally as to what will be constructed.

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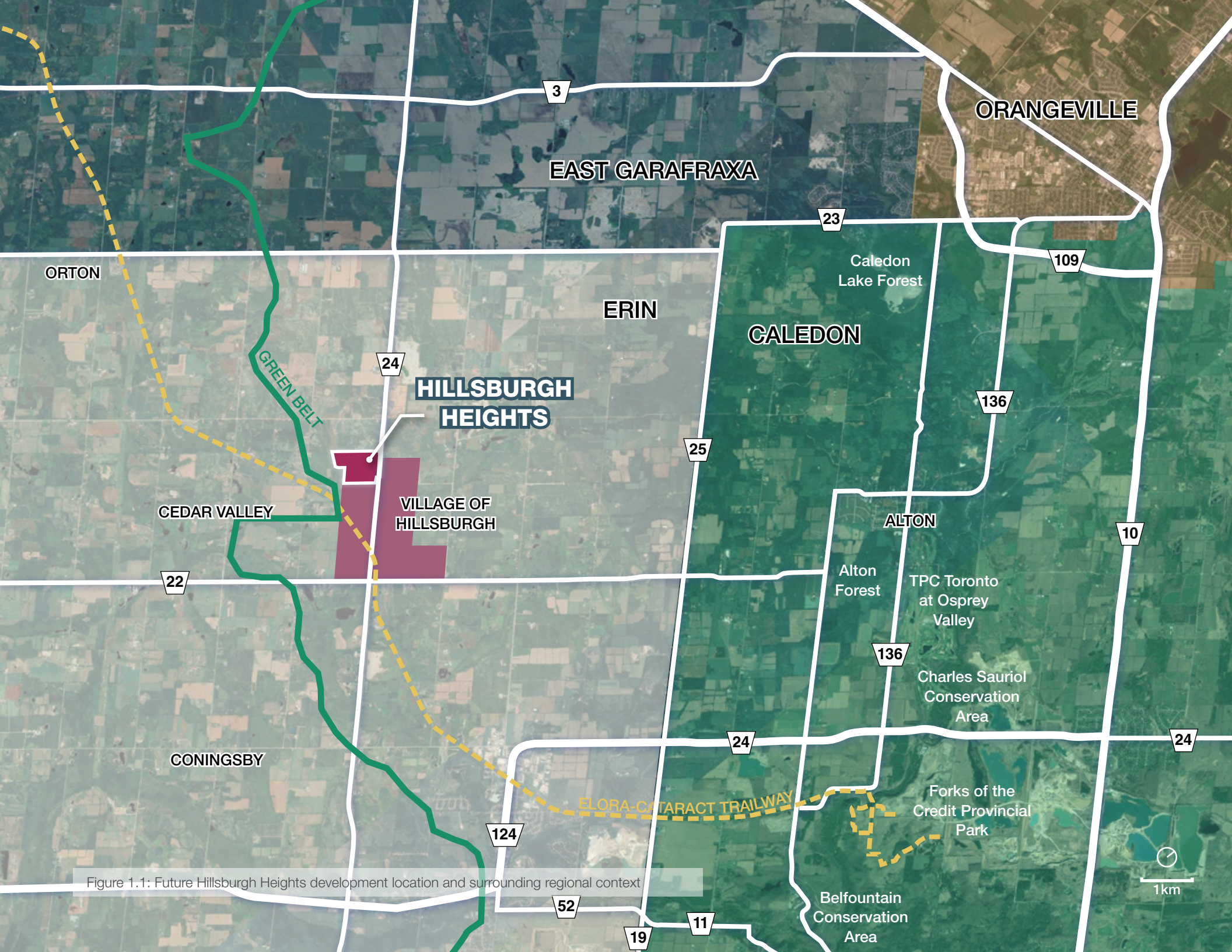


Figure 1.1: Future Hillsburgh Heights development location and surrounding regional context

1.1 STUDY AREA & CONTEXT

The proposed development is located at 5916 Trafalgar Road North in the Town of Erin. The development site, hereafter referred to as 'Hillsburgh Heights', makes up the northwestern portion of the Hillsburgh Village edge, and is approximately 47.11ha (40.43ha excluding other lands owned by the applicant). As per the Town of Erin's Official Plan (2021), new developments are permitted through the expansion of existing settlement areas in the Hillsburgh Village.

Land uses within the Draft Plan consist of proposed low and medium density residential products, a neighbourhood park, a school block, and stormwater management (SWM) ponds. This Urban Design Brief provides design direction related to the implementation of the vision and intent for this development. It focuses on the physical design, with particular reference to opportunities and constraints, structuring elements, pedestrian circulation, vehicular access and parking, streetscape treatment, landscape amenities, and built form characteristics.

The Urban Design Brief emphasizes and describes the elements that are fundamental in creating an attractive, compact, pedestrian-friendly environment situated within the existing Hillsburgh Village.

SECTION 1: INTRODUCTION

Provides a brief description and analysis of the site area and its surroundings, the opportunities and constraints, and policy context.

SECTION 2: COMMUNITY DESIGN PLAN

Describes the structuring elements of the site plan and development intention.

SECTION 3: STREETScape & OPEN SPACE GUIDELINES

Describes the structure of the streetscape and its related elements, as well as open space features within the community.

SECTION 4: RESIDENTIAL BUILT FORM

Describes the residential built form vision, accompanied with corresponding guidelines.

SECTION 5: NON-RESIDENTIAL BUILT FORM

Describes the non-residential built form (i.e institutional) vision, accompanied with corresponding guidelines.

SECTION 6: SUSTAINABILITY

Summarizes implementable sustainability features within the community.

SECTION 7: IMPLEMENTATION

Summarizes the implementation and approvals process.

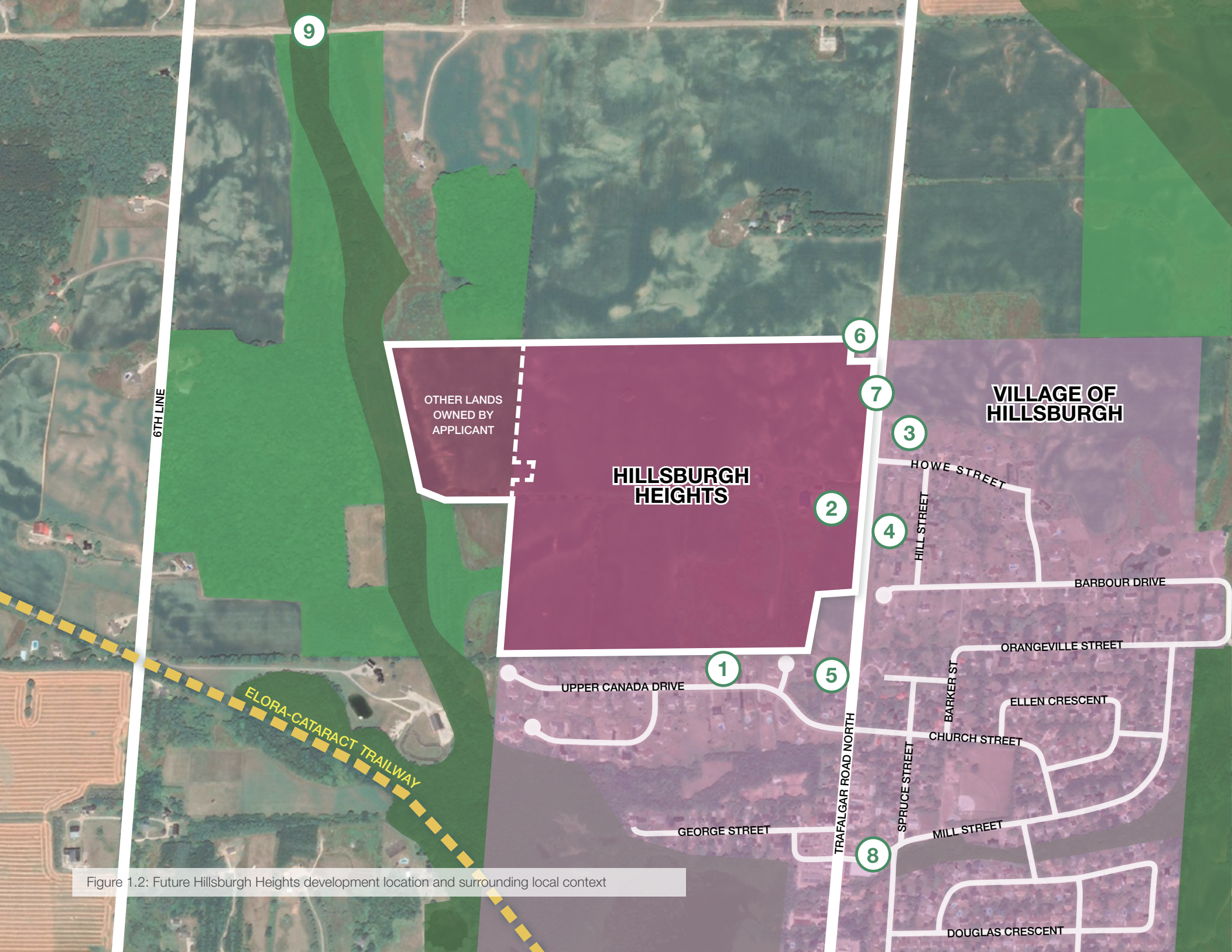


Figure 1.2: Future Hillsburgh Heights development location and surrounding local context



1 View of dwelling along Upper Canada Drive



2 View of dwelling along Trafalgar Road North, within site boundary



3 View of dwelling along Howe Street



4 View of dwelling along Hill Street, showing contemporary and traditional architecture.



5 View of single dwelling along Trafalgar Road North



6 View of single dwelling along Trafalgar Road North



7 View of Trafalgar Road North looking south



8 View of the Hillsburgh Community Centre Arena



9 View of Environmental Protection Zone interface, looking north from Side Road 27

1.2 COMMUNITY DESIGN VISION & PRINCIPLES

The Hillsburgh Heights development is intended to provide a new and compatible community that complements the existing character and small town charm of the Village of Hillsburgh. The new development will be established with the mindset of providing additional housing opportunities within a walkable, compact, and inviting residential community.

The following concepts will be the guiding principles of this development, the foundational elements in establishing the vision:

Preservation and Celebration of the Surrounding Natural Environment

Recognize and celebrate the proximity of the subject lands to the surrounding woodlots through a series of views and vistas.

Sustainable / Low-Maintenance Design

Promote the deployment of low-impact design features, including the use of drought tolerant and low-maintenance plant species, while also ensuring the proper flow and management of stormwater.

Interconnected Trails and Community Pathways

Create a network of open space trails and sidewalks that promote more active and accessible forms of transportation. Ensure these linkages provide connectivity both within the community and to the adjacent neighbourhoods.

Compatible and Stately Built Form

Ensure compatible and aesthetic built form that provides mindful interfaces with the existing community, while catering to prospective residents through innovative and attractive architecture.

Variety of Open Spaces

Provide a variety of open spaces within the community, promoting both passive and active recreation and appealing to persons of all ages and abilities.

Enhanced Streetscape Design

Create safe, comfortable and pedestrian-oriented streets that promote the growth of healthy trees and foster great community connections.



1.3 OPPORTUNITIES & CONSTRAINTS

Hillsburgh Heights presents a set of opportunities and constraints related to the development's location, contextual issues, as well as design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

1.3.1 Opportunities

The following opportunities will be considered during the design and development of Hillsburgh Heights:

- Design the look and feel of the community to reflect the Town of Erin's small-town charm, and build on the Village of Hillsburgh's existing characteristics;
- Create safe and logical internal pedestrian and vehicular connections;
- Identify direct pedestrian linkages between Hillsburgh Heights and adjacent neighbourhoods for better connectivity, as well as between parks and open spaces to encourage recreational use; and
- Achieve an attractive streetscape edge along Trafalgar Road North by ensuring that:
 - A sidewalk is provided along the west side of the right-of-way;
 - A strong green interface with planting screens is provided where rear lots back onto the arterial road;
 - The second floor level of dwellings that back onto the arterial road are upgraded; and
 - Landscape elements will include street trees for better connectivity.

1.3.2 Constraints

The following constraints will be noted during the design and development of Hillsburgh Heights:

- Ensure built form and landscaping is compatible with the existing residential neighbourhood to the south;
- Configure street and block layout to respond to the existing topographic conditions; and
- Protect existing Greenland features and their associated ecological functions, as well as agriculture lands.

1.4 POLICY CONTEXT

Hillsburgh Heights provides an opportunity to develop a compact and walkable community within the Town of Erin's established settlement boundary. The proposed development is subject to several planning and urban design policies, which are discussed further in the following section.

1.4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1st, 2020, and establishes a comprehensive vision and direction for land use planning in Ontario. One of the key policy directions expressed in the PPS sets out to build strong communities by promoting efficient development and land use patterns. Settlement areas are defined in the PPS as urban areas in rural settings such as towns, villages, and hamlets. The PPS mandates in Section 1.1.3.1 that growth and development shall be focused in settlement areas, so it is critical to evaluate the regeneration of such areas for long-term economic prosperity.

Within the bounds of a designated settlement area, Hillsburgh Heights supports the following policies as outlined in the PPS:

- Development standards should be encouraged to facilitate appropriate intensification, redevelopment, and compact form, while limiting adverse negative impacts to public health and safety (1.1.3.4); and
- New development taking place in designated growth areas should occur adjacent to existing built-up areas and should have compact form, as well as a mix of uses and densities that allow for the efficient land use, infrastructure, and public service facilities (1.1.3.6).

1.4.2 A Place To Grow: Growth Plan For The Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (GGH) has been prepared under the Places to Grow Act (2005), to provide an overall vision and direction for residential and employment related development within one of the fastest growing regions in North America. The Growth Plan establishes a long-term vision for growth in the area, and advocates for the development of vibrant, compact, and complete communities that support a strong economy through intensification of the existing built-up areas.

Hillsburgh Heights supports the following policies, as outlined in the Provincial Growth Plan and the Places to Grow Act:

- Flexibility to capitalize on new economic and employment opportunities;
- Implementation of environmentally sustainable practices to minimize negative impacts to air quality and climate change; and
- Consideration of climate changes and management of growth through planning for more resilient communities and infrastructure.

1.4.3 County of Wellington Official Plan

The County of Wellington Official Plan (OP) came into effect in 1999. To support the intent of the provincial policies, the County OP outlines a long-term vision and growth strategy for the lands within its jurisdiction in a manner that is appropriate and sustainable for small towns and rural areas. The County OP designates three major land use systems – Greenlands, Rural, and Urban. As such, the County directs future growth to be in designated Urban Areas. Policies in this document are supported by the following objectives:

- Encourage development patterns that are both efficient and cost-effective;
- Capitalize on areas that have existing and/or planned utilities and transportation systems; and
- Promote opportunities for intensification and redevelopment in urban centres while maintaining the existing small-town scale and historic streetscapes.

1.4.4 Town of Erin Official Plan

Approved by the County of Wellington in 2004, the Town of Erin's Official Plan (OP) provides more detailed direction on how future growth and development will be managed in the Town. It contains principles, policies, by-laws, plans of subdivisions and other matters related to land use changes. The Town's OP must also be read in conjunction with the County of Wellington's Official Plan. Specific to the context and characteristics of the Town, the OP aims to safeguard and balance the public interest, as well as protect and enhance natural, cultural, and economic resources.

The policies in this document are supported by the following principles:

- Direct new development to designated urban areas;
- Although the single-detached dwelling is the predominant housing typology, encourage a range of low and medium density housing;
- Maintain the Town's rural character by keeping agricultural land workable and in production;
- Protect and enhance the diverse natural systems; and
- Encourage both residents and visitors to live in harmony with the environment.

1.4.5 Community & Architectural Design Guidelines: Urban Design Guidelines for the Villages of Erin & Hillsburgh

The Town of Erin's Community and Architectural Design Guidelines document, hereafter referred to as the Urban Design Guidelines, was established in early 2021 as a unified design approach to reach their vision and manage their anticipated growth. Forecasted to increase from a population of approximately 12,300 to 18,900 by 2041, the Town is looking to allocate much of the growth to their Urban Centres – the Village of Erin and the Village of Hillsburgh. By doing so, these practices will ensure the Town develops sustainably, and will be able to preserve important agricultural areas and natural features.

The Town sets forth urban design recommendations that aim to maintain and enhance their small town feel and historical significance as expressed in their Official Plan. With both broad and specific strategies, the Guidelines are intended to help shape and form the character of future developments. The guidelines in this document were developed to support the following principles:

- Seamlessly integrate neighbourhoods with the surrounding natural heritage;
- To contribute to better place-making, enhance the character and attributes of the community;
- Support active transportation options and provide connectivity within and between communities;
- Encourage high-quality built form;
- Create a pedestrian-friendly public realm; and
- Incorporate sustainability practices and strategies into the design of buildings, open spaces, and infrastructure.

1.4.6 Town of Erin Parks, Recreation & Culture Master Plan

The Town of Erin's Parks, Recreation and Culture Master Plan (the Plan) was established in 2019 to help manage the development of parks and trails, recreation and cultural facilities, programming, and events in a strategic manner over a period of ten years. The Plan outlines a series of short, medium, and long-term goals and ensures it is inclusive for residents and visitors of all ages and abilities to participate. Based on the vision to develop an active, engaged, and vibrant community that maximizes its physical and natural assets to have unique recreation experiences, the Plan's strategies support the following principles:

- Invest in recreation infrastructure that will attract and retain use for a wide audience;
- Adopt an asset management approach to invest in infrastructure;
- Address the needs of both the aging and changing population;
- Enhance existing assets by investing and introducing creative programming, and where possible through partnerships;
- Monitor trends and community demand for events, sports, and activities;
- Provide high quality services with enhanced user experience with recreation and cultural facilities; and
- Encourage broad community participation and recognition of natural assets by having a balanced approach to fee setting.



2.1 STRUCTURING ELEMENTS

Structuring elements serve as the main building blocks for the design of the community. Within the current context, Hillsburgh Heights is defined by the adjacent Greenlands, the connection to Trafalgar Road which is a main arterial corridor, and relative proximity to the Elora-Cataract Trailway.

The following describes the key structuring elements:

- Existing Arterial Road - Trafalgar Road is a corridor that spans several municipalities and carries higher volumes of traffic. It frames the community on the north-east side and provides opportunities for visibility and access;
- Enhanced Landscape and Rear Elevation - To ensure privacy and an attractive street edge, dwellings that back onto Trafalgar Road will have an upgraded second floor level, as well as an enhanced landscape buffer, which includes a berm, coniferous trees, and shrubs. The provision of a “Green” design along Trafalgar Road will be consistent with the existing streetscape on the east side of the road.
- Existing Trail - The relative proximity of the Elora-Cataract Trailway provides opportunity for recreation and connections to enjoy nature;
- Existing Heritage Property - Integrated within the block pattern, and will be celebrated as part of the area’s local history.
- Gateways – Along Trafalgar Road, there is a primary gateway where it intersects with Street ‘A’ and a secondary gateway where it intersects with Street ‘E’;
- Primary Access Road – Street ‘A’ will have a unique streetscape treatment and will provide a key internal connection into the community;
- Proposed Local Road Network – Street ‘B’ to Street ‘L’ provide internal circulation within the community; and
- Natural Features – the Greenlands, SWM ponds, and neighbourhood park largely define community interfaces and views with the surrounding natural environment.



2.2 LAND USE

The Hillsburgh Heights community will comprise low and medium density residential uses. Other land uses include one (1) neighbourhood park, two (2) SWM ponds, and one (1) proposed school block.

Residential building typologies will consist of single detached houses on 45', 50', 60' and 70' lots, as well as on-street townhouses. Built form will be strategically configured to complement the proposed open space system. Low density residential will be primarily located to the interior, with both SWM pond areas on the edges of the community. On-street townhomes will be clustered together and will be focused along the main access roads (Street 'A' and Street 'E'), as well as framing a SWM pond (Block 3). Enhanced landscaping is proposed for the limited number of low density residential units backing onto Trafalgar Road North.

A roundabout is located along the proposed along Street 'A,' on the corner of the school block where Street 'A' intersects with Street 'G.' The school / park block will occupy a prominent central location along the primary access road, Street 'A,' establishing a significant vista upon entry into the community.

The northern portion of the Hillsburgh Heights is proposed as future development. The future development will orient buildings towards the adjacent streets, with the primary entrance from the future internal street. The streetscape and landscape treatment along Trafalgar Road will be determined when the built form is established.

LEGEND

-  Hillsburgh Heights Site Boundary
  Proposed Entrance Road
  Proposed Collector Road-
-  Existing Arterial Road
  Proposed Local Road
  Green Street

Figure 2.3: Hillsburgh Heights Street Hierarchy

2.3 STREET HIERARCHY

A well-defined and connected hierarchy of streets forms the main structure of the community. It provides for the safe and convenient movement of pedestrians, cyclists and vehicles, serves as a common space for social interaction and establishes the initial visible impression of the community.

Designed as a modified grid pattern, the road network established for the Hillsburgh Heights community responds to the natural features and future uses planned along its edges. The proposed road layout is intended to facilitate movement and circulation, support accessibility, as well as promote a safe pedestrian and cycling oriented lifestyle. The roads are designed to minimize block lengths for easier navigation and create terminating views, vistas and other focal points to achieve an attractive public realm.

The proposed road network discussed in the following sections will consist of:

- Entrance Road;
- Collector Road-Green Street; and
- Local Road.

2.3.1 Entrance Road

A 30.0m entrance road is proposed along the east end of Street 'A', which is distinguished by its central boulevard. This portion of the street functions as the neighbourhood gateway, as shown in Figure 2.4, providing the primary connection between neighbouring communities and Hillsburgh Heights. To create the appearance of a double row of street trees, trees will be placed along the front yards of private properties as well as along the boulevard.

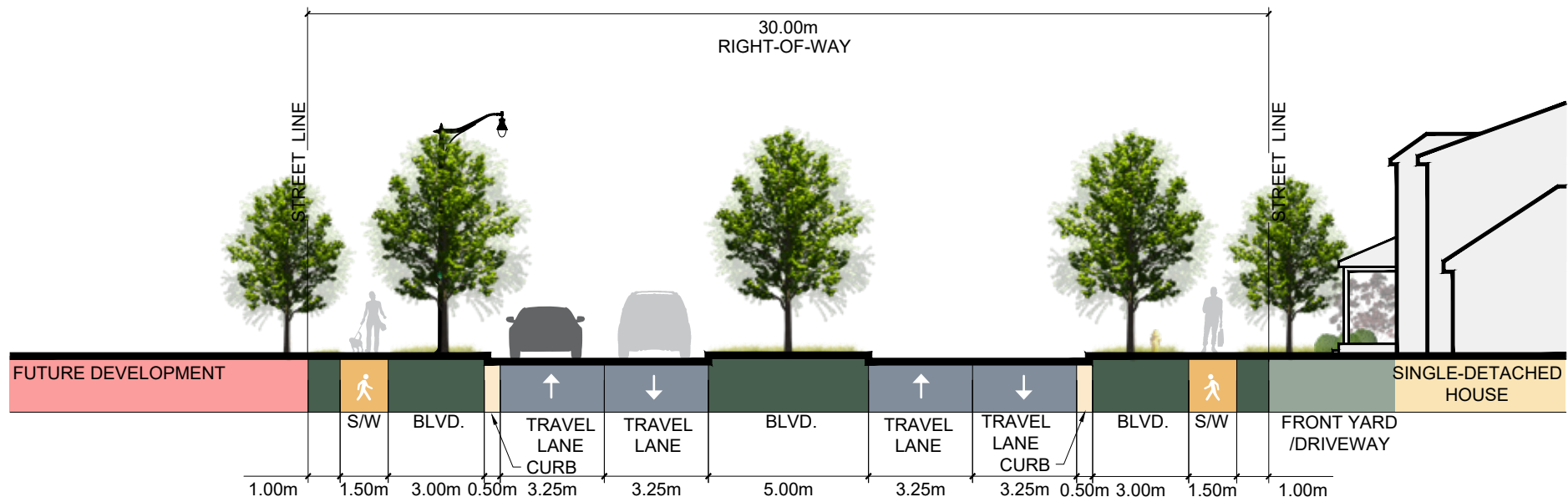


Figure 2.4: A-A' 30.0m Entrance Road R.O.W

2.3.2 Collector Road-Green Street

The Green Street makes up the western portion of Street 'A,' the primary access road and community gateway. A double row of street trees can be accommodated within the boulevards of this right-of-way, framing both sidewalks. This street tree condition will create an enhanced boulevard and will complement the location of the neighbourhood park and school block, which is central to the Green Street.

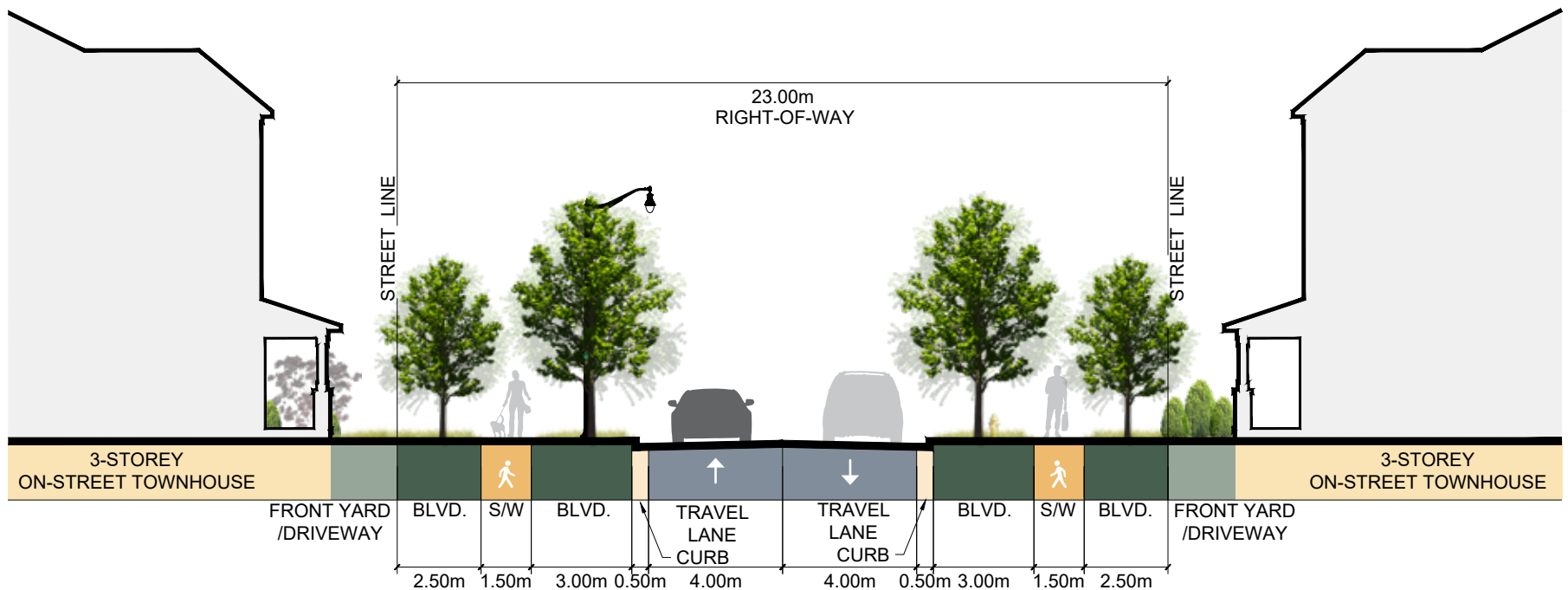


Figure 2.5: B-B' 23.0m Collector Road-Green Street R.O.W

2.3.3 Local Road

Local roads serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include low and medium density residential built form, parks, and SWM facilities.

As per the Town of Erin's Design Manual, Hillsburgh Heights aligns with the typical 20.0m road right-of-way, as shown in Figure 2.6.

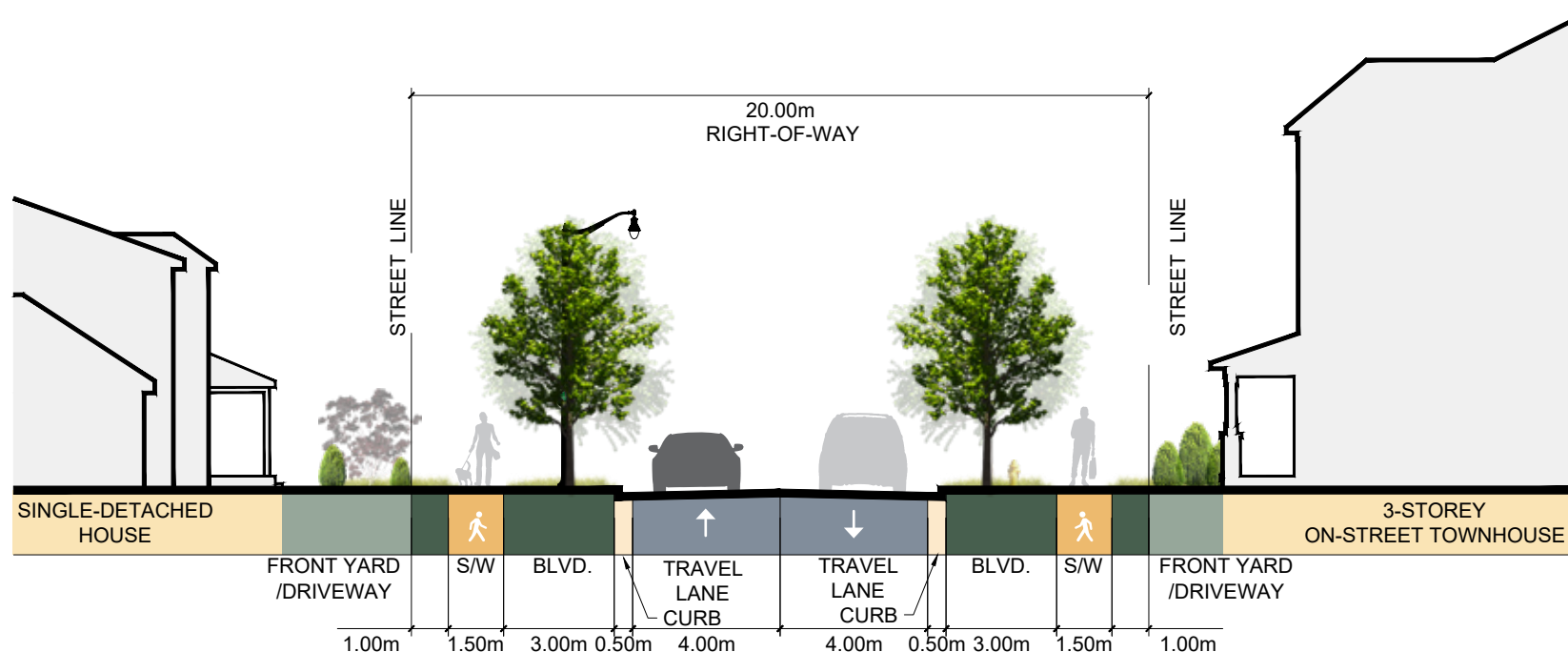
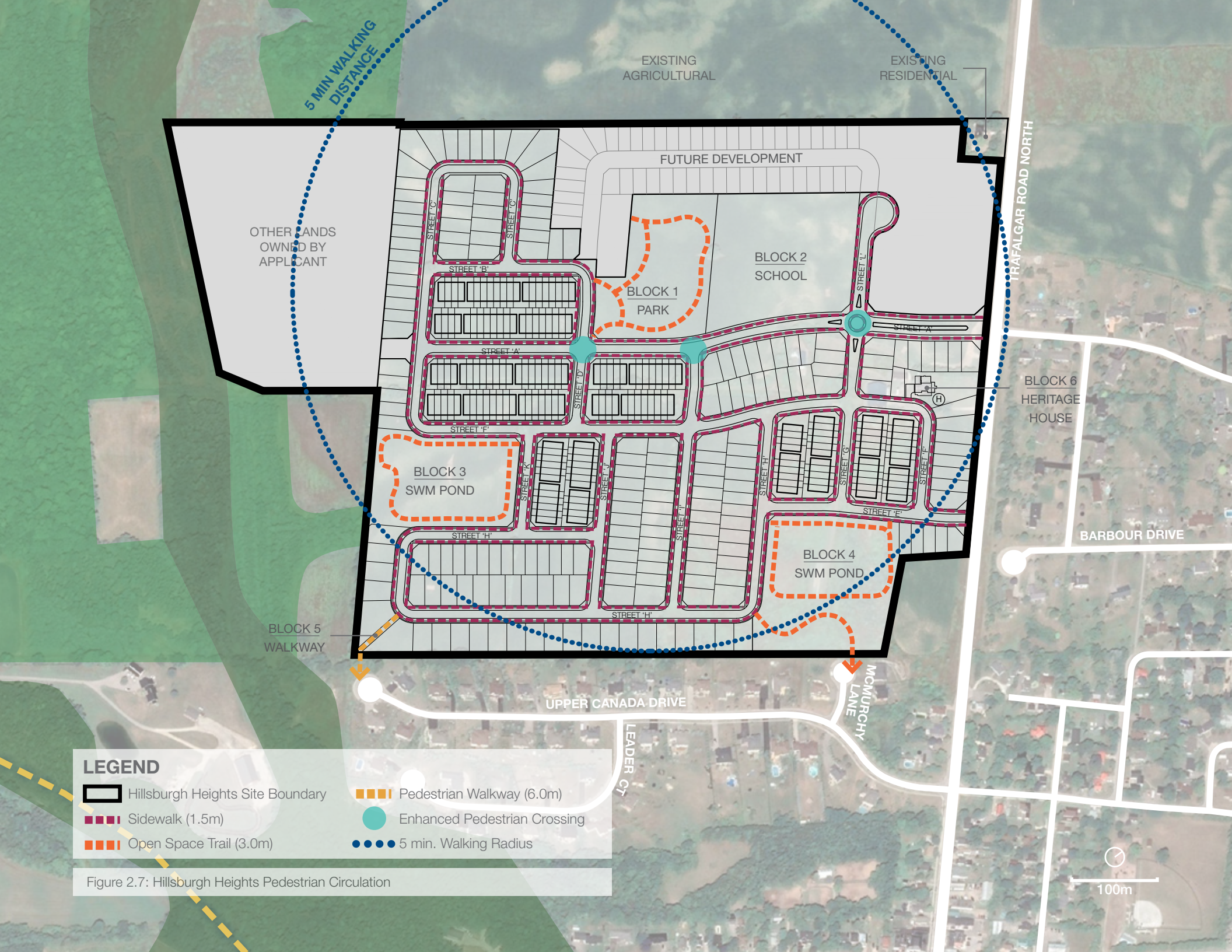


Figure 2.6: C-C' 20.0m Local Road R.O.W



2.4 PEDESTRIAN CIRCULATION

Safe, direct and logical pedestrian connectivity is a fundamental element of any new residential community and will be a key development principle for Hillsburgh Heights. Consistent with the Town's Design Manual, 1.5m sidewalks along all the local roads shall be located on both sides of the street. The sidewalks within the development area will link with the existing sidewalks of the surrounding neighbourhoods. Pedestrian crossings along Street 'A' at intersections leading to the park and school block will have enhanced treatment to clearly distinguish pedestrian priority zones, and to contribute to safety and the character of the neighbourhood (Refer to Figure 3.18). Consistent with the Town's Urban Design Guidelines, enhanced paving treatments may include unit paving, stamped concrete, impressed asphalt and painted patterns.

In addition, 3.0m wide trails are proposed throughout the Neighbourhood Park and SWM ponds, as shown in Figure 2.7. This will promote comfortable pedestrian circulation leading to community facilities such as the neighbourhood park, SWM ponds, and other spaces for social interaction among the residents.

2.4.1 Pedestrian Walkway

To contribute to a pedestrian focused neighbourhood, a 6.0m wide walkway (Block 6) is proposed at the south-west corner to connect with the neighbourhood to the south, as shown in Figure 2.8 below. The pedestrian walkway will have a minimum 3.0m asphalt walkway to improve safety, and to permit service and emergency vehicles access as per the Town's standards.

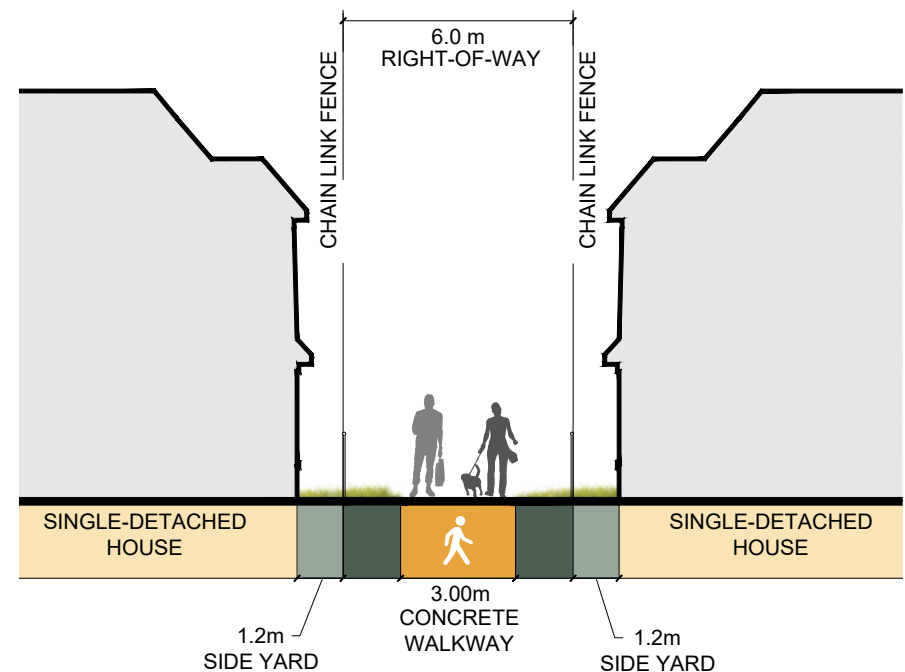


Figure 2.8: D-D' 6.0m Pedestrian Walkway R.O.W

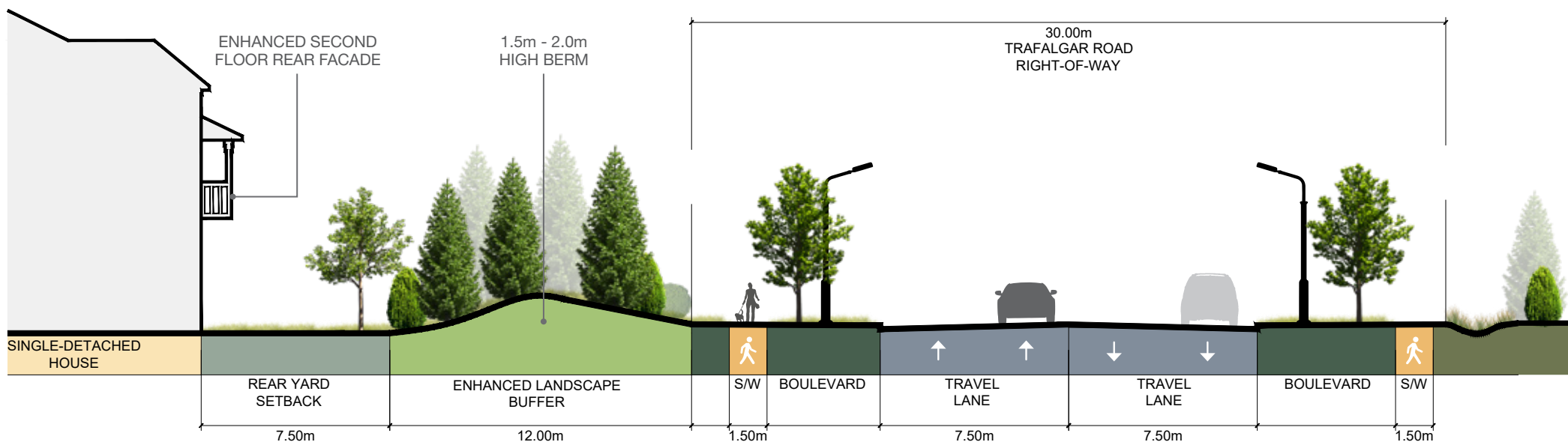


Figure 3.1: E-E' Enhanced Landscape Buffer for Dwellings Backing onto Trafalgar Road.

3.1 PLANTING & STREETSCAPE TREATMENT

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents and visitors in Hillsburgh Heights. To reinforce the character and identity of the community and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of streetscape elements shall be coordinated and consistent with the vision established for the whole community.

3.1.1 Landscape Buffer

As identified in Figure 2.3, Trafalgar Road is an arterial road that is expected to carry high volumes of truck traffic. In the current revised Draft Plan, there are a limited number of lots that are proposed to back onto Trafalgar Road. Where this rear lotting condition along the arterial road exists (refer to Figure 3.15), there is an opportunity to provide enhanced rear landscaping and ensure there is appropriate noise / vibration cancelling and separation measures. Enhanced rear landscaping will also reduce the appearance of the backyards, and contribute to an attractive appearance.

Within the extended lot depth of 47.0m, 12.0m shall be used to accommodate a 1.5m-2.0m high berm with trees as seen in Figure 3.1. Planting for this area shall include conifers and shrubs, similar to the existing condition across the street. The addition of enhanced landscaping along Trafalgar Road will contribute to an attractive streetscape. To supplement the streetscape treatment, there is also opportunity to enhance the second floor level rear elevations of the units that are visible from Trafalgar Road. Please refer to Section 4.4.5 for further details.



Figure 3.2: Image example of enhanced rear second level elevations and landscaping with coniferous trees and shrubs.



Figure 3.3: Image example of enhanced landscaping within the streetscape.



Figure 3.4: Image example of ornamental trees along the community gateway.



Figure 3.5: Image example of native, non-invasive street trees next to a SWM pond.

3.1.2 Street Trees

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish the character of neighbourhoods within the community and should relate to the street type and adjacent land use. The strategy may address five (5) basic categories for street trees, including the following:

Category 1: Native / Non-Invasive Trees (Medium or Coarse-Textured Species) – typically located on streets adjacent to natural heritage features, SWM facilities and buffers.

Category 2: Urban Tolerant Trees (Medium, Coarse or Fine-Textured Species) – typically located within a commercial area predominantly characterized by a hardscape environment.

Category 3: Ornamental or Flowering Trees (Medium or Coarse-Textured Species) – typically located at significant community / neighbourhood entry points or alongside main gathering areas.

Category 4: Medium or Coarse-Textured Trees – typical to all street hierarchy types, including local, collector and arterial roads. Medium or coarse-textured species typically refers to deciduous trees with a single, simple leaf structure with one blade attached to a stalk or petiole (ex. Sugar Maple).

Category 5: Fine-Textured Trees – typically located along local streets. Fine-textured species refers to trees with a compound leaf with secondary leaflets borne on a single stalk attached to a twig (ex. Honeylocust).

Design Guidelines:

- The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including buffers, and SWM ponds;
- Generally, preference shall be given to native species, particularly those tolerant of urban conditions (pollution, salt, drought, soil compaction);
- Planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation, and improper drainage shall be avoided;
- Ornamental or flowering trees shall be considered for key entry streets to help define or emphasize community and neighbourhood gateways;
- Unless otherwise stipulated, street trees shall be located within the grass boulevard between sidewalk and curb, with the intent of creating a prominent, continuous canopy on both sides of the street;
- With the objective to encourage diversity, trees of the same species should not be planted on both sides of the street along the full length of a block. In all locations, no more than 3 trees of the same species should be planted in a row or be mirrored on the opposite side of the street. However, at gateways / corners, 3-5 trees of the same species may be planted on both sides of the street;
- To foster greater biodiversity, street tree monocultures that repeat the same species over large areas shall be avoided;
- The selection of proposed street tree species shall be from the Town of Erin's recommended list;
- Street tree sizes shall comply with Town of Erin's minimum caliper size standards (approx. 80-100mm cal.). However, a larger caliper size (approx. 120-140mm cal.) should be considered to highlight character streets, focal areas or significant entry points;
- Minimum distance separation between street trees and below and above-ground utilities shall be in accordance with Town of Erin standards; and
- A hard surface splash strip along the inside of the curb for arterial and collector roads shall be integrated to reduce salt damage to grass boulevards.



Figure 3.6: Image examples of trees integrated into the street boulevard.



Figure 3.7: Image example of street lighting in a school block to provide a safe and well-lit streetscape.



Figure 3.8: Image example of lighting along a park path.

3.1.3 Street Lighting

Street lighting is an essential component of streetscape design, and the choice of lighting elements plays a key role in establishing the character of the public realm. When selecting light fixtures, consideration should be given to aesthetics, maintenance, cost effectiveness and energy efficiency. Selection and placement of lighting fixtures shall comply with established Town of Erin standards.

Design Guidelines:

- Lighting design (pole and luminaire) shall be coordinated with the architectural design and other street furnishings to promote a consistent and definable character for the community;
- Light poles and luminaires that are appropriate to the site and function shall be selected to avoid underlit or excessively lit areas, as well as light pollution;
- Specialty lighting treatments such as pedestrian-scale lights, light bollards, parking lot lighting, etc., may be considered within the neighbourhood park / school block to create a distinct streetscape character, as well as increase visibility and safety;
- Light encroachment into natural areas shall be discouraged to avoid impacts on wildlife;
- Illumination shall be directed downwards to ensure 'night sky' compliance;
- Coordinated light standards may be considered to establish a hierarchy of typologies according to use related to vehicular routes, parking areas, walkway blocks and open space amenities, as appropriate; and
- Opportunities should be considered for renewable energy use, such as solar-powered lighting along park paths and natural trails.

3.1.4 Street Furniture

Attractive, sturdy, and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity.

Design Guidelines:

- Street furniture shall be provided in high pedestrian traffic areas and in key open space areas, such as the neighbourhood park and SWM pond lookouts;
- The colour, material, form, and style of street furniture shall be consistent with and complementary to the established design theme for the community;
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function;
- Community mailboxes shall not be located on boulevards adjacent to the proposed school (Block 2);
- As much as possible, furnishings shall be vandal-resistant and low-maintenance, with readily available componentry; and
- Furniture within the central school/park block, in particular, shall include benches, waste/recycling receptacles and bicycle racks, rings or posts, and shall be complementary to the selected street lighting design.



Figure 3.9: Image example of furniture in a key open space area that frames a view.



Figure 3.10: Image example of a mix of furniture within a park.



Figure 3.11: Image example of a shade structure in a park.



Figure 3.12: Image example of a chainlink fence along school block perimeter.



Figure 3.13: Image example of metal fence and planting buffer between side elevation and road.



Figure 3.14: Image example of a chainlink fence between residential dwelling rears and SWM pond area.

3.1.5 Fencing

Fencing of varying types and materials shall be provided throughout the community to address barrier, privacy and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- Low decorative fencing (metal or wood) at gateway entries along arterial roads;
- Upgraded fencing and landscaping in lieu of stand-alone entrance feature walls at gateway locations;
- Chainlink fencing for lots adjacent to stormwater ponds, park, Natural Heritage System, and any other public open space feature; and
- 1.8m galvanized chainlink fence along the entire perimeter of the school block, except along the edge adjacent to the park block where a row of trees will be planted as a buffer.

Design Guidelines:

- Fencing design shall be coordinated and consistent throughout the community;
- Fencing design shall reinforce or complement the character and identity of the community;
- Fencing shall comprise only robust, sturdy components for long term durability;
- Gates shall not be permitted along fenced areas for rear yards adjacent to the Natural Heritage System;
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term; and
- Upgraded fencing and landscaping may include stone and masonry components (i.e. walls and columns) as part of the corner lot fence design, as well as additional plantings along the daylight triangle and side

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3.2 PARKS

The Town of Erin's Parks, Recreation and Culture Master Plan (2019) establishes a vision for parks and open spaces. It recommends that the Town should advocate for larger parcels of park space to promote more opportunities for health and fitness, rather than several smaller parcels which limits possible uses.

The park design will be shaped by the following guidelines, and will also align with the objectives outlined in Section 4 of the Master Plan and Section 7 of the Urban Design Guidelines. Final programming will be discussed in collaboration with Town staff.

3.2.1 Neighbourhood Park

In Hillsburgh Heights, one (1) Neighbourhood Park is planned for the community, within walking distance for all residents. It will serve as a central common green space, and offer a place for people all ages and abilities to interact, and for formal and informal social events to occur.

Features within the Neighbourhood Park may include:

- Formal entries, shade structures, seating, and decorative paving;
- Open grass area with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to pedestrian networks;
- Active sports facilities (e.g. basketball court);
- Playground facilities (e.g. junior/senior play structures, swing, spring/spinning toys, etc.); and
- Formal planting layout.



Figure 3.16: Image example of flowering trees along park pathway.



Figure 3.17: Image example of both passive and active opportunities within a neighbourhood park.



Figure 3.18: Hillsburgh Heights Neighbourhood Park Concept Plan

Design Guidelines:

- The Neighbourhood Park shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- As a buffer between the park and school block, a row of trees shall be planted along the lot line;
- As a focal point, the park shall be sited with frontages on a minimum of 2 public streets to promote views and access;
- The location of the school immediately adjacent to the park will allow for shared-use facilities and access to both sites;
- Key features of the park shall be sited to terminate view corridors. The design of hard and soft landscape elements and features shall be consistent or complementary with established neighbourhood style;
- Playgrounds and / or shade structures shall be designed as a focal point;
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating, and gathering;
- Reasonably level and functional open play areas shall be provided for passive recreation use;
- Park lighting shall minimize disturbance to adjacent uses;
- Safe pedestrian and cycling connections shall be provided between the park and other community open space elements, the school, and accessible natural areas. These connections link to the higher level of pathways associated with main roads, as part of the hierarchy of trails and pathways;
- On-street parking within 50-100m of the park shall be provided;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species;
- Tree planting within open space lawn areas shall reflect an informal layout with cluster groupings to facilitate shaded passive use;
- Bike racks shall be installed within all parks as part of the park furniture program to promote cycling connections throughout the community; and
- Low-impact design / development (LID) techniques such as raingardens and bioswales may be incorporated.



Figure 3.19: Image example of families spending time by the play structure area.



Figure 3.20: Image example of a multi-use path within a park.



Figure 3.21: Image example of an active sports facility (basketball court).



Figure 3.22: Image example of a SWM pond and residential neighbourhood adjacent to a Greenlands feature.



Figure 3.23: Image example of a trail integrated within the SWM pond area as a space for both ecological function and recreational activity.

3.3 STORMWATER MANAGEMENT

SWM facilities within Hillsburgh Heights will help to provide water quality and quantity control systems for the subdivision. These facilities also complement the proposed park and open space system through provisions for the extension of the trail network and the integration of community features, such as lookouts and seating areas.

A total of two (2) SWM ponds are planned for the community. The ponds shall integrate all of the necessary engineering and environmental functions, and will be designed to fit within the context of a low-density residential development. The SWM ponds shall be designed as key focal / visual features within the community. The facilities shall enhance the character and appearance of surrounding built form, in addition to achieving the functional water quality and quantity objectives.

Figure 3.14 shows the location of the SWM ponds.

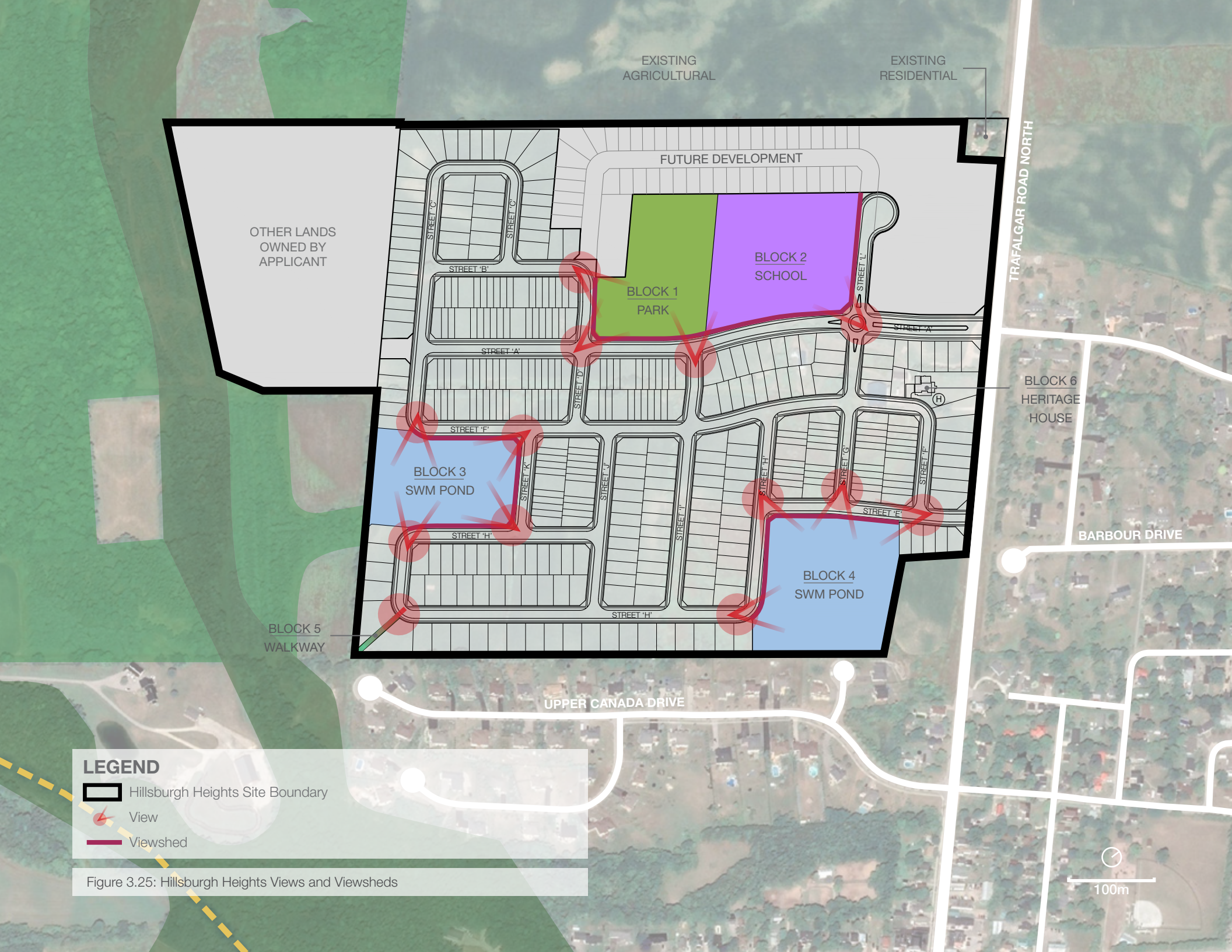
Design Guidelines:

- Appropriate planting shall be used along the slopes of ponds to help achieve a natural pond appearance;
- Pond inlets and outlets shall be concealed using planting, grading, and/or natural stone. Similarly, any utilities located within a SWM facility shall be screened from public view using planting, fencing, or other built features, as appropriate;
- The zone between the street and SWM facility shall be designed as a transition from an urban streetscape to a naturalized area;
- Each SWM pond shall have significant street frontage to maximize visibility within the community;

- Fencing of ponds adjacent to publicly accessible areas is discouraged. However, where it is desirable to discourage public access to a pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing;
- SWM ponds shall integrate lookout features at prominent locations, providing views into and across the feature;
- Lookout features shall serve as neighbourhood amenities and will typically include decorative paving, seating elements (benches and/or seat walls) and upgraded planting, to be coordinated with neighbourhood themes. As well, each amenity shall integrate a shade structure;
- Public walking / cycling trails shall encircle ponds where possible, except where immediately adjacent to a sidewalk or multi-use path. The sizing of ponds shall take into account the requirement for these trail connections;
- Maintenance / access roads may double as pedestrian trails and connect to segments of the wider trails and pathways network, where feasible; and
- Naturalized planting shall consist of native species and shall include whips, multi-stem shrubs, trees, grasses and riparian, aquatic and upland species as appropriate to conditions. All planting shall meet applicable Credit Valley Conservation Area species and density standards for SWM ponds.



Figure 3.24: Image example of xeriscape plantings, which perform well in urban environments due to their drought-tolerant and low-maintenance characteristics.



LEGEND

-  Hillsburgh Heights Site Boundary
-  View
-  Viewshed

Figure 3.25: Hillsburgh Heights Views and Viewsheds

3.4 VIEWS & VIEWSHEDS

Public access to views of natural systems is an integral component of an attractive, walkable and sustainable community. The adjacent Greenlands will provide attractive views from several vantage points within Hillsburgh Heights. Its presence has significantly influenced the configuration of the proposed land uses and endorsed framework plan, including the layout of the road network and the block plan.

Viewsheds are defined as publicly accessible viewing opportunities either along a road right-of-way, a trail network, or an open space block (Neighbourhood Park, SWM ponds). The quality and character of the resulting view opportunity can be described as either long / expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background.

Capitalizing on the presence of the adjacent Greenland, strategic viewshed opportunities have been integrated into the community through the adaptation of the following principles:

- Views should be located in areas that will enhance connectivity and clearly define the relationship between the community and natural system;
- Pedestrian amenities such as seating areas should be placed in vistas to emphasize them as access points into the natural system;
- Streets should be oriented to maximize views towards open space and natural features; and
- Architectural built form shall be located, oriented, and designed to maintain or emphasize views.

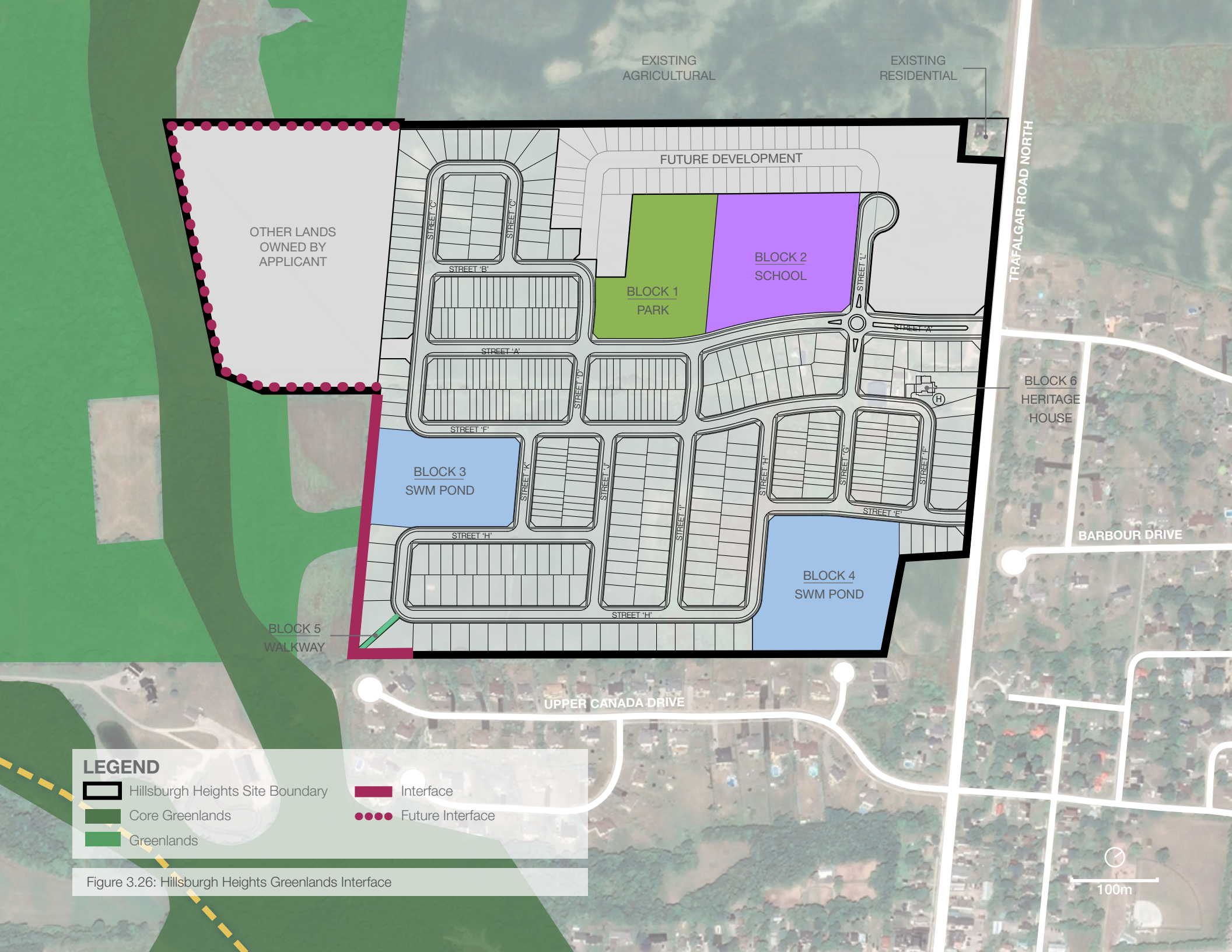


Figure 3.26: Hillsburgh Heights Greenlands Interface

3.5 GREENLANDS INTERFACE

As outlined in Section 3.1 of the Town of Erin's Official Plan, future development is encouraged to protect and enhance the existing natural systems. Much of the Town is designated as Greenlands, and within the land use category there are two tiers of sensitivity. Land that is designated as Core Greenland must be strictly protected, where no development is permitted. Core Greenlands can include provincially significant wetlands, endangered or threatened species habitats, or floodway and hazard zones. Whereas land that is designated as only Greenlands is open for some development to occur, subject to an Environmental Impact Assessment, and consultation with the Town and applicable Conservation Authorities. Greenlands can include wildlife and plant habitats, areas of natural and scientific interest, and other lands that have ecological functions.

The presence of Greenlands and Core Greenlands to the west of the subdivision has been integrated into the design of Hillsburgh Heights as a structuring element. Interface with the significant natural corridor has been designed to ensure its ecological diversity is compatible with the adjacent urbanized setting. Land uses immediately adjacent shall be designed to support the natural features through careful consideration of street, public open spaces, and trails, as well as through the establishment of required setbacks and buffers.

As seen in Figure 3.24, the following open space elements are proposed to contribute to a strong relationship between the community and the natural system:

- Pedestrian trails; and
- SWM ponds.

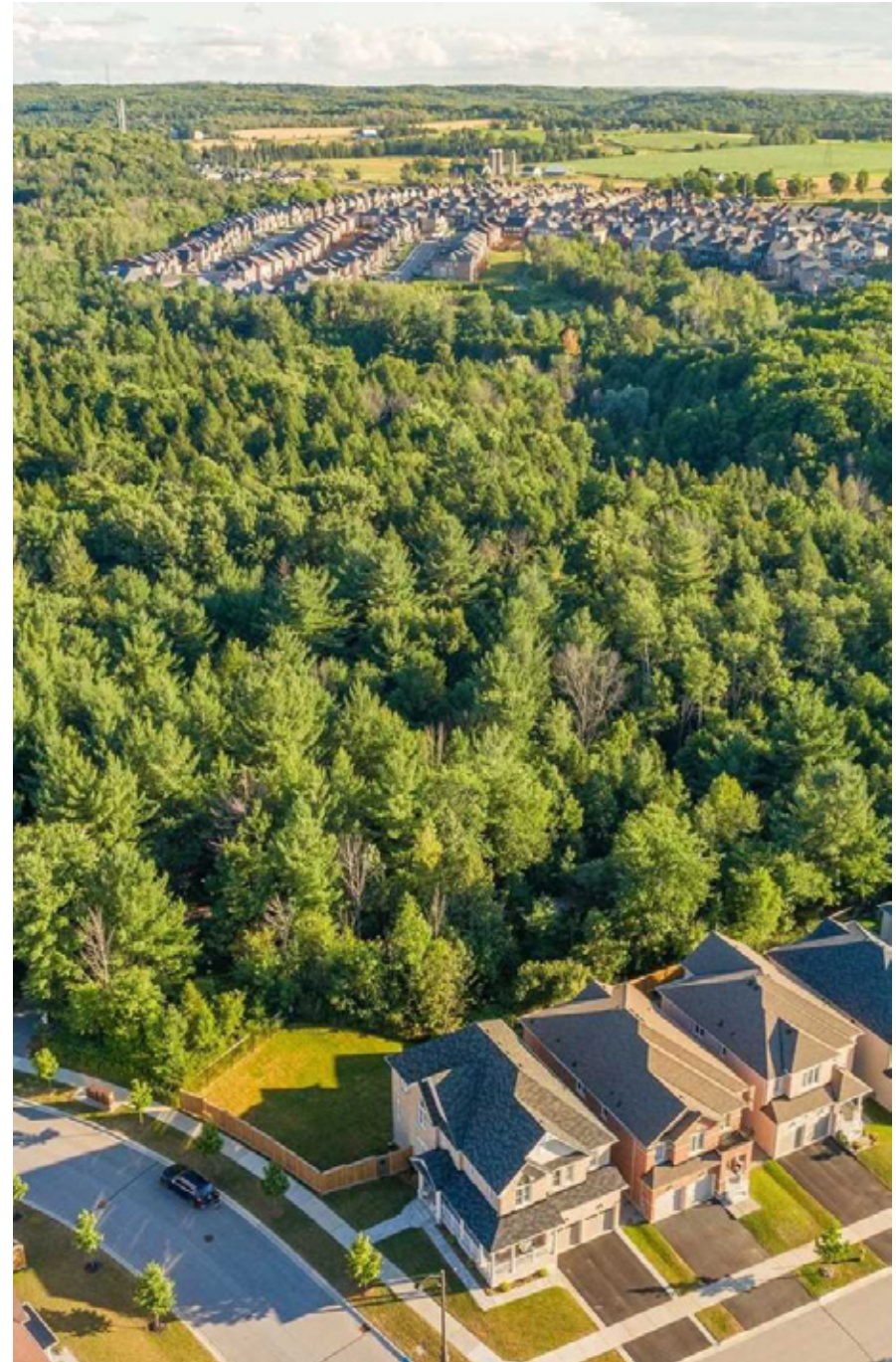


Figure 3.27: Image example of a neighbourhood interface with a natural system.

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4.1 GENERAL DESIGN PRINCIPLES

A high-quality built form character shall be achieved for all typologies. Doing so will deliver architecture that is rich and varied in its structure and treatments, and create a distinct community with visually appealing streetscapes.

As expressed in the Town's Urban Design Guidelines, there is a strong desire to maintain the general built form look and feel in the Village of Hillsburgh. Although architectural expression varies, common traditional styles include Craftsman Style, Folk Victorian, Italianate, Colonial Revival, Georgian, Second Empire, and Prairie.

As a new development, it is recommended by the Town's Urban Design Guidelines that an inventory/survey of the existing building stock surrounding Hillsburgh Heights be completed. Mixing architectural styles is strongly discouraged, but rather residential built form should appropriately reflect and/or be compatible with the characteristics of the traditional style.

Generally, neighbourhoods within the Village of Hillsburgh are predominantly low-density. The most common typology is the single-detached dwelling, either one or two-stories in height. Due to topographic conditions, split-level dwellings are also common. Residential parking is provided in the form of integrated garages on the front or side of the dwelling, or as detached garages in the rear. To accommodate on-street parking, a minimum 6.0m separation distance between driveways shall be provided and adjacent driveways shall be paired where possible. In line with the Town of Erin's Official Plan, the proposed built form will be a combination of single-detached dwellings and on-street townhouses.

Please refer to Section 4.0 Existing Neighbourhoods and 5.0 New Neighbourhoods from the Urban Design Guidelines for more details on built form.



Figure 4.1: Image examples of single detached dwellings that incorporate traditional architectural styles.



Figure 4.2: Image example of consistent massing within a residential neighbourhood.

4.1.1 Architectural Styles

As per the Town's Urban Design Guidelines, the following mix of traditional architectural styles are found in the Village of Hillsburgh. Their characteristic elements may be used to inform the architectural styles of new developments within the Village such as Hillsburgh Heights.



Craftsman Style (1800s to 1900s)



Folk Victorian



Italianate



Colonial Revival



Georgian



Second Empire



Prairie

4.1.2 Massing

Massing that is appropriate to the context of the street is key to achieving comfortable, pedestrian-scaled public realm. With single-detached dwellings being the predominant typology, massing is generally consistent among buildings

4.1.3 Building Materials & Elements

Building design and articulation should provide architectural expression that relates to the existing character of the Village of Hillsburgh identified in the Urban Design Guidelines. Brick is the predominant building material, with wood clapboard and board-and-batten other common options as either the main or accent material. The use of these materials should be incorporated within the overall design proposal, linking Hillsburgh Heights with various communities of similar characteristics in the Town of Erin.

Each building type should be articulated with high-quality materials and design elements that contribute to an enhanced public realm. Elements such as window bays, over-hangs, canopies, ample fenestration, and exterior material patterns play a key role in articulating a relationship to adjacent areas and structures.

Design Guidelines:

- All elevations exposed to public view shall include ample fenestration and articulated designs (i.e., changes in plane, architectural details and complementary high-quality materials);
- Local materials shall be encouraged to avoid unnecessary long distance transport of building materials;
- Materials that have been sustainably harvested shall be encouraged;
- Materials and architectural details shall be consistent and complement the dwelling's style/design;
- Roof articulation should relate to that of the wall below;
- Transition in materials shall be provided at changes in plane;
- On interior lots, materials used for the front or upgraded rear elevations shall wrap around the building side elevation a minimum of 1200mm (4'-0"), to a change of wall plane or a rain water leader; and
- Dwellings adjacent to the heritage house along Street 'F' shall architecturally complement the style to ensure the heritage house is well integrated within the community.



Figure 4.3: Image examples of high-quality materials and facade elements.



Figure 4.4: Image examples of landscaping and upgraded rear elevations that contribute to an appropriate transition between adjacent existing neighbourhoods.

4.1.4 Transition to Adjacent Neighbourhoods

To keep in consideration for the existing built form in the Village of Hillsburgh and adjacent neighbourhoods, Hillsburgh Heights must provide appropriate transitions to the established neighbourhoods to the south and the east.

Design Guidelines:

- Potential land use impacts shall be minimized by grouping similar uses together and by providing appropriate transitions and spacing between different uses;
- Pedestrian linkages through open space areas such as SWM ponds shall lead to walkways of adjacent blocks/neighbourhoods to provide seamless transition to/from institutional uses and provide connectivity with the surrounding built and natural context;
- Upgraded rear elevation such as high quality fencing, as well as landscaping shall be used to enhance views;
- Suitable interface for all buildings, streets, and open spaces facing adjacent lands shall be demonstrated;
- The height and massing of new dwellings shall reflect the scale and massing of the existing building stock; and
- To ensure the built form has an appropriate height transition, a maximum height difference of 1.5 storeys shall be provided between buildings immediate adjacent to one another.

4.1.5 Setbacks

A well-defined street edge contributes to the pedestrian-oriented objectives of the community. Attractive streetscapes typically consist of a landscaped (sodded and treed) boulevard with sidewalk adjacent to a defining edge and carefully placed, well-designed buildings. Generally, buildings proposed for the community shall have minimal setbacks to the fronting property line to achieve an urban interface and comfortable pedestrian scaled streetscape.

Design Guidelines:

- The front façade of the building shall directly relate to the street by generally being sited and oriented towards it;
- Building setbacks shall define the street edge and shall help create a visually ordered streetscape;
- Primary building entrances shall be clearly visible and identifiable from the street;
- Locate the habitable portions of the buildings closer to the street edge;
- Minimize the presence of garages on the streetscape by recessing them from the unit's main wall or porch;
- To increase the interaction of buildings with the public realm and to create active street frontages, the set back of a building to the front property line will be minimized. Minimum setbacks will improve the sense of urban enclosure, reduce the perceived scale of the road and encourage the development of an urban street character, where desired; and
- Corner building conditions should be designed to address both street frontages in an equally enhanced manner.



Figure 4.5: Image examples of setbacks in a residential neighbourhood street.



Figure 4.6: Image examples of single detached dwellings.

4.2 LOW DENSITY RESIDENTIAL

4.2.1 Single Detached Houses

Single detached dwellings, typically in the form of one and two storey massing, are expected to encompass the majority of low density freehold dwellings within the community.

Design Guidelines:

- Lot sizes for single detached dwellings shall be either 50.0ft, 60.0ft or 70.0ft wide;
- Typical single detached dwellings shall have one to two storey massing. Where a third storey is contemplated, it should be incorporated into the roof massing;
- In typical scenarios, garages shall be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane -accessed) may be explored, where feasible;
- Attached street-facing garages shall be incorporated into the main massing of the building and should not project from the main wall of the front elevation;
- Two car street-facing garages will be permitted;
- Porches and bay windows shall be permitted to encroach into the front, flankage, and rear yards as a prominent architectural feature;
- For corner units, the flanking side elevation shall be given a similar level of architectural detailing as the front elevation; and
- Main entries for corner dwellings shall be encouraged to be oriented to the flanking lot line.

4.3 MEDIUM DENSITY RESIDENTIAL

4.3.1 On-Street Townhouses

Townhouse dwellings are an efficient use of land and an energy conservative housing form that will add built form diversity to the development of Hillsburgh Heights. Since townhouses comprise individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage.

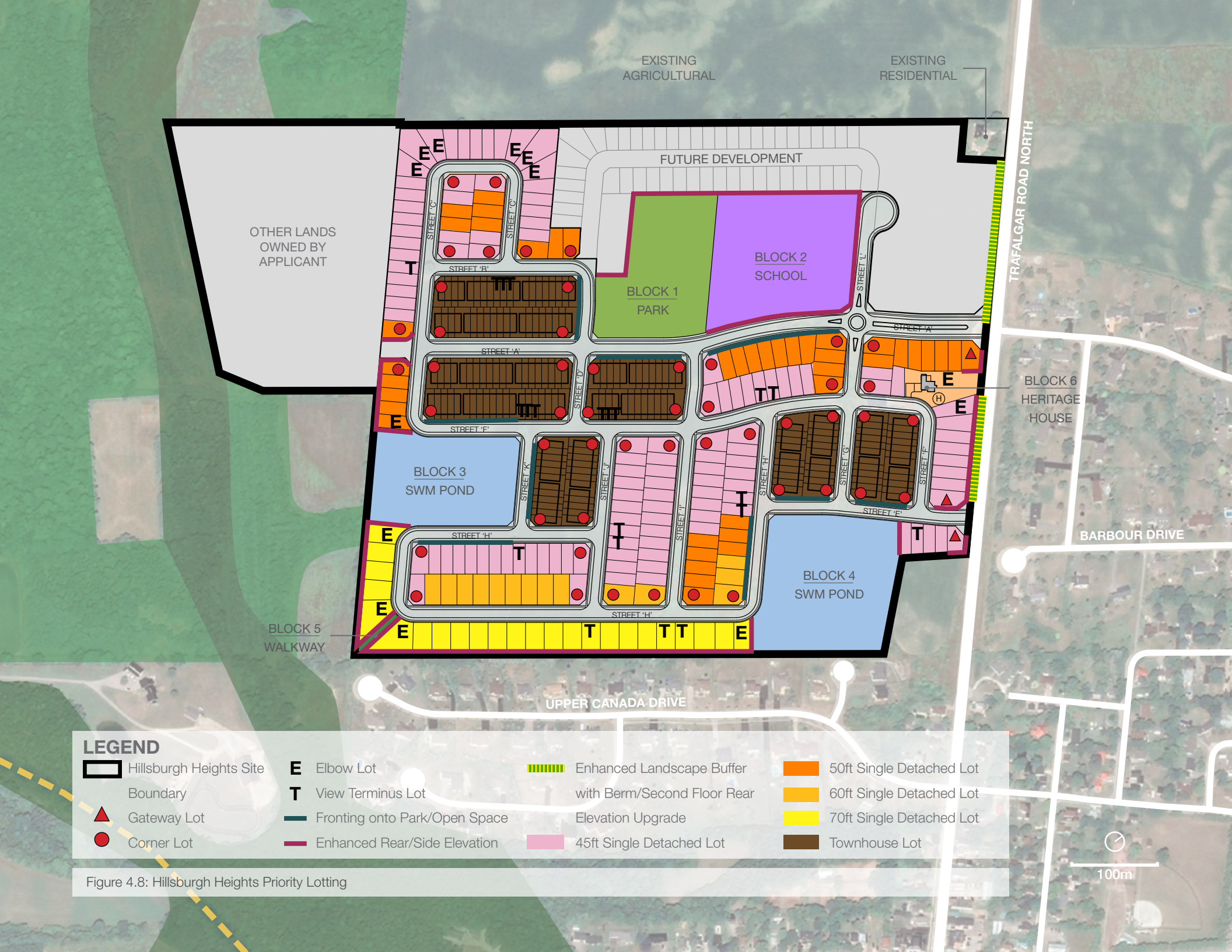
Design Guidelines:

- Townhouse block sizes shall range from 3 to 8 units and shall be mixed to contribute to a visual diverse streetscape;
- Townhouse dwellings shall have 2 to 3 storey massing. Bungalow forms are generally discouraged for this housing type;
- Townhouse dwellings shall be fully attached above grade. Consideration may be given to dwellings partially attached above grade, subject to design review;
- The overall townhouse block composition should display massing and design continuity while achieving adequate streetscape variety;
- Each townhouse block shall have appropriate façade detailing, materials and colours consistent with its architectural style;
- Sufficient wall articulation shall be required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches, where appropriate;
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades;
- Dwelling designs with covered front porches or porticos shall be encouraged where appropriate to the architectural style;



Figure 4.7: Image example of On-Street Townhouses.

- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit shall be oriented to the flanking lot line;
- Front-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape;
- Street-accessed townhouse dwellings shall generally have single-car attached garages accessed from the street, with an additional parking space on the driveway. Consideration may be given to wider garages based upon merits of the design and only if the width of garage doors do not exceed 50% of the overall width of the unit;
- Garages / driveways for townhouse dwellings shall be paired, wherever feasible, to maximize on-street parking opportunities;
- When site conditions allow, rear yard access from the garage may be provided for interior units;
- Individual units should be emphasized through the articulation of walls and roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.).



4.4 PRIORITY LOTTING

Priority Lots are located within the areas that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design and landscape treatment for dwellings on these lots be of an exemplary quality to serve as landmarks within the community. Built form on priority lots identified in Figure 4.8, will require special design consideration to ensure an attractive built form character is achieved.

Priority Lots include the following:

- Gateway Lots;
- Corner Lots;
- View Terminus and Elbow Lots;
- Lots Fronting or Flanking onto Parks / Open Spaces; and
- Lots Requiring Rear and Side Upgrades.



Figure 4.9: Image example of built form and landscape gateway features that emphasize the entrance into a community.

4.4.1 Gateway Lots

Gateway lot dwellings are characterized by a very high profile location within the community that results in a significant impact on the perception of the image, character and quality from the outside. They are lots situated by the access points into the community.

Design Guidelines:

- Greater than typical height/massing shall be incorporated where possible;
- Strong and distinctive architectural elements such as prominent gables and/or projecting bays shall be featured;
- Consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations shall be incorporated;
- Associated landscape features, both hardscape and softscape, shall be integrated with built form to emphasize the gateway function;
- Garages and driveways shall be located as far away as possible from the gateway/flankage elevation;
- Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch shall primarily address the short (front facing) street frontage, particularly where the flankage faces an arterial road; and
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts. The architecture and materials of dwellings at corner locations shall be coordinated with the community gateway entry features.



Figure 4.10: Image example of a landscape treatments on a corner lot.



Figure 4.11: Image example of a corner lot with a wraparound porch.

4.4.2 Corner Lots

Similar to gateway lots, dwellings on corner lots typically have a high degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood.

Design Guidelines:

- Street intersections shall be framed through built form that has a strong orientation to the corners;
- Dwelling designs shall be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment and corner treatments such as wrapping porches/windows, turrets, greater massing etc.;
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with particular attention given to the dwelling's massing, height, roof lines, apertures, materials, and details;
- Given the heightened exposure from the street, rear elevations shall also be treated with upgraded elements;
- Distinctive design elements, such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation, or other features appropriate to the architectural style of the community, shall be provided on the flankage side to create a positive pedestrian presence and emphasize the corner dwelling's landmark qualities within the streetscape;
- The main entry to the dwelling shall be located on the long elevation facing the flanking street. However, main entries facing the front lot line or shorter side of the lot may be permitted;
- A privacy fence shall be provided to enclose the rear yard;
- Rear lane garages on corner lots shall require upgrades to the side elevations facing the street; and
- Elevations of rear garages on corner lots should be one of the same quality of the main unit (architectural style/detailing and materials).

4.4.3 View Terminus & Elbow Lots

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other. Elbow lots occur when a street bends at a ninety degree angle. Dwellings in both lot types play an important visual role within the streetscape by terminating long view corridors.

Design Guidelines:

- A prominent architectural element shall be provided to terminate the view;
- Elbow lots should be sited as a group to create a transitional view-line and to avoid driveway overlapping;
- Models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, in favour of a larger landscaped front yard shall be selected; and
- Driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.



Figure 4.12: Image example that shows a view of an elbow lot from the street.



Figure 4.13: Image example that shows a view terminus lot from the street.



Figure 4.14: Image examples of residential dwellings fronting onto parks and open space.

4.4.4 Lots Fronting or Flanking onto Parks & Open Spaces

Dwellings that front or flank onto open spaces such as the neighbourhood park and SWM pond as identified in Figure 4.8 shall be designed in a manner that considers and complements the exposure to the public view.

Design Guidelines:

- Building facades exposed to public view due to exposure to open spaces shall have an enhanced built form treatment that is consistent with the overall architectural style of the building. Wall and roof articulation, and enhanced fenestration are required for elevations facing parks and open spaces. Other treatments may include prominent front porches, well-proportioned windows, projecting bays etc.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design, consistent with the architectural style of the Village of Hillsburgh;
- Dwellings shall be encouraged to have wider and deeper porches that effectively allow for multiple seating and will promote 'eyes on the street', which results in an informal monitoring of the park and pond activities;
- Special attention shall be given to the variety of massing, colour and exterior cladding for dwellings fronting onto the neighbourhood park;
- Where a building's side elevation is exposed to the public realm, both the front and exposed side elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to architectural detail; and
- Exposed elevations shall have wall and roof articulation, and enhanced fenestration. Other applicable enhancements may be considered:
 - Bay windows or other additional fenestration;
 - Enhancement of windows with shutters, muntin bars, frieze board, precast, or brick detailing; and
 - Gables and dormers.

4.4.5 Lots Requiring Rear & Side Upgrades

Upgraded rear and side architecture is required where elevations are exposed to public view, such as lots which back or flank onto roads, walkways, and public open space areas such as the neighbourhood park and SWM pond as identified in Figure 4.8.

Design Guidelines:

- The exposed side and/or rear elevations of dwellings in these locations shall have a level of quality and detail that is consistent with the front elevation of the dwelling;
- As seen in Figure 4.8, lots backing onto Trafalgar Road shall provide an enhanced landscape element of 12.0m, which includes a 1.5m-2.0m berm with trees, within their 47.0m lot depth. Planting shall include coniferous trees and shrubs that are excellent as naturalized screens. These dwellings shall also have an upgraded rear elevation, particularly the second floor level that is visible from the road; and
- Exposed elevations, such as those visible from Trafalgar Road, the park and any open space, shall have wall and roof articulation, and enhanced fenestration. Other applicable enhancements may be considered:
 - Bay windows or other additional fenestration;
 - Enhancement of windows with shutters, muntin bars, frieze board, precast, or brick detailing; and
 - Gables and dormers.



Figure 4.15: Image example of a residential dwelling with side upgrades.



Figure 4.16: Image example of a residential dwelling with rear enhanced landscaping.

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5.1 INSTITUTIONAL

Schools serve as important community landmarks and provide several benefits related to education and recreation. There is one (1) elementary school proposed in Hillsburgh Heights. The proposed school is strategically located along Street 'A.' Siting the school building at a prominent intersection supports the goals of safety, accessibility and visibility, but it also provides opportunities to create linkages with the surrounding parks and open spaces. While the detailed design and recommendations of this section are subject to review and approval by the applicable School Board, the following provides general guidance on the school's interface with the rest of the community.

Design Guidelines:

Phasing

- In preparation of the school block, both the street frontages shall be constructed in Phase 1 of the subdivision; and
- To permit the issuance of a building permit for the construction of a school within the Subject Site, the following shall be installed along each of the two sides of the school block that flank a street:
 - Paved roadway;
 - Sidewalks;
 - Curbs;
 - Street lighting;
 - Gutters; and
 - Other servicing works required by the Town.

Built Form

- Buildings on corner sites shall be massed towards the intersection and designed to address both street frontages in a consistent manner;
- 2 to 3 storey building massing shall be provided;
- Design school elevations to incorporate breaks or wall articulation to avoid long, unanimated walls, and coordinate them with the roof and massing design (e.g. higher elements);

Look and Feel

- The school building shall exhibit architectural excellence and incorporate prominent building features that responds to its location and public views, so that its role as a landmark within the community is strengthened;
- Streetscape elements and landscaping established for the community shall be provided along the street frontages for the school to maintain a consistent character area;
- The school building shall develop its own distinct visual identity, while harmoniously blending into the look and feel of the community. Architectural styles, materials and colors shall relate to the overall character envisioned for the community;
- High quality building materials shall be used, and the preferred main wall materials include brick and/or stone;
- Enhanced fenestration and clear glazing shall be encouraged on all elevations facing the public realm;

Placement / Orientation

- A strong built form relationship to the surrounding streets shall be created through the strategic placement of the building and ease of accessibility to the main entry from adjacent sidewalks;
- The building shall be located close to the street edge (preferably Street A) with its longest side along it, and in an area with good sight lines for efficient vehicular circulation;
- Encourage main entrance to be located at the intersection of Streets A and B, and secondary entrance(s) to the west, close to the park;
- Pedestrian routes shall be well-defined, providing direct and barrier-free access to all entrances;
- Adequate setbacks from building entrances to on-site traffic routes shall be provided to avoid conflicts between pedestrians and vehicles;



Figure 5.1: Image example of a school facade.



Figure 5.2: Image example of prominent building features along the streetscape.

- The main parking facilities shall be sited away from the street, and landscaping to screen the parking areas shall be considered;
- Encourage the location of play areas closer to the park edge to promote sharing of amenities and design them to seamlessly blend; and
- Encourage locating pick-up/drop-off areas internal to the site, away from street frontages and providing an alternative entrance related to them. If they are located along the street edge as the only option, they should be integrated into the design of the streetscape (i.e. enhanced landscaping, safe, clearly marked pedestrian walkways, etc.).

Open Space Elements

- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting;
- Bicycle parking shall be provided and shall be located close to the school entrance(s);
- Lighting shall be integrated into the building architecture, and directed down and inward to avoid light spill-over onto adjacent properties. Full cut-off light fixtures are required;
- Ground level signage should be designed to incorporate planting beds;
- Paved surfaces on the school site shall be in accordance with the School Board requirements for parking and free play areas;
- The round-about at the corner of Street 'A' and Street 'L' shall be a four-way stop intersection;

Other

- Loading, service and garbage areas shall be integrated into the building, located away/screened from public view to minimize negative impacts;
- Utility meters, transformers and HVAC equipment shall be located away from public views, screened, and protected;
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet;
- CPTED design principles of access control, territorial definition and natural surveillance shall be incorporated into site and landscape design; and
- School blocks should be dual zoned to permit residential uses should it be determined by the School Board that the school is not required.

6.1 SUSTAINABILITY FEATURES

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption, and vehicular traffic volumes.

The following sustainable development practices shall also be considered within the Hillsburgh Heights development:

6.1.1 Transportation

- To encourage a reduction in automobile usage, ensure pedestrian circulation is integrated into the design of the community;
- Consider LEED requirements as a key component in built form and open space design;
- Ensure the sizing of parking facilities is minimized to meet zoning requirements; and
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections and integrating bicycle racks, rings, or posts, where appropriate.

6.1.2 Lighting

- Achieve a balance between safety, security, and reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires, and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.



Figure 6.1: Image examples of integrated pedestrian circulation within the design of the overall community.



Figure 6.2: Image example of light levels appropriate to the site and function.



Figure 6.3: Image example of use of evergreens to mitigate the impact of wind.



Figure 6.4: Image example of a streetscape with a combination of hardscape and softscape elements.

6.1.3 Materials

- Encourage green roof technologies or reflective, lightcoloured roofs, if feasible, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials to avoid unnecessary long distance transport of building materials; and
- Encourage the use of materials that have been sustainably harvested.

6.1.4 Hardscape

- Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, aesthetic considerations, and maintenance. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.
- Where feasible, select porous paving materials, such as porous concrete or asphalt and/or precast turf-grid products;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- Encourage the use of light coloured surface materials, such as concrete or light asphalt to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- Select, design, and install all paving materials to withstand traffic impacts and maintenance requirements.

6.1.5 Softscape

- Specify naturalized, low maintenance planting, where appropriate;
- Use evergreens as a windscreen to mitigate the impact of wind on a site;

- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings, public open spaces, and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat, and allows breezes to flow through; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

6.1.6 Water Conservation and Management

- Utilize xeriscape planting techniques, selecting drought tolerant plant species to conserve water and avoid the need for irrigation systems;
- Utilize rainwater harvesting techniques to use stormwater resources for irrigation;
- Depending on the type of built form, rain barrels or similar container system may also be considered to manage roof runoff;
- Where feasible, integrate soakaway pits and infiltration galleries as an effective technique for managing stormwater within expansive areas of runoff.
- Composition of soakaway pits and infiltration galleries shall be designed to ensure surface water is fully drained within 48 hours of the end of any rainfall event;
- Undertake soil amendments to increase topsoil depths and restructure compacted soils for improved infiltration; and
- The degradation of slopes leading to erosion and sedimentation control problems results from the effects of rain and wind on unprotected slopes, with potential negative impacts for water quality and stormwater management infrastructure. As such, developers and contractors shall be diligent in preventing erosion on site, both, during the construction phase and following construction completion.



Figure 6.5: Image example of drought tolerant planting.



Figure 6.6: Image example of integrated rain barrels to manage rainwater runoff.

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7.1 PLANNING APPROVALS

The Hillsburgh Heights Urban Design Brief provides the overall design direction for development of both the private and public realms within the community and will be implemented through the following planning approvals:

- Draft Plan;
- Zoning By-Law; and
- Subdivision Agreement.

7.1.1 Draft Plan

The Draft Plan approval process will (establish the structuring elements of each subdivision within Hillsburgh Heights including general land use organization, road pattern, lot configuration, location of community elements and pedestrian circulation) reflect the approved block plan and further define the lotting.

7.1.2 Zoning By-Law

The implementing Zoning By-Law for each subdivision within Hillsburgh Heights will be written based upon the Draft Plan of Subdivision having regard to the principles and recommendations established in the Hillsburgh Heights Urban Design Guidelines.

7.1.3 Subdivision Agreement

The detailed subdivision design requirements and developer obligations are established within the Subdivision Agreement.

- This will include the requirements for provision of a detailed Master Landscape Plan and an Architectural Control Process administered privately on behalf of the Town.

7.1.4 Architectural Control

Architectural Control for Hillsburgh Heights will occur through the conditions of draft approval, the Town will require the applicant to retain a control architect to implement the approved design brief and the Town's Guidelines. The Control Architect must be someone different from the design consultant who prepared the urban design brief/architectural control guidelines.



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