

**NOVEMBER
2022**

URBAN DESIGN BRIEF



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

**350 WELLINGTON ROAD 7,
ELORA,
CENTRE WELLINGTON**

Date:

November, 2022

Prepared for:

Elora 7 OP Inc.

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited

7050 Weston Road, Suite 230

Woodbridge ON L4L 8G7

T: 905 761 5588

F: 905 761 5589

Internal file no.:

2216

CONTENTS

1.0 Introduction	4
2.0 How To Read This Brief	5
3.0 Site & Context Analysis	6
3.1 The Subject Lands	6
3.2 Surrounding Context	7
4.0 Urban Design Policy and Guidelines	9
4.1 Wellington County Official Plan	9
4.2 Centre Wellington Township Official Plan	10
4.3 Centre Wellington Draft Urban Design Guidelines	11
4.4 Centre Wellington Township Urban Design Manual	11
5.0 Design Vision and Objectives	12
6.0 The Proposal	13
6.1 Proposed Community	13
6.2 Site Design	16
6.3 Built Form and Massing	17
6.4 Architectural Design	18
6.5 Landscape Design	21
6.6 Site Servicing, and Parking	23
6.7 Sustainability	24
6.8 Apartment Building Scenario	24
7.0 Design Response & Design Analysis	26
8.0 Conclusion	34

1.0

INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by Elora 7 OP Inc. (hereinafter “the Owner”) to seek approval for Official Plan and Zoning By-law Amendment applications to permit the creation of a new community on the lands municipally known as 350 Wellington Road 7 in the Elora-Salem Urban Centre of the Township of Centre Wellington in the County of Wellington (hereafter referred to as the “Subject Lands”). The property is located on the west side of Wellington Road 7, directly west of the South Street intersection.

The Owner is seeking the proposed amendment to permit the development of 34 block, 273 unit townhome community consisting of a mixture of conventional, back-to-back, and live-work townhome typologies (hereinafter referred to as “the Community”). The proposed Community will provide for a total of 41,574.5 square metres (447,519 sq ft) of gross floor area (“GFA”), representing a density of 61.3 Units Per Hectare (“UPH”). The proposed amendments will also permit the option for an 8-storey apartment building in combination with the proposed townhomes to further diversify the living options, including retirement home and long-term care opportunities.

Urban design is a vital component of urban planning and goes beyond concern for the visual and aesthetic quality and character but is also considered with the functionality and compatibility of development and how it contributes to complete and healthy communities that are safe, attractive, thriving, innovative and inclusive.

The purpose of this Urban Design Brief is to describe the physical arrangement of the Community, provide insight as to why certain design decisions are appropriate given the site specific context and how the proposal is consistent with and supportive of Township of Centre Wellington policies and design directives in the Official Plan and Urban Design Guidelines.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Sincerely;

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer



Mahshid Fadaei, B.Arch, M.Arch, MPlan
Intermediate Urban Designer | Planner

2.0

HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed community can help to connect people with places, balance the protection of the environment with emerging built form, and achieve community that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.



3.0

SITE AND CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are located on the west side of Wellington Road 7 and across the street from the South Street intersection, north of David Street West/ Middlebrook Road, and are located outside of the Built Boundary but within the western limits of the Elora-Salem Urban Centre. The Urban Centre includes the Subject Lands along this stretch of Wellington Road 7.

The total lot area of the Subject Lands is approximately 4.459 ha (+/- 11.018 acres), with approximately 487.68 m of frontage along Wellington Road 7. Currently, the Subject Lands are vacant and are being farmed.



Figure 3.1 : Site Location



3.2 SURROUNDING CONTEXT

The surrounding land uses within the immediate context of the Subject Lands are as follows:

NORTH - North of the Subject Lands are a mix of vacant/farm land, low rise residential neighbourhood, and some industrial uses. These lands are located outside of the Urban Centre and are designated Residential, Industrial, and Highway Commercial by the Township OP on Schedule A-1.



Figure 3.2 : Looking north towards the farms

SOUTH - Directly south of the Subject Lands is farmland and the Fieldstone Barn which are located outside of the Urban Centre boundary. Further south, is the Elora & District Community Centre on the corner of Wellington Road 7 and Middlebrook Road/David Street West, and Elora Lions Park, which is situated in close proximity to Elora Gorge. This area is designated as Recreational in the Township OP on Schedule A-1. Multiple on/off-road multi-use trails are proposed within this area providing active transportation connections toward the Downtown and serving the Subject Lands in the long term. Downtown Elora is located approximately 800 m from the Subject Lands and is designated as Central Business District.

WEST - Directly to the west of the Subject Lands, lands are designated Prime Agricultural within the County OP outside the Elora-Salem Urban Centre. These lands are being used for framing purposes with additional agricultural lands located further south. An existing and proposed cycling route to the east along David Street West connects the Subject Lands to the broader Elora multi-use trail network.

EAST - Immediately to the east of the Subject Lands is Wellington Road 7, identified as a County Road in the County of Wellington Official Plan. The Centre Wellington Transportation Master Plan identifies Wellington Road as "Future Arterial". On the east side of Wellington Road 7 is the Elora Municipal Cemetery and a variety of low-density residential uses, including single and semi-detached dwellings, on large lots which are designated Residential by the Township Official Plan (OP) in Schedule A-1.



Figure 3.4 : Looking south at the residential development along Wellington Road 7



Figure 3.5 : Looking west towards agricultural lands



Figure 3.3 : Looking east along Wellington Road 7, towards the cemetery



LEGEND





















- | | |
|--|--|
|  Subject Lands |  Guelph Owen Sound Transportation Route |
|  Residential |  Upper Grand Gorge Trail |
|  Highway Commercial |  Grand Valley Trail |
|  Residential Transition |  Elora Gorge Trail |
|  Industrial |  Community and Cultural Centres |
|  Core Greenlands |  Space of Worship |
|  Recreational |  Hotel |
|  Agricultural |  Retail |
|  Conservation Areas |  Park |
|  Water Bodies |  Cemetery |



Figure 3.6 : 800 m Context Map showing Community Interest Points and Transit Connectivity

4.0

URBAN DESIGN POLICY AND GUIDELINES

The following is an overview of the status of the Town planning documents that affect the Subject Lands, including Wellington County Official Plan (hereinafter “County OP”), Centre Wellington Township Official Plan (hereinafter “Township OP”), Centre Wellington Place Matters Urban Design Guidelines, and Centre Wellington Urban Design Manual. This various policy and regulatory documents will be used to evaluate the proposal and to determine if it represents good urban form and is in the public interest.

4.1 Wellington County Official Plan

The County OP identifies the Subject Lands within the jurisdiction of the Township of Centre Wellington on the Index Map and Greenfield Area on the County Growth Structure-Schedule A2 as amended. The County OP (as amended) designates the Subject Land as “Primary Urban Centre” on Schedule A-9 Centre Wellington Land Use Plan. The Urban Centre will provide a broad range of residential uses and a diverse supply of housing, as well as parks and open spaces. The County OP promotes the development of a full range and choice of housing types to meet the needs of all ages, abilities, and incomes, combined with conveniently located service, cultural, leisure, and entertainment uses, facilitating the development of complete and sustainable communities.

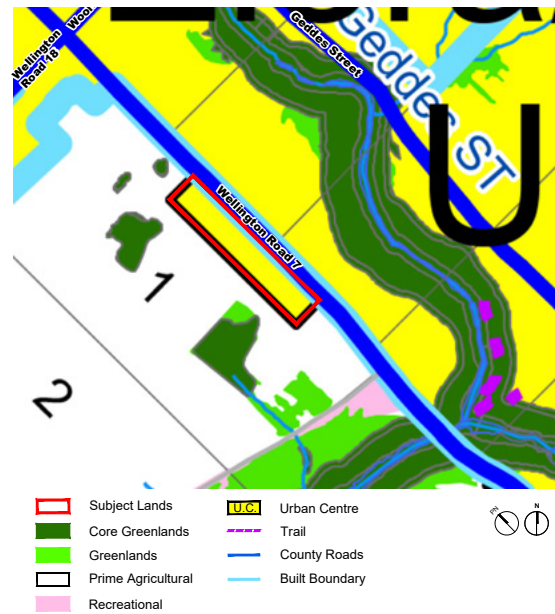


Figure 4.1 : Wellington County Official Plan - Sch A1

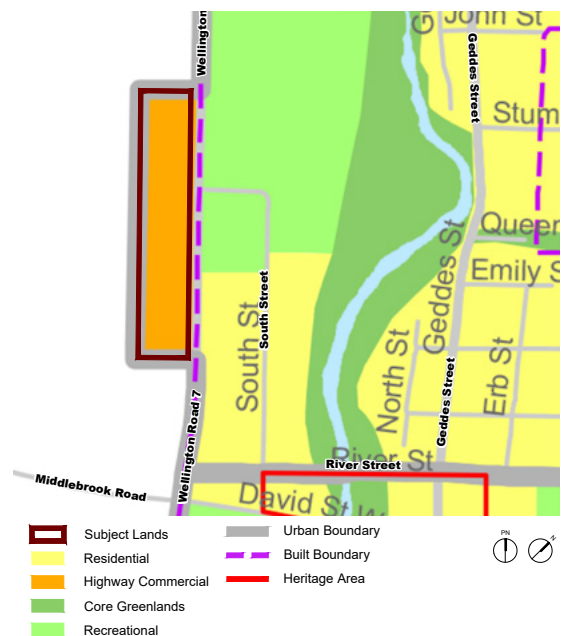


Figure 4.2 : Township of Centre Wellington - Sch A1- Land Use

4.2 Centre Wellington Township Official Plan

The Township OP provides direction for future planning activities and aims at improving the existing environment. The Plan guides future physical, social, and economic development, and change within the Township.

The Township OP designates the Subject Land “Highway Commercial” on Schedule A-1 Land use Plan. The proposed amendment will allow residential and mixed use developments, including live-work and back-to-back townhomes, retirement, and Long Term Care (LTC) Facilities with appropriate massing height, setbacks, landscaping and circulation, ensuring compatibility with existing or future development on adjacent properties. According to Township OP, residential developments should incorporate innovative and site-suitable design principles that contribute to public safety, accessibility, affordability, energy conservation, and protect, enhance and properly manage the natural environment.

Furthermore, Township OP identifies Wellington Road 7 as “County Road,” which results in the Subject Land being the entry point to the Urban Centres - Gateway. The Gateway should be treated strategically with landscaping features, lighting, signage, the configuration of streets and the massing of new development. Circulation and parking facilities are also essential to form a compatible yet unique and readable gateway design.

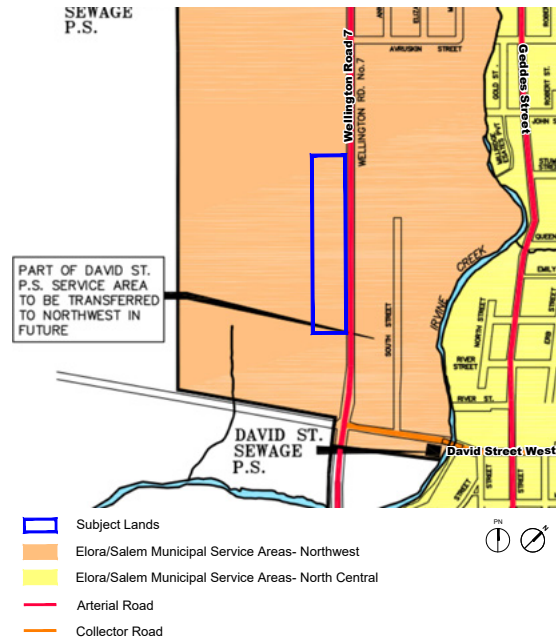


Figure 4.3 : Wellington County - Sch B

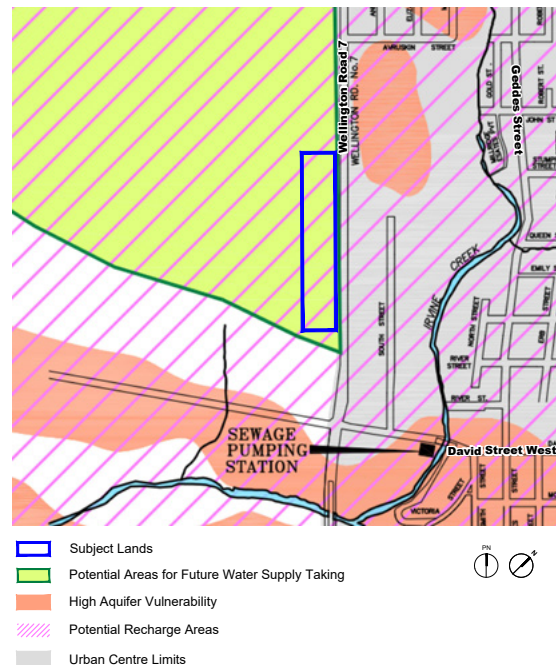


Figure 4.4 : Township of Centre Wellington - Sch C

4.3 Centre Wellington Draft Urban Design Guidelines Place Matters

The purpose of the Draft Urban Design Guidelines (hereinafter “UDGs”) is to provide design direction for the development, redevelopment and enhancement of buildings, façades, streetscapes, public open spaces and natural areas. The UDGs build on intentions and aspirations to create a community that conserves cultural and natural resources while allowing for contextually sensitive growth and development.

The UDGs promotes a residential development that exudes a consistent rhythm and positive feeling, respects and celebrates the character and scale of existing neighbourhoods; promotes walkable streetscapes, encourages the use of sustainable and ‘green’ infrastructure, and balances the built form with landscaping and streetscaping. The UDGs encourages successful residential design with the following elements:

- Appropriate building size and massing with ease of orientation, accessibility, and connection;
- Carefully designed building envelope with selected architectural style enhancing compatibility with the existing and planned environment, and complimenting the character of the area;
- Reduced roadways maintaining safety standards, enhancing pedestrian environment, promoting streetscape, and encouraging public infrastructure;
- Accessible and continuous pedestrian network that is proper for multi-season conditions to

promote fluid and safe circulation;

- Enhanced landscape design respecting the existing vegetation, unifying the streetscape, promoting healthy tree growth, incorporating infrastructure, providing all seasonal interest, contributing to public realm visual aesthetics, and considering maintenance, with fencing and walls when needed distinguishing private and public realm;
- Adequate parking spaces well-integrating with site design through appropriate configuration, placement, landscape screening, and pave materials;
- Various amenity spaces and facilities, serving users of all abilities and ages.

4.4 Centre Wellington Township Urban Design Manual

Similar to the UDGs mentioned above, the Township Urban Design Manual (Hereinafter “UDM”) has been prepared to assist the private realm development. It provides urban design direction and standards for development of infrastructure, streets, site design, parking facilities, lighting, accessibility, pedestrian and transit-supportive elements, multiple residential, outdoor amenity areas, landscape design, natural features, and stormwater facilities in a general fashion and broader scale.

5.0

DESIGN VISION AND OBJECTIVES

The proposed community represents a high-quality, vibrant mixed-used community that will add a mix of housing options into the Elora-Salem Urban Centre, and that are well connected to surrounding commercial, institutional, and recreational uses within Elora.

The following goals and objectives have been identified for the purposes of achieving the vision for the community:

- Create a strong visually appealing street edge along Wellington Road 7 that will improve the streetscape and encourage active transportation modes in this location. This includes the provision of a multi-use path along Wellington Road 7, providing pedestrian and cycling linkage to the existing connection on David Street West. The proposed double front live-work units also address the street frontage in terms of architectural detailing and active uses with small work spaces adjacent to the Wellington Road 7 front with direct access to the proposed public sidewalk, and enhanced landscaping along the public street frontage.
- Provide for community that will be supportive of transit investment in the Region and alternative transit modes, and will encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities. A crosswalk is also proposed at the David Street West intersection to promote a safe, walkable, and accessible community.
- Introduce attainable housing options within lands designated Residential in a manner that is sympathetic to surrounding uses.
- Achieve a high-quality architectural design that is innovative and timeless, contributing positively to the future planned character of the area. Encourage contemporary architecture that complements rather than competes with the surrounding communities.
- Provide a community that, through the combination of massing, orientation, enhanced landscape design, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive pedestrian experience along the street frontage, and between adjacent uses and planned open spaces.
- Design a high-quality pedestrian realm with a focus on safe, comfortable and accessible connections to the internal and external open space network.
- Create a pedestrian realm that encourages connections to the existing and proposed multi-use trails, Elora Cataract Trail, Trans Canada Trail, and natural areas along the Irvine Creek and Grand River.
- Provide on site communal park space for active and passive recreation, in addition to private amenity space within each unit, complementing the area parks and recreational opportunities.

6.0

THE PROPOSAL

6.1 Proposed Community

The proposal intends to develop a mixed townhome community on the Subject Lands that would include 34 townhome blocks consisting of a mixture of conventional, back-to-back, and live-work townhomes at a density of approximately 61.3 units per hectare (24.8 units per acre) and Gross Floor Area (GFA) of 41,574.5 m² (447,519 ft²). In addition to the mixed townhome community, the proposed amendments will also be designed to protect for the opportunity to achieve an 8-storey apartment building, offering 79 units as residential, retirement or long-term care. The proposed zoning By-law amendment will include sufficient flexibility to allow for this consideration subject to additional provisions, including meeting appropriate transition provisions from existing residential areas.

The proposal supports establishing a sustainable and complete community by offering a balanced mixture of building typology and family-friendly housing options within the Township. This includes a wide range and mix of unit sizes and types. Specifically, live-work conventional townhomes and back to back townhomes will include 3 and 4-bedroom units, and conventional townhomes will include 2-3 bedroom units. Units will range in size from 1,121 sq. m. to 2,096 sq. ft. and many will include separate office or den spaces to promote work from home opportunities in a post-COVID era. In addition, the proposed live-work units reinforce the commercial function on the Site while supporting necessary housing for the Town. This typology emerges as a sustainable alternative and

ideal COVID-19 response while supporting sustainable mobility within the Township through the promotion of live-work.

A total of 273 units are proposed, which includes 70 live-work conventional townhomes, 96 back-to-back townhomes and 107 conventional townhomes. Each block will occupy frontage along a private internal street network, including the proposed streets, Streets A and B. These streets wrap around the proposed back-to-back townhome units to create a ring-road street pattern. The proposed live-work units have frontage and access on both Wellington Road 7 and Street A. The work components are oriented to frame the proposed sidewalk and cycling path to animate the new urban edge, while the live components are proposed internal to the Community with direct frontage and access on Street A, protecting for privacy between the two functions.

Townhome blocks provide a variety of dwelling unit numbers, offering a variety and diversity of blocks while maintaining appropriate separation distance and mid-block connections to ensure a pedestrian-friendly block arrangement. The proposed block arrangement, setbacks and separation distance also maintain privacy between the residential unit amenity spaces, ensuring compatibility throughout the Community.

Given the Subject Land's location at the edge of the Elora-Salem Urban Centre and adjacent to agricultural and open space uses to the north, south and west,

reasonable separation distance and setback from the property line are provided. These setbacks will protect a minimum of 6.0 m or greater separation distance. Only one block next to the west property line is closer, however, this has been shifted westerly in order to accommodate a more grand central park to the site. In addition, the proposal maintains compatibility with the existing 1-2 storey dwellings to the north on the opposite side of Wellington Road 7 through an appropriate transition in building heights of 2-3 storeys and an appropriate 3.0 m setback from Wellington Road 7.

The proposal provides an enhanced common amenity area of 28 % (12,558.6 sq. m. (135,179.64 sq. ft.)), inclusive of two shared outdoor amenity areas, containing an area of approximately 1,986.79 sq. m. (21,385.62 sq. ft.), and reflecting a rate of 7.27 sq. m. per unit for future resident's enjoyment. One of these shared amenity spaces is proposed as a central park, containing an area of 1,482.85 sq. m. (15,961.22 sq. ft.) located at the centre of the Community with direct pedestrian and visual connection to the public realm along Wellington Road 7. The other open space is proposed as a parkette, containing an area of 503.94 sq. m. (5,424.27 sq. ft.) located at the southwest corner of the Subject Lands. In addition, each of the units will also contain private amenity space in the form of front and rear yards, and decks or patios.

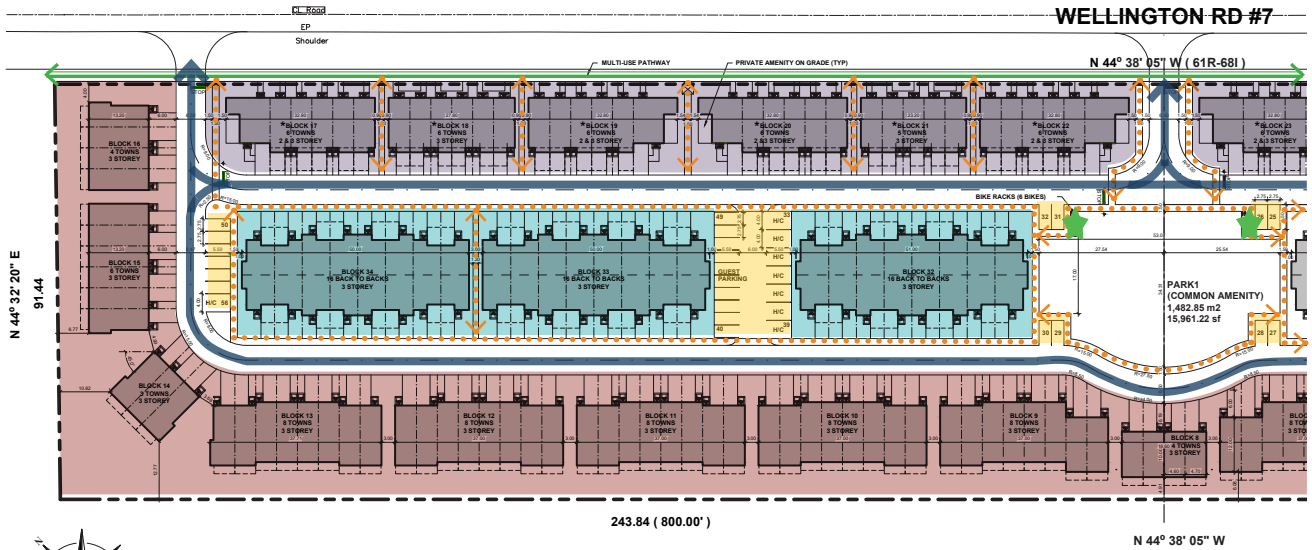
Landscaping will consist of a balanced mixture of planting species, including shrubs, perennial grass, and deciduous and coniferous trees, to enhance the Community's visual interest and offer natural screening. The community screening is also provided through privacy and chainlink fences along the interior side yards. Exterior edges represent piers

and arched shade structures/gates along the street. The proposed amenity areas will feature landscaping elements such as shade structure, seating furniture, pavilion BBQ/outdoor kitchen, feature wall, game tables, and waste receptacle to serve as congregation areas for active and passive activities. Landscaping and pedestrian connectivity are integrated throughout the Community to allow for continuous pedestrian movements between the Subject Lands and the surrounding residential, open space, and recreational uses, as well as the Central Business District located approximately 1 km or a 12-15 minute walk to the southeast.

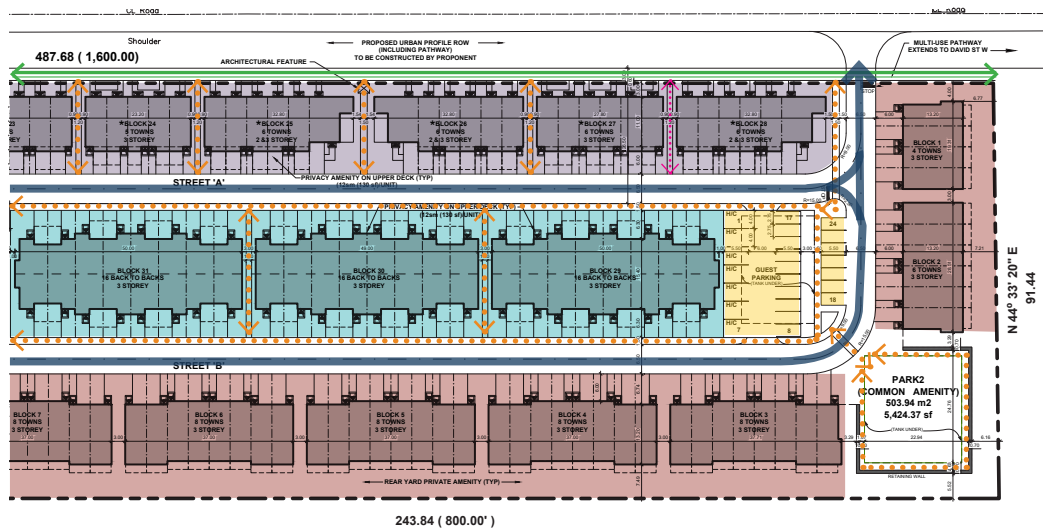
Two gateway features (Architectural Folly) proposed along Wellington Road 7 will define the main pedestrian entries into the Community and serve as a complementary placemaking and private realm feature, enhancing wayfinding and promoting a unique sense of place and local identity.

The proposal includes the introduction of a multi-use path along the urban profile on Wellington Road 7 and down to David Street West which provides an active transportation linkage and access to the existing pedestrian sidewalks of the Township. This also includes traffic calming features along the street and a detailed crosswalk at the David Street West intersection, which will be introduced as part of the approval of this Community.

Access to the Subject Lands will be from 3 driveways along Wellington Road 7. A network of internal private streets, including two proposed streets (Street 'A' and Street 'B'), accommodate vehicular circulation within the Community. The new streets will provide connections to the private driveways serving all



North-western part of the Site



South-eastern part of the Site

- LEGEND
- Live/Work Townhomes
 - Back to Back Townhomes
 - Visitor Parking
 - Street A & B Connector
 - Pedestrian Connector
 - Bicycle Parking
 - Proposed Multi-Use Pathway

Figure 6.1 : Proposed Site Plan

townhomes. The proposed parking will be located within a combination of garages/driveways as well as surface parking spaces with 273 garage spaces, 273 driveway spaces, and 56 shared visitor surface parking spaces (including 15 barrier-free parking spaces). In addition, there are 12 visitor bicycle parking spaces being proposed within the shared amenity space located at the centre of the Community.

6.2 Site Design

The proposed builtform ensures that the Community reinforces the small-town (village) character of the Township. The mix of conventional, back-to-back and live-work townhomes offers variation and visual interest that ensures a non-repetitive streetscape and block network with a variety of visible building elements and materials. These design decisions avoid monotony and promote an attractive pedestrian environment for residents and visitors.

A density and land use transition is proposed along the Community's eastern perimeter to ensure that the proposed Community respects and is compatible with the existing and planned character and emerging urban fabric along Wellington Road 7. The live-work units are prominently oriented along this frontage to create a mixed-use edge, addressing the planned arterial road adjacent to the residential designation across the road. The overall built form height and massing, coupled with the architectural design, will fit harmoniously, ensuring compatibility with the surrounding character.

Within the Community, back-to-back and conventional townhome units are arranged on both sides of the proposed internal private streets and

oriented to reinforce continuous active façades. The townhome units provide "eyes on the street" for safe and convenient travel throughout the Community. Views are extended from the internal spaces towards the public realm through the pedestrian mid-block connectors between townhome buildings, which achieve greater porosity on site and help the direct movement to and from the public realm.

Access to the Community is provided to/from Wellington Road 7 via 3 access driveways, one located at approximately the mid-point frontage with the other two located at the northern and southern extents of the property. These access points are proposed with full movements. These access points connect to the proposed private internal street network that includes two north-south streets, Streets A and B, which wrap around the proposed back-to-back townhome units to create a ring-road pattern. The proposed pavement width of each street is 6.5 m. The proposed vehicular movement complements the Township's existing street network and grid pattern by bisecting the large block internally, which improves the Community and blocks' legibility and ease of navigation.

Garages within the building envelopes allow space for landscaping and an enhanced pedestrian realm. Surface parking areas will be enhanced with landscaping elements to mitigate their visual appearance while providing a safe and comfortable pedestrian experience.

An interconnected network of pedestrian walkways and mid-block connectors parallel the community design to promote an accessible and walkable Community with safe, ready, and direct connections to the proposed public sidewalks.

The proposed townhome blocks have been designed to provide a safe internal pedestrian circulation network. The proposed 1.5 m pedestrian walkways are incorporated next to the proposed private street network and will ensure safe connection from each townhome dwelling entrance and the shared amenity areas to the pedestrian circulation system. This pedestrian circulation system wraps around the internal back-to-back townhome units in a ring pattern, with one of the shared amenity areas at the centre.

A pedestrian pathway is proposed abutting this street with identified pedestrian crossing areas to help reduce conflict between pedestrian and vehicular traffic. Landscaping will complement the pedestrian walkways to further create an inviting pedestrian realm. In particular, the proposal will provide direct pedestrian connections from the internal pedestrian circulation system to the proposed pedestrian and cycling path along Wellington Road 7 through multiple mid-block connectors and walkways along the three proposed access points. This will promote active transportation and provide further linkage to the surrounding neighbourhoods as well as to the Central Business District, located approximately 1 km or a 12-15 minute walk from the Subject Lands.

Landscape transition from the public to the private realm will be provided through street edge landscaping and lighting design to reflect the changing ambience of the Community while maintaining a high level of visibility between pedestrians and motorists.

6.3 Built Form and Massing

The proposed Community’s orientation is compatible with the existing low-rise residential neighborhood to the east of the Subject Lands, as discussed earlier in this report. The proposal provides appropriate transitioning to existing 1-2 storey residential uses through building heights ranging from 2 to 3 storeys, and through an appropriate 3.0 m building setback from Wellington Road 7.

In regards to the abutting lands, the massing and scale of the proposed buildings fit within the area context as no future development is anticipated on these lands given their current agricultural uses and being outside of the settlement area boundary. The proposed townhome Community represents a compact built form that introduces a broader range of housing types and sizes. The proposed massing combined with proposed setbacks will ensure the Community integrates appropriately, establishes a strong urban edge, and contributes to the quality of life for local residents and the travelling public.

The proposed live-work units will create an attractive pedestrian-friendly streetscape and a sense of arrival to the Community. These street-fronting homes will have a small workspace with a front door adjacent to Wellington Road 7 and include variations in massing, architectural articulation, and material. The



WAYFINDING



PEDESTRIAN-ORIENTED



PUBLIC REALM



STREETWALL



FACADE



CHARACTER

proposed setback will accommodate landscaping in the front while projecting the front door closer to the street to promote a pedestrian-scaled environment. Back-to-back townhomes are located internal to the Community and have recessed garages and projected terraces above, offering a unique built form that also deploys a double frontage similar to the live-work townhomes. Centralizing this building typology ensures the more dense townhome form is screened from the street. Conventional townhomes with front doors addressing the proposed street 'B' will have garages accessed from this street. Overall, the townhomes' design considers overall form, massing, proportions, setbacks and stepbacks to create interest with an attractive variety of massing components to enhance the Community and public realm experience.

downtown Elora that mirrors the local character and vernacular architecture. The proposed architectural details, including external brickwork, decorative quoins along the edges, window outlines, arched lintels, semi-circular doors with voussoirs and transom, truncated and low hip roof line, asphalt shingles and projecting eaves and fascia, all of which are complementary to this local architecture.

6.4 Architectural Design

The proposal contemplates a mixture of building typologies to establish a balanced mixed-use Community that represents a variety of residential unit types in a non-repetitive and diverse Community vernacular. The architectural style pays homage to local precedent to produce an expression of character compatible with the existing context while setting a precedent for emerging developments.

The proposed architectural design is inspired by the Dalby House, a historical and iconic landmark in



Figure 4.5 : Historic Dalby House

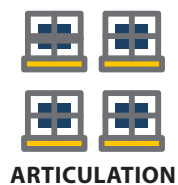




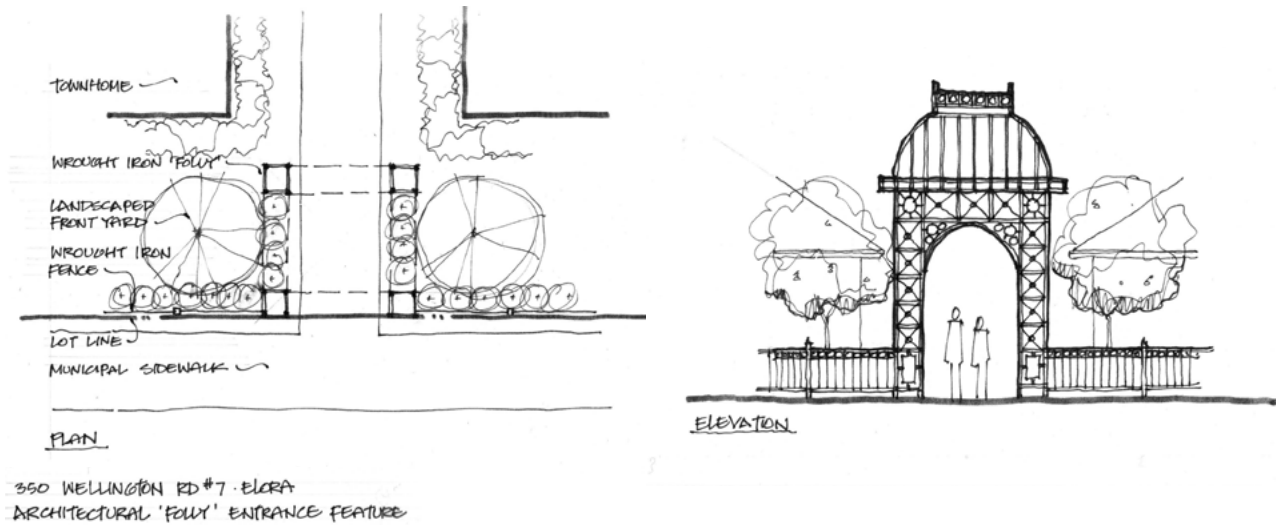
Figure 6.2 : Typical Live-Work Townhome Block-Concept Street Front Elevation



Figure 6.3 : Typical Back to Back Townhome Block-Concept Front Elevation



Figure 6.4 : Typical Conventional Townhome Block-Concept Front Elevation



350 WELLINGTON RD #7 · ELORA
ARCHITECTURAL 'FOLLY' ENTRANCE FEATURE

Figure 6.5 : Conceptual Architectural 'Folly' Entrance Feature

The proposal will promote articulation and visual interest by incorporating breaks and stepbacks in the façade. Along all frontages, the proposed building provides wall and window projections creating a rhythmic pattern along the front and rear facades to create visual interest. As previously mentioned, the overall townhome blocks' orientation provides a variety of setbacks to further emphasize relief and rhythm in the overall design.

Various architectural elements such as pitched roofs, gables, dormers, balconies, and a variety of window treatments, styles and shapes will be provided to add diversity, depth and interest to the building's most prominent facades. Common architectural elements such as entrance porticos, continuous building lines, and materiality and colour will be considered to allow for visual cohesiveness and purposeful variation that improves residents' wayfinding ability and sense of place.

Live-work units with frontage on the public street

will have a high level of architectural articulation to create a distinctive look, subtle historic-style signage, a welcoming character, and informal surveillance opportunities. In addition, these buildings will maintain a consistent front setback with opportunities for landscaping to properly transition from private indoor spaces to semi-private and public realms.

The main entrances to the residential units will be highly visible and marked with a range of entry elevations to create a diverse and dynamic building façade. The main building entrance will include weather protected entrance and an entryway feature, creating a welcoming arrival experience that engages with the private and public realm streetscape.

A range of materials will be contemplated to ensure a high level of quality design that positively contributes to the area's existing and planned residential architectural character. The proposed building will consider a mixture of façade materials, such as masonry, aluminum cladding, cementitious panel and other

materials compatible with the surrounding context. The proposed design will incorporate a consistent pallet of colours and materials on all sides of the proposed buildings to further enhance visual interest. Given that the proposal is in its preliminary stages, the proposed façade design for the conventional, back-to-back, and live-work townhomes is able to evolve and allow for constructive feedback as part of the public process.

Overall, by introducing this high-quality design in a gateway location of the Township, this Community sets a positive precedent for future applications.

6.5 Landscape Design

The proposed Community provides a central park, containing an area of 1,482.85 sq. m. (15,961.22 sq. ft.), that is located at the centre of the Community with direct pedestrian and visual connection to the public realm along Wellington Road 7. The other open space is proposed as a parkette, contains an area of 503.94 sq. m (5,424.27 sq. ft.), and is located at the southwest corner of the Subject Lands.

The proposed open spaces will feature landscaping elements such as a shade structure, seating furniture, pavilion BBQ/outdoor kitchen, feature wall, game tables, and waste receptacles to serve as congregation areas for active and passive activities. Landscaping and pedestrian connectivity are integrated throughout the Community to allow for continuous pedestrian movements between the Subject Lands and the surrounding residential, open space, and recreational uses. The central park is intended to provide play areas

for older children while the smaller park to the south is intended to be a tot lot park for younger children, meeting play and recreational options for all families.

The Community will feature soft and hard landscape elements, year-round planting and vegetation, and a variety of coniferous and deciduous trees to promote seasonal coverage, variety and visual aesthetics while enhancing wayfinding within the Community and creating a sense of place. Specifically, landscaping will consist of a balanced mixture of planting species, including shrubs, perennial grass, and deciduous and coniferous trees, to enhance the Community's visual interest and offer natural screening. The community screening is also provided through privacy and chainlink fences along the internal side yards, and piers and arched shade structures/gates along the street edge.

As it relates to Wellington Road 7, the proposal will provide an attractive landscape design to define and animate the street edge while preserving sightlines and views of the street. The proposed landscape setbacks will promote a high-quality streetscape and pedestrian setting along the public street and create green connection points to and from the adjacent public realm. Two gateway features (Architectural Folly) proposed along Wellington Road 7 will define the main pedestrian entries into the Community and serve as a complementary placemaking and private realm feature, enhancing wayfinding and promoting a sense of place.

Street trees will be incorporated along the public boulevard on Wellington Road 7 and within the internal streetscape to help humanize the scale of buildings, reduce the urban heat island effect in a

compact urban setting, provide additional natural screening, and break up the visual expanse of paving. Trees will be appropriately spaced along the streets within landscape areas and setbacks to create

continuous canopy moments and shield pedestrians from adverse weather conditions.



Figure 6.6 : Conceptual Landscape Plan

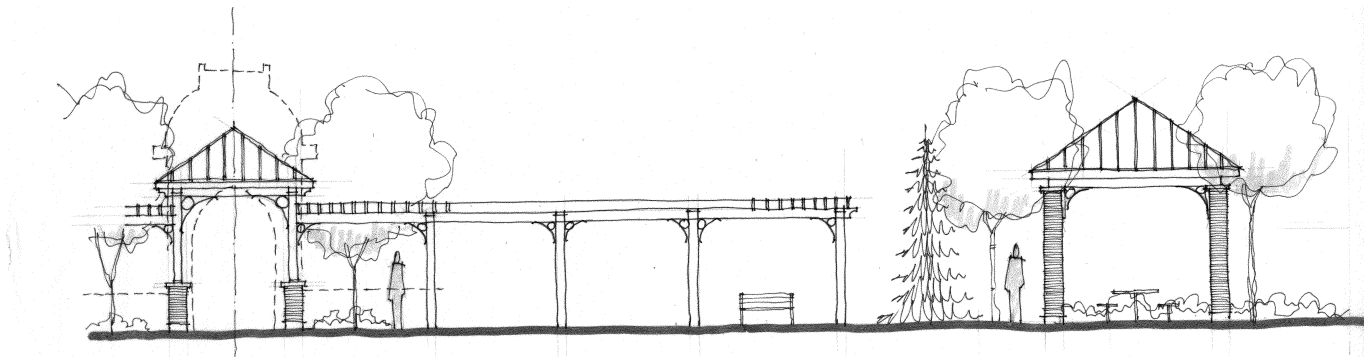


Figure 6.8 : Conceptual Elevation-Central Park

6.6 Site Servicing, and Parking

The proposed Community will provide access to the parking areas /integral garage areas from the proposed internal private streets. Parking is proposed in the form of driveway spaces, garage parking, and visitor surface parking. The proposed parking arrangement will ensure safe and continuous vehicular movement while minimizing the automobile’s visual appearance.

Parking access to all townhomes is proposed internally to minimize public realm disruption and create a pedestrian-oriented streetscape. In effect, all parking will be screened from Wellington Road 7.

Live-work business visitors will be directed to enter the Community, park in the driveway of their destination or in visitor parking, then take the pedestrian walkways, along or between blocks, to the proposed public realm multi-use path. Residential visitors will park in driveways or designated surface parking areas, then enter by means of the internal front doors.

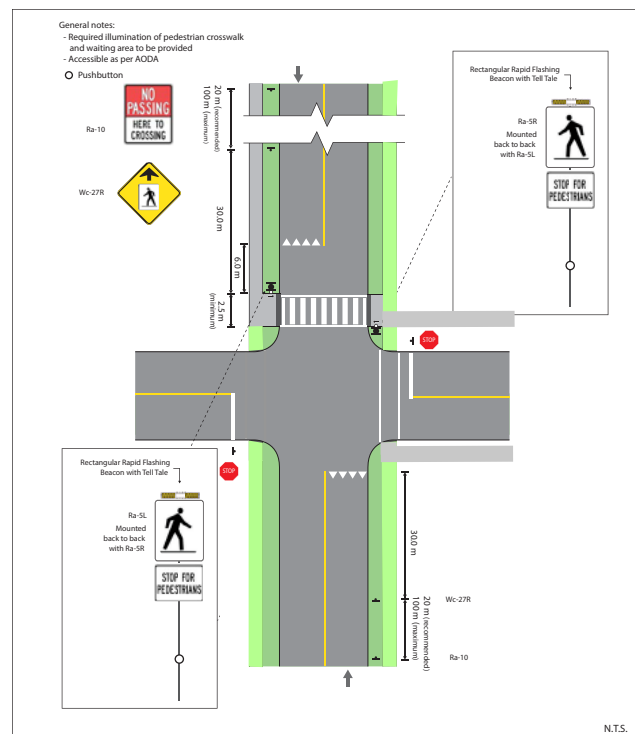


Figure 6.7 : Crosswalk Detail-David Street West Intersection

Illuminated signage will be provided on Wellington Road 7 frontage of the homes and businesses. Signage size, design and content will be prescribed for continuity.

Garbage collection will be door-to door private garbage and recycle pick up. There will be no bulk garbage storage or collection area in the Community.

6.7 Sustainability

As a general planning and design principle, higher-density development within the urban centres in support of future transit is considered sustainable development.

Future occupants wishing to seek alternative forms of transportation will have options for walking and biking available. This will be facilitated by the provision of bicycle parking and the future pedestrian and cycling connections to the existing and proposed sidewalks and multi-use path systems in the surrounding communities.

Energy-efficient construction practices, building technologies, and mechanical systems will be encouraged in the development of the Subject Lands.

Landscape plans in support of the future Site Plan application will consider incorporating hard landscape elements and drought-resistant landscaping to reduce water consumption (where appropriate). Salt-tolerant landscaping in key locations will also be encouraged. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes and encourage root growth for trees.

Stormwater will be captured and stored under the southerly guest parking area and Park 2, and slow released to meet pre-development flow rate, ensuring the area's natural features are not impacted by this development.

6.8 Apartment Building Scenario

Should an apartment building form be pursued, this would further enhance the diversity of living options within the Community. The apartment building form would support smaller attainable unit options in a multi-unit format, expanding opportunities to achieve continuum of living options that would also include all forms of retirement and long term care living.

This scenario would locate an 8 storey, 6,836 sq. m. (73, 584 sq. ft.) apartment building on the south side of the Subject Lands in line with some conventional towns, conventional live/work towns and back-to-back towns, and serving as an anchor development in the Community. The 8-storey building would accommodate 79 units in the form of 1, 2 and 3 bedroom units, ranging in size from 48.95 sq. m. (527 sq. ft.) to 125.41 sq. m. (1,350 sq. ft.). In combination with the remaining 238 townhomes, the scenario would achieve a 317-unit, 43,075.23 sq. m. (463,658 sq. ft.) Community.

Parking would be located primarily below grade through 1 level of underground parking and some surface parking. The loading and underground ramp would be oriented to the rear of the site screened from Wellington Road 7.

The building would be sited and oriented to maintain a 15 m setback from Wellington Road 7 and an 11 m setback from the south property line. At a height of 8 storeys, this setback ensures that apartment building stays well below a 45-degree angular plane from the east side of Wellington Road 7. This will ensure optimal separation from the established residential neighbourhood, limit overlook and loss of privacy, and ensures that any potential shadows will be limited. Given that the current zoning permits a 5-storey building today, the additional 3 storeys simply ensures that any proposed development can optimize attainable housing options on the site.

The smaller park is anticipated to be relocated closer to Wellington Road 7, and the architectural design of the building will complement and continue the architectural vernacular contemplated for the balance of the Community. Overall, this scenario is a reasonable alternative that integrates well with townhomes, and does not compromise the planned function and design objectives of the Subject Lands in the Township.

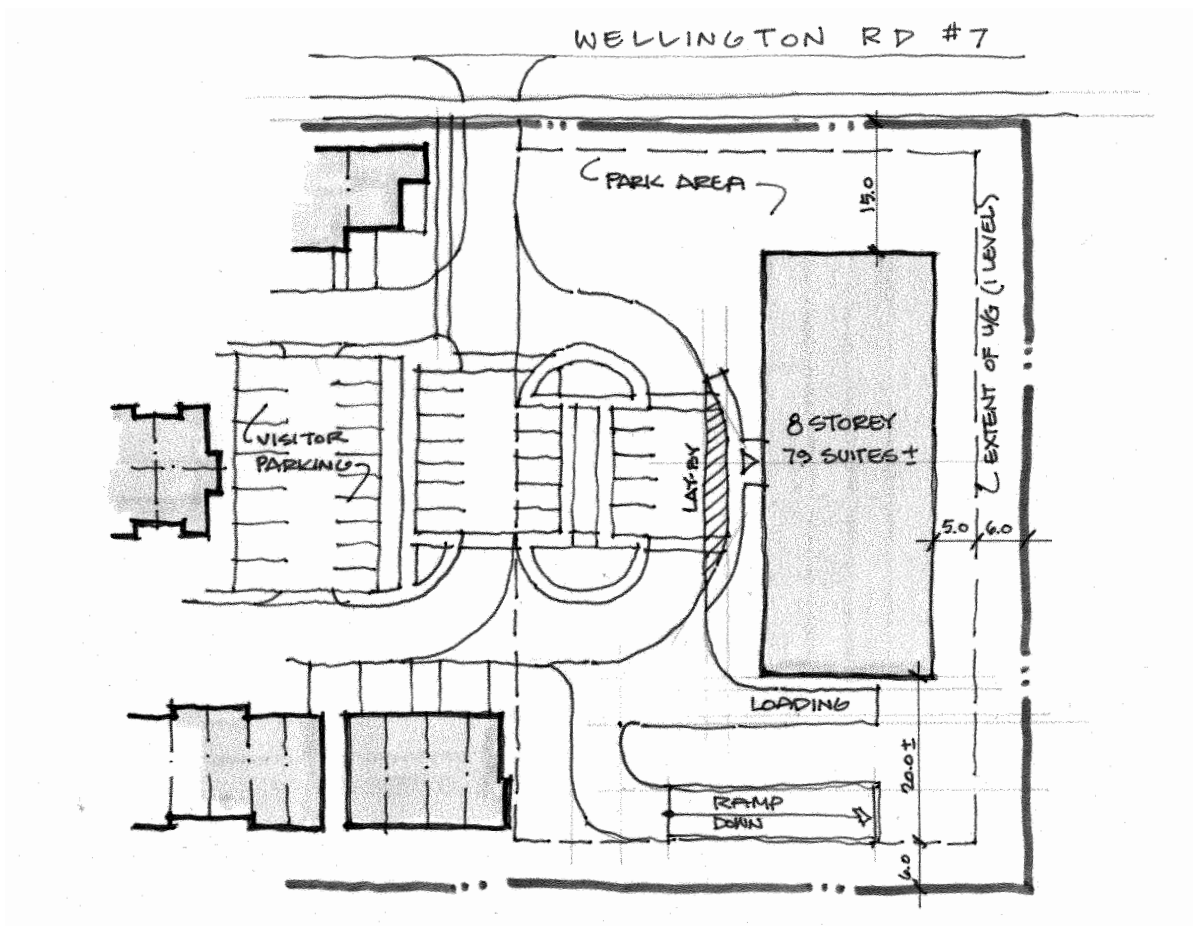


Figure 6.9: Conceptual Drawing illustrating the Apartment Building Scenario

7.0

DESIGN RESPONSE AND ANALYSIS

TOWNSHIP OF CENTRE WELLINGTON OFFICIAL PLAN (CONSOLIDATION JANUARY 2013)

C.15.3 Design Guidelines

C.15.3.4 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.

C.15.3.5 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.

C.15.3.7 The street façades of publicly accessible buildings should be designed to encourage and facilitate public accessibility;

C.15.3.9 Community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.

DESIGN RESPONSE

The proposed community address this policy through the proposed design of the Site. This includes improvements to the aesthetic quality of the Site from the public realm, the provision of safe, comfortable and functional site circulation, the incorporation of compatible materials, architectural detailing and building massing, and the orientation of the proposed built form and site design.

The proposed building façade and street setback has been designed to provide a continuous building form along the Wellington Road 7 frontage while enhancing the streetscape and public realm.

The proposed live-work homes, with office components adjacent the public sidewalk, oriented to frame the street with direct access to the proposed public sidewalk system. These components will be identifiable on the facade through architectural articulation and building signage which further enhances the public accessibility and street relationship.

C.15.3.10 Signage should clearly indicate street address and/or building, business or tenant name, and should integrate with the façade design.

C.15.3.11 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.

C.15.3.12 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.

The proposed live-work frontage will use illuminated signage on the facade to guide the visitors. The signage size, design and content will be prescribed for consistency. Design features within the Site, including bollards and clear wayfinding signage will be implemented at the Site Plan stage and where applicable to safely guide pedestrian movement.

The proposed townhome buildings are arranged around the proposed private street network to provide visual interest and maximize views to the public realm while creating “eyes on the street” for safe and convenient travel throughout the Site. Views are extended from the Site towards the public realm through the pedestrian mid-block connectors between townhome buildings, which also help frame the public realm’s view.

Given the form and scale of this community and its location, public art has not been considered at this time.



Figure 7.1 : Example of a well-designed street facade oriented to frame public realm

C.15.4 Landscape Design Guidelines

C.15.4.3 Establish specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation in appropriate numbers, sizes, shape, texture and colour to achieve objectives such as to:

- a) Maintain and enhance the character of existing neighbourhoods and settlement areas and other areas of the Township.
- b) Provide features such as the definition of public open spaces, accent or screening of adjacent building forms, framing of views or focal points, reinforcing of location, direction of pedestrian movement and demarcation of areas within different functions; and,
- c) Provide the maximum protection feasible to trees and other vegetation from snow removal operations such as ploughing and de-icing.

C.15.4.4 Establish specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation which:

- a) Maintain a predominance of native plant species;
- b) Are tolerant of disease, drought and pollutants;
- c) Suitable for the site with respect to soil and drainage conditions, similarity to other plants, relative shade tolerance and overall hardiness;

The proposal contemplates two common outdoor amenity areas (park 1 &2) within the Community that serve as congregation areas for both passive and active recreational activities. These areas will be designed to be inviting and inclusive of a range of abilities and age groups. Coupled with hardscape and pavings, these areas will enhance wayfinding within the Site and create a sense of place while promoting green connectivity and visual aesthetics.

The proposal contemplates landscape setbacks in areas that are flanked by external public street to improve the presence of these amenities in the neighbourhood identity. These setbacks will provide a high-quality landscape and pedestrian setting along the public street and create green connection points to and from the adjacent public realm. The proposal will provide an attractive landscape design to define and animate the street edge while preserving sightlines and views of the street.

Private landscape amenity areas will provide planting along the building frontage to maintain public realm continuity and provide a space of calm respite. Mid-block connectors complement the connectivity of the interior amenity areas to the surrounding public realm.

Year round planting, vegetation, and a variety of coniferous and deciduous trees will be provided to promote year-round coverage, seasonal variety, visual interest and screening of undesirable views.

Street trees will be incorporated along the proposed urban profile on Wellington Road 7 and within the

DESIGN RESPONSE AND ANALYSIS

d) Provide seasonal variation in form, colour and texture;

e) Generally requires low maintenance and features and materials which enhance ecological stability;

f) Reflect the following aesthetic criteria: suitable mature dimensions, branching habits, shade pattern, colour and texture of foliate and bark;

g) Reflect the following functional criteria: density of shade, density of visual screening in all seasons, sound attenuation qualities, and ability to buffer wind, control snow deposition and stabilize slopes; and,

h) Limit mown turf grass lawn to areas of high pedestrian traffic, active recreation and landscape ornament in order to maximize areas inhabited by diverse, low maintenance meadow plant communities.

internal streetscape to reduce the scale of buildings, reduce heat island, provide natural screening and break up the visual expanse of paving.

Native Plant species will be prioritized that will require lower resource inputs and will improve the biodiversity of the Site and adjacent natural areas.

Trees will be appropriately spaced along the edges within landscape areas and setbacks to create continuous canopy moments and shield pedestrians from the adverse weather condition.



Figure 7.2 : Example of a well-programmed mid-block connector



Figure 7.3 : Example of an well-designed private streetscape

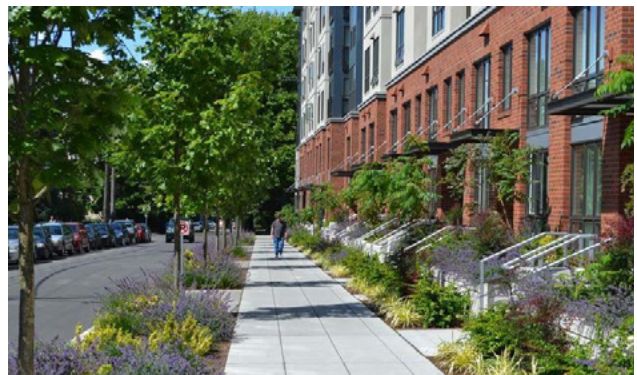


Figure 7.4 : Example of an well-designed public streetscape

TOWNSHIP OF CENTRE WELLINGTON DRAFT URBAN DESIGN GUIDELINE (PLACE MATTERS)

Private Realm Guidelines for Residential Areas

Parking and Garages

- Garages should be located to the side and rear of a property and not protrude beyond the main front façade of a residential dwelling.
- Attached garages should be well integrated into the massing of the main building with good proportional detailing.
- Garages should be designed with single bays/ doors, with doors reflecting the architectural character and detail of the main dwelling.
- Parking and driveways should be screened or softened, where feasible, through the use of landscaping.
- Paving materials for parking areas can include asphalt, gravel, concrete, or concrete pavers and should be selected from a natural colour palette.

DESIGN RESPONSE

Garages are located to the rear of double front conventional units, and internal to the site, screened from the street. The main entrances to the residential units will be highly visible and marked with a range of entry elevations to create a diverse and dynamic building façade.

The proposed attached garages are contained within the building envelopes and well integrated into the building design using architectural treatment, articulation and material.

Garages are designed with single bays with doors designed to complement the architectural articulation and details of the main dwelling unit.

Landscaping in the form of public and private amenity at grade are provided to screen and soften street edges along the main building frontages and around the proposed surface parking areas.

An asphalt paving material will be proposed for the driveway parking areas.

Building Style

- New buildings should incorporate a front façade and other façades that are visible from the public realm, that are well articulated through the use of compatible architectural elements, such as window trims, cornices, etc. Blank walls that face the street or other public areas are strongly discouraged.
- New buildings and additions should reflect a traditional ratio of solids to voids, with regards to the placement of windows and doors.
- Materials should be durable, high quality building materials that are similar or complimentary to those found within the neighbourhood or broader community.
- Brick, stone, and wood or cementitious siding are the preferred cladding materials. Other materials, such as stucco, decorative concrete or glass are permitted based on design merit and / or when used in combination with other materials. If vinyl siding must be used, ensure it is of a high quality. Aluminum siding is strongly discouraged.
- Extend finish materials to all sides of the building, including building projections.

The proposed townhome units including the live-work units along Wellington Road 7 are oriented to frame the streets and will include variation in massing, architectural articulation and elements to add diversity, depth, and interest to the elevation while creating an active commercial facade completed with an attractive variety of building components to enhance the community and public realm experience. There will not be blank walls provided that face the street.

As indicated by the conceptual building elevations provided, the new buildings will reflect a traditional ratio of solids to voids regarding the placement of windows and doors.

Material will be selected based on the durability, aesthetic quality, and efficiency as well as complimentary to the vernacular and common architectural style found within the neighbourhood.

Proposed cladding material includes brick, and cementitious panel. The proposal also includes asphalt shingle roofs, prefinished aluminum soffit, fascia and eavestroughs.

Finish material will be extended to cover all sides of the buildings including projections with particular attention to the façades along Wellington Road 7 fronting onto the public realm.

Building Proportion, Scale and Placement

- Infill buildings and additions should be consistent with the existing setback, footprint, size and massing patterns of a neighbourhood, particularly the immediately adjacent properties.
- Infill buildings should be of a similar height of adjacent buildings. Abrupt variations in height should be avoided.
- Front and side setbacks of infill development should be consistent with adjacent buildings. Where setbacks are not generally uniform, the new building should be aligned with the building that is most similar to the predominant setback on the street. All setbacks must conform to Township By-laws.
- New buildings should be placed perpendicular to the street, with windows and primary entrances fronting on to the street. Size, shape, proportion, number and placement of windows and doors should reflect common building patterns and styles of other buildings in the immediate area.

The proposed Community consist of a balanced mixture of building typologies that represents a non-repetitive and diverse community fabric. The buildings massing, footprint, and size will reflect a complementary expression in design and character compatible with the existing context while setting a precedent for emerging developments.

The overall built form will not exceed 3 storeys in height, ensuring compatibility with the surrounding (existing and future) developments. Built from steps down in height at the gateways to the Site and along Wellington Road 7 to provide a transition into the adjacent public realm.

The proposal introduces a new housing typology to the Township that required new zoning standards to govern a more compact form that supports attainable housing opportunities.

The proposed double-front live-work units are placed perpendicular to Wellington Road 7 with windows and main entrances having direct access to the street. Within the Site, back-to-back and conventional townhomes are arranged on both sides of the proposed private streets and oriented to reinforce a built-form presence and continuous street façade parallel to Wellington Road 7. Building are designed to match the vernacular and common residential style of the immediate area.

- Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.
- Roof type, scale, and pitch, as well as design elements, should be complementary to the surrounding buildings and architectural vernacular. Roofs should be pitched with slopes between 30 – 60°.

There are no external corner lot conditions with this proposal. Internal corner lots on private streets will frame the streets and have similar quality and style to the principal façades.

All architectural elements including pitched roofs, gables, dormers, windows, and balconies will be designed complementary to the surrounding buildings and architectural vernacular.



Figure 7.5 : Example of Conventional Street Townhomes



Figure 7.6 : Example of Live-work Townhomes with frontage on public street

8.0

CONCLUSION

The proposal represents a compact residential community that has considered the future infrastructure to foster a pedestrian-scaled community that will assist the Town in achieving its growth management objectives.

The proposed Community layout will promote a walkable community with pedestrian connections to the existing and proposed nearby services, recreational amenities and multi-use trails.

The proposed residential buildings, including the live-work, back to back and conventional townhomes are strategically located to place a higher density adjacent to Wellington Road 7. This creates density and maintains transition in land use considering the future designation of this road as an arterial road.

The townhomes with frontage on public streets will activate the public realm and create an environment that promotes positive pedestrian circulation.

The proposed Community will utilize quality architecture and landscape design to create a visually appealing and pedestrian-scaled community that is welcoming to residents and visitors. The proposed landscape areas and pedestrian mid-block connectors will provide opportunities for active and passive recreation and are potential locations for community services and gathering.

The mixture of different building typologies offers an architectural expression that combines contemporary and vernacular design to achieve an architectural expression that is familiar and sympathetic to the Town's residential character.

The proposed Community will use complementary colour palettes and high-quality building materials to unify the Community while remaining visually compatible with the emerging neighbourhood and surrounding area.

The proposed Community encourages active modes of transportation and provides sustainable landscaping that reduces carbon emissions and the urban heat island effect. Furthermore, the proposal will present an opportunity to explore sustainable initiatives for the site and within the proposed buildings.

The proposed Community will be compatible with the surrounding community by generally meeting the objectives as set out in the Township OP and UDGs in achieving the growth and development objectives.

Design Terms



ACCESSIBILITY

Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE

Converting an existing building into a new use



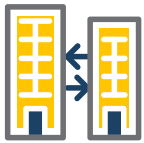
ANGULAR PLANE

A geometric measurement that maintains solar access and height transition



ANIMATION

Support sustained activity on the street through visual details, engaging uses, and amenities



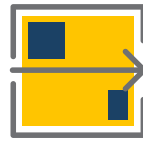
COMPATIBILITY

Similar size, form and character of a building relative to others around it



CONNECTIVITY

The ease of movement and access between a network of places and spaces



DESIRE LINE

Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE

The exterior wall of a building exposed to public view



HEIGHT TRANSITION

The gradual change in height between buildings within a community



LANDMARK

Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING

The effect of modifying the height and bulk of the form of a building or group of buildings



NODE

A place where activity and circulation are concentrated



STEP BACK

A recess of taller elements of a building in order to ensure an appropriate built form



STREETWALL

The consistent edge formed by buildings fronting on a street



STREET FURNITURE

Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches,



SUSTAINABILITY

Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



ARTICULATION

The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



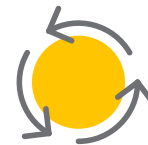
BUILT FORM

The physical shape of developments including buildings and structures



CHARACTER

The look and feel of an area, including activities that occur there



CIRCULATION

The movement patterns of people and vehicles through a site or community



FIGURE GROUND

The visual relationship between built and unbuild space



FINE GRAIN

A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT

A prominent feature or area of interest that can serve as a visual marker



GATEWAY

A signature building or landscape to mark an entrance or arrival to an area



PEDESTRIAN-ORIENTED

An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM

Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN

The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK

The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



URBAN FABRIC

The pattern of lots and blocks in a place



VIEW TERMINUS

The end point of a view corridor, often accentuated by landmarks



VISTA

Direct and continuous views along straight streets or open spaces



WAYFINDING

Design elements that help people to navigate through an area (e.g. signs, spatial markers)



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

230 - 7050 WESTON ROAD
WOODBRIDGE, ONTARIO L4L 8G7
T: 905 761 5588
F: 905 761 5589
www.MHBCPLAN.COM