

COMMUNITY DESIGN GUIDELINES

Fergus Golf Course Redevelopment 8243, 8268, and 8282 Wellington Road 19

Township of Centre Wellington
Draft Plan of Subdivision
Zoning By-law Amendment

July 2026



GERANIUM
From the ground up™



GSP
group

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Zoning By-law Amendment**

July 2026

Prepared for:
Fergus Development Inc. c/o Geranium
300-3190 Steeles Avenue East
Markham, ON
L3R 1G9

Prepared by:
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9

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1. INTRODUCTION

1.1 Proposal

GSP Group Inc. (“GSP”) has been retained by Fergus Development Inc., managed by Geranium Corporation) (“Geranium”) to prepare the Community Design Guidelines (“Guidelines”) in support of Draft Plan of Subdivision and Zoning By-law Amendment applications for a recreational/residential subdivision at 8243, 8268-8282 Wellington Road 19, located in the Township of Centre Wellington (the “Site”) (**Figure 1**).

On the south side of Wellington Road 19 (the “SE Lands”), the proposed recreational/residential subdivision includes 446 single-detached dwellings on a variety of lot sizes, a parkette, a park, a pump station, a central stormwater management pond, wetland, as well as other open space blocks. On the north side of Wellington Road 19 (the “NW Lands”), a water and wastewater treatment plant is proposed, and the existing golf course on the property will be redeveloped. The application seeks a Zoning By-law Amendment and revision to Draft Plan of Subdivision 23T-22001 to permit the proposed development.

1.2 Purpose

The Guidelines were previously completed for the Site in 2022 for Official Plan Amendment, Zoning By-law Amendment (By-law 2023-55), Draft Plan of Subdivision (23T-22001), and Draft Plan of

Condominium (23CD-22001) applications, which are subsequently approved in 2023. Additionally, Wellington County Official Plan Amendment 119 also contained updated policies for the Site. Since the 2023 approvals, Geranium is now proposing a 446-unit plan of subdivision on the SE Lands, and the NW Site will contain a water and wastewater treatment facility, as well as the redeveloped 18-hole golf course. To facilitate this, a Zoning By-law Amendment Application and Revision to Draft Plan of Subdivision 23T-22001 are required.

The purpose and intent of these Guidelines are to provide a comprehensive design analysis of the development proposal, addressing site context, built form, streetscape design, open space network, and connectivity to ensure a high-quality, integrated, and pedestrian-friendly community. These Guidelines support the creation of a cohesive, well-designed neighbourhood that aligns with the Township of Centre Wellington’s urban design objectives while responding to the distinct characteristics of the Site.



Fig.1: Site Location (Source: Google Earth, 2024)

1.3 Report Content

Based on the matters for consideration and evaluation, these Community Design Guidelines contain:

- **Section 1: Introduction** - Provides an overview of the proposal, project purpose, site location, and surrounding context.
- **Section 2: Community Development Plan** - Establishes a community design vision and principles, an overview of the structuring elements that define the overall development framework, and an overview of the applicable policies that apply to the development proposal.
- **Section 3: Open Space Design Guidelines** - Outlines the hierarchy of open space, parks, stormwater management, pedestrian pathways, and multi-use trails.
- **Section 4: Streetscape Design Guidelines** - Provides guidance on the street network, street trees, street lighting, fencing, community mailboxes, utilities, and community gateway features.
- **Section 5: Built Form Guidelines** - Provides an overview of general design objectives, architectural character, facade variety, low-density residential typologies, and priority lotting.
- **Section 6: Community Safety and CPTED** - Highlights the design measures that enhance

safety and visibility by applying CPTED principles to streetscapes, parks, and buildings, promoting a secure and well-connected public realm.

These Guidelines are to be considered through the approval of the Draft Plan of Subdivision and Zoning By-law Amendment applications and through subsequent detailed design, where applicable.

Disclaimer: The images and concepts provided in this document are general illustrations for demonstration purposes and should be read and applied as such.

1.4 Site Location and On-Site Characteristics

The Site, located at 8242, 8268-8282 Wellington Road 19 in the Township of Centre Wellington, is generally located northwest of Belwood Lake. 8242 Wellington Road 19, the SE Lands, are located southeast of Wellington Road 19 and southwest of Third Line, and 8268-8282 Wellington Road 19, the NW Lands, are located northwest of Wellington Road 19 and southwest of Third Line. The SE Lands are approximately 39.85 hectares in area, and the NW Lands are approximately 42.35 hectares in area, with a combined area of approximately 82.20 hectares.

The Site is regulated by the Grand River Conservation Authority (“GRCA”). The SE Lands contain regulated wetlands and a regulated watercourse, including their associated regulation limit(s). Along the northwest corner of the NW Lands, a regulated watercourse and waterbody are present, as well as an estimated floodplain and their associated regulation limit(s). On

the NW Lands, the Site's topography is reflective of the existing 18-hole golf course. On the SE Lands, the Site's topography generally slopes downward toward the existing wetland features on the Site, with a grade change from Wellington Road 19 down toward the wetland feature, with the eastern portions of the Site being relatively flat.

The NW Lands contain an 18-hole golf course, Belwood Golf Club (formerly Fergus Golf Club), which is temporarily closed due to initial site works associated with the 2023 approvals, is to be reopened, subject to the final construction of the applicable facilities required for its operation (clubhouse, parking facilities, maintenance buildings, etc.).

The SE Lands were previously used as a 9-hole golf course, which has been permanently closed. The SE Lands are currently vacant and have undergone site works in anticipation of residential development associated with the 2023 approvals. The SE Lands contain pockets of wetlands, with the remainder of the SE Lands being a mix of treed areas and grassed open space.

A pedestrian underpass formerly used as a golf cart path runs beneath Wellington Road 19 and links the NW Lands and the SE Lands. The underpass will be retained through the proposed development and is intended to support pedestrian connectivity between the SE Lands, the retained golf course lands, and the proposed park block.

1.5 Surrounding Context

The SE Lands are located in close proximity to Belwood Lake. Belwood Lake is generally lined with

cottage-style housing on individual private servicing, commonly featuring individual private docks and/or boat launches. On the opposite side of Third Line from the SE Lands is a small low-density residential neighbourhood. The SE Lands are generally surrounded by agricultural uses to the north, west, and south, with recreational uses such as the YMCA Camp Belwood and Belwood Lake Conservation Area being located further to the southeast. Additional recreational uses, including the Elora Cataract Trailway, are located to the south of the SE Lands. The Elora Cataract Trailway is an expansive recreational trail linking Elora to Forks of the Credit Provincial Park (Caledon), traveling through Fergus, Belwood, Hillsburgh, and Erin. A future trail connection to the Elora Cataract Trailway is contemplated through Block 454. The final alignment and implementation of this connection will be confirmed through detailed design and will require coordination with the adjacent property owner.

The SE Lands are adjacent to both Third Line and Wellington Road 19. The NW Lands are generally surrounded by agricultural uses to the north, east, and west, with the SE Lands being located to the south. Further north of the NW Lands are natural heritage uses, specifically Irvine Creek, which includes wooded and wetland areas, with the regulated watercourse on the NW Lands being a distributary of Irvine Creek.

There are no development applications in proximity to the Site.

The surrounding context is shown on **Figure 2**.



Fig.2: Surrounding Context (Source: Google Earth, 2024)

2. COMMUNITY DEVELOPMENT PLAN

2.1 Community Design Vision and Principles

The proposed development at 8243, 8268-8282 Wellington Road 19 is envisioned as a high-quality residential neighbourhood that is recreation-oriented, integrating seamlessly with its surroundings while enhancing the built environment while being respectful of the existing natural environment. With a recreation focus in-mind, the development will prioritize walkability, accessibility, and a diverse mixture of single-detached dwellings to support a thriving and complete community.



Inclusive and Diverse Neighbourhood

The neighbourhood will provide a variety of lot sizes to accommodate various types and layouts of single-detached dwellings to accommodate a wide range of ages, abilities, incomes, and housing sizes.

Residential uses are accommodated alongside recreational uses, specifically the 18-hole golf course on the NW Lands, which establishes the foundation for the community, with amenities, such as a park and parkette, being distributed throughout the community to maximize accessibility and convenience for residents to promote active lifestyles, social engagement, and a strong sense of well-being and connection.



Connected and Efficient Transportation Network

The neighbourhood will prioritize pedestrian mobility and comfort by ensuring a well-connected internal street network that provides safe and accessible links to surrounding areas, including a connection to the NW Lands through an existing underpass which is proposed to be retained.

The road network has been thoughtfully designed using a hierarchical approach to ensure safe and efficient vehicle circulation, including 20-metre right-of-way widths which operate as minor collector roads, as well as 18-metre right-of-way widths which operate as local roads, with two connections being provided to Third Line and one connection being provided to Wellington Road 19.

Intersections will be designed to ensure smooth transitions between the neighbourhood and connections to Wellington Road 19 and Third Line, respectively, to foster seamless mobility.



Sustainable and Resilient Recreation-Focused Neighbourhood

The design of the neighbourhood is nature-focused, embracing and integrating existing natural features into the fabric of the property creation. The central wetland, open space, and stormwater management facility serve as the focal point of the neighbourhood, with the design of the neighbourhood respecting this natural feature and its associated buffers.

Landscape design will be balanced, creating an attractive neighbourhood space and open interface for residents while ensuring safety, preventing direct access to the pond area from private land, and recognizing its utility function.



Safe, Accessible, and Inclusive Neighbourhood

Public areas, sidewalks, and trails will be fully accessible and comply with the Accessibility for Ontarians with Disabilities Act (AODA) standards, ensuring inclusivity for all individuals of all abilities.

Crime Prevention Through Environmental Design (CPTED) principles will be incorporated by orienting buildings toward streets, enhancing natural surveillance with ample windows, and creating a safe and welcoming atmosphere in public spaces.

Priority lots will be enhanced with visually appealing facades and consistent design elements that contribute to the overall character and identity of the neighbourhood.

2.2 Development Concept Overview

The NW Lands are being redeveloped to maintain the existing 18-hole golf course, which includes the construction of a new clubhouse building, parking facilities, and maintenance buildings and other uses associated with the golf course's operation.

The proposed redevelopment of the SE Lands includes the construction of 446 lots intended for single-detached dwellings, which will be integrated with the 18-hole golf course and clubhouse on the NW Lands to form an overall recreation-based golf and residential community. Plan of Subdivision 23T-22001 currently applies to the Site (from the 2023 approvals); a Revision to 23T-22001 is proposed to facilitate development. The Revision will introduce more detailed blocks and lotting to Draft Plan 23T-22001 to facilitate the future plan of subdivision, as a plan of condominium is no longer proposed. There are two distinct areas shown on the Revision to Draft Plan of Subdivision 23T-22001:

- **SE Lands** - The SE Lands include 446 residential lots, including roads, open space, a central wetland / open space block, a stormwater management block, a pumping station, one parkette, one park and other associated facilities. The 446 lots range in size, with 183 being 38-foot (11.6 metre) lots, 128 being 32-foot (9.8 metre) lots, 116 being 45-foot (13.7 metre) lots, and 19 being 52-foot (15.8 metre) lots, with lot depths ranging from 37.5 metres to 85.8 metres, with the majority being around 50 metres in depth. The park block, located at the north of the SE Lands, includes the

existing underpass which provides connection to the NW Lands. The SE Lands have been designed to include the existing wetland feature and open space block as a focal point. The park and parkette have been strategically located to ensure accessible and convenient access for all residents.

- **NW Lands** - The NW Lands include the existing 18-hole golf course and associated facilities, which is proposed to be retained and reopened, subject to the final construction of the applicable facilities required for its operation (clubhouse, parking facilities, maintenance buildings, etc.). The NW Lands also contains a servicing block that will contain water and wastewater facilities, as well as drinking water wells, which will service the broader Site.

The development of the NW Lands and SE Lands is collectively known as the “Proposed Redevelopment.”



Fig.3: Proposed Concept



Fig.4: Proposed Concept (Lotting Plan)

2.3 Community Structure

Four elements organize the design approach and structure for the Proposed Redevelopment. Building from the general structural elements, the design guidance in the later sections of the Community Design Guidelines set a general expectation for the design of streets, open spaces, and built form.

2.3.1 Retained Wetlands, Woodlands, and Naturalized Stormwater Management Pond as the Heart of the Neighbourhood

As identified in the EIS prepared by Beacon, the two larger contiguous natural features will be retained, including the larger central wetland at the heart of the neighbourhood as well as an abutting woodlot feature. The remaining ribbons of tree cover throughout the landscape will be incorporated into lot design where possible or removed and compensated through enhancements to retained features. The Arborist Report prepared by Beacon will provide details on individual tree removals and compensation.

The stormwater management pond will be naturalized to be cohesive with the existing natural environment. The pond is meant to be lined by a combined service roadway and will be designed as an attractive feature connecting to the larger greenspace network and streetscape context.

Similar open spaces around the wetland feature, woodlot and stormwater management pond will be retained to enhance and to maintain the core greenlands fabric on the SE Lands. These naturalized spaces will not only enhance and protect

the existing natural features but will also provide passive recreation for residents in the subdivision, further supporting the recreational focus of the neighbourhood. These additional naturalized areas serve as connections between natural features and small-scale passive recreation for residents to enjoy. Unlike traditional park spaces, these passive recreation areas provide an opportunity for residents to explore and learn about the natural features.

2.3.2 Residential Lots

The Proposed Redevelopment contemplates a variety of lot sizes intended for single-detached dwellings, including 128 32-foot (9.8 metre) lots, 183 38-foot (11.6 metre) lots, 116 45-foot (13.7 metre) lots, and 19 52-foot (15.8 metre) lots. These lots are intermixed with each other and make efficient use of the SE Lands while being able to accommodate differing sizes of single-detached dwellings, allowing for a diverse range and mix of household sizes and incomes. These lots are organized in an organic suburban-grid which reflects the shape of the SE Lands and respects the boundaries of the existing natural features while providing parks and open space that are of an adequate size and shape to support the recreation-focus of the Proposed Redevelopment.

2.3.3 Connecting Trails

Opportunities to connect the Site to the Elora Cataract Trailway through Block 454 should be explored. Opportunities to connect the Site to the Trailway will be explored during detailed design.

2.3.4 Street Network

The street network includes an interconnected pattern of meandering publicly-owned roadways. This new street pattern connects to Wellington Road 19 and Third Line in multiple locations, providing access options from the bounding public streets to different areas within the Proposed Redevelopment.

Local streets contemplate an 18-metre right-of-way, which include sidewalks on one side of the road. Similarly, a 20-metre right-of-way is provided as a collector road, which includes a sidewalk on one side of the road. Although sidewalks are only proposed on one side of the street, the pedestrian network has been organized to provide continuous connections to the park, parkette, underpass, open space areas, trail system, and external road connections.

Curb-side tree plantings will contribute to the tree canopy in the Proposed Redevelopment, expanding upon the green, recreation-focused core.

2.4 Applicable Policy and Guidelines

2.4.1 County of Wellington Official Plan

The County of Wellington Official Plan (“Official Plan”) designates the Site as “Recreational,” “Core Greenlands,” and “Greenlands” on Schedule B1 – “Land Use, Centre Wellington.” The intention of the recreational areas within the County are to provide recreational resources together with other uses, including residential while optimizing the surrounding natural resources.

Policy 9.2.2 in the Official Plan applies to the Site, which states that a Recreational/Residential community may be developed, provided that it is

limited to the lands south of Wellington Road 19 (the SE Site).

The Township of Centre Wellington Official Plan does not apply to the Site.

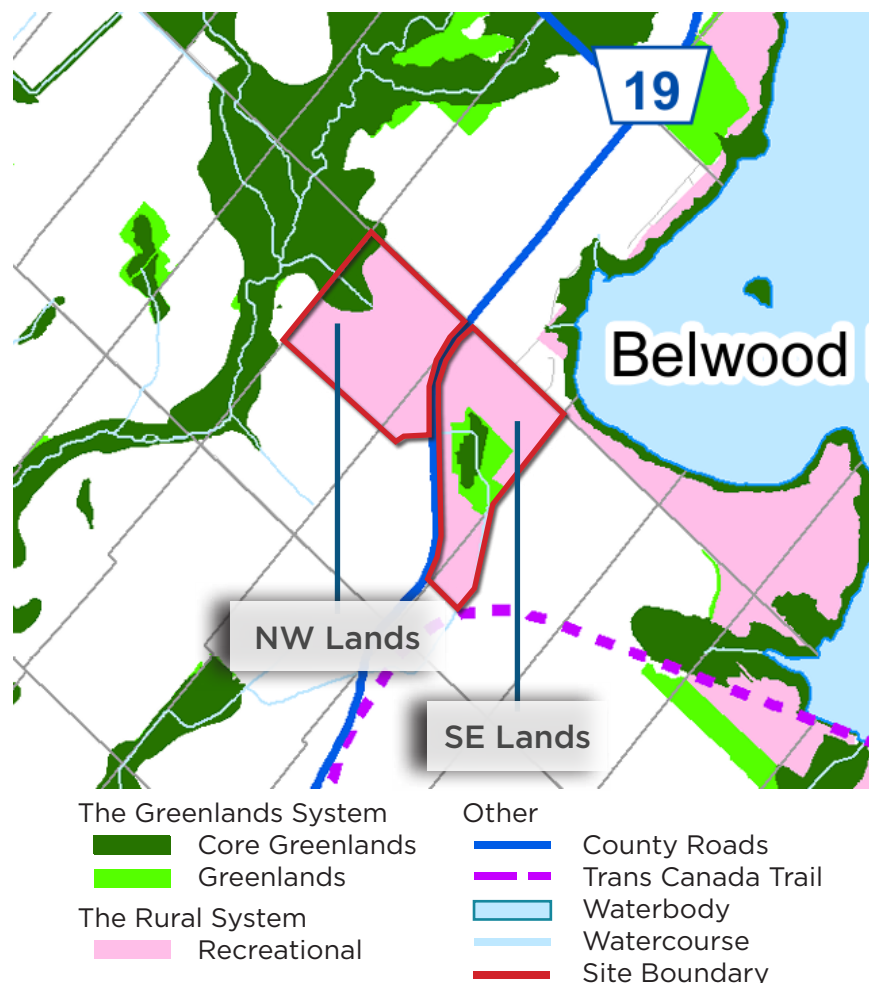
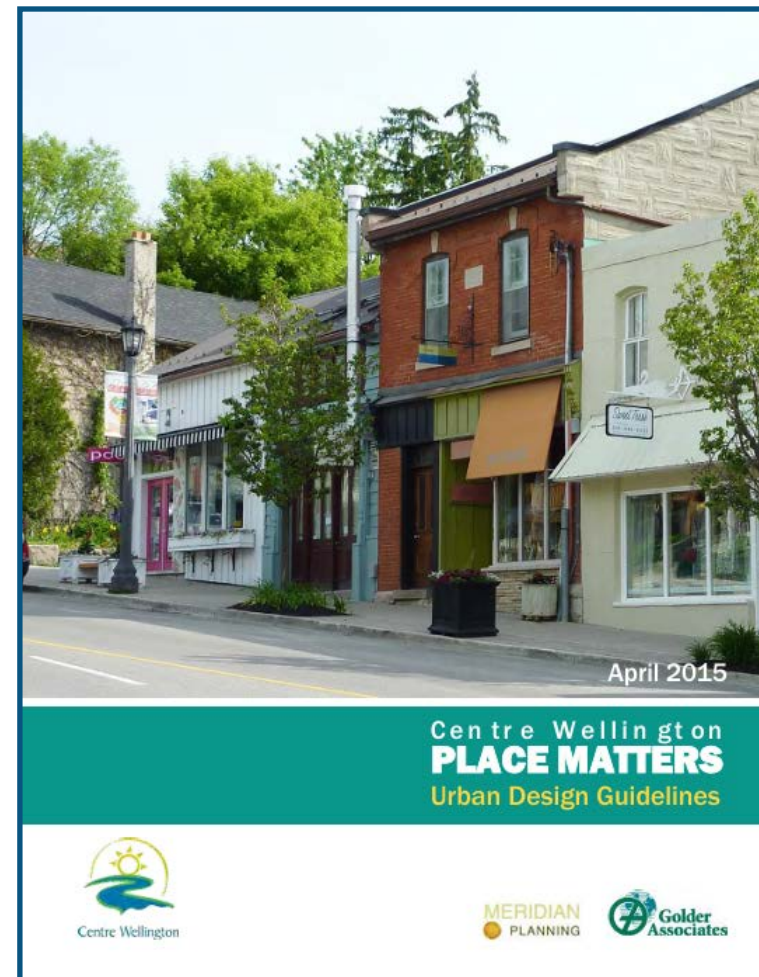


Fig.5: Wellington County Official Plan, Schedule B1

2.4.2 Township of Centre Wellington - “Place Matters” Urban Design Guidelines

The Township of Centre Wellington’s “Place Matters” Urban Design Guidelines (the “UDGs”) were introduced in 2015 to provide a framework of principles and guidelines that will provide design direction for the development, redevelopment, and enhancement of buildings, facades, streetscapes, public open space, and natural areas. The UDGs build on intentions and aspirations of the Township to create a community that conserves its cultural and natural heritage resources, while allowing for contextually sensitive growth and development.

The UDGs generally apply to the Township’s urban centres (Elora/Salem and Fergus) and generally do not consider lands outside of the urban centres. With this in mind, given the nature of the Proposed Redevelopment, these Guidelines have considered and includes sections of the UDGs throughout each respective section.



3. OPEN SPACE GUIDELINES

The proposed park, parkette, stormwater management facility, and open space system are designed to create diversity in the form, function, and appearance of the public open spaces, and complement, protect, and enhance the Site's existing natural features. The design and programming of each park and the stormwater management facility will be finalized in consultation with the Township of Centre Wellington to ensure a balanced distribution of passive and active recreation spaces to support the overall neighbourhood theme, being a recreation-oriented community.

These parks will be designed to provide year-round inclusive recreational experience for residents of all ages and backgrounds. These spaces will act as community anchors, ensuring that all residential areas are within walking distance of green amenities.



Fig.6: Proposed Open Space System

3.1 Community Gateway Features

One community gateway feature will be provided at the Wellington Road 19 entrance. This gateway feature will help to strengthen the character and identity of the Proposed Redevelopment. The design of the gateway feature is meant to convey the recreation-residential focus of the Proposed Redevelopment and will provide a prominent entrance to the community using local materials associated with Fergus and the surrounding area. As an example, solid stone pillars and/or drystone walls may anchor the gateway, with complementary landscape features such as a double row of flowering trees, open rural-style wood fencing, and ornamental planting.

3.2 Open Spaces

The open space blocks comprising the central wetland, retained woodlot, and naturalized stormwater management pond, adjacent to the rear yard of the lots fronting the proposed Street B, as well as the block along Wellington Road 19, have been designed to take advantage of the existing natural features on the Site and preserve the open landscape nature of the community. These blocks are intended to facilitate access and connections to the surrounding natural environment, including a potential future connection to the Elora Cataract Trailway. These open spaces serve a variety of functions including as passive seating areas, and leisurely recreation activities, supporting the recreation-residential nature of the Proposed Redevelopment.



Fig.7: A well-designed, prominent community gateway feature (Source: hi signs.)



Fig.8: Stormwater management pond with passive recreational uses (Source: City of Richmond Hill)

Architectural upgrades shall be required for rear or side elevations of dwellings backing or flanking onto the central open space (Block 450), as these residences will have a high degree of public visibility.

3.3 Wellington Road 19 Buffer

A 6-metre landscape buffer is provided between the SE Site and Wellington Road 19 between the proposed Street A and the intersection between Wellington Road 19 and Third Line. The landscape buffer should feature a combination of soft and hardscape elements which combine together to create a visually consistent and appealing edge to the community. The landscape buffer is encouraged to include wood acoustic fencing and columns (as required) and naturalized planting; informally arranged coniferous and deciduous trees. The landscape buffer will be designed to incorporate the same palette of materials, colours, and forms which are used throughout the development, and which reflect the character and image of the community. This buffer will allow for additional separation between the SE Lands and the NW Lands, providing further separation for the dwellings located near the golf course.

No landscape buffer is provided west of Street A toward the western edge of the SE Site. Due to the depth of the lots fronting Street B (adjacent to Wellington Road 19), sufficient separation will be provided between these residential uses and Wellington Road 19. Due to the right-of-way width of Wellington Road 19, sufficient buffering is already provided.

3.4 Existing Hedgerows and Trees

Lands previously used for the golf course, located near the northeastern part of the SE Lands, near Wellington Road 19 and Third Line, have previously been graded, landscaped and managed for the fairways and driving range associated with the golf course. The existing trees, comprising of both naturally-occurring and planted trees associated with golf course development are dispersed throughout the property.

The remainder of the SE Lands includes a combination of mature woodlots and hedgerows. The design of the lot layout should have regard for existing vegetation, recognizing that tree and hedgerow removal may be required to accommodate development, grading, servicing, road design, and construction requirements.

Where feasible, opportunities to retain existing healthy vegetation may be considered through the detailed design process, subject to technical review, grading requirements, servicing, road design, municipal requirements, and the overall functionality of the development.

3.5 Neighbourhood Park

In conjunction with the central wetland feature, the Neighbourhood Park, being 1.74-hectares in area, located directly adjacent to Wellington Road 19 and containing the existing underpass to the NW Lands, will serve as a key neighbourhood anchor, with the potential to accommodate active and passive recreational opportunities, subject to the Township's park programming needs and requirements, within

a reasonable walking distance to the majority of residents. The Neighbourhood Park is positioned in a highly accessible and visible location.

The final programming, design, and range of amenities within the Neighbourhood Park will be determined by the Township based on municipal needs, operational considerations, applicable standards, and the detailed park design process.

Design Guidelines:

- The park should be designed to be predominantly soft landscaped to support a variety of active and passive recreational uses, including structured programming and unstructured activities, as determined by the Township.
- Hard and soft landscape elements, including entry points, seating areas, and circulation paths, should be considered to complement the overall neighbourhood theme and character.
- Playgrounds and shade structures (including play structures, swings, and seating pavilions) may be considered as focal elements within the park, subject to Township programming and design requirements.
- Landscape features may be used to differentiate areas of activity, including circulation pathways, entry points, gathering spaces, and seating zones.
- Opportunities to include passive recreational features which educate users, especially near existing natural features, may be explored through the Township's park programming and detailed design process.
- Safe and accessible pedestrian and cyclist connections should be provided to link the park with adjacent community open spaces, specifically the existing underpass connection to the NW Lands.
- Urban-tolerant and native plant species should be considered in planting schemes to enhance biodiversity and ecological sustainability.
- Clear sightlines should be considered across park spaces to improve safety and minimize concealed or unsafe areas.
- The park may include primary pedestrian pathways with a minimum width of 3 metres, designed to support multi-use access for strollers, wheelchairs, scooters, and cyclists, among other active-transportation uses, where determined appropriate through detailed park design.
- All park facilities should be designed to comply with the Accessibility for Ontarians with Disabilities Act (AODA) standards, ensuring barrier-free access for all users.
- Wayfinding signage and appropriate lighting may be incorporated to improve navigation and usability during all hours.
- The park should be visible from adjacent streets and lots, ensuring passive surveillance and enhanced safety.

- Enhanced landscape buffers along the collector road and along Wellington Road 19 frontage should be considered to create a comfortable transition between vehicular traffic and park users, improving overall park usability.
- Where applicable, the above-noted design guidelines may inform improvements to the existing underpass connection.
- Architectural upgrades are encouraged for rear or side elevations of dwellings backing or flanking onto the park, as these residences will have a high degree of public visibility.



Fig.9: A well-designed neighbourhood park featuring playgrounds, shaded seating, and multi-use pathways, promoting accessibility, recreation, and community gathering (Source: Landscape Structures)

3.6 Parkette

A 0.13-hectare parkette is located along Street B, adjacent to the southern lot line near the intersection of Streets B and F. The parkette, being provided alongside the neighbourhood park block, will ensure accessibility and contribute to the provision of a network of green spaces that seamlessly integrate with the proposed residential uses. The proposed parkette is located within a reasonable walking distance to most uses on the SE Lands, providing small-scale community gathering spaces, being designed to foster social interaction and enhance the overall streetscape character. The proposed parkette is positioned with street frontage to enhance accessibility, visibility, and passive surveillance, ensuring that the parkette is welcoming, safe, and well-integrated into the community fabric.

The final programming, design, and range of amenities within the Parkette will be determined by the Township based on municipal needs, operational considerations, applicable standards, and the detailed park design process.

Design Guidelines:

- The parkette should be designed to provide for a balance between passive recreational features, such as seating areas and landscaped gardens, as well as active play components such as playgrounds or small-scale fitness equipment, as determined by the Township.
- Seating areas should be strategically located to encourage gathering and relaxation. Shade structures, pergolas, or tree plantings should be considered to provide comfort during warmer months.
- The design of the parkette should consider safe, accessible pedestrian and cyclist connections linking to the broader network of sidewalks, the stormwater management ponds, and adjacent greenspaces, where determined appropriate through detailed park design.
- Appropriate pedestrian-scale lighting should be considered to ensure safety and usability during evening hours while maintaining a balance with dark-sky preservation principles.
- Urban-tolerant species with a focus on native plantings should be considered in planting schemes to ensure year-round visual interest, ecological benefits, and reduced maintenance requirements.
- The design is encouraged to define areas of activity, movement, and relaxation through a combination of paved pathways, turf, decorative plantings, and naturalized zones, as determined by the Township.
- Consideration should be given to the adjacent built form to ensure appropriate relationships between residential buildings and the parkette, particularly in terms of scale, setbacks, and visibility.
- Architectural upgrades should be considered for rear or side elevations of dwellings backing or flanking onto the Parkette, as these residences will have a high degree of public visibility.

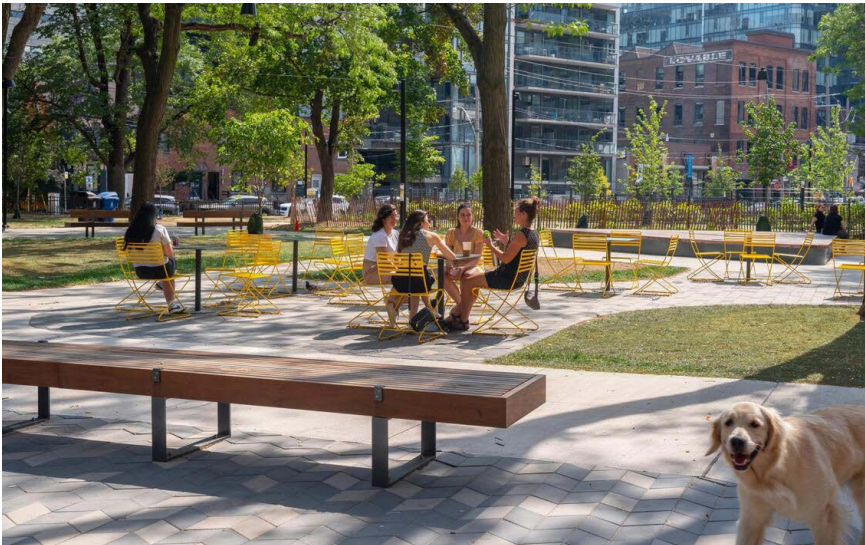


Fig.10: Parkettes should offer a range of recreational amenities suitable for all ages, and available for year-round use (Source: City of Toronto; Greenfields Outdoor Fitness; DTAH; Annex Gleaner)

3.7 Stormwater Management Pond

The Stormwater Management Pond (“SWMP”) in the subdivision has been designed to manage water quality and quantity, mitigate potential flooding, and integrate into the community’s open space and recreational network. The SWMP is located directly south of the centralized wetland/open space block, at the corner of proposed Streets B and D, and is approximately 1.53 hectares in area. The facility is planned not only for its functional role but also to enhance the visual character of the neighbourhood by incorporating landscape buffers, and seating areas.

Design Guidelines:

- The slopes of the ponds should incorporate native plantings, grasses, and trees to create a naturalized appearance while supporting biodiversity.
- Pond inlets, outlets, and other utilities should be visually screened through the use of plantings, grading, or natural stone treatments, ensuring a seamless blend with the surrounding landscape.
- Where public access needs to be limited, barrier plantings or living fences (dense vegetation) may be used instead of conventional fencing.
- It is recommended that public multi-use trails should encircle the SWMP where feasible, linking them to parks, neighbourhood streets, and broader trail systems, such as the Elora Cataract Trailway, if applicable.
- Where maintenance access roads may exist, they should be designed as dual-purpose pathways connecting to the wider pedestrian and cycling network.
- Informational signage should be placed at the entry and viewpoint areas to educate the public on the importance of the SWMP as functioning natural open space features.
- Architectural upgrades shall be required for rear or side elevations of dwellings backing or flanking onto the SWMP, as these residences will have a high degree of public visibility.



Fig.11: Residential dwellings backing a stormwater management pond with connecting trails for recreational purposes (Source: The Pointer)

3.8 Pedestrian Pathways and Trail System

The pedestrian pathways form a fundamental part of the community's recreational identity and open space network, ensuring safe, accessible, and continuous connections between each of the distinct components of the Proposed Redevelopment. The design prioritizes walkability and active transportation, promoting a well-connected and pedestrian-friendly environment that encourages outdoor activity and social interaction.

Design Guidelines:

- All sidewalks will be a minimum of 1.5-metres wide, in alignment with the Township of Centre Wellington Development Manual, which provides sufficient space to accommodate pedestrians comfortably.
- Pathways will be barrier-free and AODA-compliant, ensuring accessibility for people of all ages and abilities.
- Wayfinding signage will be placed at key intersections and trail entry points to assist with navigation, if applicable.
- Pedestrian-scaled lighting will be incorporated along major pathways and key crossing to improve visibility and security.
- If applicable, where trails intersect with streets, traffic-calming features such as raised crossings or pavement markings should be used to enhance safety.
- Sidewalks within the public right-of-way should be linked to the park, parkette and community destinations such as the underpass between the NW and SE Lands to reinforce walkability and accessibility for all ages and abilities.
- If applicable, where possible, seating areas and shade structures should be provided along the trail system to enhance user comfort.
- If applicable, the multi-use trails integrated in the open space features should connect the proposed subdivision with the surrounding communities and to the larger trail network, such as the Elora Cataract Trailway, subject to environmental considerations.



Fig.12: Multi-use trail accommodating both pedestrians and cyclists (Source: University of Toronto Scarborough)

4. STREETSCAPE DESIGN GUIDELINES

4.1 Street Network

The Proposed Redevelopment contemplates an organic suburban-grid which reflects the shape of the SE Lands, respects the boundaries of the existing natural features, and integrates the proposed subdivision with existing adjacent development patterns. The street network prioritizes multi-modal transportation, ensuring a safe, efficient, and pedestrian-friendly community structure.

4.1.1 Minor Collector Street (20.0 metres Right-of-Way) - Streets A, B, and F

Streets A, B (east of Street F), and F serve as the primary circulation loop within the Proposed Redevelopment, providing connections to Wellington Road 19 and Third Line, being a collector to the local streets within the subdivision, and providing safe and convenient access to residential properties.

In consultation with the Township of Centre Wellington, the design of the Minor Collector Streets shall include a sidewalk on one side of the road. Minor collector streets will incorporate pedestrian-scale lighting and boulevard trees to enhance walkability and comfort.

Design Guidelines:

- A minimum sidewalk width of 1.5 metres on one side of the road to support pedestrian accessibility.

- A two-lane cross-section with a 4.25-metre lane width to balance safe and efficient vehicle movement.
- Crosswalks shall be a minimum of 2.5 metres in width at standard crossings and a minimum of 3.0 metres in width at major intersections, where applicable.
- Boulevard widths should be maximized, where space allows. Boulevards should be a minimum 2.25-metre landscaped boulevard, and a 3.0-metre boulevard is strongly encouraged to accommodate street trees.
- Street trees planted at regular intervals (6.0 – 10.0 metres) to create a shaded and visually appealing corridor, a minimum of 2.0 metres from the back of the curb.
- Seating areas and pedestrian-friendly lighting to encourage walkability and enhance public safety.
- Traffic-calming features such as curb extensions and raised crossings at intersections and trail connections, particularly near the park, parkette, and usable open space to enhance pedestrian safety.

4.1.2 Local Street (18.0 metres Right-of-Way) - Streets B, C, D, E, and G

Streets B (west of Street F), C, D, E and G have been designed to efficiently distribute traffic within the community while ensuring safe and convenient access to residential properties. Streets are structured to prioritize pedestrian safety, accessibility, and livability, supporting a well-connected neighbourhood with minimal congestion.

In consultation with the Township of Centre Wellington, the design of the Local Streets shall include a sidewalk on one side of the road. Local streets will incorporate pedestrian-scaled lighting and boulevard trees to enhance walkability and comfort. Local streets have been designed to enhance accessibility while promoting an active and walkable community environment.

Design Guidelines:

- A minimum sidewalk width of 1.5 metres on one side of the road to support pedestrian accessibility.
- A two-lane cross-section with a 4.0-metre lane width to balance safe and efficient vehicle movement.
- Boulevard widths should be maximized, where space allows. Boulevards should be a 2.25 metre minimum landscaped boulevard between the roadway edge. A 3.0-metre boulevard is strongly encouraged to accommodate street trees.
- Street trees planted at regular intervals (6.0 – 10.0

metres) to create a shaded and visually appealing corridor, a minimum of 2.0 metres from the back of the curb.

- Traffic calming measures at key intersections, including:
 - Curb extensions to shorten pedestrian crossing distances and slow down vehicles.
 - Raised crosswalks or signalized crossings at high-traffic pedestrian areas.
 - Crosswalks shall be a minimum of 2.5 metres in width at standard crossings and a minimum of 3.0 metres in width at major intersections, where applicable.
 - On-street parking integrated within the shared travel lane to visually narrow streets and naturally reduce vehicle speeds.
 - Parking restrictions near intersections to improve sightlines and enhance pedestrian safety.

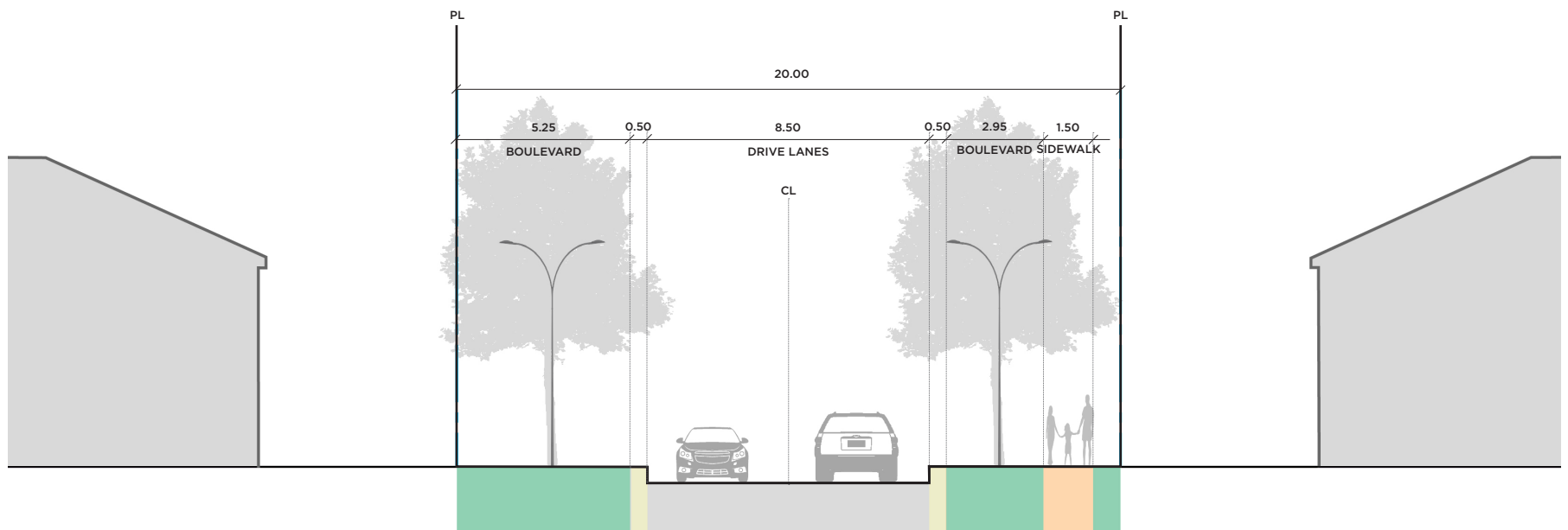


Fig.13: Major Community Collector Street - 20.0 metres R.O.W cross section

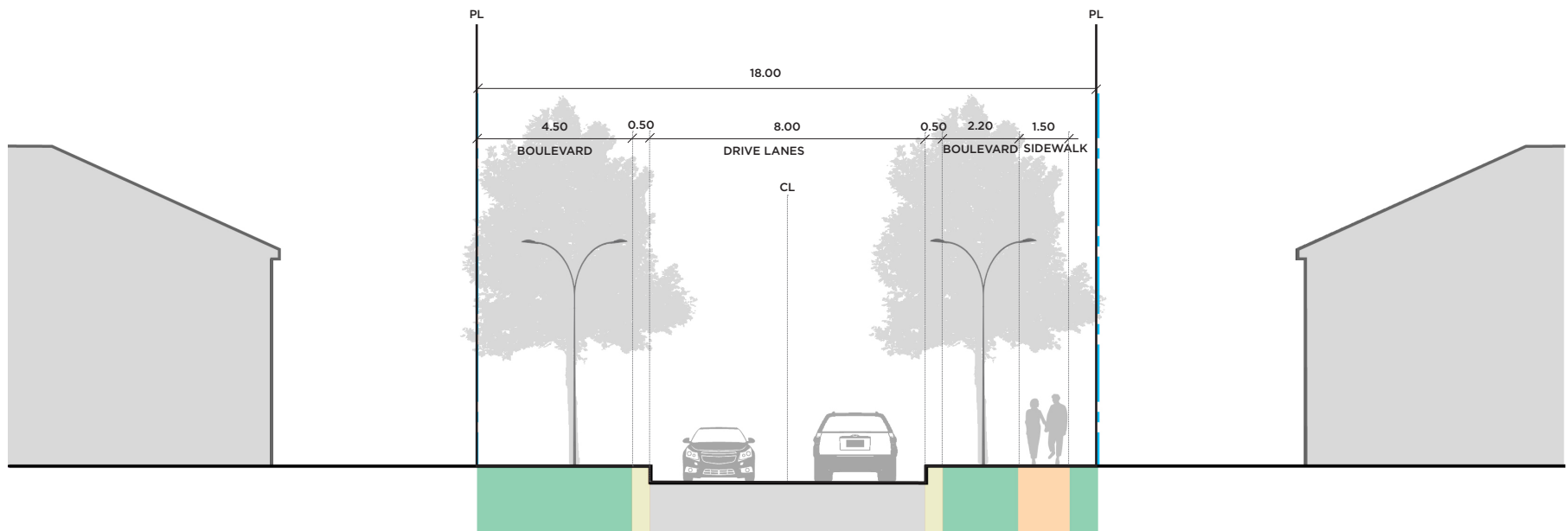


Fig.14: Local Street - 18.0 metres R.O.W cross section

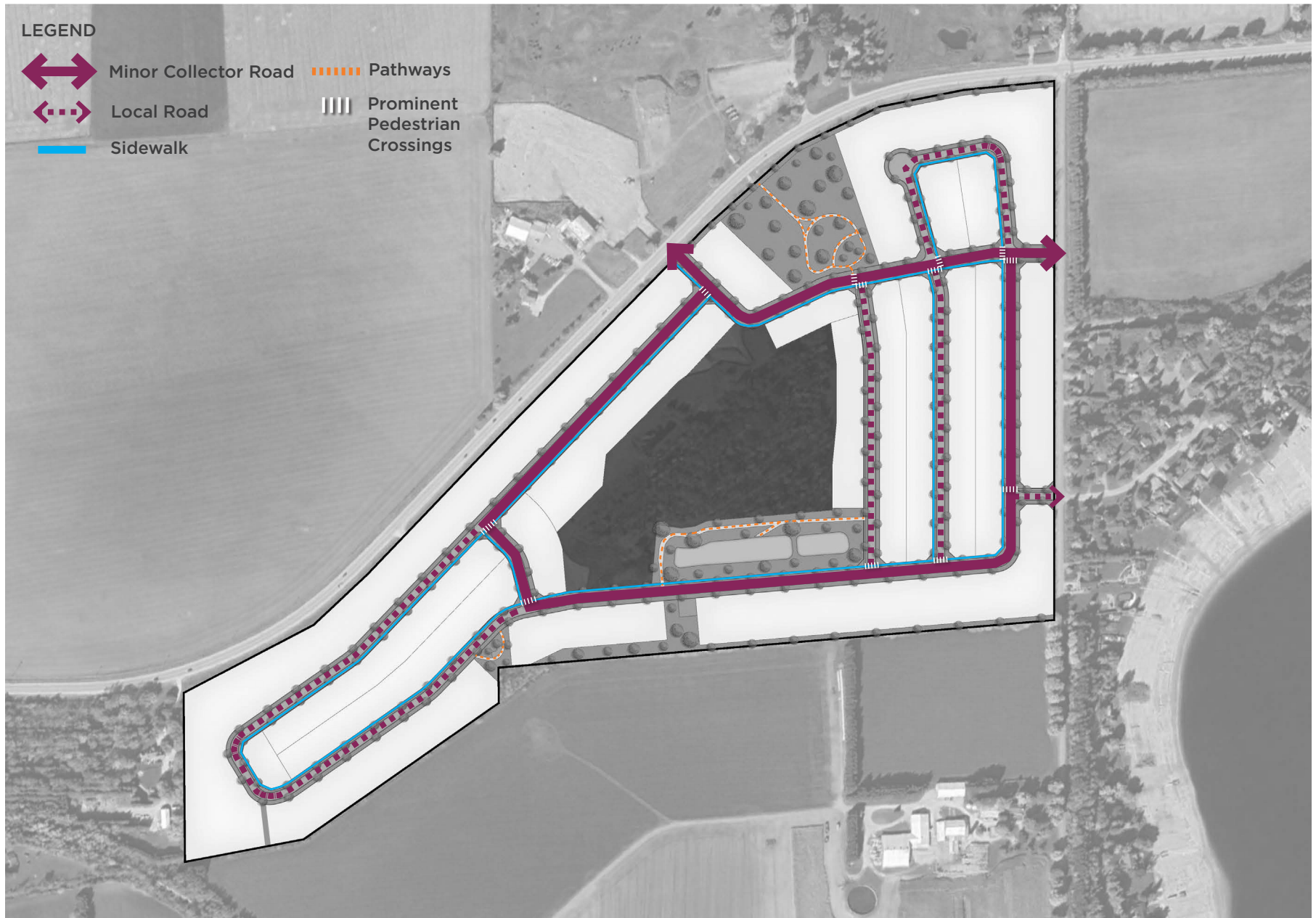


Fig.15: Proposed Connectivity Diagram

4.2 Street Trees and Vegetation

Street trees and other vegetation play a vital role in shaping the character, functionality, and environmental quality of streetscapes. They contribute to a pedestrian-friendly environment by providing shade, reducing heat island effects, and enhancing the overall aesthetic appeal of the public realm. Beyond their visual and climatic benefits, street trees and other vegetation support biodiversity, improve air quality, and assist in stormwater management.

Design Guidelines:

- Street tree species shall be selected from the Township's approved list and planted in accordance with Township standards.
- Street trees should provide seasonal variation in form, colour, and texture.
- Street trees should be highly tolerant of urban conditions and comprised of species that are locally adapted and are drought and highly salt tolerant.
- Street trees should be located within the landscaped boulevard, where adequate growing conditions allow. If space and/or regulations do not allow for street trees in the boulevard, they should be located on the other side of the sidewalk, within public property. It is strongly recommended that every effort should be made to place street trees within the boulevard.
- Street trees planted under overhead utilities shall have a mature height of 6.0-metres or less.
- Roadways should be designed to ensure that utility and tree conflicts are minimized.
- Consideration should be given to tree maintenance in terms of leaf and fruit 'litter.'
- All planting activities shall comply with the Township's regulations, including proper planting techniques, soil preparation, and maintenance practices to support healthy tree growth and longevity.
- Coordination with lighting, driveways, and both above-ground and underground utilities shall be ensured to optimize planting opportunities and create suitable growing conditions.
- Street trees shall be placed appropriately to establish a cohesive canopy that reinforces a strong streetscape presence.
- A diverse selection of tree species shall be promoted to enhance resilience against pests and diseases while providing ecological benefits such as habitat diversity, improved air quality, and effective stormwater management.
- The landscaped areas of boulevards should be 'green' and well maintained. Consideration should be given to low maintenance, drought tolerant grasses or white clover to minimize maintenance requirements and allow for the boulevards to appear green throughout the summer months.
- Low impact development (LID) stormwater management techniques and facilities are strongly encouraged within the boulevard.

- Alternatives to standard lawns within the boulevards are encouraged, such as low growing perennials less than 30 centimetres in height. All plant material within the boulevard shall be in adherence with the Township By-laws/Policies.

4.3 Street Furniture

Strategically-placed furnishings contribute to a pedestrian-friendly environment by providing seating, waste receptacles, and other amenities that support daily activities and social interaction. Well-designed and thoughtfully integrated street furniture strengthens the identity of a community, improves accessibility, and ensures public spaces remain inviting and inclusive for all users.

Design Guidelines:

- Street furniture is highly encouraged to be provided in high pedestrian traffic areas within the neighbourhood node and in key open space areas, such as the park, parkette, or SWMP.
- The colour, material, form, and style of the street furniture should be consistent with and complementary to the established design theme for the community.
- The placement and layout of furnishings should encourage safe use, maintain all accessibility requirements, and be appropriate to the adjacent built form type and function.

As much as possible, furnishings shall be vandal-resistant and low-maintenance, with readily available components.



Fig.17: Street trees and planting contribute to the character of the community (Source: Town of Milton)



Fig.16: Examples of street trees. Burr Oak (left) and Common Hackberry (right) (Source: Eagle Lake Nurseries; Creekside Home Garden)

- Street furnishings shall avoid elements of hostile design.
- Furniture within the neighbourhood park and parkette should include benches, waste receptacles, and rings or posts for the purposes of short-term bicycle storage and be complementary to the established design theme for the community.

4.4 Street Lighting

Street lighting is an essential element of streetscape design, and the choice of lighting elements plays a key role in establishing the character of the public realm. Selection and placement of lighting shall comply with the Township's established standards.

Design Guidelines:

- Lighting design shall complement the overall streetscape and architectural character of the surrounding community, ensuring a cohesive and aesthetically pleasing public realm.
- Energy-efficient and dark-sky compliant fixtures shall be prioritized to reduce energy consumption and minimize environmental impact.
- Coordination with street trees, signage, utilities, and other streetscape elements shall be ensured to prevent conflicts and maintain clear sightlines.
- Pedestrian-scaled lighting shall be incorporated in high-traffic pedestrian areas, including but not limited to the central wetland/open space (Block 450), the park block, and the parkette.

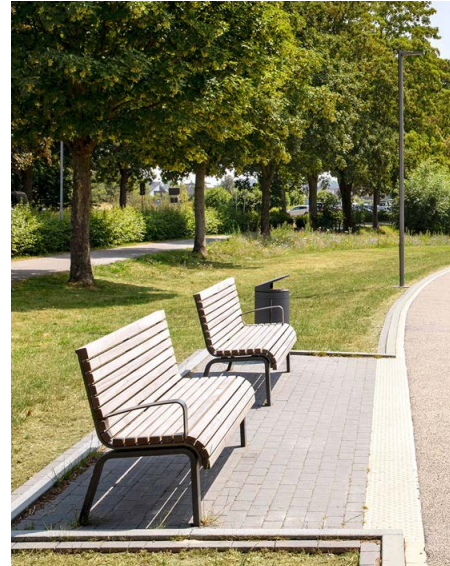


Fig.18: Typical barrier-free bench and accessible concrete pad, bike racks, waste bins, and seating, enhances park functionality and convenience (Source: Moray Council; Falanza)



Fig.19: Stone bench seamlessly integrated into the landscape, offering subtle and functional seating (Source: GSP Group Inc.)

- Specialty lighting treatments, such as pedestrian-scale lights and light bollards should be considered within the park and parkette blocks, respectively, to create a distinct streetscape character while increasing visibility and safety, as determined by the Township.
- Light encroachment into natural areas will be discouraged to minimize disruption to wildlife and preserve ecological balance.
- Opportunities for renewable energy use, such as solar-powered lighting along park paths and natural trails, should be explored to promote sustainability and energy efficiency.

4.5 Fencing

Properly designed and strategically placed fencing helps create a visually cohesive and well-integrated community while supporting pedestrian connectivity and natural surveillance. Specific fencing requirements will vary based on location, including residential properties, open spaces, the SWMP, and buffer areas.

Design Guidelines:

- In front yards, fencing should be a maximum of 1.2-metres in height. Ideally fencing within the front yard should be visually permeable. Privacy fencing and/or walls are not appropriate within the front yard.
- Fencing materials should be chosen and cared for to prevent rust, rot, or other deterioration.



Fig.20: Traditional-style streetlights line the road, providing illumination and enhancing the streetscape (Source: GSP Group Inc.)

- Decorative or open fencing styles are encouraged for lots adjacent to the SWMP, the park, parkette, and other publicly-accessible open space features to maintain visibility and natural surveillance.
- Setbacks must adhere to Township By-laws, traffic safety and transportation standards, and the principles of CPTED. Sightlines such as sightline triangles, over and around the fencing should not impede public safety.
- Wood fencing, high quality composite fencing, or decorative metal is preferred over vinyl or plastic fencing materials. Unfinished pressure-treated lumber fencing and chain link fencing are discouraged where they are visible from the road and/or other public spaces that might affect the streetscape.
- Size and scale of the fencing should be considered closely when erecting a new fence and in keeping with the overall massing and scale of the property and the broader context of the neighbourhood.
- The style of fencing that is visible from the public realm, including privacy fencing in side and rear yards fronting onto public rights-of-ways and open space, should be complementary to the architectural style of the building and the overall neighbourhood.
- Where feasible, landscaping elements such as shrubs or trees shall be incorporated to soften the appearance of fencing around the SWMP.



Fig.21: Typical wood fencing treatment along flankage conditions (Source: Storeys)

4.6 Community Mailboxes

Community mailboxes serve as essential streetscape elements, providing convenient mail access while also contributing to the character and functionality of the public realm. Beyond their primary function, they offer opportunities to enhance the streetscape by serving as small gathering points where casual social interactions may take place. Thoughtful placement and integration of mailboxes can contribute to a walkable and aesthetically appealing neighbourhood, ensuring accessibility while complementing the surrounding environment.

Design Guidelines:

- Community mailboxes shall be provided by Canada Post and placed in highly visible and easily accessible locations, such as neighbourhood focal points, ensuring they are within a reasonable walking distance for residents.
- Preferred locations for mailboxes shall include street boulevards near the park, parkette, or central wetland/open space block (Block 450), subject to Canada Post's catchment area requirements.
- Where feasible, mailboxes may be integrated into designated viewpoints, near the SWMP, or within small seating areas, provided they remain easily accessible from sidewalks and streets.
- Key mailbox locations are encouraged to be enhanced with complementary streetscape features such as decorative paving, seating elements, landscape structures (e.g., trellises), and planting to create an inviting and functional public space.

4.7 Utilities

Any utilities and utility-related boxes or structures should be designed and sited to minimize their visual impact on the public and private realm, where feasible.



Fig.22: Example of community mailboxes (Source: TPR Hamilton)

Design Guidelines:

- Vents for such appliances as dryers, furnaces, and hot water heaters shall not be located on the front elevation.
- Appliances such as ground-mounted air conditioners or heat pumps shall be screened with landscaping from exposure to public view.
- Hydro meters and gas meters are encouraged not to be on front elevations, but where this is not possible, they shall be screened with landscaping as required. The location and treatment of these utilities shall meet all requirements of utility providers.
- Utilities required for parks and open space areas will be located within these uses. All other utility boxes/structures are encouraged to be located away from immediate public view and within or in front of park or open space blocks, where feasible.



Fig.23: Well-Screened Utility Boxes integrated into the landscape with shrubs, hedges, to minimize their visual impact (Source: GSP Group Inc.)



Fig.24: Ground-mounted air conditioning units discreetly placed and screened by landscaping (Source: GSP Group Inc.)

5. BUILT FORM GUIDELINES

5.1 General Design Objectives

A high-quality built form character will be established throughout the community, ensuring visually appealing streetscapes with architecture that is both timeless and distinctive. Inspired by traditional and contemporary design principles, homes within the subdivision shall reflect a refined architectural style that enhances the neighbourhood's identity and contributes to a cohesive and elegant streetscape.

Homes shall feature high-quality materials such as brick, stone, wood, and various forms of siding, emphasizing durability and aesthetic appeal. Architectural detailing, including well-proportioned facades, decorative trim, and thoughtfully designed rooflines, shall be used to create variety while maintaining an overall sense of harmony.

5.2 Architectural Character

The design of the homes shall align with established architectural principles to create a visually cohesive and attractive residential community. Key characteristics of the homes in this development may include:

- The use of rich materials such as brick, stone, and detailed woodwork should enhance the streetscape and create a sense of warmth and prestige.
- Homes are encouraged to feature dynamic roof designs, dormers, and gabled elements to provide visual interest and avoid monotony.
- Windows with decorative trim should be incorporated to maximize light and create a welcoming presence.
- Covered porches, columns, and detailed entryways may be used to encourage interaction and enhance curb appeal.



Fig.25: Home showcasing contemporary design, featuring gabled roof, decorative trim, and a prominent front entrance (Source: Fergus Development Inc.)

5.3 Façade Variety within Streetscape

A well-designed streetscape with diverse and visually appealing façades enhances the overall character of the community, creating an engaging and inviting public realm. Façade variety contributes to a unique sense of place, prevents monotony, and reinforces the distinct identity of the neighbourhood. Careful attention should be given to architectural composition, materials, and detailing to ensure a harmonious yet dynamic streetscape.

Design Guidelines:

- A minimum of two houses is encouraged to separate homes with the same elevations on the same side of the street to prevent excessive repetition.
- Buildings with the same elevations are encouraged not to be located directly across the street from one another to promote a varied and dynamic streetscape.
- Buildings with the same elevations are encouraged to comprise no more than 30% of any streetscape block, excluding corner/exterior lots, to ensure a diverse architectural character.
- A mix of materials, colours, and façade treatments is encouraged to distinguish homes with similar elevations.
- A variety of garage door treatments are encouraged along the streetscape block to reduce visual monotony.
- Porches are encouraged to be emphasized as the dominant feature of the front elevation, reinforcing a pedestrian-friendly and socially engaging streetscape.



Fig.26: Varied building façades with diverse materials, colours, and architectural elements, creating a dynamic and engaging streetscape (Source: GSP Group Inc.)

5.4 Single-Detached Dwellings

Single detached dwellings will be a prominent feature of the community, occupying a range of lot sizes and frontages to ensure that there is diversity in the housing options available. The design of detached dwellings should individually and collectively contribute to the character of the community.

Design Guidelines:

- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings, and plane variation in order to avoid large, uninteresting façades.
- Each individual dwelling should have appropriate façade detailing, materials, and colours consistent with its architectural style.
- A variety of 2-storey and 3-storey building massing will be permitted.
- It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing and building height relationships are achieved.
- For corner/exterior units, both street facing elevations shall be given a similar level of architectural treatment.
- Corner lot dwellings should be a minimum of 2 storeys.
- Dwelling designs with covered front porches or porticos where appropriate to the architectural

style are encouraged.

- Attached street-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Where dwellings are proposed on 32-foot lots, opportunities for paired driveways with adjacent units should be explored to allow for large, landscaped areas between driveways.



Fig.27: Single-detached home with a covered front porch, balcony, integrated garage, and architectural detailing (Source: Fergus Development Inc.)

5.5 Priority Lotting

5.5.1 Corner/Exterior Lots

Dwellings on corner/external lots typically have a higher degree of public visibility within the streetscape.

Design Guidelines:

- Street intersections shall be framed through built form that has a strong orientation to the corners.
- Dwelling designs must be appropriate for corner/external lot locations. Dwellings intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner/external lot dwellings shall reflect similar levels of architectural design with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive design elements, such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation, or other features, appropriate to the architectural style of the building, shall be provided on the flanking side to create a positive pedestrian presence along the street and emphasize the corner/external dwelling's landmark qualities within the streetscape.
- The main entry to the dwelling is preferred to be located on the long elevation facing the flanking street (flanking main entry). However, main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted.



Fig.28: Corner lot dwelling with prominent architectural detailing, large windows, and a well-landscaped frontage (Source: GSP Group Inc.)

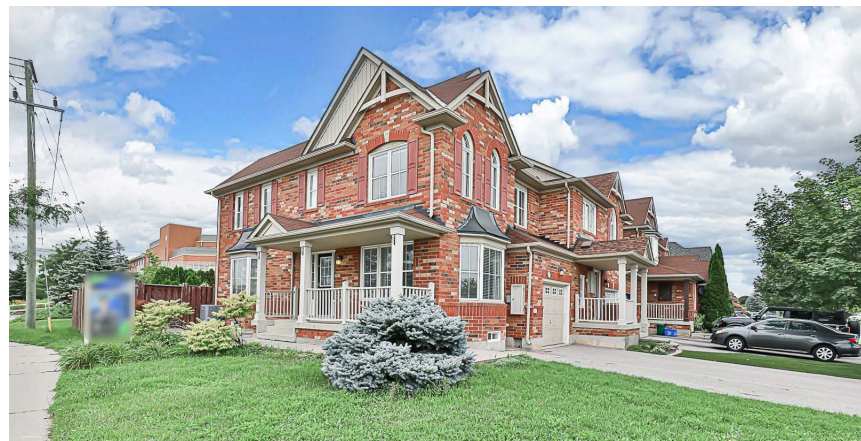


Fig.29: Corner lot dwelling with featuring enhanced fenestration and prominent porches, creating a strong pedestrian-friendly streetscape presence (Source: HomeLife Landmark Realty Inc.)

5.5.2 View Terminus Lots

View terminus lots are located at the end of 'T' intersections, where one road meets another at a right angle. Elbow lots occur at points where a street curves at a 90-degree angle. These lots serve as visual focal points within the streetscape, presenting opportunities for distinctive architectural design and enhanced street presence.

Design Guidelines:

- Incorporate a distinctive architectural feature to serve as a focal point and terminate the view, adding visual interest and defining the character of the streetscape.
- Select models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, favouring a larger area for landscaped treatment in the front yard.
- Whenever feasible, position driveways to the outer edges of a pair of view terminus dwellings to maximize landscaping opportunities in the front yard and reduces the visibility of garages.



Fig.30: View terminus dwelling with enhanced architectural features and landscaped frontages, creating a visually appealing streetscape focal point (Source: Family Home Buyers)



Fig.31: Elbow lot dwelling with mature landscaping and distinctive architectural character, reinforcing a strong neighbourhood identity (Source: GSP Group Inc.)

5.5.3 Lots Fronting or Flanking onto Parks and Open Space

Given the prominence of the parks and open space features in the Proposed Redevelopment, their function as a focus and gathering space for the community, dwellings that front onto these features shall be designed in a manner that considers and complements the exposure from this public open space.

Design Guidelines:

- Dwellings that are highly visible from main gathering spaces within the community shall implement an architectural treatment consistent with the architectural style, such as substantial front porches, prominent, well-proportioned windows, a projecting bay, articulated wall treatment, and other design elements that enhance the front elevation.
- Park/open space facing dwellings shall have available a variety of model types, elevation types, and colour packages. The designs should allow for the achievement of a cohesive, harmonious relationship with the adjacent public open space for all lots.
- Dwellings adjacent to public open space (such as the parks and central wetland feature) shall be sited such that the driveway and garage is furthest away from the edge of the open space, where possible.

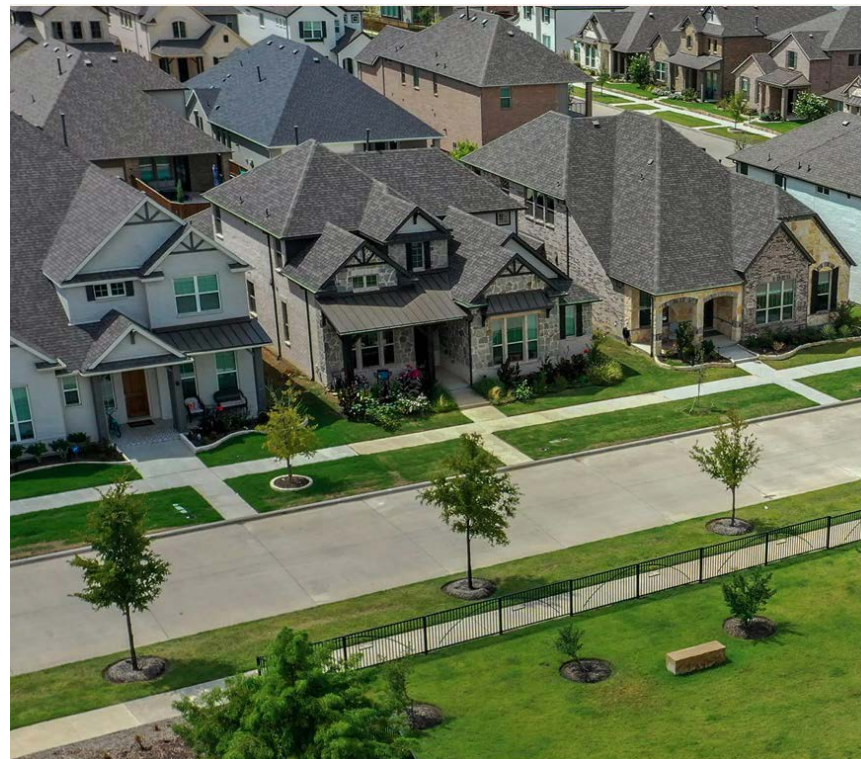


Fig.32: Example of residential dwellings fronting onto a public open space such as the park, showcasing enhanced architectural design with articulated facades, prominent windows, and varied elevations to complement the adjacent park (Source: GSP Group Inc.)

5.5.3 Lots Backing onto Flanking onto Parks and Open Space

The parks, central wetland, and SWMP function as key community elements that provide a visual backdrop for the proposed built form development. Lots backing onto these features are therefore visible to the public and should maintain similar quality and façade treatment as the front elevation with respect to window placement and architectural detailing.

Design Guidelines:

- Publicly exposed rear elevations should integrate the same materials, colours, design treatments, and style used for the front elevation, or provide reasonable alternatives that are well coordinated with the front façade.
- Wall articulation should be provided to avoid flat and uninteresting rear façades.
- Elevation detailing shall reflect the same architectural style as the front elevation.



Fig.33: Residential lots overlooking a stormwater pond, maintaining architectural consistency on rear facades for a cohesive look (Source: David Pellettier; Walton)



6. COMMUNITY SAFETY AND CPTED

The Proposed Redevelopment incorporates Crime Prevention Through Environmental Design (CPTED) principles within its design framework, aligning with the guidelines of the Township's Urban Design Guidelines and Manual. CPTED is a multi-disciplinary approach to deterring criminal behaviour through environmental design.

Safety is a core principle of the Township's Urban Design Guidelines, emphasizing that design measures should promote pedestrian safety and security be applied to streetscapes, parks, other public and private open spaces, and new buildings. The fundamental premise of CPTED is that the proper design and effective use of the physical environment can reduce crime and fear of crime, thereby enhancing the quality of life for residents.

Design Guidelines:

- Clearly delineate public, semi-private, and private spaces using appropriate design elements such as defined entrances, parking areas, pathways, fences, and pavement treatments. Utilize landscaping and strategic vegetation placement to maintain clear sightlines while reinforcing territory and ownership.
- Utilize landscaping and strategic vegetation placement to maintain clear sightlines while reinforcing territory and ownership.
- Ensure that streetscapes, parks, and pathways are designed to avoid confined, dark, or unconnected spaces that can lead to security concerns.
- Place windows, front porches, and balconies facing public spaces to foster a sense of community oversight.
- Provide well-placed signage and wayfinding cues that make the site easily understood and navigable.
- Where applicable, control movement within the subdivision using clearly marked entry and exit points, fencing, and pathways to minimize unauthorized access.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses and help maintain a dark nighttime sky to the extent feasible.

7. IMPLEMENTATION

These Community Design Guidelines are intended to guide the detailed design of the subdivision, including streetscape design, park and open space design, landscape treatment, fencing, lighting, community mailboxes, utilities, and priority lot architecture. The Guidelines should be read together with the approved Draft Plan of Subdivision, implementing Zoning By-law, detailed engineering drawings, landscape plans, and applicable Township standards. Minor refinements may be made through detailed design, provided the overall design intent of these Guidelines is maintained.

Respectfully submitted,



Dylan Schnurr, BES
Planner / Urban Designer



Evelyn Thomas, B.Arch, M.U.D.
Senior Urban Designer

