

Town of Erin

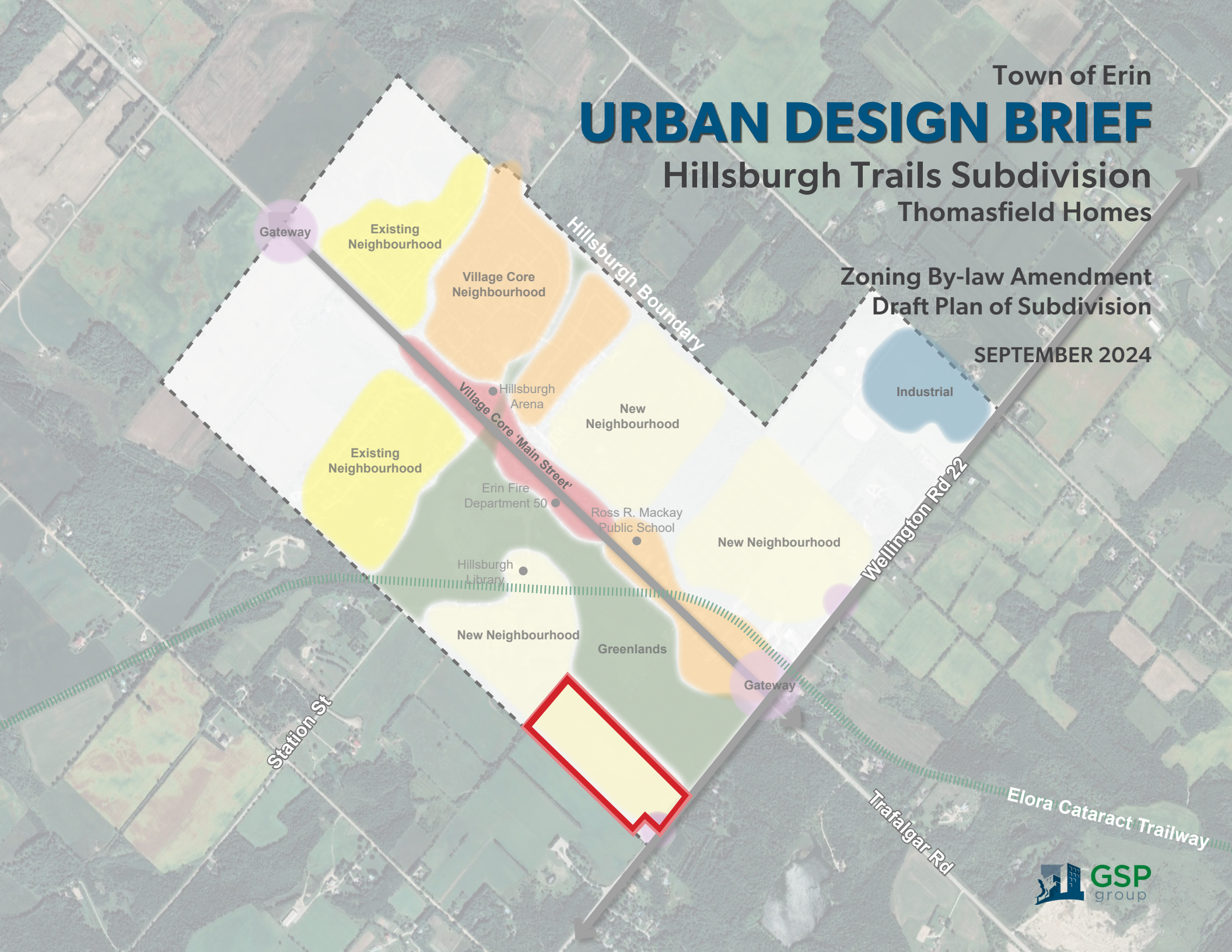
# URBAN DESIGN BRIEF

## Hillsburgh Trails Subdivision

### Thomasfield Homes

#### Zoning By-law Amendment Draft Plan of Subdivision

SEPTEMBER 2024



Gateway

Existing Neighbourhood

Village Core Neighbourhood

Hillsburgh Boundary

Zoning By-law Amendment  
Draft Plan of Subdivision

SEPTEMBER 2024

Industrial

Hillsburgh Arena

New Neighbourhood

Existing Neighbourhood

Village Core 'Main Street'

Erin Fire Department 50

Ross R. Mackay Public School

New Neighbourhood

Hillsburgh Library

New Neighbourhood

Greenlands

Gateway

Station St

Wellington Rd 22

Trafalgar Rd

Elora Cataract Trailway

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### Zoning By-law Amendment Draft Plan of Subdivision

SEPTEMBER 2024

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# 1. BACKGROUND

## 1.1 Proposal

GSP Group has been retained by Thomasfield Homes Limited (the “Owner”) to prepare an Urban Design Brief as part of a complete application for Draft Plan of Subdivision and Zoning By-law Amendment applications for lands described as Part of Lot 23, Concession 7, Town of Erin, located in Wellington County (“Subject Property”). The Subject Property is proposed to develop a residential development consisting of 142 single detached dwellings, 24 street townhouse dwellings and approximately 50 condominium units or townhouse dwellings, along with a 0.92-hectare park, a 1.72-hectare stormwater management pond and municipal roads.

## 1.2 Purpose and Outline

The purpose of this report is to evaluate the Draft Plan of Subdivision with regard for good urban design principles and ensure that the planned development appropriately addresses the Town of Erin’s “Community & Architectural Design Guidelines for the Villages of Erin & Hillsburgh,” referred to as the Urban Design Guidelines. A Zoning By-law Amendment (“ZBA”) application is required in order to facilitate the proposed development on the Subject Property.

The report is structured under the following major sections:

- Description of the existing physical conditions on the Subject Property and includes an analysis of the existing site and surrounding context (Section 2);
- Describes the existing physical conditions on the Site and existing neighbourhood context surrounding the Site
- Outlines Town’s policy and guideline documents applicable to the Subject Property and the relevant sections as they relate to the proposed Draft Plan of Subdivision (Section 3);

- Describes the proposed Draft Plan of Subdivision (Section 4);
- Summarizes how the proposed Draft Plan of Subdivision responds to relevant Town’s urban design policies and guidelines (Section 5); and
- Summarizes the design merits of the proposed development (Section 6).

## 2. SPATIAL AND CONTEXTUAL ASSESSMENT

### 2.1 Location and Description

The Subject Property is a parcel of land with a total area of approximately 14.14 hectares located at the southerly corner of the Hillsburgh Urban Area in the Town of Erin. The parcel has about 160–165 metres of frontage along the north side of Wellington Road 22 and extends about 610 metres back from the road, with a width of about 245 metres along the rear lot line. The smaller frontage of the Subject Property is the result of the severing of a small residential lot from the southerly corner, measuring approximately 3,967 square metres and with about 63 metres of frontage. This separate residential property is known by the municipal address of 9354 Wellington Road 22. The Subject Property itself does not appear to have been assigned a municipal address, but is described legally as Part of Lot 23, Concession 7 (Geographic Township of Erin).

The Subject Property is unoccupied by buildings or structures and is currently being used for the farming of crops. The adjacent lands to the northeast of the Subject Property (known municipally as 9366 Wellington Road 22) contain a large woodlot and part of a larger Provincially Significant Wetland (“PSW”) that extends along the Erin Branch of the Credit River. The presence of these natural features means that parts of the Subject Property along the shared lot line fall within the Regulated Area of the Credit Valley Conservation Authority (“CVC”), as indicated on Figure 1.

The site topography slopes gently from a high point with an elevation of about 449 metres above mean sea level (“AMSL”) located about 40 metres from the rear lot line and roughly halfway between the two side lot lines. From there, the topography slopes downward to between 443–444 metres AMSL at the southwesterly lot line about 120 metres away (a grade of about 4.6%) and to an elevation of 443 metres AMSL along the northeasterly lot line,



Figure 1: Site Location

about 124 metres away (a grade of about 4.8%). The front lot line sits at an elevation of about 440 metres AMSL and about 565 metres from the high point, for an average grade of about 1.6%. The low point of around 437–438 metres AMSL is located at the easterly corner of the Subject Property. The grade becomes more pronounced to the northeast, beyond the Subject Property, as the topography slopes down towards the aforementioned PSW and the Credit River.

## 2.2 Surrounding Context

The Subject Property is located at the southerly corner of the Hillsburgh Urban Area, meaning that the properties to the south and west are predominantly occupied by agricultural operations and rural residential uses. The parcels immediately to the northeast of the Subject Property are occupied by part of the West Credit Provincially Significant Wetland (“PSW”), which lies along the Erin Branch of the Credit River, as well as a significant woodland; these natural features extend both to the northwest and to the southeast, on the other side of Wellington Road 22. The Elora Cataract Trailway, which runs east–west approximately 310 metres north of the Subject Property, passes through part of the West Credit PSW before curving to the southeast and continuing towards the Erin Settlement Area (formerly the Village of Erin).

The lands that abut the Subject Property to the northwest are an archaic plan of subdivision that received draft plan approval a number of decades ago. The most relevant feature of this archaic plan (shown in Figure 4) is the unopened road allowance that runs south from Station Street to the boundary of the Subject Property. The alignment of this road allowance is not exactly congruent with the “Proposed Minor Collector” shown on Schedule A-3 to the Town of Erin’s Official Plan, but the long-term intent is that the future connection to Station Street will align with the road network in the proposed development of the Subject Property. As it is very likely that any future development of the abutting lands to the northeast will require the submission and approval of a new draft plan of subdivision, issues regarding the alignment of the future connection to Station Street can be addressed at that time.

Regardless of the specific alignment, the future road will connect with Station Street approximately 375 metres north of the Subject Property, just south of the Hillsburgh Library. From this point, Station Street proceeds to the north, crossing a large reservoir associated with the Credit River before ending at Trafalgar Road (Wellington Road 24), which is the main thoroughfare through Hillsburgh. Trafalgar Road runs approximately parallel to the northeasterly lot line of the Subject Property and approximately 460 metres to the northeast of that lot line.

In addition to residential uses, the properties fronting onto Trafalgar Road contain various commercial, institutional, and other community uses, including Ross R. MacKay Public School (Upper Grand District School Board), located approximately 520 metres to the northeast of the Subject Property; Erin Fire Department Station No. 50, at the corner of Trafalgar Road and Station Street, approximately 650 metres north of the Subject Property; and the Hillsburgh Arena, at the corner of Trafalgar Road and Mill Street, approximately 950 metres north of the Subject Property.



Figure 2: Surrounding Context

## 3. DESIGN POLICY AND GUIDELINE REFERENCES

### 3.1 County of Wellington Official Plan

The County of Wellington Official Plan (CWOP), amended by Amendment No. 119 (OPA 119), aims to establish a County Growth Structure, guiding growth and development within Wellington County. OPA 119 delineates the County Growth Structure, consisting of the Delineated Built-Up Area, Designated Greenfield Areas, and Employment Areas.

The Subject Property falls within the “Designated Greenfield Area.” Hillsburgh is recognized as one of two “Primary Urban Centres” in the Town of Erin, accommodating projected population growth. The vision for Primary and Secondary Urban Centres includes a variety of housing types. The proposed development aligns with this vision, offering a mix of housing options. The CWOP encourages increased densities and a broader mix of housing in Designated Greenfield Areas, promoting efficient use of available servicing and appropriate site conditions. The proposed development balances density targets with available municipal services and infrastructure, achieving a suitable gross density. Additionally, the CWOP encourages medium-density housing types, such as townhouses, which the proposed development complies with.

### 3.2 Town of Erin Official Plan

The Town of Erin’s Official Plan (TEOP), last updated in January 2023 through Amendment No. 13 (OPA 13), addresses the expansion of municipal services for its Primary Urban Centres and updates its growth management policies. The provision of municipal services significantly impacts the projected population growth for the Town of Erin, allowing for a broader range of housing types to support future growth. The TEOP envisions a variety of housing types while recognizing that low-density residential development, primarily single-detached dwellings, will remain predominant due to the absence of municipal sewers.

The Subject Property is designated as “Residential” in Schedule “A-3” of the TEOP, aligning with the goal of providing diverse residential accommodation, including semi-detached, townhouse, and apartment dwellings to address affordability and variety in housing options. The proposed development aligns with these objectives by offering a mix of housing types while predominantly maintaining low-rise and low-density forms.

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

The Town of Erin’s “Community & Architectural Design Guidelines for the Villages of Erin & Hillsburgh”, referred to as the Urban Design Guidelines, were established in early 2021 to provide a unified approach to design in alignment with the Town’s vision and expected growth. These guidelines aim to ensure that future development respects the area’s unique character, historical significance, and small-town ambiance, as outlined in the Town’s Official Plan. They encourage compatible design that maintains the quality, scale, and character of the existing and emerging surroundings, emphasizing human-scale environments and a sense of place. The vision for future development in Erin is to create a healthy and sustainable community while preserving the small-town charm and connection to its heritage.

The proposed Draft Plan of Subdivision with these principles and incorporates the guidelines for New Neighbourhoods (Section 5.0 of the Towns Urban Design Guidelines) from the Town’s Urban Design Guidelines.

# 4. PROPOSED DRAFT PLAN OF SUBDIVISION

## 4.1 Development Framework

The proposed Draft Plan of Subdivision consists of:

- Blocks with a mix of housing typologies predominantly single detached dwellings on 36', 40' and 45' lot sizes throughout the subdivision, street townhouse dwellings and a multiple unit block with potential townhouses and/or condominium units. The multiple unit block will contain appropriate amenity spaces for residents.
- Compact, walkable streets and blocks, following a modified grid street pattern with varied block lengths.
- A centrally located park (0.92 ha) and a stormwater management pond (1.69 ha) integrated within the development area, and walking distance of the surrounding dwellings. The stormwater management pond is located northeast side of the property, to take advantage of the Subject Property's natural drainage patterns.

### 4.1.1 Blocks and Lots

There are 142 single detached lots proposed with subtle variation of lot frontages and lot depths. Where lots backs onto environment protection lands have extra depth of open space buffer to allow for a better transition/grading between developed lots and natural heritage lands. There are 24 street townhouse units arranged in blocks of four to six modules as a measure to provide breaks in massing along the streetscapes.

An almost 1-hectare park block (0.92 hectares) is proposed central to the subdivision along the south side of the Subject Property. The townhouse blocks back onto the park on one side, and it will have frontages on two sides. The park block has been designed to align with planned sidewalks and walkways to enhance accessibility and walkability. On the east side of the Subject Property, closer to Wellington County Road, a multiple unit is proposed, featuring condominium buildings and/or townhouses, totaling around 50 units.

The design of the residential lots and the expected built forms of the residential units will shape the internal streets and ensure high-quality design and building orientation as per the design guidelines. Landscaping will be used to improve curb appeal and promote compatibility between different land uses.

### 4.1.2 Amenity Areas

The proposed development includes a 0.92-hectare park block which will serve a key function as a natural outdoor amenity and recreation space for residents. It will be designed for public use and is likely to include several design elements including pedestrian lighting, seating, shade (either built canopy or trees), garbage and recycling

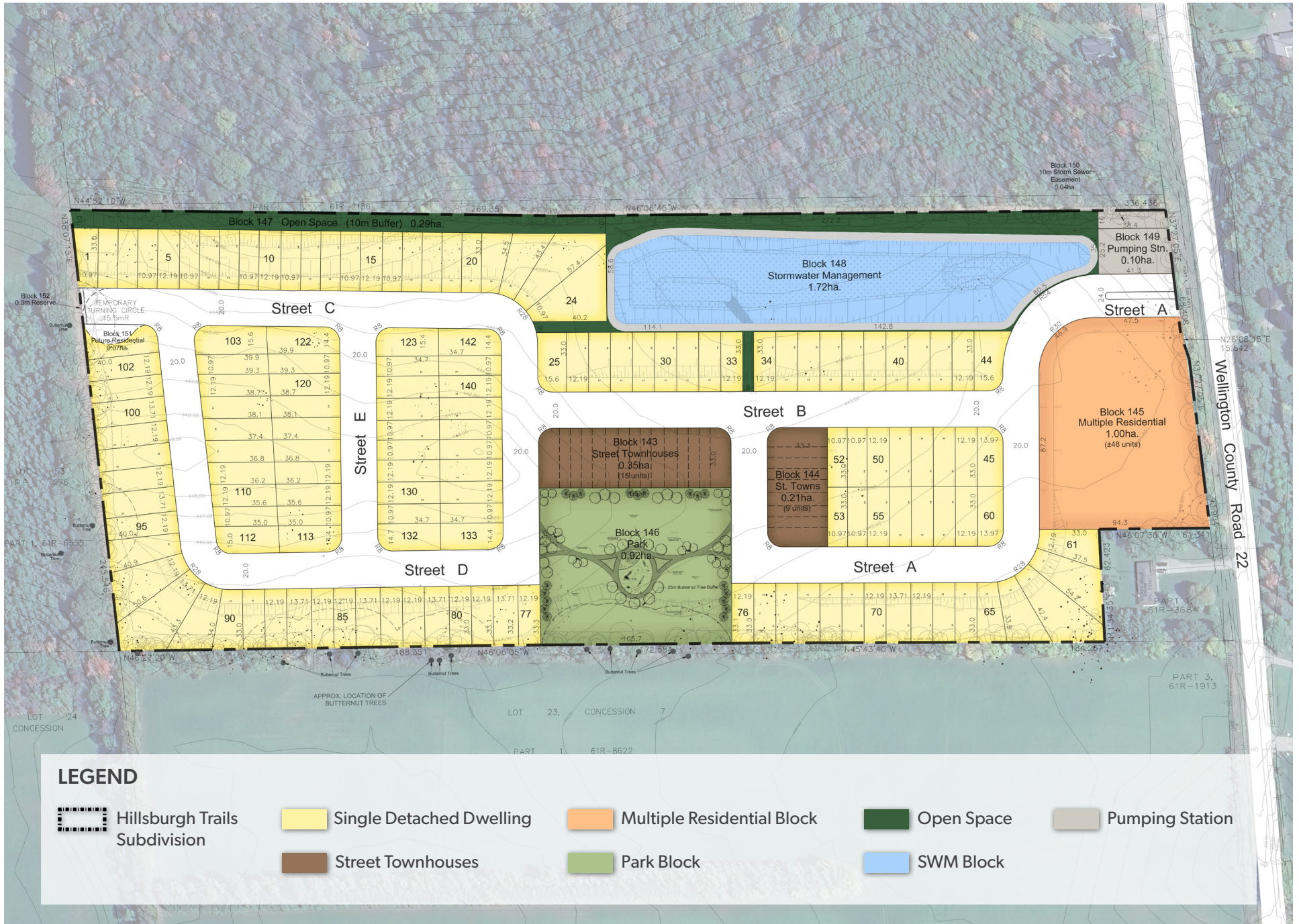


Figure 3: Development Concept Plan

receptacles and bicycle racks and potentially a play space will be thoughtfully integrated to cater to the diverse recreational needs of residents. Additionally, the park design takes into careful consideration the 25-meter buffers for butternut trees, ensuring a respectful distance is maintained to preserve these natural elements. The detailed landscape design of the park will include a balance of hardscaping and landscaped area, suited to the intended programming and function of the park. Vegetation including trees will be planted within the park, particularly along the frontage and perimeter, while considering sightlines and accessibility to the interior of the park. Signage may be added at the entrance to the park as a wayfinding element.

Within the planned multiple unit blocks, the potential exists for provision of common outdoor amenity areas. Like the park block, it is intended that these amenity areas be centrally located and of adequate size to be most useable and conveniently accessible to the residents of the multiple unit blocks.

### 4.1.3 Stormwater Management Plan

The stormwater management facility planned for the northeast side of the property is being designed with a focus on its aesthetic appeal. This pond is strategically located on the northeast side of the property to make the most of the Subject Property's natural drainage patterns. It's also intentionally placed in a highly visible area at the eastern entrance to the subdivision. The landscape design will consider opportunities for gently sloped banks, native vegetation buffers, pathways, and seating to enhance the public's enjoyment of the pond. Proactive maintenance will be implemented to ensure safety and maintain an aesthetically pleasing environment.

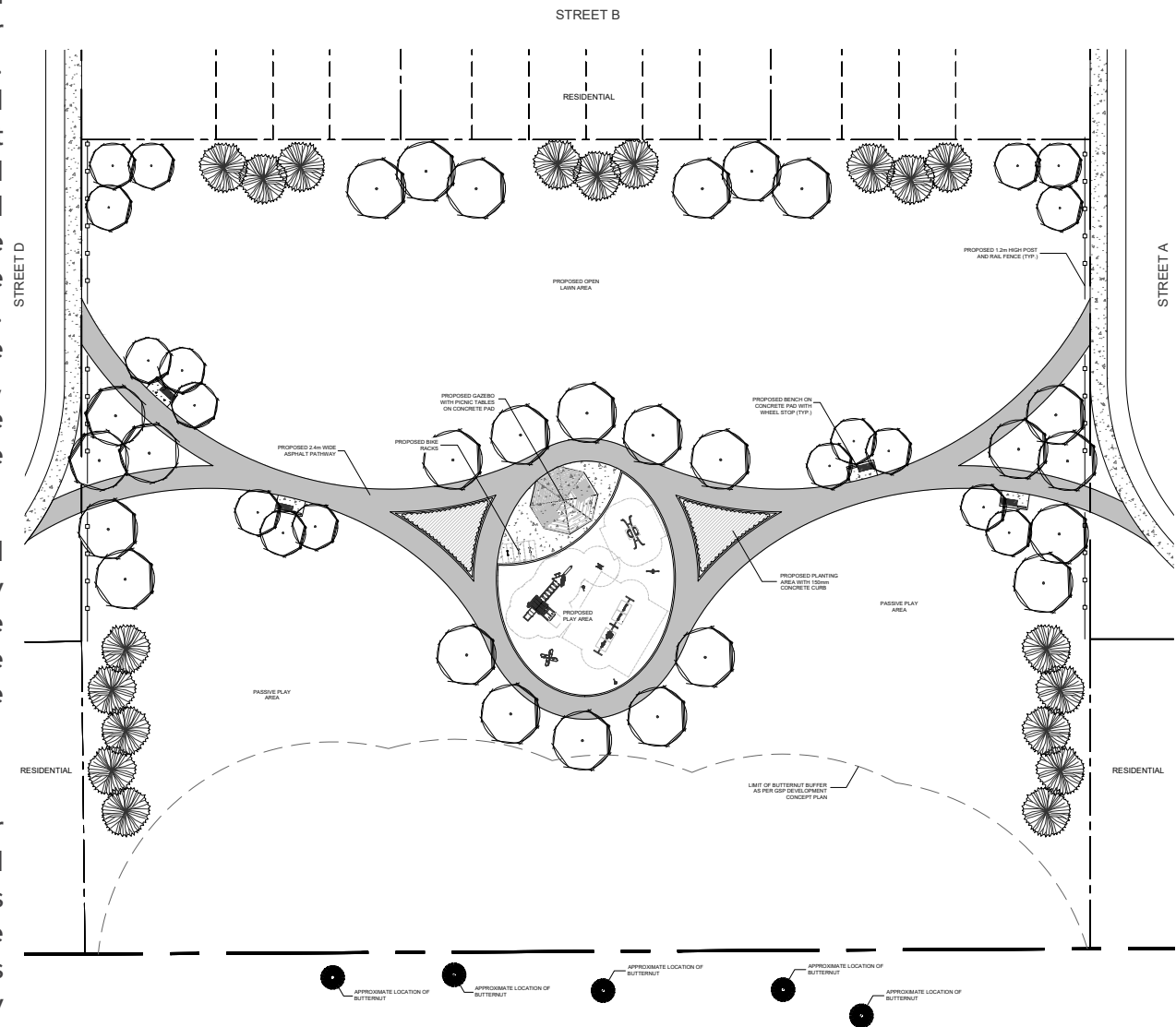


Figure 4: Landscape Concept Plan, prepared by Hill Design Studio

## 4.2 Street Hierarchy and Pedestrian Connectivity

The road network for the Hillsburgh Trails Subdivision has been designed in response to the natural features and future land uses along its borders. This road layout aims to facilitate movement, support accessibility, and promote a safe pedestrian and cycling-friendly environment. It also minimizes block lengths for easier navigation and creates attractive public spaces. The proposed road network will consist of an entrance road and local roads. The subdivision's layout offers a single consolidated street access point from Wellington Road 22, positioned away from existing street intersections. This configuration ensures internal connectivity and allows for potential future connections to the north (via Street C) and, subsequently, to Station Street (10m Buffer) and downtown Hillsburgh, offering an alternative route. The new local roads are designed to provide driveway access for single-detached and street townhouse lots, with appropriately scaled development blocks to accommodate planned land uses and walkable block lengths.

A well-conceived internal sidewalk system will reinforce the pedestrian-oriented neighbourhood layout. Sidewalks will serve a vital community function as the main space for social interaction. They will be integrated with the road network, and the proposed walkways will provide connections within the park and to the stormwater management facility.

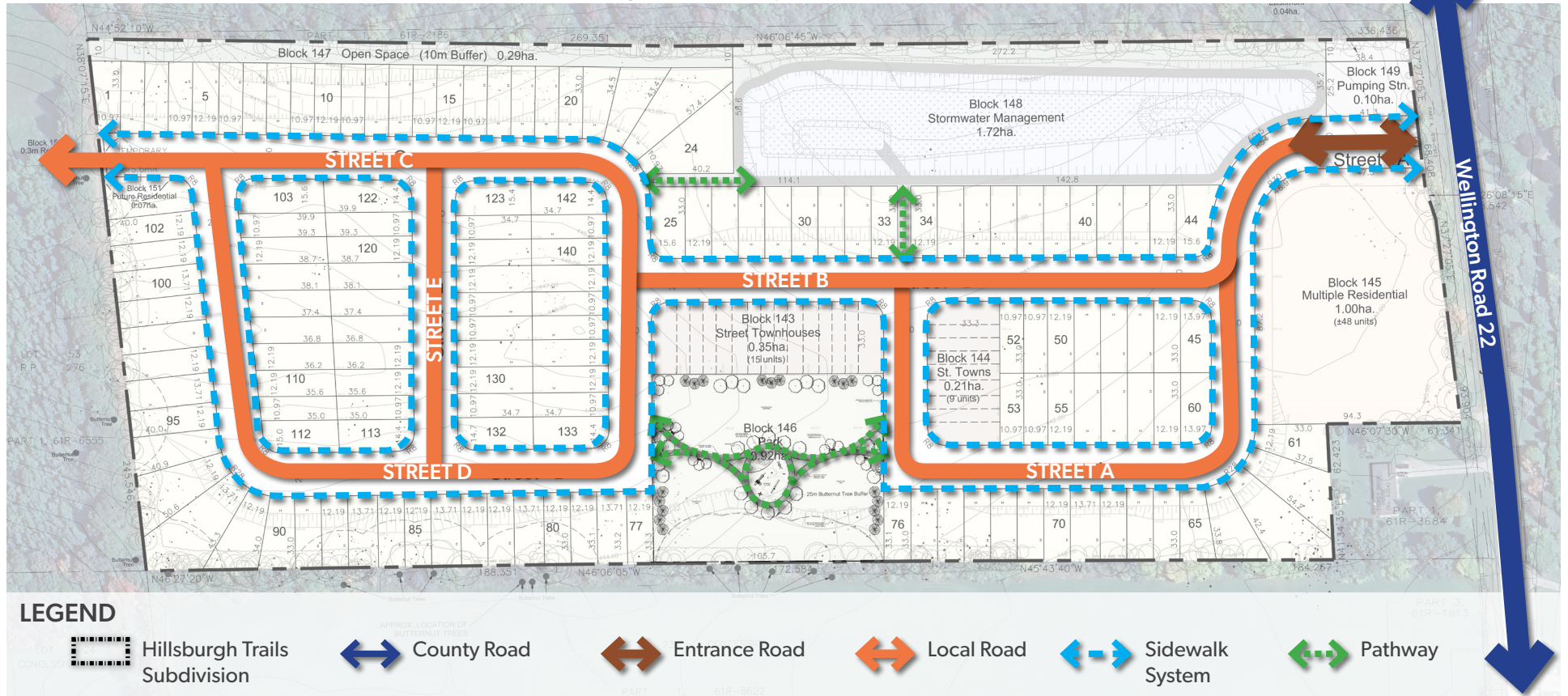


Figure 5: Street Hierarchy and Pedestrian Connectivity

#### 4.2.1 Entrance Road

The 24.0 metre-wide Entrance Road serve as a key gateway from Wellington County Road. The width and design of this road is emphasized to provide a grand entrance with grassed boulevard and rows of street trees along both sides.

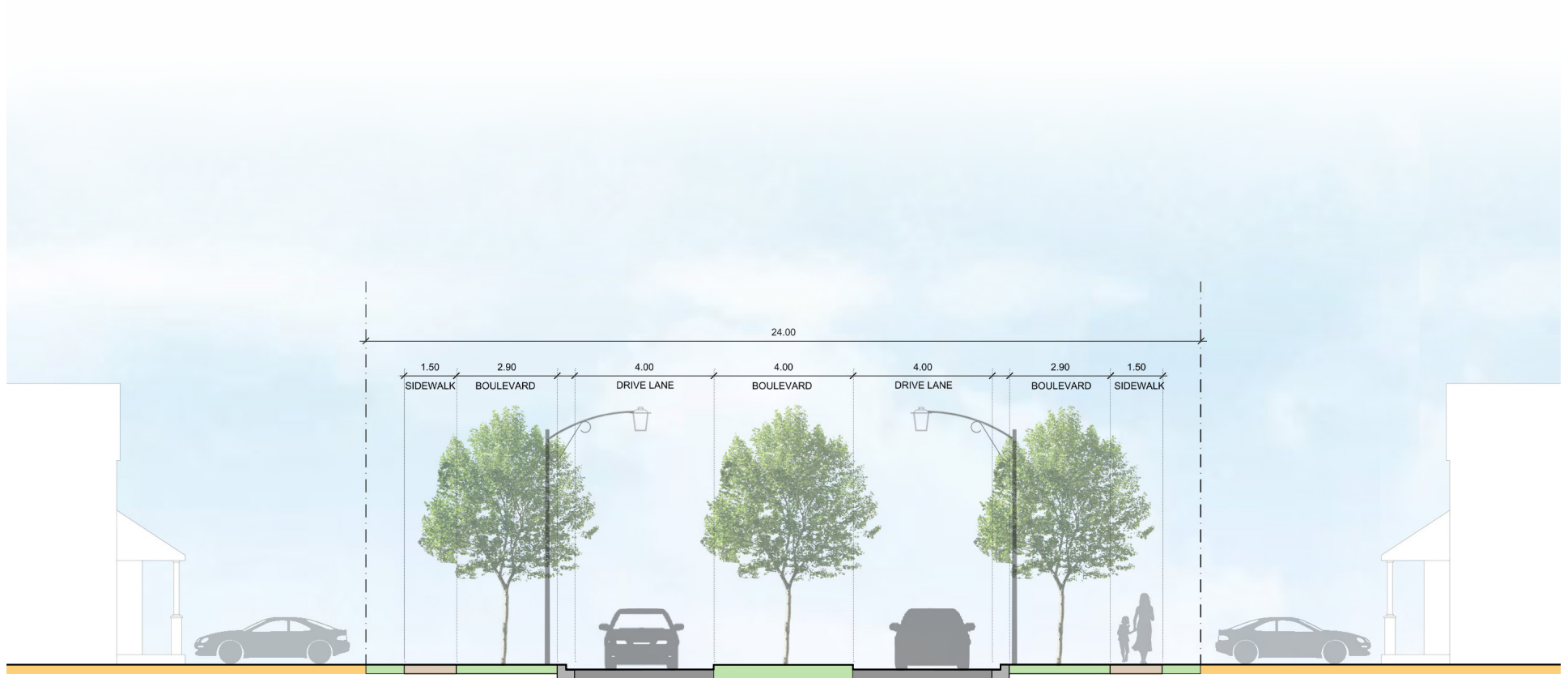


Figure 6: 24.0m Entrance Road R.O.W

## 4.2.2 Local Road

The 20.0 metre-wide Local Roads are designed to foster a pedestrian-oriented environment, and ensure connections throughout the community, connecting residents to focal points such as the park and the stormwater management pond. The local road will include street trees, street lights and sidewalk with boulevard treatment on both sides.

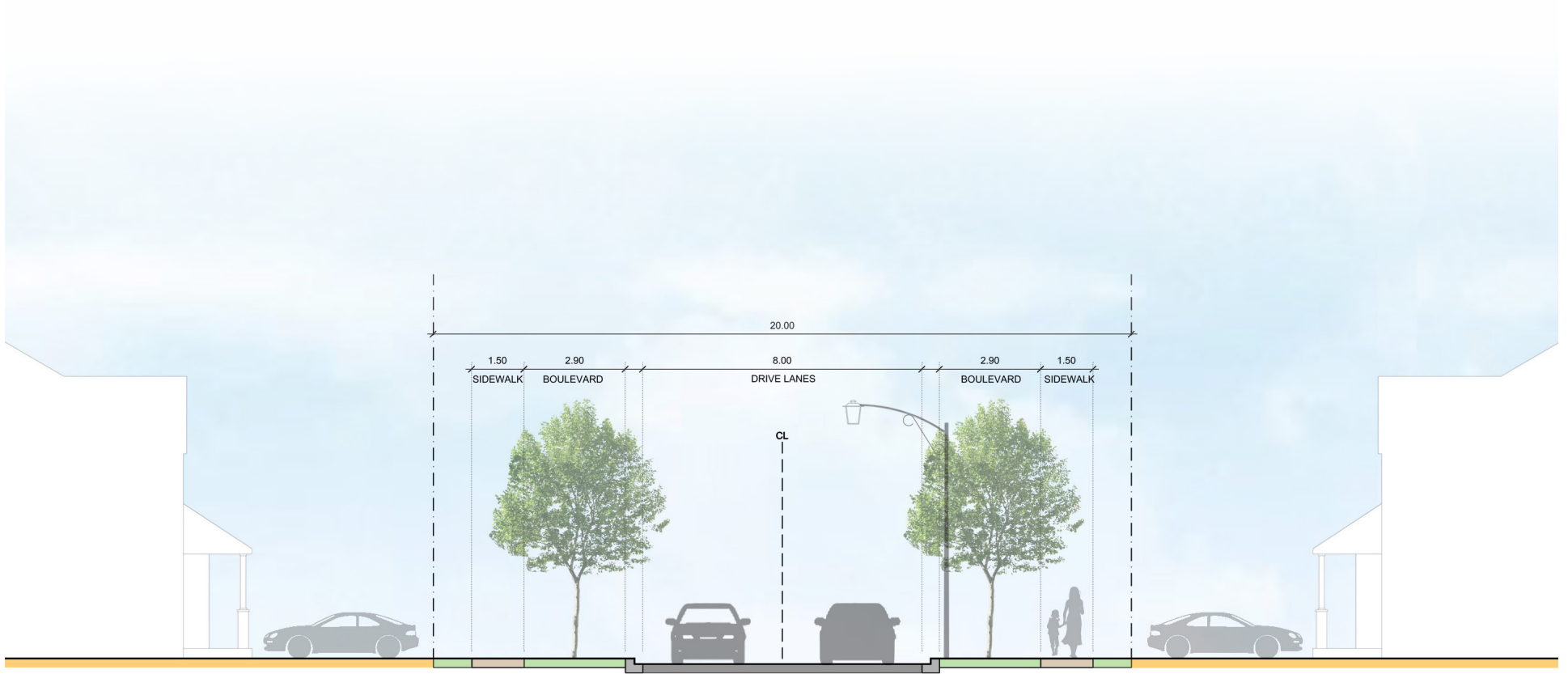


Figure 7: 20.0m Local Road R.O.W

# 5. RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

## 5.1 Town of Erin's Official Plan

Section 3.13 of the Town of Erin's Official Plan pertains to the objectives, guidelines and landscape design for Community Design within the Town. Section 3.13.1 outlines the following objectives and a summary of how it addresses applicable sections of the Town's Community Design is provided below.

- *To achieve a high standard of architectural design in the built environment which is based on compatibility of new urban development with the existing pattern of urban development and between new buildings and existing buildings.*
- *To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.*
- *To enhance the relationship between the built environment and the Town's natural heritage resources.*
- *To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics; and specifically within the downtown areas through attention to massing, proportion,*

*facade articulation, architectural detail, materials, and their successful integration.*

- *To identify and encourage the maintenance and enhancement of "gateway" entrances, both from a vehicular and pedestrian point of view, into the Urban Centres. Gateway entrances should reflect the unique character of the area where they are located.*

**Response:** The proposed development prioritizes achieving a high standard of architectural design that aligns with the existing built form of the Hillsburgh area pattern, evident through the harmonious blend of housing typologies, including single detached dwellings and townhouses. It also focuses on enhancing the urban experience by incorporating varied built forms, compact and walkable streets, and different block lengths to meet aesthetic and functional requirements. Furthermore, the development aims to strengthen the connection between the built environment and the Town's natural heritage resources by including a centrally located park and integrating a stormwater management pond. Attention to architectural details, massing, and proportion is emphasized, ensuring the successful integration of new buildings. Lastly, the design highlights the enhancement of "gateway" entrances, with the Entrance

Street serving as a prominent vehicular and pedestrian gateway into the Site, reflecting the area's unique character.

Section 3.13.2 Urban Design Guidelines outlines the following guidelines for the preparation of design guidelines that have been considered throughout this document.

- *The Town shall encourage the preparation of urban design and site planning guidelines which shall be applied to all development proposals. The Town may also establish from time to time urban design guidelines that apply to a specific area or development proposal.*
- *In general terms, the following urban design factors shall be used to determine the acceptability of development proposals:*
- *The extent to which the proposal attains the pertinent urban design objectives and policies of this Plan; and*
- *The extent to which the proposal fits within any Council-approved Urban Design Guidelines which are applicable to a development site, its local area, and/or its neighbourhood or district.*
- *Urban Design Guidelines shall generally ensure that proposed developments:*

- Are compatible in architectural form with abutting neighbourhoods;
- Form a cohesive and unified cluster of buildings which are architecturally compatible with each other;
- Provide links with the pedestrian, cycle and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and
- Maintain and enhance remaining elements of valued historic development patterns in the layout of new development.
- New development located within an existing established district or neighbourhood will be designed as an integral part of the area's existing larger pattern of built form and open spaces such as building mass, height, proportion, enclosed volume and position relative to street and site.
- The preservation of the existing pattern of setbacks in the existing urban area shall be supported so that new buildings do not substantially alter the street relationship.
- New developments within the downtown areas should support the creation of continuous building façades along streets frequented by pedestrians.
- The street façades of publicly accessible buildings should be designed to encourage

and facilitate public accessibility.

- Except in the industrial designations building functions which do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.
- Community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.
- Signage should clearly indicate street address and/or building, business or tenant name, and should integrate with the façade design.
- The preservation of important views from strategically located viewpoints, and the preservation of significant sequences of views of particularly important landmarks and features shall be encouraged to the extent possible.
- The placement of a broad range of artworks in publicly accessible and visible locations such as parks, streets, plazas and on buildings shall be encouraged, particularly those which foster civic identity by reflecting and/or interpreting the local history, traditions, culture and values of citizens.

**Response:** The proposed development is aligned with the Town's urban design guidelines, ensuring compatibility with the existing urban fabric. It adheres to Council-

approved Urban Design Guidelines for the specific area, supporting architectural compatibility with neighbouring neighbourhoods by establishing a consistent block plan, ensuring harmony with the surrounding Hillsburg low-rise development. This optimized land use addresses housing supply needs while proposing low to medium massing, fostering pedestrian activity. Building setbacks create an active streetscape, enhancing public areas with landscaping. Strategically located building entrances encourage pedestrian engagement, visibility, and accessibility, contributing to safety and security. Thoughtfully positioned parking areas preserve views and maintain an attractive streetscape with landscaping opportunities. Open spaces and parks are designed to protect existing natural features, meaningfully integrating them into the development, maximizing sunlight exposure, and providing accessible outdoor activity areas in accordance with the guidelines.

## 5.2 Town of Erin “Community & Architectural Design Guidelines for the Villages of Erin & Hillsburgh” (“Urban Design Guidelines”)

Section 5.0 New Neighbourhoods outlines the following guidelines for a neighbourhood structure and a summary of how the proposed development addresses these guidelines are mentioned below.

### 5.2.1 Guideline: Neighbourhood Structure

With respect to new neighbourhood structure, the following guidelines/recommendations should be considered:

- *Protect and incorporate the surrounding natural system as an integral part of the neighbourhoods structure.*
- *Minimize development that may encroach on the greenlands/natural heritage and negatively impact the health and diversity of it due to noise, light pollution, debris, and unauthorized access.*
- *Provide frequent access points and public street frontage to promote views and accessibility to greenlands/natural heritage areas.*
- *Create views and vistas to natural features, parks and open spaces through the location, arrangement and configuration of streets and blocks.*

- *Locate parks and open spaces prominently, adjacent to and connected with the greenlands/natural heritage and trail network, including the Elora Cataract Trailway.*
- *Create a connected, pedestrian-oriented and highly permeable street and block pattern, with connections to adjacent communities and to community amenities/destinations.*
- *Limit block lengths to no more than 180m in length; blocks that are longer than this in length should include mid-block landscaped pedestrian links of at least 8m in width.*
- *Provide appropriate transition to/integration with adjacent uses; changes in land use, lotting and built form should occur along a rear lot line (i.e. similar uses and forms should frame both sides of a street).*
- *Discourage back-lotting of the greenlands/ natural heritage, natural features, parks and open spaces.*
- *Locate higher density forms of development at prominent locations such as around parks, and at priority lots locations; and, encourage built form that is a minimum of three storeys in height.*
- *Encourage the transition between residential and non-residential uses along a common rear lot line.*

**Response:** The proposed development aligns with guidelines for a new neighbourhood structure, ensuring the integration of natural elements, promoting pedestrian accessibility, and facilitating harmonious land use transitions. Efforts have been made to minimize the development’s impact on the natural heritage, addressing concerns related to noise, light pollution, debris, and unauthorized access. The design follows a connected, pedestrian-oriented, and highly permeable street and block pattern with limited block lengths and mid-block landscaped pedestrian links. Additionally, the medium-density block is strategically placed near prominent areas and public streets, ensuring a well-structured and environmentally conscious neighbourhood that harmonizes with the established guidelines.

### 5.2.2 Guideline: Public Realm

The Public Realm is comprised of the Parks, Open Spaces, Trails and Streetscapes in the Town of Erin. The public realm plays a vital role in creating a highly interconnected community and animating its neighbourhoods. Its various and diverse components are significant contributions to the provision of outdoor space for active and passive recreational opportunities and for social activity. All of the elements of the public realm must be considered in concert with one another and the overall structure of the community. With respect to the public realm, the following guidelines/recommendations should be

considered:

1. The Town should actively seek out opportunities to assemble a full range of parks and open spaces.
2. Maintain existing, healthy trees and other vegetation on site, including existing hedgerows and treed farm lanes that may be used as trails.
3. Locate open spaces where there is an opportunity to preserve cultural landscapes.
4. Generally locate neighbourhood parks within a 400m radius (5 minute walk) of most residents; locate parkettes within a 200m radius (2-3 minute walk) of most residents.
5. At a minimum, include sidewalks and large canopy deciduous trees on both sides of all streets.
6. Enhance the functional hierarchy of the street network with streetscape design; a variety of different streetscape designs/ character types should be provided within new neighbourhoods.
7. Provide 'Green/Vista Streets' - These streets should be oriented to visually connect new neighbourhoods to the surrounding natural context and distant rural landscapes. They should be designed as pedestrian oriented streets that connect parks and open spaces to one another and to the greenlands/ natural heritage. -These streets should have limited driveway interruptions and consider incorporating wider boulevards to allow for a double row of street trees, bio-retention swales, and naturalized planting (instead of sod). -These streets should include upgraded front elevations for all dwellings on either side of the street. -These streets should incorporate visually impactful street trees (distinct in their size, form and fall leaf colour).
8. Coordinate above and below-ground utilities to avoid visual clutter in the streetscape and to minimize conflict with street trees. The provision of street trees should take precedence.
9. Coordinate street furnishings - styles, forms, colours, materials (including light standards, street signage, mailboxes, fencing, benches, including lighting, benches, bike lock-ups, waste and recycling receptacles.
10. Provide continuous sidewalks, or equivalent provisions for walking, on both sides of the road. One sidewalk may be allowed on local roads, unless it is a major pedestrian link to a school, neighbourhood centre, or retail.
11. Design public pedestrian walkways to include Crime Prevention Through Environmental Design (CPTED) principles in order to provide a safe and comfortable environment for pedestrians.
12. Incorporate traffic calming measures such as on-street parking, reduced lane widths, public laneways, raised intersections, and/ or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments.
13. Use distinctive feature paving, alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians and to enhance pedestrian crossings visibility and quality. At minimum, provide crossings identified with distinctive painted lines.
14. Provide appropriate planting materials to address summer/winter conditions, and provide canopy closure on local roads.
15. Plant street trees to create and enhance the urban tree canopy while providing shade over sidewalks.
16. Where appropriate, plant drought- and salt-tolerant species.
17. Consider streetscape elements manufactured from recycled material.
18. Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

**Response:** The proposed development encompasses various elements of the public realm, including streets, parks, open spaces, and related views. Landscaping

treatments within the development will enhance streetscapes, contributing to the overall character and quality of the area. These treatments aim to improve aesthetics, enhance residents' well-being, and provide a visual buffer between parking areas and pedestrian spaces. Trees on the site will help expand the urban canopy, offering shade for pedestrians and a more enjoyable walking experience. Pedestrian circulation within the development prioritizes efficiency, safety, and accessibility. Front yards will feature sod and opportunities for tree planting. Native or suitable plant materials will be selected based on local conditions, reducing long-term maintenance efforts.

The outdoor amenity spaces will be designed as intimate open areas, offering opportunities for various social and recreational activities. Landscaping elements, including bicycle parking, seating, and shading features, may be incorporated. Priority lots, particularly those adjacent to these spaces, will be designed to animate and frame them effectively.

Crime Prevention Through Environmental Design (CPTED) principles will guide all landscaping efforts, ensuring clear lines of sight and preventing potential hiding spaces. The landscaping will also align with site grading and lighting requirements, promoting pedestrian safety and barrier-free design in all outdoor areas.

## **BUILT FORM**

### **5.2.3 Guideline: Lotting**

*With respect to lotting, the following guidelines/ recommendations should be considered:*

- 1. Promote a variety of lots and building forms and provide a transition in lot sizes, setbacks, massing, and grading that complements the adjacent context.*
- 2. Provide at least 3 different lot sizes along a block.*

**Response:** A range of lot widths such as 36', 40' and 45' lot sizes are proposed throughout the subdivision, to add variety and visual interest to the overall streetscape. Lot sizes will generally comply with minimum standards of the Zoning By-law, including requirements for minimum landscaped open space. Larger lots for medium density block are appropriately sized to accommodate the anticipated density of use and will provide sufficient landscaped open space.

### **5.2.4 Guideline: Placement & Orientation**

*With respect to placement and orientation, the following guidelines/recommendations should be considered:*

- 1. Create visually consistent edges to the community.*
- 2. Discourage long, uninterrupted blocks.*
- 3. Promote multi-storey buildings that*

*contributes to a sense of enclosure along the street, particularly at corner locations.*

- 4. Minimize the visual impact of long blocks; turn lots located on the end of blocks 90-degrees to face the perpendicular road, where appropriate. However, consider a variety of lot facing conditions, in addition to flankage lots, along long stretches of road.*
- 5. At block ends, increase the exterior sideyard setbacks to allow a second row of street trees to be planted between the fence and the sidewalk; along 'Green/ Vista Streets', additional space should also be provided for a wider sidewalk.*
- 6. Orient dwelling/block to face the public realm - streetscapes, pedestrian connections and open space, to provide 'eyes on the space'.*
- 7. Where the first floor of the dwelling/ townhouse unit is within 3.0 meters of the front yard property line or sidewalk, raise the unit entry minimum 0.9 meters to 1.2 meters maximum above sidewalk grade. Reinforce change of grade through landscaping features.*
- 8. Limit townhouse blocks to 8 units/ modules or 52 meters, whichever is less, and encourage shorter block lengths in existing neighbourhoods.*
- 9. For fronting townhouse blocks facing open*

spaces or common private lanes/roads, provide a minimum 15.0m separation distance between blocks.

10. Avoid front yard to back yard façade configurations along a street.

**Response:** Placement of buildings on lots within the subdivision will support the objective of street-orientation. Setbacks of buildings will comply with the Zoning By-law. The siting of individual buildings along a street will consider variation of front yard setbacks to contribute to visual interest and variety along the streetscape. Placement of buildings on individual lots will provide sufficient room for landscaped open space in front yards and/or rear /side yards.

Additionally, the design of the multiple unit block along Wellington County Road 22 is intended to enhance street orientation and create a sense of enclosure along the street, which is consistent with the guidelines for multi-storey buildings, particularly at corner locations. Furthermore, the arrangement of the 24 street townhouse units into blocks of four to six modules serves as a strategic measure to break up massing along the streetscapes, in accordance with the guideline that discourages long, uninterrupted blocks.

### 5.2.5 Guideline: Driveways and Garages

With respect to access and parking, the following guidelines/recommendations should be considered:

1. For townhouses, provide a walkway from the front entrance of dwellings to the sidewalk.
  2. For townhouses, design walkways to be shared between adjacent townhouse units through the use of a common landing between units, leading to a singular walkway.
  3. Locate driveways away from 'T' intersections and corners, and on corner lots, encourage driveway/garage access from the side street.
  4. Locate driveways away from parks and open spaces.
  5. Pair driveways at common property line, where possible, to allow for greater opportunities for landscaped/grassed areas along the streetscape and front yards, and allow sufficient space for on-street parking.
  6. Provide a minimum of 6m separation between driveways, where they are not paired along the street, to allow for the opportunity for on-street parking.
  7. Minimize the visual impact/dominance of front integrated garages on the streetscape by:
    - Limiting the maximum projection of an attached garage for all dwelling types on lots with less than 15.0m frontage, to 1.5m.
  8. For designs that have a single door, ensuring that the door is designed to create the appearance of two separate doors; this applies to traditional designs with single garage doors that are (18 ft (5.5m) or wider), and contemporary design with single doors that are 16 ft (5.0m) or wider.
    - Second storey portions of the dwelling should not be stepped back from the main front wall more than 1.5m, for a minimum of 40% of the façade.
- Where garage walls project beyond the ground floor front wall of the dwelling, ensuring that front entry features project beyond the garage wall.
  - Limiting front integrated garages to 2 cars and ensuring that the overall width of the garage doors do not exceed 50% of overall width of the house.
  - Ensuring the driveway width at the street is not greater than the width of the garage, to a maximum of 6.0m.
  - Providing glazed door panels on all garage doors.
  - For both traditional and contemporary designs, encouraging 2-car garages to be designed with two single bay doors separated by a masonry pier.
  - Mitigate dropped garage conditions by:
    - Increasing the garage door height.
    - Lowering the garage roof.

- *Providing additional detailing above the garage such as masonry detailing or a louvre, cambered or arched lintels.*
- *Including a window above the garage door(s).*
- *Centering the light fixtures over garage doors.*
- *Encouraging the location of street numbers above the garage door(s).*

**Response:** The size and location of driveways will comply with Zoning By-law requirements. Driveways and aprons will be paved using coarse asphalt, concrete or interlocked paver materials. The laying out of driveways throughout the subdivision, particularly along proposed streets with single detached housing, will consider optimizing opportunities for front yard landscaping through pairing of driveways.

The size and layout of garages will comply with Zoning By-law requirements. Generally, garages will be designed to minimize their impact and dominance along the public streetscapes. For single-detached dwellings having driveway access from the proposed public streets, detached garages will be sited in line with or behind the principal building line. Attached garages may project beyond the front wall of the building but in such instances be designed so as not to overwhelm the architectural expression of the building's front façade. Architectural measures to reduce the visual impact of a garage projection may include designing

the porches and main entrances to be more prominent. The width of garages will be designed to be proportionate to the building elevations, generally less than 50% of the front facade. On narrower lots the width of garages may occupy the majority of the width of the ground floor building façade provided that measures are taken to reduce the visual impact of the garage doors (such as providing habitable space above the garage with architectural detailing and fenestration)

Detached and attached garages will be designed to complement the architecture of the main buildings. Rooflines, architectural expression and materials of garages will be complementary to those of the principal building. Garage doors will have an articulated design such as paneling that provides detailing around the garage door to enhance the elevation aesthetics. To reduce the visual impact of garage doors, glazing will be present on the upper panels. Double car garages will use single bay garage doors and incorporate suitable features and ornamentation to reduce their dominance on the façade.

### 5.2.6 Guideline: Garbage / Utilities

*With respect to garbage and utilities, the following guidelines/recommendations should be considered:*

1. *Garbage collection for singles and semi-detached units:*
  - *Ensure dwelling design appropriate*

*allocates space in the garage for refuse storage.*

- *For side yard garbage storage, locate the side yard fence and gate a minimum of 3m from the front plane of the house.*

#### 2. *Garbage collection for townhouse blocks:*

- *Allocate space within garages for garbage storage.*
- *Enclose external garbage facilities within a structure with consistent design, colour and materials with that of the townhouse block and away from prominent locations within the complex.*
- *Where centralized garbage pick up cannot be accommodated, provide pads for day of pick up placement only, and locate away from unit entrances and out of view of public spaces.*

#### 3. *Locate utility and service meters away and/or screened from public view; design options include:*

- *Integrated into the design of the building.*
- *Located in an interior sideyard.*
- *Screened with walls and landscaping.*
- *Recessed and/or enclosed in porch entry or landing when located on front elevation.*
- *Located below porch slabs and porch steps.*

- *Grouped in one location where their presence is addressed through a all recess, enclosure and/or, where appropriate, a small roof overhang.*
4. *Locate vents (dryer, exhaust fan, furnaces and hot water tanks) on rear elevations.*
  5. *Locate air conditioning units in the rear yard of units, on interior side yards or on/ under rear decks. For flat roofs locate units on the roof, setback from the roof edge.*

**Response:** Although at this stage in the design process, the details related to site services are not complete, the proposed development will consider the elements outlined in the Urban Design Manual throughout the design process. Considering sources of noise and odour, preserving views, prioritizing safety of traffic flow, and lighting and landscaping opportunities are a few of the key considerations that will be focused on in the detailed design stage of the site servicing.

### 5.2.7 Guideline: Fencing

*With respect to fencing, the following guidelines/ recommendations should be considered:*

1. *For single detached and semi-detached lots and certain townhouse blocks, provide a 1.8m high wood privacy fencing on all corner lots wherever the rear yard is exposed to the street/public space;*
  - *Ensure that the fence extends a*

*maximum of 35% of the flankage wall, measured from the rear wall of the dwelling.*

- *Include an access gate on the portion of the fence that returns from the lot line to the side wall.*
  - *Locate the fence footings entirely within the private lot.*
  - *Provide end posts that are minimum 200 x 200 (8" x 8").*
2. *For lots adjacent to open space, provide a 1.2m high black vinyl chain-link fence along the common property line; locate the fence footings entirely within the private lot.*
  3. *For lots backing onto non-residential uses, provide a 2.0m high wood privacy fence along the rear lot line; locate the fence footings entirely within the non-residential use side.*

**Response:** Design details related to fencing will be provided at a later stage in the design process and will be in accordance with the Urban Design Guidelines.

### 5.2.8 Guideline: Building Design

*With respect to building design, the following guidelines/recommendations should be considered:*

#### Massing & Elevation Articulation

1. *Incorporate a variety of architectural expressions, including contemporary designs that may be located alongside*

*'traditional' forms, subject to design, massing and context.*

2. *Discourage designs that incorporate different/disparate architectural expressions and stylistic elements.*
3. *Encourage façade details throughout all exposed and publicly visible building elevations that are consistent with their intended architectural style.*
4. *Discourage 'token' design gestures, decorative/ornamental add-ons that do no fit with the architectural style of the dwelling.*
5. *Avoid mixing different/disparate historic architectural elements on individual dwellings.*
6. *Take design cues from local architectural expressions.*
7. *Design semi-detached unit façades as one elevation.*
8. *Provide a variety of designs, models and elevations along a street.*
  - *At least 4 different models are proposed for every 10 number of units.*
  - *Each model has 3 distinct elevations.*
  - *Identical building elevations, for single or semi-detached units, are separated by a minimum of 2 lots.*
  - *Identical building elevations comprise no more than 30% of a street block.*

- *Colour packages are separated by a minimum of 2 lots.*

**Response:** The built form within the proposed development will include a variety of typologies, accommodating a variety of needs. The design will incorporate high quality building materials to ensure a façade and structure that complements the established character of the surrounding context. Multiple unit buildings will be strategically placed within the designated block, to define the street edge of Wellington County Road 22, establish a streetwall and provide an appropriate transition to the proposed townhouses and single detached dwellings. Multiple unit buildings will contribute to the human-scaled nature of the development, through building articulation, and façade design. The building placement and material selection will also positively contribute to the visual character, promoting an active streetscape and creating an attractive public realm.

Further details related to the architectural design of buildings proposed on site will be provided at a later stage in the design process.

### **Entry Elements**

9. *Orient front entries to the street or any adjacent open space.*
10. *Use entry elements such as porches, arches, generous overhangs and massing*

*elements such as a cantilevered upper storeys or recesses, to articulate front elevations.*

11. *Ensure steps are designed as integral components of building elevations; front entries with more than three steps should be poured in place concrete with masonry surround.*
12. *Where front entries are located more than 6 exterior risers or 1.2m above grade,*
  - *Allow a raised entry of maximum 1.4m.*
  - *Maintain a 1.2m rise for stacked townhouses with additional risers provided internally and/or in the transition from the sidewalk.*
13. *Ensure steps are no closer than 1.0m to the property line.*
14. *Ensure porches are a minimum 1.8m in depth, to create usable space.*
15. *Expose frieze located at the top of support columns and underside of soffit.*
16. *Provide municipal street numbers (address) that are visible/legible from the street.*
17. *Ensure single entry doors incorporate sidelights and/or transoms.*
18. *Incorporate vision panels on double entry doors.*

**Response:** Main entrances to individual buildings will be easily identified from the street and should be weather protected with a built canopy. The main entrance will be distinguishable from other façade elements and details to convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street. A useable front porch can improve the relationship between private and public space, maintaining eyes on the street and encouraging human interaction and conversation.

Concentrations of steps at front entries will be avoided to the extent possible through coordination of detailed grading design. To support barrier-free accessibility the detailed design will consider minimizing distances between sidewalks and main entrances and providing barrier-free points of entry.

### **5.2.9 Guideline: Windows**

19. *Maintain consistent window treatment throughout individual dwellings and townhouse blocks.*
20. *Locate windows to maximize daylight and reduce need for indoor lighting.*
21. *Provide larger windows at the ground level.*
22. *Avoid black glass.*
23. *Incorporate transom windows where floor heights permit.*

**Response:** Fenestration is a key design consideration in the design of main entrances and elevations visible to the public realm. Windows and openings contribute greatly to the character and architectural expression of building elevations. Fenestration will be used as one measure to breakup longer wall elevations. Blank walls will be minimized. The spacing and width of windows will consider the contribution to rhythm of elevations along a streetscape as well as symmetry within the individual building facade. The amount of fenestration on any façade will have regard for the proportion of openings to wall to ensure the design is balanced and fenestration appropriate. Similar windows on the same elevation will be aligned vertically.

#### 5.2.10 Guideline: Roofs

24. *Encourage a variety of roof forms such as cottage or hipped roof, front gabled, side gabled, cross gabled, mansard and flat roofs; ensure roof forms are consistent with the architectural style of the dwelling.*
25. *For traditional unit designs, encourage steeper roof slopes to create more substantial roofs that are in proportion to the massing/height of the dwelling, particularly on corner lots.*
26. *For contemporary and transitional unit designs, roof planes should compliment the articulation of the wall below by breaking where breaks in the wall occur.*
27. *Provide different roof designs for alternate*

*elevations of the same model.*

28. *For townhouse blocks, emphasize individual units through the articulation of roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.) while maintaining a consistent roof style throughout the same block.*
29. *Maintain a consistent minimum overhang of 230mm for the soffit.*
30. *For traditional designs, provide frieze board under roof soffit.*
31. *Avoid fake dormers.*
32. *Locate stacks, gas flues and vents on the rear slope of the roof where possible.*
33. *Locate gas flues as close to the roof ridge as possible.*
34. *Provide overhangs for low pitched roofs.*
35. *Ensure flat roofs include:*
  - *Distinct rooflines, cantilevered or with generous overhangs.*
  - *A strong cornice line.*
  - *An elevated parapet.*
36. *Encourage skylights and solar panels to be designed as integrated parts of residential homes, within the roof tiles and away from public view.*
37. *Use only flush mount skylights and ensure their colours are similar to the colours of*

*the roof tiles.*

38. *For solar panels visible to the public, avoid aluminum frames and white backing sheets, choose colors that are similar to those of the roof tiles' and, when feasible, set PV panels flush to the roof, replacing sections of roof fabric. B25 B42 Foundations*
39. *Ensure a maximum of 250mm (10") of concrete foundation wall on exposed elevations.*
40. *Ensure a maximum of 300mm (12") of concrete foundation wall on interior elevations.*
41. *Provide check-stepped foundation where sloping occurs.*

**Response:** Roof treatments should be given equal attention in building design as elevation detailing. Varied roof configurations will be applied through the subdivision to create variety in the Hillsburgh neighbourhood. These may include accent gables, useable dormers and/or roof ridges aligned parallel and perpendicular to streets. Where building typologies transition across lot lines or along streetscapes consistency of roof massing may be used to create a sensitive transition between building typologies. For townhouses, end units and consistent roof styles within the same block will be prioritized.

### 5.2.11 Guideline: Materials

42. *Ensure materials reflect and complement the architectural style of the dwelling/ townhouse block.*
43. *For traditional styles, provide a variety of high quality and complementary wall cladding materials including brick masonry, stone, stucco, high quality vinyl siding and cementitious siding.*
44. *For contemporary styles, provide high quality materials including brick masonry with smooth finishes, high quality stone cut to larger calibre pieces, stucco, wood, corrugated steel panelling, metal, concrete, high quality shingle and metal roofing.*
45. *Limit main building materials to two; only use a third material for accents/ architectural details such as gables, box-outs and bay windows.*
46. *Where upgraded elevations are required, changes in materials must occur at logical locations where there is an added change of plane, vertical articulation of windows, downspout or other design feature to logically terminate one material and begin another.*
47. *Encourage a variety of colour palettes that include different but complementary tones.*
48. *Encourage the use of asphalt shingles in dark tones of grey, black and brown.*

49. *Ensure window frame colours are compatible with exterior colour package.*
50. *Provide porch railings that are maintenance-free, pre-finished railings and encourage a variety of railing styles/ materials such as pre-finished aluminum, vinyl, wrought iron, painted or natural wood, glass, etc.*
51. *Ensure metal flashing matches wall cladding or roof.*
52. *Ensure soffits, eave troughs, frieze boards and fascias are the same colour throughout the dwelling.*
53. *Provide high quality, proper and complementary light fixtures at main entrances and above garage doors.*

**Response:** The colours and material tones will be complementary throughout the subdivision for all building typologies to create cohesiveness. The predominant wall cladding material throughout the subdivision will be masonry (brick and stone).

The use of accent materials such as stone, stucco, precast, cement-fibre siding, vinyl siding, prefinished shakes/ shingles or prefinished panelling may be used as a complementary material to the primary façade materials.

The palette of materials on an individual townhouse unit will be replicated for all elevations comprising the townhouse block for cohesion and to establish a rhythm

along the street. The amount of variation of materials may be simplified on elevations that are not visible from the public realm.

### **5.2.12 Guideline: Priority Lots**

- 1. Priority Lots are located in prominent locations and/or are highly visible from the public realm; these lots typically:*
  - Frame entries to the community or neighbourhoods;*
  - Back onto public use lands such as parks and SWM ponds; and,*
  - Face open space/natural heritage lands.*
- 2. Priority Lots include:*
  - Corner Gateway Lots*
  - Parks/Open Space Lots*
  - Window Street Lots*
  - 'T' and 'Elbow' Lots*
  - End Units (in the case of townhouse blocks)*
- 3. A Priority Lot Plan should be developed in conjunction with final draft plans of subdivision and indicate where a higher level of design detail and/or special features should be required for dwellings in these locations. The Priority Lot Plan and design recommendations should be implemented through an architectural design review and approval process through the Town of Erin Building Department. The architectural design review and approval process typically involves:*
  - Preliminary Review Process of model working drawings and subsequently of site plan and streetscape submissions;*
  - Final Review & Certification of model working drawings, site plans and streetscape drawings; and,*
  - Exterior Colour/Material Package Review to be submitted early on in the process prior to final approval of model working drawings.*
  - The Town may require the developer/builder to enlist the services of an urban design peer reviewer and/or control architect to administer this process. The following identifies the special features recommended for Priority Lots.*

### **For all Priority Lot Dwellings**

*The following should apply to public exposed/ visible elevations:*

- 1. Provide highly articulated elevations that include changes of plane, substantial window openings and upgraded architectural detailing and materials.*
- 2. Include gables, dormers and/or bay windows, and decorative panels/louvres, where appropriate.*
- 3. Provide window placement organized in a horizontal and vertical grid both in alignment and size; placement of windows should be consistent with the architectural style of the dwelling.*

### **For Corner Lot Dwellings**

- 1. Provide wrap around corner windows, porches and other architectural treatments at corner conditions. Also consider a full secondary porch on the side elevation of corner units.*
- 2. Locate active living spaces at the corner/ exterior side elevation.*
- 3. Ensure the design treatment of the exterior side elevation is equal to that of the front elevation. Locate the main entry on the flankage elevation.*

### **For Gateway Lot Dwellings**

- 1. Use stone or other upgraded materials as the main building material for gateway dwellings.*
- 2. Provide landscaping and upgraded corner lot fencing.*
- 3. Ensure same models/elevations are located on facing corner lots.*

### **For Parks / Open Space Lot Dwellings**

- 1. Where appropriate to the architectural style of the dwelling, provide full porches facing the park/open space.*
- 2. Encourage second storey balconies for dwellings that overlook*

*parks/open space. For 'T' and 'Elbow' Lot Dwellings*

3. *Locate driveways/garages away from the terminus view; pair the sideyards of the visible lots.*
4. *Design units to screen/mitigate the impact of car headlights on internal living spaces.*

#### **For End Units (Townhouse Blocks)**

5. *Provide greater setbacks to allow for highly articulated elevations with enhanced entry elements, wrap-around porches, additional fenestration and wall plane changes.*
6. *Maintain consistent and continuous materials and architectural details from the front elevation to exterior side elevations.*
7. *Incorporate main or a secondary door on the exterior side elevation of the unit, with access to the sidewalk.*

**Response:** Priority Lot Dwellings have been identified within the subdivision, as shown on the Priority Lotting Plan (see Figure 8). Enhancement and design detailing of these lots will assist in defining neighbourhood character and resident wayfinding. The following describes the design intent for the priority within the subdivision:

**Gateway Lot Dwellings** are located at the entry points to the community at Wellington County Road 22.

- Both elevations (fronting Street "A" and Wellington County Road 22) will integrate enhanced architectural design treatments and landscaping.
- An upgraded level of side façade design will be provided and architectural expressions consistent with the architectural style on the front façade.
- Landscape and landscape features will be provided to accentuate gateways.

**Corner Lot Dwellings and End Units (Townhouse Blocks)** are located at the intersection of two streets and have two façades fully exposed to the public realm.

- An upgraded front and side façade design will be provided and may include wrap around porches, bay windows or other such architectural expressions to provide consistency of architectural style in the front and side façades.
- The preferred location for the main entrance is the flankage side of the lot.
- Utility services will be located on the interior side wall or recessed to reduce their visibility from the street.
- Walkway from the flankage side entrance will be provided to connect to the sidewalk.

**View Terminus and Elbow Lot Dwellings** are located at T-Intersections where one road terminates at right angles to another or on the outside lots of curved streets and street elbows. Dwellings in both lot types play an important visual role within the streetscape by terminating long view corridors.

- The alignment of the view corridor will be considered in the siting of the building and landscaping on the lot.
- Enhanced architectural detailing will be provided on the front façade.
- Upgraded landscape features will be considered to give the lot additional interest.
- Where these lots are paired (e.g. at the terminus of Street "A", "B", and "E") the driveways on these lots will be sited on the outer property lines (rather than paired) to minimize the visual dominance of the garages in the terminus view.

**Park Lot Dwellings** are located where elevations are highly visible from the public realm, such as flanking Stormwater Management Pond or Park.

- The side and/or rear elevation, floorplan, lot layout and landscaping will be designed considering how the side and/or rear elevation relates to the public realm.

- The side and/or rear elevation design may include enhanced increased architectural detailing, roof treatments (ex. gables), or fenestration details such as casement or single hung windows. Enhancements should generally be consistent with the enhancements present in the front façade.



Figure 8: Priority Lotting Plan

## 6. CONCLUSION

The Hillsburgh Trails Subdivision is meticulously designed to prioritize accessibility, connectivity, contextual sensitivity, pedestrian-friendliness, livability, and safety. It encompasses a diverse range of housing types, fostering a unique sense of place and ensuring a high-quality public realm. This Urban Design Brief underscores the alignment of the proposed development concept with the Urban Design policies of the Town of Erin's Official Plan and adheres to the guidelines outlined in the "Community & Architectural Design Guidelines for the Villages of Erin & Hillsburgh."

The organization of the subdivision, including circulation, interfaces, linkages, and the mix of building typologies and landscaping, reflects thoughtful consideration. This approach aims to create quality public spaces and residences, emphasizing key sites at prominent locations to introduce distinctive features that enhance the subdivision's visual appeal. The design prioritizes high-quality architecture and landscaping, ensuring that individual elements contribute cohesively to the neighborhood's overall character. The urban design attributes of the subdivision adhere to principles of good urban design, seamlessly integrating with the distinctive character of the Town of Erin and making a positive contribution to the streetscapes of Wellington County Road 22.

