



# URBAN DESIGN GUIDELINES

159 CONFEDERATION STREET  
TOWN OF HALTON HILLS

DECEMBER 2024  
WESTON FILE #11378

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# 1.0 INTRODUCTION

1.1 Purpose

This Urban Design Guidelines ('UDG' or 'Guidelines') has been prepared to accompany the Draft Plan of Subdivision, a Zoning By-law Amendment, and an Official Plan Amendment applications to the Town of Halton Hills, at the site of 159 Confederation Street (the 'site' or 'subject lands'). This UDG responds to the design policies of the Town's *Official Plan, Hamlet of Glen Williams Secondary Plan*, and the design guidelines set out in the Hamlet's *Design & Heritage Protection Guidelines*. The Guidelines outlined in this report should inform the current development and the future proposed development applications within the neighbourhood.

The enclosed UDG has been prepared according to the requirements set out in the Pre-Consultation/Development Review Committee Meeting held with Town's Staff in May 2023.

## 1.1 PURPOSE

The Urban Design Guidelines establish the design direction and framework for new developments within the Hamlet of Glen Williams. The Guidelines also ensure that the future developments align with the design objectives and policies of the Town and the Hamlet of Glen Williams, integrate with its environment and adhere to the established urban design standards.

The Guidelines provide design directions on:

- Contextual compatibility;
- Natural heritage protection;
- Site design and circulation;
- Streetscape elements;
- Landscaping; and,
- Built Form and overall architectural design.

The UDG is required as part of the submission package and should be read alongside the other drawings and reports for a complete understanding of the proposed design.

# 2.0 CONTEXT ANALYSIS

2.1 The Site

2.2 Surrounding Community Context

## 2.1 THE SITE

The subject lands are located on the north eastern side of Confederation Street within the Hamlet of Glen Williams in the Town of Halton Hills, north of Mountain Street and south of Bishop Court. The site has a lot area of approximately 12.33 hectares with frontage and access along Confederation Street.

The subject lands are currently vacant with wooded areas and paths that exist as a part of a passive trail system. Single-detached homes are located on Confederation Street and flank either side of the site's frontage along the street. The *Town of Halton Hills Official Plan* Schedule H4-1 designates the lands as a combination of *Hamlet Residential Area* and *Greenlands*.



Figure 1: Aerial Photograph of the Subject Lands



View of Adema Cor Plumbing, Confederation St & Bishop Ct Intersection



View of Acer Landscapes, Confederation St & Glen Cres Dr Intersection

Figure 2: Site Photo Key Map



Surrounding Site Photos



View of Preston Food Mart, Confederation & Wildwood Rd



View of St Alban the Martyr Anglican Church, along Main St



View of Main St Market, along Main St



View of Glen Williams Park, along Main St



View of Tweedle St & Forester St (Residential)



View of Beaumont Mill Antiques & Collectibles, along Main St

Figure 3: Existing Site and Surrounding Site Photos (Source: Google Maps)

## 2.2 SURROUNDING COMMUNITY CONTEXT

The UDG outlines the contextual compatibility design guidelines based on the analysis of community surrounding context to inform the future developments within the Hamlet of Glen Williams. According to the *Town of Halton Hills Official Plan*, Schedule H4-1 designates the lands as a combination of *Hamlet Residential Area* and *Greenlands*. Furthermore, Schedule H4-2 designates the site as *Supportive Greenlands* and *Core Greenlands*. The surrounding vicinity features the following uses:

- **North:** Abutting the subject lands to the north are low-density residential uses and agricultural uses.
- **East:** To the east of the site, there are low-density residential uses, as well as watercourse and natural heritage features.
- **South:** Abutting the subject lands to the south are low-density residential uses and Georgetown Golf Club further south.
- **West:** Abutting the subject lands to the west on Confederation Street has low-density residential uses, and open space natural uses further west.

### Built Form Character

Historically, the Hamlet of Glen Williams was historically a nineteenth-century mill town and, as such, its history is reflected in both its settlement patterns, built form, and architectural styles. The hamlet consists largely of low-density, single-family homes within the *Hamlet Residential areas* of Glen Williams.

### Active Transportation

The site is surrounded by a number of active transportation opportunities. As shown in Figure 7, Schedule H4-3 of the *Official Plan* indicates a number of planned off-road facilities that run along the northern and eastern property lines and some are planned to be located within the site itself through the natural areas on the site. There are a number of existing paths that constitute

a passive trail system which offer further connections through the site to the planned off-road facilities. Towards the west and south east, the *Official Plan* proposes signed bike routes along Main Street, Confederation Street, Tweedle Street, and a portion of Mountain Street. The Bruce Trail is located approximately 360 metres east of the site and existing off-road facilities are located approximately 630 metres south of the site along Ainley Trail.

### Parks & Open Spaces

Glen Williams Park, Shelagh Law Parkette, and the Glen Williams Cenotaph are located south of the site. According to the Veteran's Affairs Canada, the Glen Williams Cenotaph is a memorial park located at 517 Main Street that was constructed in 1971 to pay tribute to those who served in major conflicts and contributed to founding the village of Glen Williams. Glen Williams Park is located at 509 Main Street and has a number of park amenities including baseball diamonds, a playground, a picnic pavilion, a public restroom, and parking. Shelagh Law Parkette is located at 75 Confederation Street and is a small park with some park benches situated as to view the Credit River, a picnic table, and a walking path. Additionally, there are portions of the local and regional *Natural Heritage System* and *Supportive Areas* on and around the site which remain undeveloped in the proposal and which have existing walking paths through parts of the *Natural Heritage System*.

## Transportation & Transit

The roads within the Hamlet are primarily designated as local roads with the main collector roads being Wildwood Road, Prince Street, and Main Street. Mountainview Road North is classified as a minor arterial road south of Main Street.

Connections to Regional Transit are available through GO Transit and are located approximately two kilometres south of the site at the Georgetown GO Station. Georgetown GO Station provides access to the Kitchener Rail Corridor servicing stops between Kitchener Central Station and Union Station in Toronto. GO Bus connections are also available at Georgetown GO Station. GO Bus Route 31 provides connections between the University of Guelph and Union Station and GO Bus Route 33 provides connections between the University of Guelph and York Mills in Toronto's North York neighbourhood. VIA Rail also services this train station providing train connections between Sarnia and Toronto. In terms of commuting, the GO Station would be approximately 3.5 kilometres from the site and it is estimated that a commute via car would take an estimate six minutes and a commute via bike would take approximately 14 minutes. Additional discussion regarding the existing and future transportation network can be found in the Planning Justification Report completed by Weston Consulting.

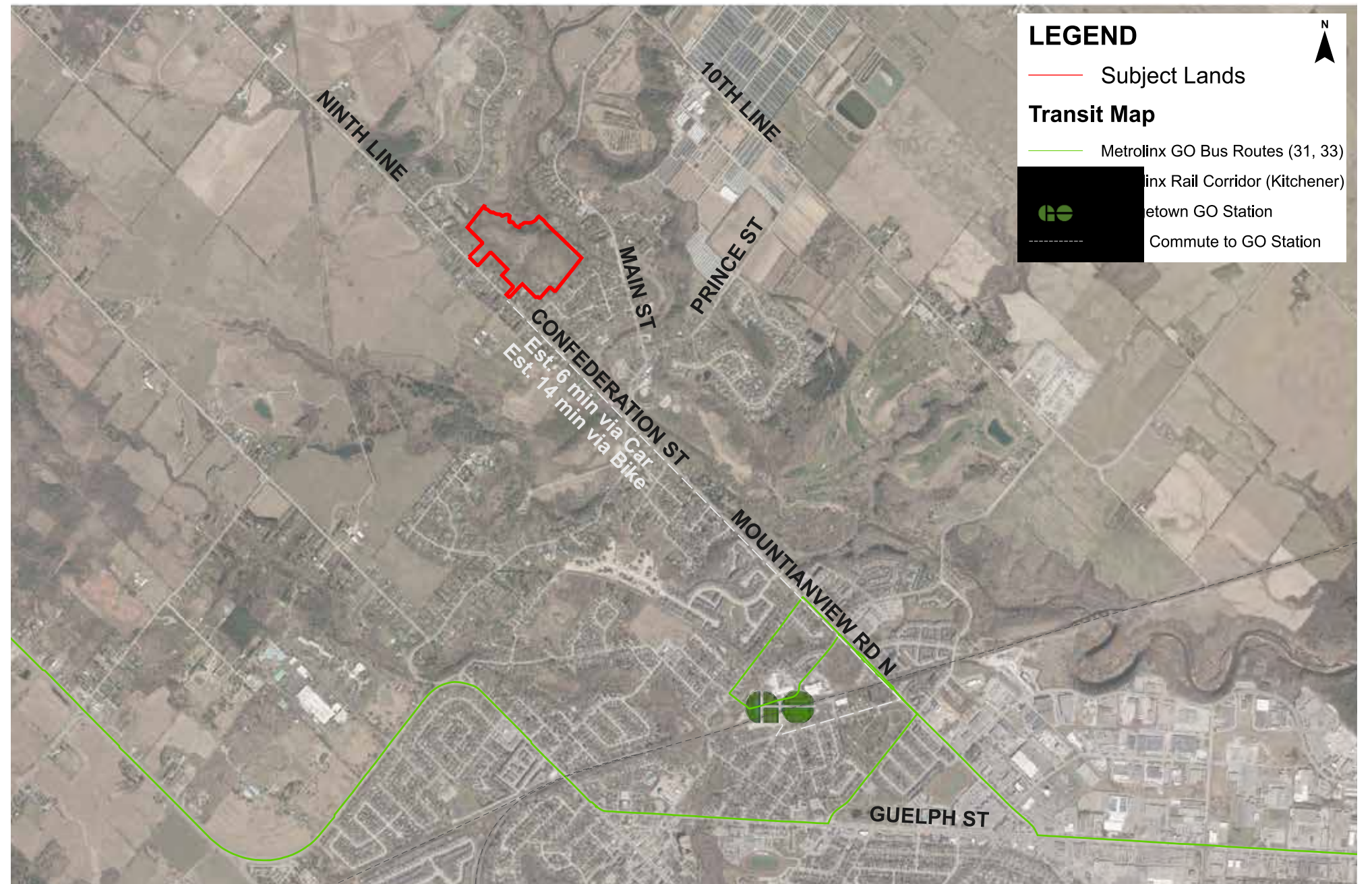


Figure 4: Transportation Map

## Neighbourhood Amenities

A number of neighbourhood amenities are located within 800 metres of the site including retail stores, recreational facilities, public schools, and places of worship with a few additional amenities being located within approximately one kilometre of the site.

Name	Address	Description
Retail Stores & Restaurants		
Preston's Food Market	60 Confederation Street	Grocery Store
Main Street Market	572 Main Street	Handmade Market & Coffee Shop
Beaumont Mill Antiques & Collectibles	586 Main Street	Antique store
Feathered Nest Furnishings	586A Main Street	Consignment Shop
Copper Kettle Pub	517 Main Street	Pub
The Glen Tavern	515 Main Street	Restaurant
Williams Mill Creative Arts Studios	515 Main St	Arts Studio
Glen Williams Glass	515 Main St	Artist Studio
Places of Worship		
St. Alban the Martyr Anglican Church	537 Main Street	Anglican Church
St. John's United Church	533 Main Street	United Church
Recreational Facilities		
Glen Fitness Studio	511 Main Street	Gym
Schools		
Glen Williams Public School	511 Main Street	Elementary School

### LEGEND














 Subject Lands	 Proposed Signed Bike Route	 School
 400m/800m Buffer	 Proposed Off-Road Facility	 Park
 Waterbodies	 Existing Off-Road Facility	 Places of Worship
 Historic Core	 Bruce Trail	 Commercial/Retail
 New Planned Areas		



Figure 5: Context Map

## 3.0 POLICY CONTEXT

- 3.1 Town of Halton Hills Official Plan (April 2024 Consolidation)
- 3.2 Hamlet of Glen Williams Secondary Plan
- 3.3 Hamlet of Glen Williams Design & Heritage Protection Guidelines

### 3.1 TOWN OF HALTON HILLS OFFICIAL PLAN

The UDG conforms to the design policies set out in The *Town of Halton Hills Official Plan* (the 'Official Plan') and provides a framework which aligns with the Town's design objectives. The *Official Plan* establishes a vision for the future land use structure of the Town of Halton Hills and serves as the basis for managing change until 2031. The Town aims to accommodate moderate growth to 2031 that is in keeping with the Town's urban and rural character.

Section F2 of the *Official Plan* outlines policies related to urban design, applicable to existing *Built-up Areas* and intensification of greenfield areas. The *Official Plan* outlines key urban design policies to ensure that urban areas evolve in a manner that enhances the quality and vibrancy of urban life and encourages high quality-built form. The intent of the *Official Plan* is to promote development based on good design principles and standards that reflect the broader Town's goals, objectives and policies. The urban design objectives of the *Official Plan* aim to enhance the unique character of the settlement areas by encouraging high quality design that is complementary and compatible with existing development and the Town's cultural and natural heritage.

The *Official Plan* outlines key policies related to Public Realm, Private Realm, Natural Heritage and Safety. The following relevant policies should be considered in the new development.

#### F2.2.1: Public Realm

This section aims to enhance the aesthetic quality, functionality, and vibrancy of urban areas by promoting high-quality design principles and standards for public spaces including streets, parks, and public buildings.

The new developments should adhere to Section 2.2.1 in the following ways:

- Lighting fixtures and street furniture should be strategically placed to ensure the internal road network enhances the streetscape, improves pedestrian safety, and minimizes visual clutter.
- Landscaping elements like masonry pillars and street trees should enhance the gateway feature within the development site.
- Sidewalks and crossings should facilitate pedestrian access to and

through the development site.

- Street tree planting patterns should be established along road edges.
- If possible, a shared driveway connection should be considered to provide access to the existing adjacent dwellings and the development site.

#### F2.2.2: Private Realm

This section outlines guidance on development and redevelopment of the private realm. The future development should conform to section 2.2.2 in the following ways:

- The site design, including built forms, landscaping, and layout of amenities, should ensure compatibility between the proposed development and adjacent land uses through landscaping and setbacks from property lines and environmental features.
- Pedestrian connections should integrate the site with the surrounding neighborhood, existing and planned trail systems.
- The site should retain forested areas abutting the property lines and further setback the proposed dwellings from these vegetated areas.
- The site should incorporate a transitional area between the existing adjacent dwellings and the proposed units by providing additional buffers and setbacks.
- The site should maintain a ten-metre buffer from the existing environmental area and landscaping should integrate the proposed vegetation with the existing green network respecting the existing natural system within the immediate surrounding areas.
- Sidewalks should provide pedestrian connections to and through the site and crossings should be identified with pavement markings to facilitate pedestrian movement.
- There should be potential connection points from the site's pedestrian network to the existing passive trail system and the planned trail system identified in the *Official Plan*.
- The sidewalks should be illuminated by street lighting and framed by street trees.

- The proposed buildings should incorporate elements and materials that harmonize with the overall architectural character of Glen Williams.
- The garages of the proposed townhouses should not protrude beyond the main wall of the townhouses unless the main entry feature such as a covered porch, portico or other feature is present.
- Landscape treatments on the site should enhance the overall visual appeal of the proposed development and act as a buffer between the proposed development and existing dwelling lots.
- The proposed landscaping should include a species list that provides a pleasing aesthetic and consists of drought-tolerant varieties and 75% native species.
- Parking should be located away from the proposed dwellings.
- Different forms of hard and soft scaping will provide variety within the landscape.
- Landscaping and trees within front yards will help to buffer the visual effect of locating driveways and garages at the front of the proposed dwelling units.

#### F2.2.3: Natural Heritage

The proposed development should incorporate setbacks and landscaping treatments to preserve and enhance the existing natural heritage features on the site.

#### F2.2.3: Cultural Heritage

The proposed development should intend to take inspiration from the overall architectural character of the surrounding area to influence the architectural elements and materials of the proposed buildings.

#### F2.2.5: Safety

The proposed development should incorporate street lighting and unobstructed views into parks and open spaces.

## 3.2 HAMLET OF GLEN WILLIAMS SECONDARY PLAN

The goal of the *Glen Williams Secondary Plan* is to protect and preserve the natural and cultural heritage features of the Hamlet. The guidelines outlined in this report are in support of the *Secondary Plan* goals and ensure that the new development maintains and enhances the unique character and natural environment of the Hamlet.

### H4.2: Objectives

The proposed development should be congruent with the objectives set out in H4.2 in the following ways:

- The proposed development should establish growth appropriate to the hamlet while also ensuring compatibility with the heritage of the existing neighbourhood through its building design, landscaping, and building setbacks.
- The development should consider the potential to introduce additional pedestrian connections through the site and to the planned trails and cycling routes.
- The Green Development Standards have been addressed and are included in this submission package.

### H4.3.3 Trail System

The proposed development should provide pedestrian connections on the site and allow for the potential to connect to existing passive trail systems and planned multi-purpose trails and cycling routes.

#### H4.3.11 Hamlet Design & Heritage Protection

The hamlet design policies for Glen Williams aim to support the hamlet's design objectives, protect, and enhance community features by defining key elements and expectations for all areas.

The proposed development should meet the Town's design objectives in the following ways:

- The proposed development should address intensification targets within Halton Hills and Glen Williams while inspiring from natural and cultural heritage characteristics through building design and setbacks, site layout, access and circulation, pedestrian connections, safety considerations like unobstructed views and sufficient outdoor lighting, and landscaping elements.
- Landscaping elements should incorporate native and drought-tolerant species and a combination of hard and soft scaped elements.
- Green Development Standards within Halton Hills has been taken into consideration.
- Sufficient common outdoor amenity areas should be provided such as playground and park.
- Pedestrian connections should be provided on the site. Additional opportunities for connections to the existing and planned multi-use trails and cycling routes should be present.
- Building scale, setbacks, and overall architectural character should be sensitive to the pedestrian scale and surrounding neighbourhood and minimize impacts to the existing surrounding dwellings.
- Street lighting should be provided on site to provide pedestrians with a sense of safety while minimizing glare and impacts to the night sky, public view, and surrounding properties.

### H4.5: Hamlet Residential Area

The objective of the *Hamlet Residential Area* designation is to allow for gradual and limited growth overtime in a manner that is consistent with the character of the Hamlet using innovative subdivision design and architectural requirements. Newly-developed areas in Glen Williams should be planned to reflect the area's natural and heritage character, typically through Draft Plans of Subdivision. Development should follow these principles: maintain a compatible scale, height, and architectural style with the surrounding built form; create a street network that improves connectivity and access to all areas, enhance cycling and pedestrian network; and design streetscapes that reflect the Hamlet character.

- The proposed development should integrate distinctive architectural features, building setbacks, building height, and scale that are in harmony with the overall characteristic of the surrounding neighbourhood.
- The road network should provide a single access point to the main street and also provide sidewalks and pedestrian crossings while allowing for potential trail connections.
- Potential trail connections should be considered to maximize pedestrian connectivity to the surrounding land uses.

### H4.9: Greenlands

A portion of the site is designated as *Greenlands* under Schedule H4-1 of the *Official Plan* (refer to Figure 6). The new development should follow these policies: ensure lot sizes and configurations protect mature vegetation, respect the existing topography and natural features with appropriate setbacks and buffers, provide opportunities for passive outdoor recreational uses, where possible, and protect significant scenic and heritage resources. The proposed development should consider the following design decisions to support the outlined policies regarding the *Greenlands* designation:

- Buffers from the existing natural heritage features will allow for the preservation of these features and proposed landscaping should enhance the natural heritage features through the inclusion of native and drought tolerant species.

- The proposed design should consider potential trails connections to enhance the pedestrian connectivity to the development site, existing natural open spaces, and surrounding neighbourhoods.

Overall, the proposed development should consider the existing built and natural environment through the building setbacks, environmental buffers, scale, height, massing, access and circulation, and overall architectural approach to the future development and thus adhere to the overall intent of the *Hamlet Residential Area* and *Greenlands* designations which seeks to allow for gradual intensity, compatibility with the existing natural and cultural heritage elements, and enhanced biodiversity over time.

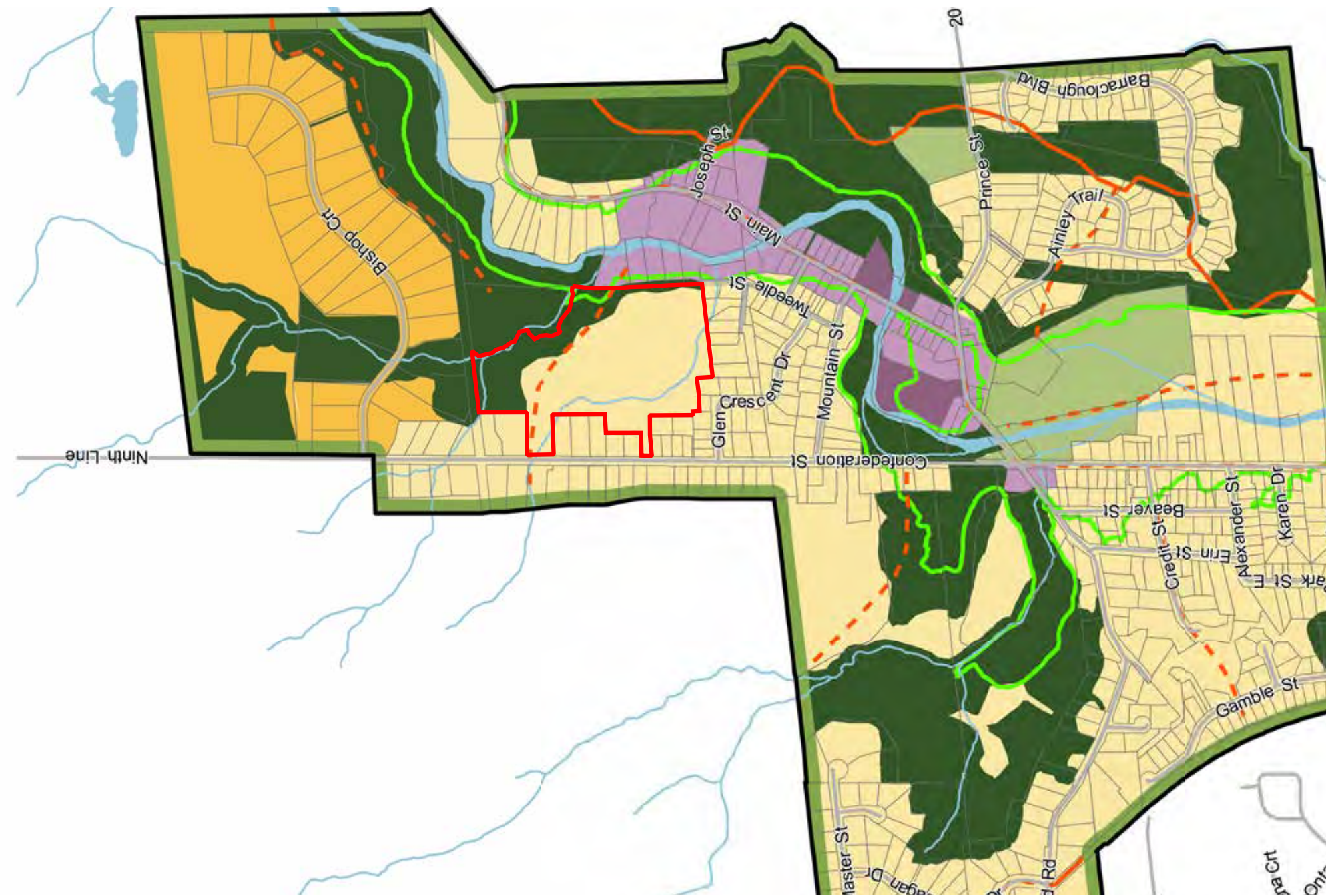
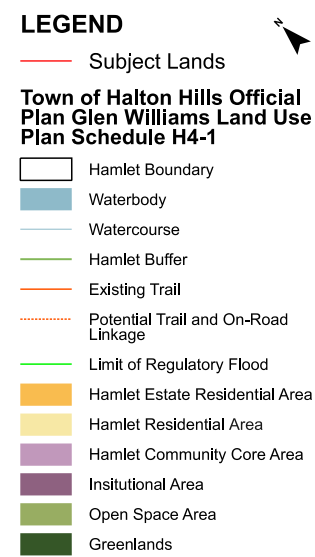


Figure 6: Schedule H4-1 Glen Williams Land Use Plan (Source: Town of Halton Hills Official Plan)



#### H4.3.8.2: Hamlet Design Policies

The Section H4.3.8.2 of the *OPA 44*, outlines a set of design policies to support the Hamlet's design objectives. Despite the fact that the *OPA 44* is not consolidated and in-force yet, the Guidelines encourage the future developments to follow the relevant policies, outlined below, in the design development process.

##### Sustainability

The proposed development should integrate the sustainable features in the site design by proposing a variety of vegetation including deciduous and coniferous trees, sodded areas and planters to ensure planting enhancement and provide enough buffers from the existing adjacent properties and the natural features. This design strategy will help improve the air quality, enhance the green network system of the surrounding areas, and preserve the existing natural areas within and around the site. The consideration of the potential trail connections, pedestrian crossings, and sidewalks will promote the pedestrian connections and encourage the use of active mode of transportation. The proposed site design should incorporate the stormwater management tanks in the underground level and provide parks to promote low-impact development measures in the design process.

##### Built Form & Massing

The proposed development should consider the existing streetscape character, setbacks, and corner lot treatments in the built form design and provide further architectural design measures in the next steps of the development. The proposed design of the buildings should consider the surrounding context to ensure an appropriate scale, height, and building-to-street relation.

#### Open Space Network & Landscape Design

The proposed development should incorporate parks and open spaces with seating areas to enhance the open space network within the development site and the broader context. Potential trail connections should be considered to the existing pedestrian pathway to strengthen the pedestrian connectivity. The landscape buffers should be proposed to ensure an appropriate distance to the adjacent existing dwellings and natural areas. These landscape design treatments will promote the land use compatibility, provide appropriate screening, and create an visually-pleasing pedestrian environment, aligning with the design objectives outlined in the *OPA 44*.

### Glen Williams Transportation Plan

The Section H4.3.10 of *OPA 44* is forthcoming about the auto-centric nature of Glen Williams and identifies a need for a focus on alternative forms of transportation. However the *OPA 44* is not consolidated and in-force yet, the provision of potential bike routes and off-route facilities, as shown on Figure 7, will provide the site with enhanced cycling and pedestrian connections to the existing surrounding network. Active transportation should be encouraged via connections to and expansions of existing trail systems.

There are a number of planned multi-use trails and a planned cycling route through and adjacent to the proposed development. The proposed development should consider the potential for connections to existing trails on the site and future planned trails and cycling routes.

**LEGEND**

- Subject Lands
- Town of Halton Hills Official Plan Glen Williams Transportation Plan Schedule H4-3**
- Hamlet Boundary
- Parcels
- Roads
- Waterbody
- Watercourse
- Proposed Signed Bike Route
- Proposed Off-Road Facility
- Existing Off-Road Facility
- Bruce Trail
- Collectors
- Local
- Minor Arterials
- Multi Purpose Arterials
- Provincial Highway
- Proposed Collector

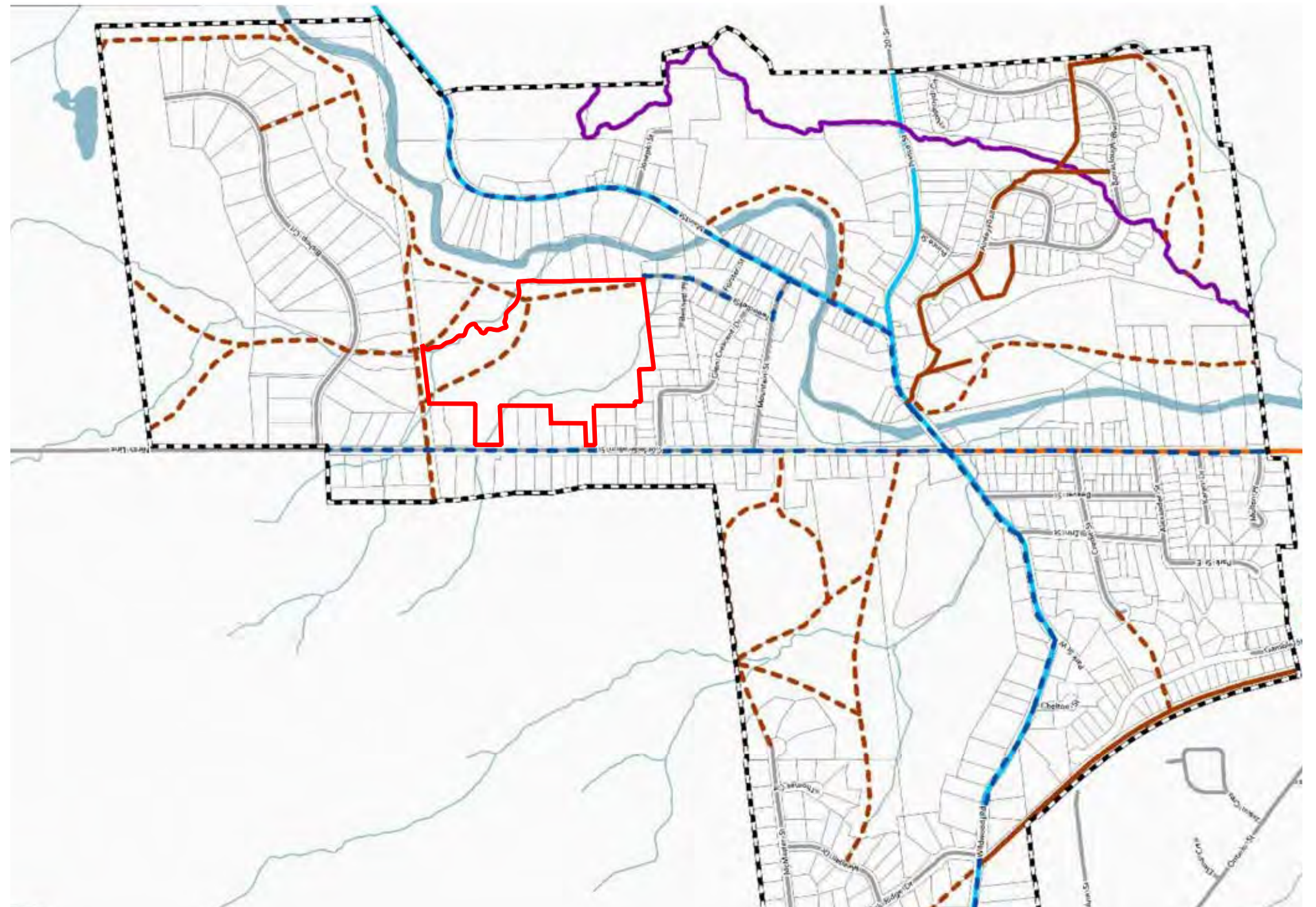


Figure 7: Schedule H4-3 Transportation Plan (Source: Town of Halton Hills Official Plan)

### 3.3 HAMLET OF GLEN WILLIAMS DESIGN & HERITAGE PROTECTION GUIDELINES

In accordance with the *Design and Heritage Protection Guidelines*, the proposed site plan should be designed to take aspiration from the heritage guidelines to maintain the Town's historical and social character and incorporate modern materials which simulate the overall historic look of the Town. By distinguishing the corner units from the rest, the residential blocks will acknowledge and highlight these locations' visual and functional importance within the development. The corner lot treatments should be considered through the following ways:

- Distinctive architectural elements such as porches, bays, gables, wraparound windows should be considered in corner design of the dwellings.
- Attention to materiality on all street-facing elevations to create balanced and visually-appealing facades.
- Consideration of gables, dormers or other forms in roof design to create an attractive roof line.

These considerations will ensure that publicly visible elevations deliver a visual connection from the units to the public area. They will also ensure that the corner units contribute to the unique streetscape, enhancing the small-town ambiance that defines Glen Williams. The proposed design should respect the street pattern, lot configuration, setbacks, and pedestrian connectivity, creating a transition from the existing character to the anticipated growth. Future design stages will refine the architectural principles to ensure that the townhouses integrate with the distinct character of the neighbourhood, maintaining a harmonious balance between modern development and heritage preservation.

#### Legend









- |  |  |
|--|--|
|  Subject Lands               |  Existing Pedestrian Pathway  |
|  Increased Rear Yard Setback |  Pedestrian Movement          |
|  3-metres Landscape Buffer   |  Future Pedestrian Connection |
|  Proposed Park               |  Units with Focal Locations   |



Figure 8: Unit Pattern and Landscaping

The UDG follows the guidelines outlined in the Appendix 6 of the *Official Plan*, and informs the future proposed developments in the following ways:

### **Street Type & Pattern**

The new roads pattern and block design should contribute to the varied character of the hamlet street system. The blocks should be designed to utilize the shape and lot sizes by limiting their length to 175 metres. The blocks should be broken into smaller pockets by the proposed mid block connections to enhance the pedestrian connectivity and create a safe environment for the future residents by increasing 'eyes on the streets'.

### **Setbacks**

The proposed design should provide enough setbacks to ensure appropriate transition between the proposed townhouses and neighbouring dwellings maintaining the privacy of the rear yards. The front yard setbacks should provide enough space for driveway access and circulation.

### **Focal Locations**

The corner units should contribute to the streetscape enhancement with architectural elements such as windows, porches, and main entrances design. Similarly, the further detailed facade treatment of the units bordering the proposed open spaces will be considered in the next stages of design to ensure both publicly visible elevations deliver a visual connection from the units to the public areas.

### **Landscaping**

The proposed development should promote the open space network and pedestrian connectivity by providing parks and accessible open spaces in different locations across the site. The existing natural areas on site along with the proposed green open spaces will contribute to the green network system in the Town. The proposed walkways and mid-block connections should create a continuous pedestrian network. Furthermore, potential trail connections should be considered at the locations where connect with the natural areas and existing pathways in the surrounding areas. The seamless network of sidewalks and outdoor open spaces will contribute to the streetscape activation along the proposed public streets.

### **Architectural Principles**

The proposed design should generally maintain the Glen William's built form character by integrating a modern twist of the existing built feature while respecting the overall material character of Glen Williams. The massing, facade design features, and materiality should maintain the overall architectural characteristic of the Town. The design of the proposed buildings will be further refined in the next stages of development.

Figure 8 illustrates the units with focal locations, the increased rear yard setbacks providing appropriate transition to the existing neighbourhood and natural areas, in addition to other landscaping provisions within the site.

# 4.0 DESIGN GUIDELINES

- 4.1 Design Goals & Objectives
- 4.2 Site Design
- 4.3 Access, Circulation & Parking
- 4.4 Streetscape Elements
- 4.5 Landscaping & Open Space
- 4.6 Built Form & Architectural Design

## 4.1 DESIGN GOALS & OBJECTIVES

The key objectives of this Urban Design Guidelines is to provide design directions for high-quality developments for the subject lands and future redevelopment sites within the Hamlet of Glen Williams. The intent of the Guidelines is that the future developments will shape a connected, compatible, and sustainable community. In this regard, the Guidelines aim to:

- Provide housing intensification opportunities within the Town;
- Preserve the natural heritage system;
- Expand the open space network;
- Enhance the quality of urban life within the Hamlet;
- Sustain the environmental assets within the development site;
- Improve the circulation and create a more pedestrian-friendly environment; and,
- Maintain the overall historic character of the Hamlet by integrating modern materials which simulate the historic feel of the surrounding built form.

Overall, the vision for the future proposed development is to form high-quality development potential on the subject lands and future sites within the community, and introduce a moderate intensification to meet the growing housing demand within the Town. The new developments should remain sensitive to the surrounding context while simultaneously establishing a vibrant community within the Glen Williams neighbourhood.

The following sections outline the design guidelines that should be followed by the current development and future development applications. These Guidelines are in conformity with the design policies of the *Official Plan* and the *Secondary Plan* that are set out in Section 3.0 of this report.

## 4.2 SITE DESIGN

To create an efficient, connected, and well-designed site plan, the site design should respond to the surrounding context and the existing connections. To achieve this design response, the following guidelines should be applied in the site design:

- The street block pattern should consider the adjacent existing driveway connections and ensure a well-connected street network throughout the future blocks and existing surrounding uses.
- The potential pedestrian connections should be considered to enhance the pedestrian realm across the future development site.
- The future parks and landscaped areas should contribute to the existing open space network and natural features respecting the natural heritage within the surrounding context.
- Proper landscape buffers from environmentally sensitive areas should be considered to respect to the surrounding natural areas.
- To ensure appropriate distance between the adjacent natural features and the future dwelling units, the rear yards can be further extended to provide an appropriate buffer.

### Legend

- |                                    |                                  |
|------------------------------------|----------------------------------|
| Subject Lands                      | Underground SWM Tank Location    |
| Proposed Road                      | Parking                          |
| Proposed Park                      | Existing Natural Areas to Remain |
| Accessible Open Space with Benches | Existing Pedestrian Pathway      |
| Main Entrance                      | Future Pedestrian Connection     |
| Interior Townhouse Units           | Single Detached Unit             |
| Block-end Townhouse Units          | Mailbox Location                 |
| Entry Feature Location             |                                  |

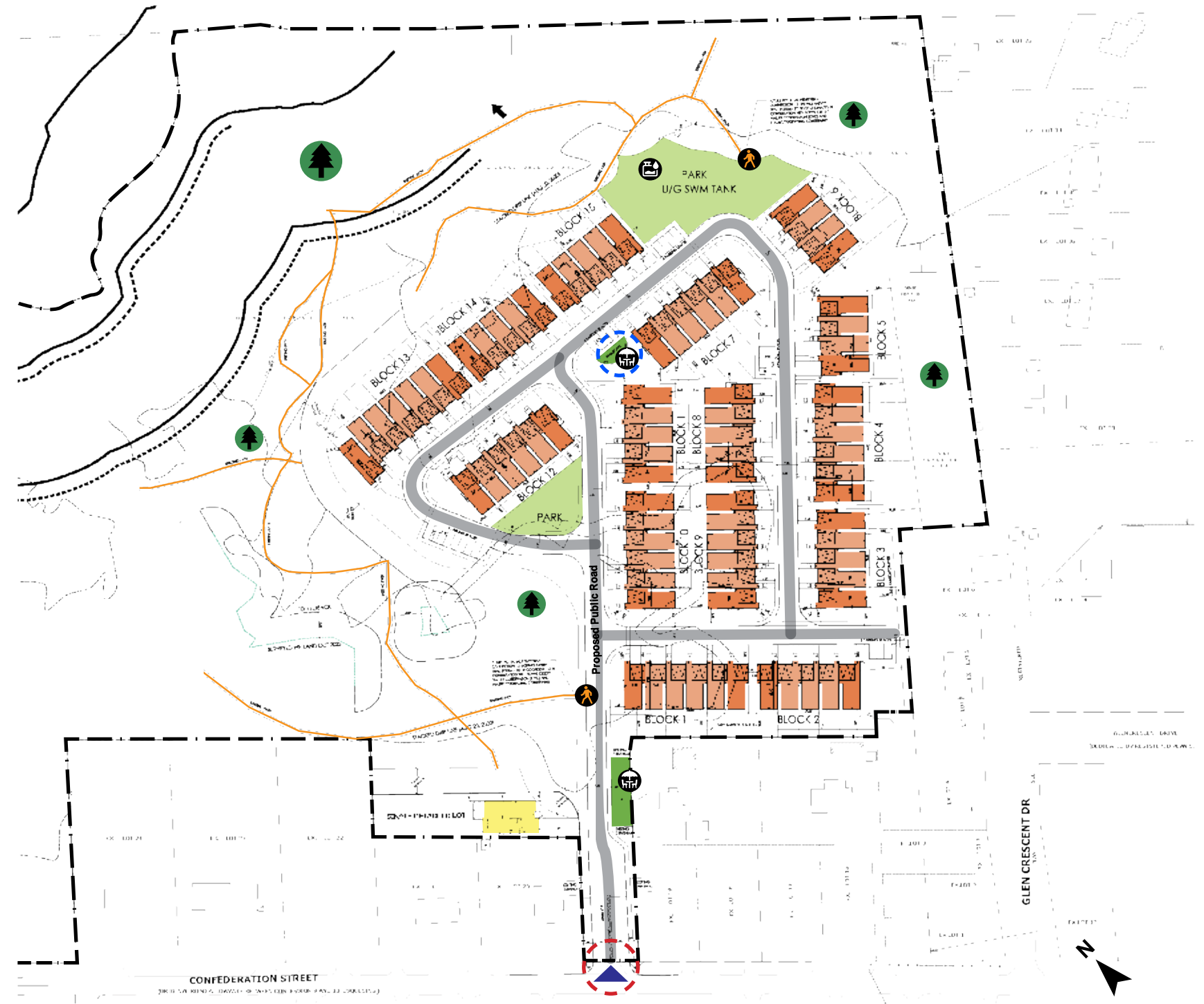


Figure 9: Site Organization Diagram - Site Plan Prepared by RN Design and Annotated by Weston Consulting

### 4.3 ACCESS, CIRCULATION & PARKING

To promote a well-connected, accessible, and safe environment, the new developments should have regard for the following guidelines:

#### Pedestrian Circulation:

- The development of the site should enhance the pedestrian realm with an accessible pedestrian network and create a pedestrian-oriented environment by providing new and enhanced connections to the sidewalks, outdoor amenity areas, parks, and other accessible open spaces.
- The proposed design should promote a seamless network of pedestrian pathways encouraging the use of active transportation mode and provide a safe environment for future residents.
- The design should consider potential pedestrian connections to the existing pedestrian pathways in the adjacency of the development site to create a well-connected pedestrian network.
- The future parks within the development site should be well-connected to the sidewalks creating safe crossing points for pedestrians.
- The unit entrances should be clearly connected to the pedestrian network and easily accessible through the sidewalks to ensure a safe and accessible environment for all.

#### Parking & Vehicular Circulation:

- The main access to the development site should be clearly visible and easily accessible through the main street to ensure a safe and efficient vehicular circulation within the development site.
- Potential shared connections should be considered between the future street pattern and the existing driveway accesses within the adjacent lands.
- The driveway and pedestrian entryway of the future dwellings should be properly separated along the frontages with different paving and other design details to increase visibility and ensure a safe environment for pedestrians.

- The dwellings can be designed to accommodate double-car garages offering more convenient space for future residents and they should be accessed by the front driveways.
- The surface parking should be located towards the site's interior to provide appropriate screening from public view.
- The surface parking should be appropriately screened by landscaping treatments such as tree planting, architectural features, or other elements and to provide proper buffer between the dwellings and vehicular movement.
- The surface parking should provide different paving and appropriate lighting to create a safe and visible environment.
- The conflicts between vehicular and pedestrian movement should be minimized by clear delineation of pedestrian zones and vehicle right-of-ways through special pavements, landscaping, separation distance, and lighting.

#### Legend

- Subject Lands
- Vehicular Circulation
- ↔ Existing Driveway Connection to Remain
- Existing Pedestrian Pathway
- Pedestrian Movement
- ⤴ Future Pedestrian Connection
- P Surface Parking
- ▲ Main Entrance

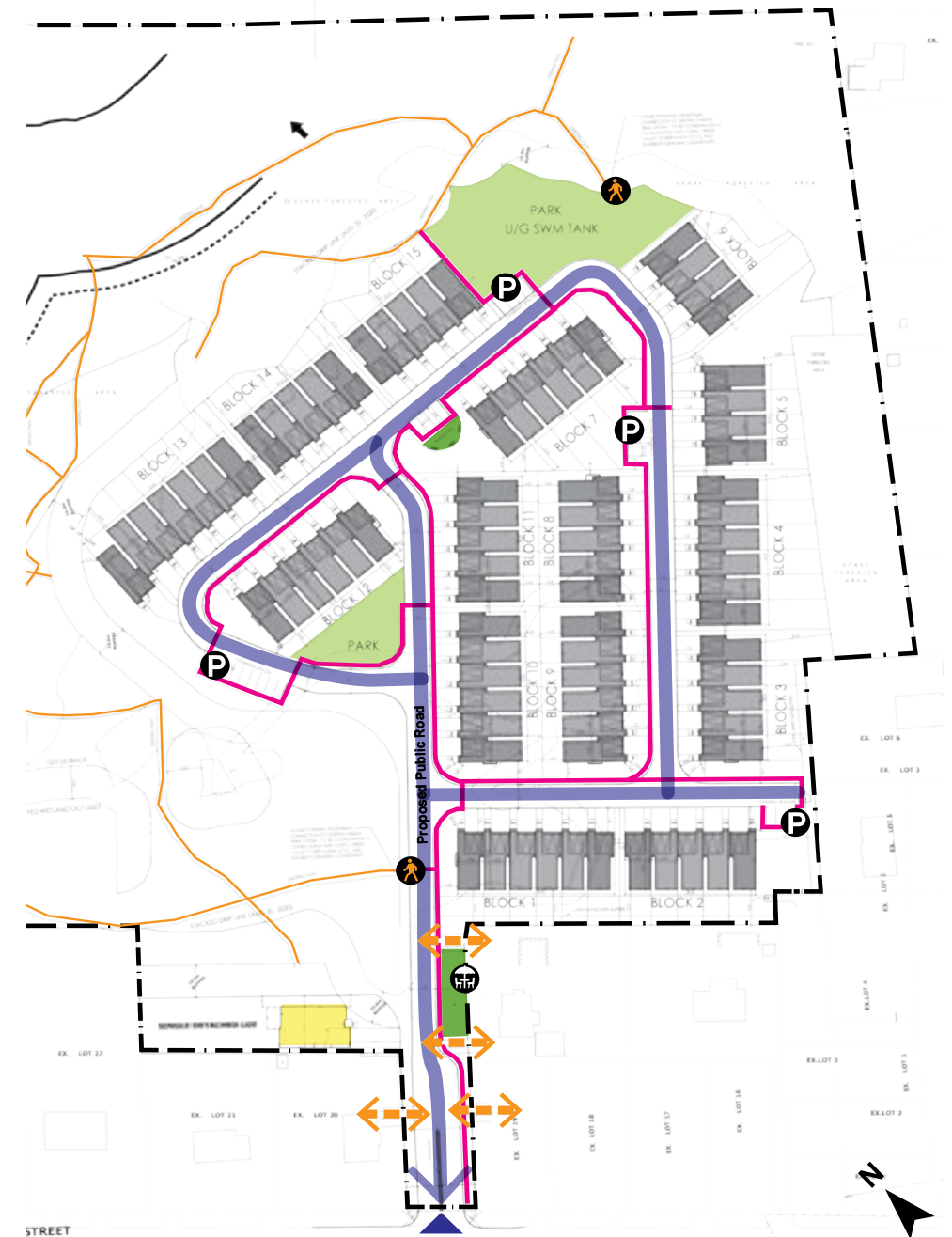


Figure 10: Site Circulation Diagram - Site Plan Prepared by RN Design and Annotated by Weston Consulting



## 4.4 STREETScape ELEMENTS

The development of the site should consider the streetscape elements to promote a vibrant, continuous, and pedestrian-friendly environment. The following guidelines should be applied in the design of the development:

### Entry Feature:

- A clearly visible entry feature should be considered to provide proper wayfinding and function as a welcoming feature to the development site from the main street.

### Street Pattern and Pedestrian Connection:

- The continuous sidewalks should be provided along the future streets to ensure a seamless pedestrian movement.
- Appropriate separation of pedestrian realm and roadway should be provided through sidewalks, landscaping, and tree planting to ensure a well-defined public realm.
- Appropriate front yard setbacks should be applied to ensure enough distance between the street and the unit entrance.
- Driveways, sidewalks, and other pedestrian zones should be clearly visible and can be delineated from each other by the use of different materiality such as concrete, asphalt, unit pavers and other paving materials.

### Street Lighting, Signage, & Facilities:

- Street lighting, furniture, and signage should be incorporated into the streetscape design to help define an interesting public realm.
- The street furniture such as lighting fixtures and benches should be considered along public streets, within parks and open spaces to promote the streetscape activation.
- A well-designed lighting should be provided to ensure a safe and well-lit environment along the streets, sidewalks, and private realm.

- Wayfinding elements should be incorporated to provide clear direction for all users such as entry feature, street signage, etc.
- The community mailboxes should be located where it's easily accessible through the pedestrian network and visible from the public street.

### Fencing:

- Proper fencing should be provided to ensure privacy and proper screening. The fencing can be differ from privacy screens and fences to decorative metal fences, according to the need and consideration of the surrounding context.
- The fencing locations should be identified based on the adjacent uses and can be placed along the rear yards, property lines, parks and open spaces to provide privacy and protection.

### Landscaping:

- The proposed design should incorporate landscaping elements to enhance the streetscape quality. The tree planting and landscaped areas along future streets, private front yards, parks and open spaces will help contribute to the green network system within the development site.
- A variety of vegetation should be incorporated into the landscaping of the public and private open spaces to promote a visually appealing and vibrant environment for at-grade activities.
- The open spaces and parks can function as community outdoor amenities and should be easily accessible through the paved sidewalk connections and pedestrian crossings.



Entry Feature Precedent



Community Mailbox Precedent

Figure 11: Streetscape Element Precedents

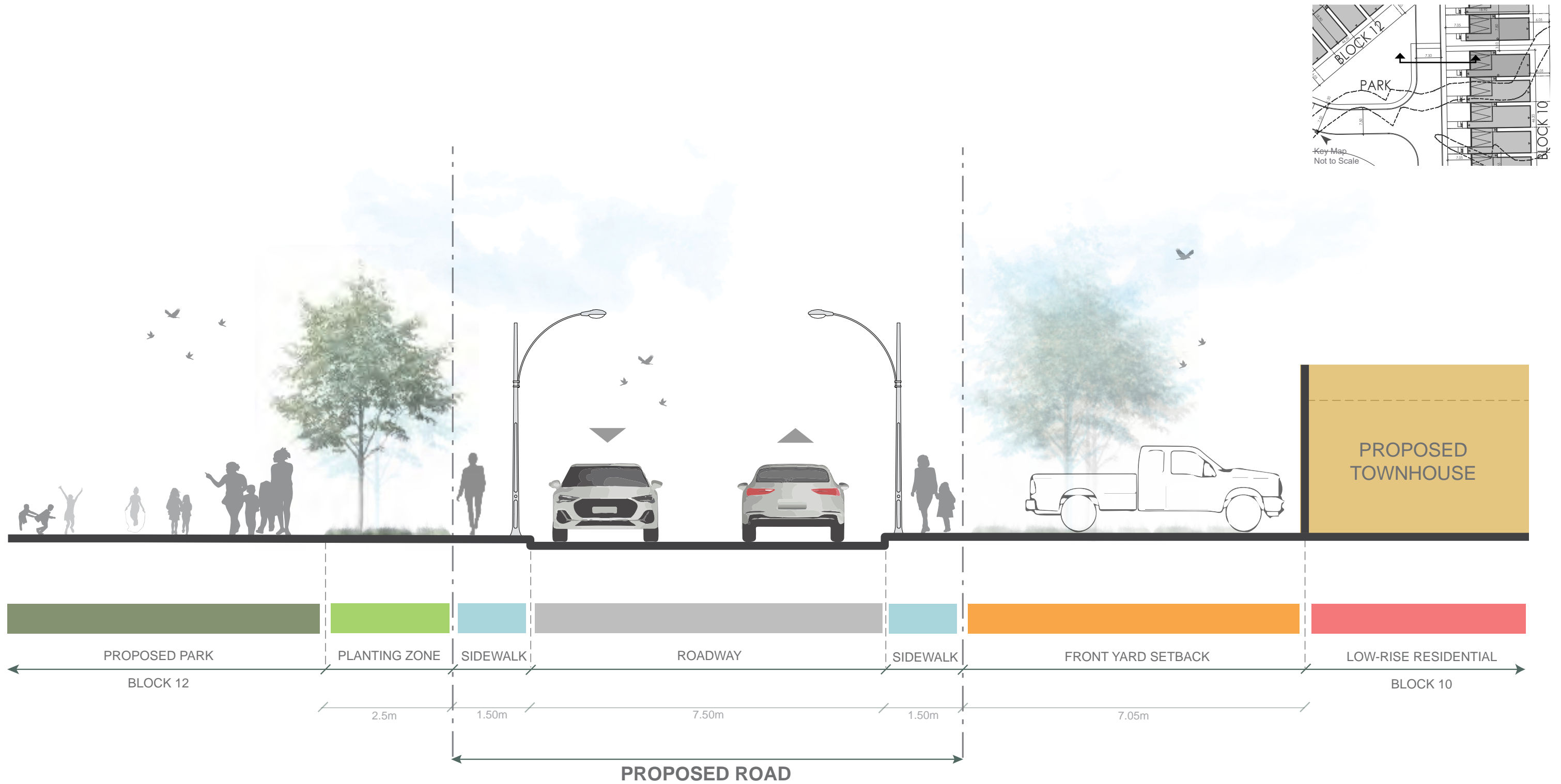


Figure 12: Conceptual Street Cross Section - Prepared by Weston Consulting

## 4.5 LANDSCAPING & OPEN SPACES

To ensure that the new development complies with the *Official Plan's* goals of creating a quality and vibrant urban life, several landscape provisions should be considered in the proposed development:

- Active open spaces such as park and playground should be provided to function as outdoor amenity spaces for residents.
- The stormwater management area should contribute to the open space network, increasing the vegetation coverage across the site and helps to reduce the urban heat islands.
- Trails connections should potentially be designed linking the pedestrian realm to the existing natural areas.
- The amenity areas including park and play area, should ensure quality open spaces for future residents. The play area should be premiered with decorative metal fences and functions as an accessible amenity space with seamless pedestrian pathway connection and featured with proper signage for easier wayfinding.
- The proposed park should be potentially linked with natural areas with pedestrian pathways and equipped with shaded seating area.
- The stormwater management tanks should be located below the park area to increase permeability that leads to reduced run-off and greater stormwater infiltration.
- In addition to the park and play area, other landscaped open spaces should be considered throughout the site provided with benches, and densed with deciduous trees. The coniferous trees should be mainly proposed in the buffer areas to the adjacent neighbourhoods and natural system.

LEGEND	
	PROPERTY LINE
	EROSION ALLOWANCE ACCESS
	STABLE SLOPE ALLOWANCE
	EXISTING TOE EROSION ALLOWANCE
	EXISTING TOE OF SLOPE
	WETLAND SURVEYED OCT 2023
	10m SETBACK
	PRIVACY SCREEN
	1.8m HT. WOOD PRIVACY FENCE
	DECORATIVE METAL FENCE
	CONCRETE
	ASPHALT
	ASPHALT DRIVEWAY
	UNIT PAVERS
	RIVERSTONE
	SAFETY SURFACING
	PLANTING BED
	SOD
	PARK AREA
	10m BUFFER
	ENHANCEMENT PLANTING
	EDGE MANAGEMENT 3m BUFFER
	PATIO
	PROPOSED DECIDUOUS TREES
	PROPOSED CONIFEROUS TREES
	PROPOSED DECIDUOUS TREE - BUFFER
	PROPOSED CONIFEROUS TREE - BUFFER
	PROPOSED DECIDUOUS TREE - ENHANCEMENT PLANTING
	PROPOSED CONIFEROUS TREE - ENHANCEMENT PLANTING
	PROPOSED DECIDUOUS TREE - EDGE MANAGEMENT 3m BUFFER
	PROPOSED CONIFEROUS TREE - EDGE MANAGEMENT 3m BUFFER
	BENCH
	ENTRY MASONRY PILLAR



Figure 13: Landscape Plan - Prepared by Landscape Planning Landscape Architects

## 4.6 BUILT FORM & ARCHITECTURAL DESIGN

The design for the proposed development should provide various dwelling unit sizes proposed for a range of housing opportunities. The built form should also support massing and density transition from the natural areas towards the adjacent neighbourhoods. The proposed development on the site introduces two types of buildings including two-storey standard street townhouses with front integrated double-car garages, and a single detached building which is located to the south close to the site's main entrance.

With this in mind the following guidelines should be followed:

- To frame the public realm, the buildings should be placed close to the street line at consistent setbacks. Building entrances should be oriented towards the streets. Massing of the buildings should be designed to provide a human scale of development. Architectural elements, details, and materiality should aid in additional articulation.
- Corner buildings should address both street frontages with high-quality façade design and materiality. Main entrances, windows and living areas should be located towards the front of the buildings for natural surveillance and 'eyes on the street'.
- It is encouraged that the distinctive architectural elements and materiality represent a high-quality design, and inspire from modern materials which harmonize with the overall historic character of the Town to maintain the overall feel of the built feature or the property. Front projected porches, hipped roofs, gable front ends, window surrounds, window sills, and horizontal string courses are a few architectural features that should be utilized. Garages and driveways of townhouse units can be paired to provide larger continuous front yards and contribute to the greenery along the streetscape. The front integrated garages should be recessed from the main front wall or porch to reduce their visual appearance on the street.



Figure 14: Built Form Precedents

# 5.0 IMPLEMENTATION

Overall, this UDG will direct future proposed developments and provide framework for the urban design quality of the subject lands and the surrounding context within the Hamlet of Glen Williams. Future developments should have regard for the outlined design guidelines to contribute to the overall character of the Hamlet of Glen Williams' built and natural environments.

The buildings should be designed to a scale and character that is compatible with the surrounding built form. At the same time, to conform with planning intensification goals, the proposed built form should provide a typology that transitions to a medium-density development form. The building design, the height, scale, massing, and architectural treatment including exterior materials and finishes should respond to the Town's overall distinct character.

This report should be implemented through the future development processes, as appropriate. The new developments should generally introduce designs with regard for the urban design objectives set out in this report and will be subject to municipal review as necessary.

WESTON  
CONSULTING

