



# URBAN DESIGN GUIDELINES

## **Eden Oak (Devins) Community**

The Town of Halton Hills

November 2019

## DISCLAIMER

The text and images contained in this document are a conceptual representation only, of the intended vision and character of Eden Oak (Devins) Community. In this regard, they are a framework for development and should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated, reproduced or utilized in whole or in part without the expressed written permission of MBTW Group and W Architect Inc.

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# INTRODUCTION

1.0



## 1.1 Scope & Intent

These Urban Design Guidelines have been prepared by MBTW | WAI for the Eden Oak (Devins) Community at McMaster Street and Meagan Drive in the Hamlet of Glen Williams.

This document will direct the development process in order to achieve the built form, and public and private realm objectives that uphold the overall vision of the proposed development.

Architectural Design Guidelines for the proposed development have been prepared to accompany these Urban Design Guidelines and provide an expanded level of detail regarding:

- Streetscape Design Criteria (Section 2.0)
- Architectural Design Criteria (Section 3.0)
- Garage Requirements (Section 4.0)
- Prominent Lot Locations (Section 5.0)
- Design Review Implementation (Section 6.0)

The purpose of these guidelines is to provide a framework for the urban design of the development of these lands. This document does not contain detailed engineering solutions for the subject site. For these details, please refer to the LGL Limited Environmental Implementation Report (updated November 2019) and the Condeland Engineering Ltd. Functional Servicing Report (revised November 2019).

These guidelines are to be read in conjunction with the *Hamlet Design and Heritage Protection Guidelines (2003)*, appended to the Glen Williams Secondary Plan.

## 1.2 Site Context

The subject site is located in the Town of Halton Hills near 8th Line, along the boundary of the Hamlet of Glen Williams and adjacent to agricultural lands. The site presently consists of a field, in use by the farmer situated directly north. Access to the site is provided via two existing roads, McMaster Street and Meagan Drive. The subject site is surrounded primarily by existing low-density residential uses, as well as agricultural lands along the site's northern edge (refer to Figure 1, page 4 of this document).

The surrounding residential community is composed of larger one and two-storey single-family homes, constructed primarily with brick façades. The architectural styles of the surrounding established community include Georgian, Craftsman and Ontario Gothic. The community's streetscapes feature wide streets and consistent building setbacks, permitting front lawns with driveways, large grassy areas and a variety of planting materials, including trees and shrubs.

The subject site is located between the community core area of the Hamlet of Glen Williams and Downtown Georgetown, approximately a one kilometre distance from both. The Wildwood Trail, a Town pedestrian trail located on a former CN Railway right-of-way, connects with Wildwood Road at Oak Ridge Drive, directly southeast of the site (refer to Figure 2, page 7). The subject site is located near to a small creek, which runs southwest of 8th Line and passes under Wildwood Road.

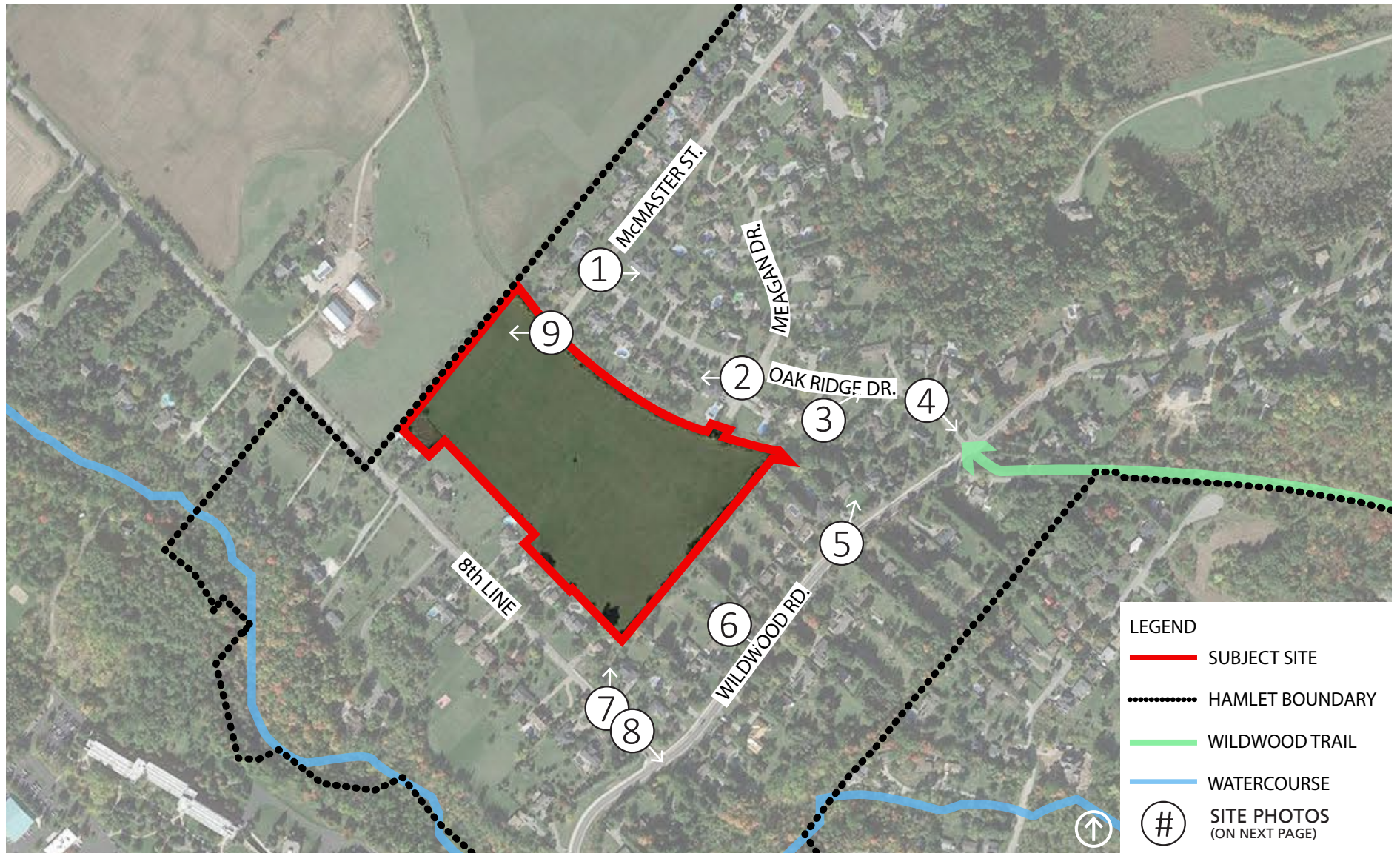


Figure 1: Site Context





① Dwelling at the intersection of McMaster Street & Oak Ridge Drive.



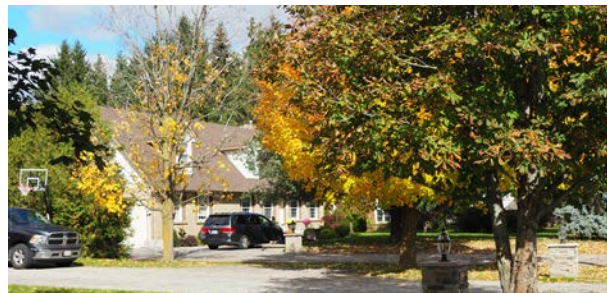
② Dwelling on Meagan Drive & Oak Ridge Drive adjacent to the subject site.



③ Dwelling on Oak Ridge Drive, adjacent to the subject site.



④ Image of the boulevard on Oak Ridge Drive, directly north of Wildwood Road.



⑤ Residential dwelling on Wildwood Road.



⑥ Residential dwelling on Wildwood Road.



⑦ Dwelling on 8<sup>th</sup> Line.



⑧ View looking south on 8<sup>th</sup> Line.



⑨ View of agricultural lands north of the subject site.

## 1.3 Policy Context

The proposed development is subject to the policies of the Town of Halton Hills Official Plan (approved March 2008, Consolidated May 1, 2019) and the Glen Williams Secondary Plan. The following section identifies the policies and guidelines that are relevant to the proposed development.

The Glen Williams Secondary Plan's overall goal is to *“ensure the retention and enhancement of the natural, cultural and heritage resources of the Hamlet and to guide change so that it contributes to and does not detract from the compact character of the Hamlet, in an environmentally protective and cost effective manner.”*

The objectives of the Hamlet of Glen Williams Secondary Plan, that are relevant to the proposed development, are as follows:

- a) *To provide for a rational boundary definition that:
  - i. Permits limited growth appropriate to the hamlet,
  - ii. Preserves hamlet scale and character, and
  - iii. Protects the natural features of the area;*
- b) *To preserve and build upon the unique heritage character of Glen Williams as a distinct hamlet within the Town of Halton Hills;*
- h) *To ensure subdivision design that incorporates a wide variety of lot sizes consistent with the hamlet character and the method of water and wastewater servicing;*
- i) *To encourage architectural styles that are consistent with the hamlet character and meet a broad range of housing needs;*

The above objectives have been considered in the design of the proposed development.

The subject lands are designated Hamlet Residential Area on Schedule H4-1 of the Town's Official Plan (refer to Figure 2, page 7 of this document). The following section identifies general policies that are applicable to the proposed development.

### H4.3.3 Trail Systems

A Potential Trail and On-Road Linkage is indicated at the northern corner of the subject site, on Schedule A of the Secondary Plan and Schedule H4-1 of the Official Plan (refer to Figure 2, page 7 of this document). The potential trail is shown to extend from the existing Wildwood Trail, pass along Oak Ridge Drive and McMaster Street and cut through the subject site's northwest corner.

### H4.3.8 Hamlet Boundaries and Buffers

*“To further achieve the objective of preserving the hamlet character, a general lot line setback of 20 metres from the hamlet boundary in new development areas should be targeted. However, lesser widths may be approved where it can be shown to the Town of Halton Hills, that this objective has been achieved.”*

The subject site's northwestern edge is designated as a hamlet buffer, with the objective of preserving the hamlet's character. Hamlet buffers *“will be allowed to regenerate as private natural areas or be used for public park purposes such as trail systems.”*

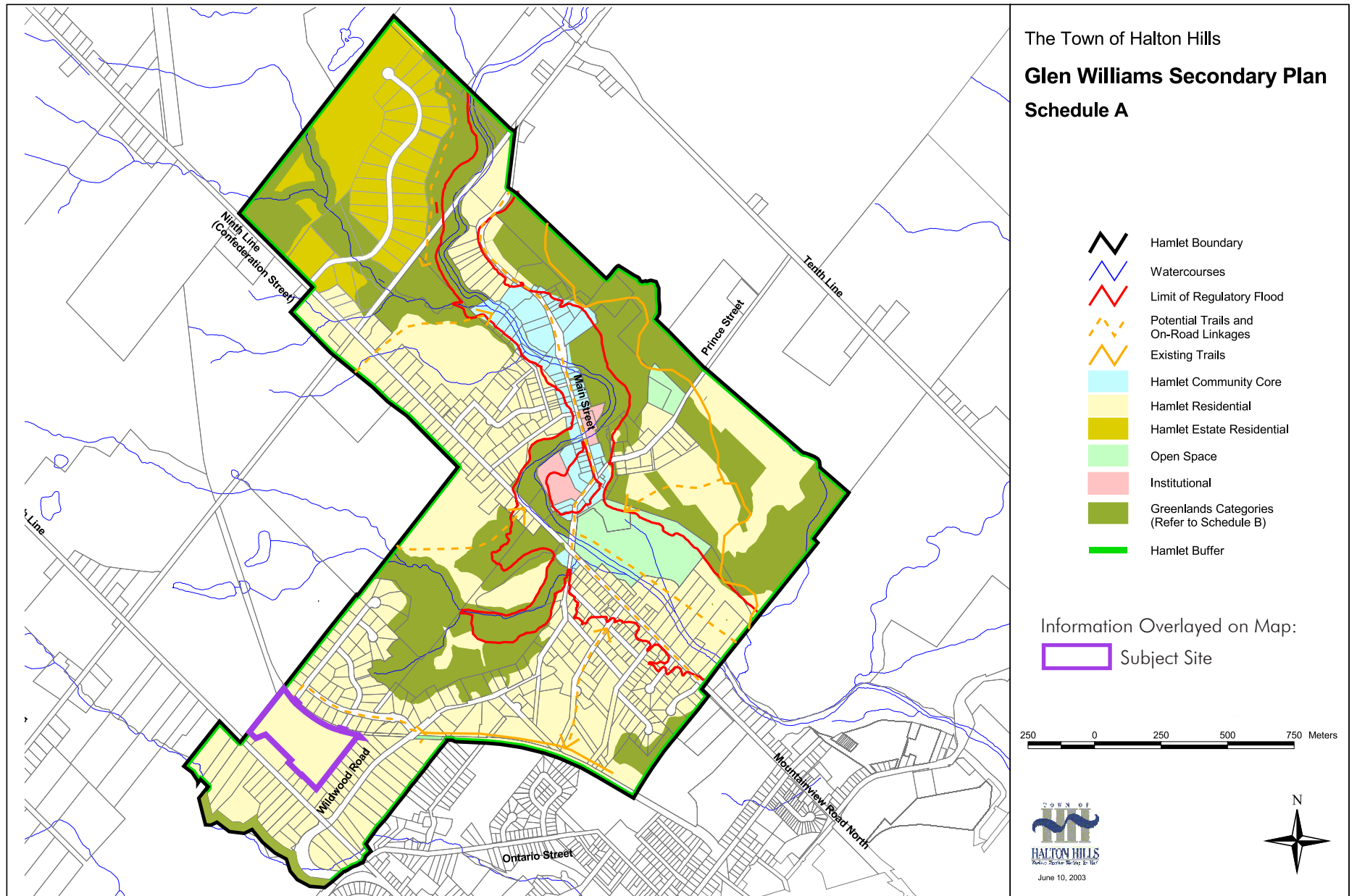


Figure 2: Schedule A of the Glen Williams Secondary Plan and the Subject Site

## H4.3.11 Hamlet Design and Heritage Protection

*“The approval process for all planning applications within the Hamlet will include the application of the Hamlet Design and Heritage Protection Guidelines.”*

The Hamlet Design and Heritage Protection Guidelines have been considered in the design of the proposed development.

## H4.5 Hamlet Residential Area

### H4.5.2 Permitted Uses

*“a) single detached residential uses”*

### H4.5.3 Land Use Policies

*“c) Prior to draft plan approval, plans of subdivision must be supported by the following studies, conducted by qualified consultants, which may be scoped as determined to be appropriate by the Town or Region, in consultation with Credit Valley Conservation:*

- ii. A Design Study that illustrates how the development will achieve a format consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6 of this Plan, and will preserve or enhance the cultural and natural character of the community.*

*The Design Study should address the following matters:*

- i) Lot design, including conceptual building placements, typical streetscapes, open spaces and roads;*
- ii) Pedestrian and cycling connections to the Hamlet core and open space areas, by roads, walkways, trails or other pathways, including implementation of potential trails as shown in Schedule H4-1;*
- iii) The sensitive use of topography and vegetation, and the extent of new landscaping;*
- iv) Location of public amenities, such as parkettes, terraces and postal kiosks; and,*
- v) typical housing types illustrating architectural style, setbacks and heights.”*

## Appendix X6 - Hamlet Design and Heritage Protection Guidelines

*“The hamlet design analysis has revealed that, despite the strong impact of heritage buildings in the hamlet centre, the overall architectural character of Glen Williams is a variety of building forms and styles, representative of Glen Williams’ organic pattern of growth over the last century.*

*The Hamlet of Glen Williams Design and Heritage Protection Guidelines describe how the heritage character of the community should be retained both in its infrastructure and its building forms, both existing and future.”*

The following are relevant guidelines for the proposed development:

### X6.1 Street Type and Pattern

The following guidelines should be considered when developing or improving new roads:

- *“Consider the use of rural road or rolled curb sections to promote the rural character of the hamlet.*
- *Limit block lengths to 175m, in keeping with the smaller block lengths of the hamlet centre.”*

### X6.2 Lot Configuration

- *“Vary lot frontages and depths within each streetscape to maintain the hamlet’s random lot pattern. Allow adjacent lots to vary in lot configuration;*
- *Ensure that lot sizes allow for the safe and effective installation / connection of sanitary services (private, communal or municipal), per regulatory requirements.*

- *Avoid streetscapes with uniform lot frontages. Permit adjacent lot frontages to vary up to 50%. It is recommended that no more than four consecutive lots shall have the same frontage. Beyond a maximum of four lots, allow adjacent lot frontages to vary by 50%.”*

### X6.3 Setbacks

#### X6.3.1 Front Yard

- *“Encourage flexibility of front yard setbacks to maintain the variety of setbacks found on hamlet streetscapes. It is recommended that no more than four consecutive lots shall have the same front yard setback.*
- *Ensure that no front wall of a house shall be set further back than half the length of the adjacent house to maintain privacy of rear yards.*
- *On one streetscape, ensure that a minimum of 30% of the front wall of houses are located at the minimum setback to provide a sense of enclosure to the street and a pedestrian oriented environment. Consider revising the current 50ft (15m) minimum front yard requirement to 4.5m.”*

#### X6.3.2 Side Yard

- *“Side yard setbacks should allow for access, servicing requirements, variations in grading and natural features.*
- *Side yard setbacks in the hamlet vary from as low as 2m up to 35m. Consider revising the current 15 ft (4.5m) interior setback to 2.25m to allow for flexibility of siting of the main house. Refer to “Houses at Corner Lots and Pedestrian/Open Space Links” for reference to exterior side yard setbacks.”*

## X6.3.3 Rear Yard

- *“The current 25 ft (7.6m) rear yard setbacks can be maintained for all lot depths.”*

## X6.4 Houses at Focal Locations

### X6.4.1 Corner Lots:

- *“Houses at corner lots are important within a streetscape as they are visible from both streets and create the entrance condition or a “gate” to the street. Flanking elevations, garages and private yard enclosures are exposed to the public realm at these locations. The design of these buildings and elevations should have special consideration.*
- *Exposed elevations should have equal importance with respect to openings and attention to detail. The use of wrap-around porches and corner bay windows is encouraged to link the two facades and to accentuate the corner condition. The main entrance should be located on the long frontage to avoid blank sections of walls.”*

## X6.5 Garages and Auxiliary Buildings

- *“Encourage the use of detached garages that are located at the rear of the lot. Many garages in the hamlet are detached and to the rear and/or side of the lot. To encourage this design strategy, consider exemption of the area of rear yard garages from calculations for maximum coverage, under the zoning bylaw.*
- *Where garages are attached, they shall be recessed a minimum of 1.0 m from the face of the house. Avoid garages that project forward from the front wall of the house.”*

## X6.8 Gateways

*“Gateways features should be established at key entry points within the community to help strengthen the character and identity of Glen Williams Development at gateways should therefore help shape this sense of identity by the nature and quality of landscaping, built forms and design features such as public art.*

*Depending on location and available space, gateway features may include taller architectural elements that symbolize entry-like gateposts such as columns and customized lighting fixtures. Landscape features (such as plantings, flags, special signage, and banners) may also accentuate gateways.”*



**NEIGHBOURHOOD  
VISION**

2.0

*85 Willowood Road*

### 2.1 Urban Design Vision

The design of the proposed development respects the built and natural landscape of Glen Williams, sensitively integrating with the surrounding existing residential uses and agricultural lands. Building on the Hamlet's distinct character, the proposed development will reflect the historical architecture of the area, and will be of an appropriate scale, with streetscapes, lot sizes and a lot fabric that reflect the established development pattern of adjacent lands.

These Urban Design Guidelines adhere to the vision of the Hamlet of Glen Williams Secondary Plan. They provide more detailed guidance and a framework for developing the community to meet with the Town's objective of a higher, "greener" level of design that builds on the Secondary Plan. The plan integrates existing natural features such as woodlots and existing trees of the site.

Design consideration has been given to highlighting views and special features, to embellish site attributes, and to provide appropriate urban design.

Special care and attention will be given to design solutions that respond to the unique characteristics of the site, hamlet preservation and the secondary plan objectives, and will include these elements in the following sections.

### 2.2 The Development Proposal

The proposed development consists of 32 single-detached homes, a local street and a stormwater management block (refer to Figure 3). The Draft Plan will be implemented by a Zoning By-law Amendment and is subject to Conditions of Draft Plan Approval, which ensure that the hamlet character of Glen Williams is reflected in the proposed development. Key elements of the development proposal (shown in Figure 4, page 14) include:

- 32 single-detached homes at a maximum of 2 storeys in height (refer to the Architectural Design Guideline for guidance relating to the built form of these lots);
- One local street with a 20 metre right-of-way, connecting to the existing McMaster Street and Meagan Drive (refer to Section 3.1 of this document);
- A stormwater management pond (Block 33) on a 0.439 hectare block (refer to Section 4.5 of this document); and
- An easement will be present outside the east limit of Lot 21, permitting a trail connection to Wildwood Trail, which is proposed to extend along Oak Ridge Drive from the existing trail on the former CN Railway right-of-way south of the subject site.





Figure 3: Conceptual Servicing Plan



Figure 4: Land Use / Neighbourhood Plan

### 2.3 Surrounding Residential Area

The surrounding residential area is composed primarily of one and two storey single detached dwellings. The following considerations will be taken with regards to the surrounding residential area:

- Elements of the surrounding residential area will influence the urban and architectural design of the proposed development, as to promote harmonious and compatible development;
- Special design considerations will be made at the interface of proposed and existing residential lots, to ensure sensitive integration of the new lots;
- Established architectural styles and details will be incorporated in the proposed built form; and
- Lot sizes, frontages and setbacks of the surrounding residential area will influence the layout of the proposed development.



Images of dwellings in the surrounding residential area.

## 2.4 Street Pattern & Pedestrian Connections

The proposed development provides a simple street pattern, with one local street connecting to McMaster Street and Meagan Drive. The simplicity of the street layout reflects the existing street fabric of the adjacent established neighbourhood and assists with intuitive wayfinding.

- Rolled curbs will be provided, consistent with the rural cross section in the *Hamlet Design and Heritage Protection Guidelines* (appended to the Glen Williams Secondary Plan);
- Lots 21 and 22 form a gateway at McMaster Street and lots 1 and 32 form the gateway at Meagan Drive. Refer to Section 3.4 of this document for *gateway lots* and Section 5.1 of the *Architectural Design Guideline* for details on gateway houses;

- The landscape character of these gateway lots will be reflected at other lots throughout the proposed development;
- A 1.5 metre sidewalk will be provided on one side of the street, providing access to the stormwater management pond and associated gathering area and the proposed trail connection at the northern edge of the subject site; and
- Less structured planting of deciduous trees within the public right-of-way combined with additional informal coniferous plantings on lot will reinforce the hamlet character and enhance maturation of the community. Refer to Figure 15 for the Conceptual Landscape Plan (page 37).

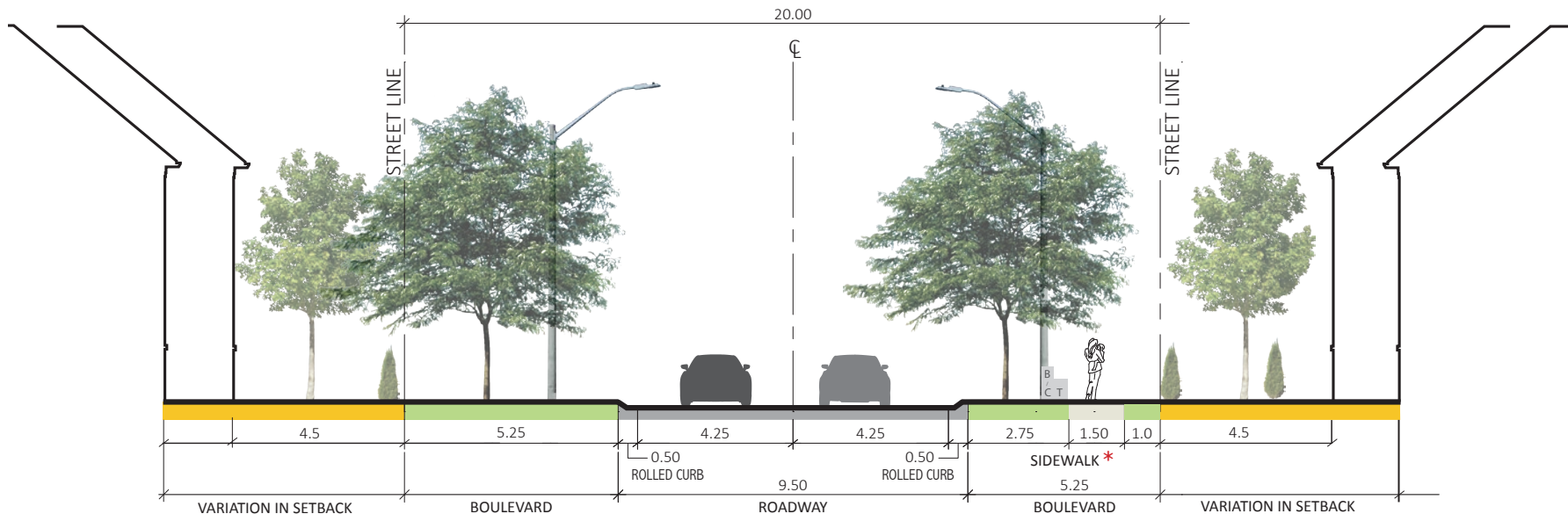


Figure 5: Conceptual Cross Section of Street 'A'

\*Sidewalks will be upgraded to permeable pavers with an under drain.

## 2.5 Architectural Design Vision & Objectives

The designs of individual houses and the collective impression of houses in the streetscapes will support the design vision for the Eden Oak (Devins) Community, character of the Hamlet of Glen Williams, and the Policies of the Hamlet of Glen Williams Secondary Plan. To this end the designs of the houses within the Eden Oak (Devins) Community shall meet the following architectural design objectives:

### Good Site Planning

- Diversity and variety of front yard setbacks to reflect the organic character of the Hamlet of Glen Williams; and
- Building in context with adjacent properties and site conditions.

### Visual Variety in Streetscapes

- Provide a variety of house models with complementary architectural styles and alternative house elevations, materials and colours that will collectively form cohesive streetscapes.

### High Quality Design

- Employ a high quality of design that is based on traditional architectural styles as the clear influence for the designs of houses that reflect the character of the Hamlet.

### Appropriate Massing, Shape and Proportion of Houses

- Design well proportioned houses with roofs and garages that are properly integrated into the massing and shape of houses.

### Appropriate Response to Visually Prominent Lot Locations

- Special house design on Gateway, Corner and Elbow Lots, along with upgraded elevations adjacent to open spaces, public walkways and trails will help to create a distinctive sense of place and to provide attractive views from the neighbourhoods into the Hamlet.



## Minimize Prominence of Garages

- Locate garages to the rear or integrated into the massing of the house in a variety of locations.

## Improved Appearance of Garage Doors

- Improve the appearance of garage doors by using carriage-house garage door to reduce the blank wall effect of garage doors.

## Reduced Size of Driveways

- Limit driveway widths and improve appearance.

## Focus on the Main Entry of Houses

- Houses will address the street by having entrances which are clearly visible from the street, accompanied by such features as porches, stoops, overhangs or porticoes that form part of the composition of the front elevation and assist in articulating the main entrance as the focus of the front elevation.

## Attention to Roofscape Designs

- Well proportioned roofs designed as prominent architectural elements consistent with the style of the house.

## Consistent Architectural Detailing

- Provide a consistent level of details on all house elevations.

## Materials and Colours

- Houses will be built using materials and colours that are stylistically appropriate and consistent with a pre-selected palette.

## Appropriately Designed and Positioned Rear Decks

- Rear decks designed and located to reduce visual impact when viewed from existing homes and public spaces within the Hamlet.

## Architectural Integration of Utilities and Meters

- Utility meters integrated into the house design and away from public view on streetscapes.

## Landscape Treatment

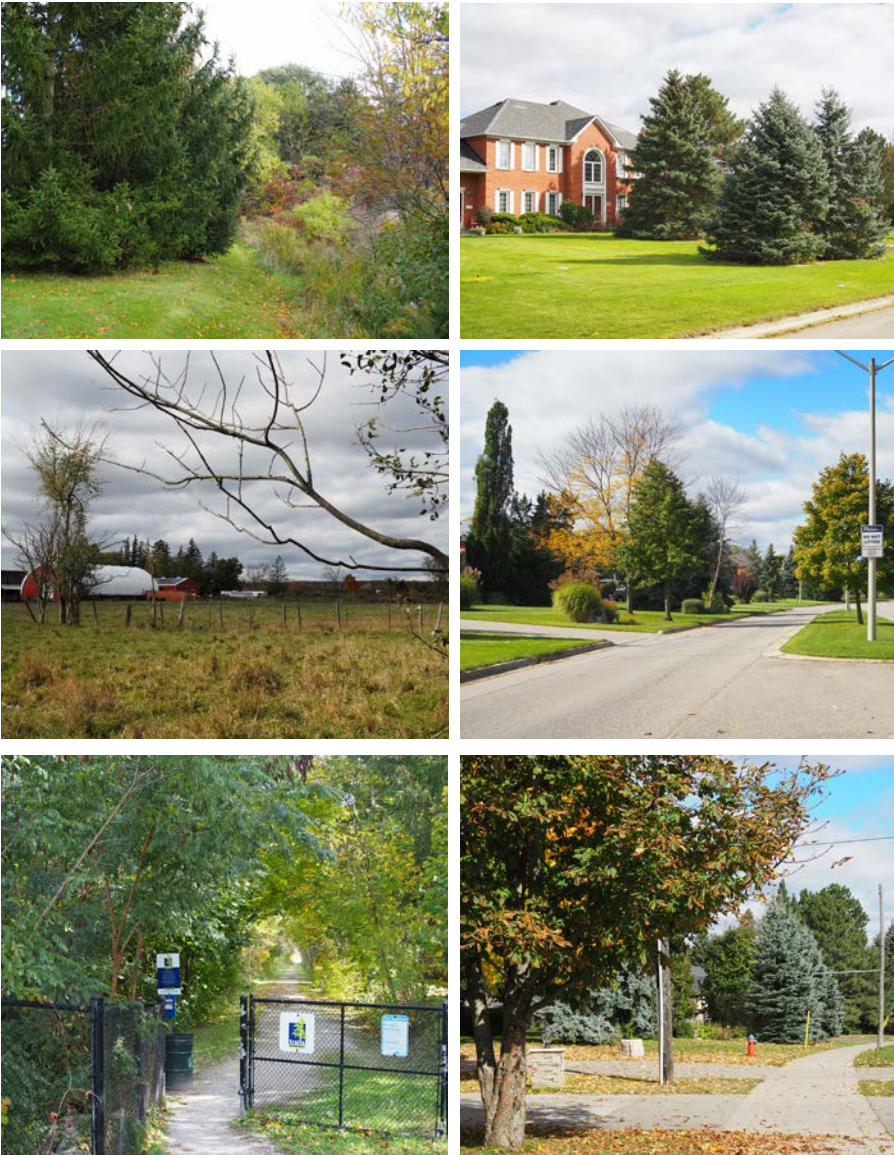
- Use of naturalized planting that is valued as wildlife habitat, is drought tolerant and composed of native or non-invasive ornamental plants.

For the complete design guidelines for the design of houses and for meeting these design objectives please refer to the Eden Oak (Devins) Community Architectural Design Guidelines.

## 2.6 Landscape Elements

To create visually attractive and sustainable streetscapes, landscape elements within the public realm shall have regard for the following guidelines:

- Landscape elements and the building styles identified in the Architectural Design Guideline will work together to make visual reference to the landscape of the Hamlet of Glen Williams;
- To promote groundwater recharge, locate infiltration practices (i.e. enhanced swales, etc.) in areas with permeable soils, please refer to the Functional Servicing Report prepared by Condeland Engineering (revised November 2019);
- Landscape design solutions, to create climate control, erosion control, and wildlife habitat;
- Streetscape elements that are harmonious with the surrounding residential area;
- Ensure that planting within the public right-of-way appears to be unstructured, informal and includes varied native planting to ensure continuation of the existing natural environment conditions; and
- Street tree locations are subject to utilities and servicing standards (i.e. light standards, fire hydrants, hydro etc.).



## 2.7 Natural Environment

The integration of new development into the existing local natural environment shall have regard for the following general design guidelines:

- Where feasible, preserve the row of trees on the adjacent property, along the site's southeastern edge, as identified in the EIR and provide tree protection fencing to protect the integrity of this vegetation;
- Preserve existing significant and healthy vegetation, where possible;
- Provide a 4.5 metre buffer with enhanced planting on private property along the site's northwest edge (further discussed in Section 4.4). This will promote sensitive integration of the proposed development with the surrounding context and natural environment; and
- Locate a stormwater management pond within the community, visible to residents and visitors. This will allow for a gathering area and an opportunity for passive recreation.

## 2.8 Open Space

The design of open space areas shall have regard for the following general design guidelines:

- Create a continuation of the Wildwood Trail within the community (either on the proposed Street 'A', or along Oak Ridge Drive), to the north-west;
- Provide views and vistas to the stormwater management pond and gathering area spaces, from the internal road, Street 'A';
- A gathering area within the stormwater management pond block will be developed to Town requirements, focusing passive recreation amenities. Please refer to Figure 17 on page 40.



## 2.9 Entrance to the Community

The design for this new neighbourhood provides two pedestrian entry points and connections to the Hamlet, and two vehicular connections (via McMaster Street and Meagan Drive). Lots 1, 21, 22 and 32, as identified in the Draft Plan of Subdivision, will provide the locations for gateway houses that will assist in marking the transition between the existing surrounding streetscapes and the new neighbourhood within the Hamlet of Glen Williams.

With this in mind the following guidelines shall be followed:

- The guidelines in this document and the Architectural Design Guideline will ensure that there will be a visible difference between the existing McMaster Street and Meagan Drive streetscapes and the proposed new portion of the streetscape located within the boundary of the Hamlet of Glen Williams.
- The entrances to the Eden Oak neighbourhood, from McMaster Street and Meagan Drive, will provide a sense of arrival for the community and establish a Glen Williams Hamlet identity. This will be achieved with subtle gateway features such as decorative metal fencing and soft landscape elements, that utilize flowering trees and shrubs. These elements should be coordinated with upgraded gateway architecture façade treatment. Please refer to Figure 15 - Conceptual Landscape Plan for an illustration of the conceptual treatment of this gateway location. For architectural design guidance for these gateway houses, please refer to the Architectural Design Guideline, Section 5.1 Gateway Houses;
- The integration of existing hedgerows, adjacent buildings and on-lot landscaping shall be coordinated among all listed elements;

- The use of rolled curbs along Street 'A' will help to indicate a change between the surrounding streetscapes and the new neighbourhood in the Hamlet of Glen Williams. Please refer to Figure 5 - Conceptual Street Section of Street 'A'; and
- The use of decorative street lighting along Street "A" will begin at this entrance location. Please refer to Section 4.7 Exterior Lighting on page 42.



## 2.10 Integration into the Community

Considered together, the various sections of the Eden Oak (Devins) Community Urban Design Guidelines and the Eden Oak (Devins) Community Architectural Design Guidelines work collectively to promote an attractive view of the proposed development when viewed from the existing adjacent residential areas.

- Streetscape and architectural elements will reflect the adjacent established residential neighbourhood. Refer to Section 2.3 – Relationship of Houses to the Street and Section 2.4 – Building Orientation of the Architectural Design Guideline; and
- Road cross-section and service level will function as a transitioning element between the new development and existing residential area.



Existing streetscape condition on Meagan Street looking west onto subject site



Existing streetscape condition on McMaster Street looking west onto subject site



# COMMUNITY STREETSCAPE DESIGN CRITERIA

3.0

This section discusses physical elements of the private realm, addresses the issues related to the design of houses that have an individual and collective impact on the neighbourhood streetscapes in locations of high public exposure, and establishes guidelines for siting all built forms within the streetscape.

For further details on architectural design criteria, refer to Section 2.0 - Streetscape Design Criteria of the Eden Oak (Devins) Community Architectural Design Guideline.



*Community safety can be supported through increased fenestration on exposed elevations.*

## 3.1 Street Type and Pattern

As previously discussed in Section 2.4 of these guidelines, the extensions of Meagan Drive and McMaster Street provide the day-to-day vehicular entry to the Eden Oak (Devins) Community. The street is proposed with a 20 metre right-of-way. The streetscape condition of Street 'A' will be compatible with the existing Meagan and McMaster streetscapes condition as it will introduce the following streetscape elements to promote the rural character of the Hamlet:

- Rolled curbs, consistent with the rural cross section provided in the Hamlet Design and Heritage Protection Guidelines (appended to the Glen Williams Secondary Plan);
- Randomized on-street planting;
- Enhanced and varied front yard (on-lot) landscaping; and
- Variations in building setbacks (in accordance with the Zoning By-law).

## 3.2 Lot Configuration

Within the Hamlet of Glen Williams there exist a wide range of lot sizes and building set backs from streets. In order to reflect the character of the Hamlet, new development shall provide:

- Variation in lot size, setbacks, configuration and depths to emulate the Hamlet's random lot pattern; and
- A controlled staggering of building massing on the street, to ensure varied building locations and visual interests in the streetscapes that is reflective of the Hamlet's character.

For further detail regarding lot configuration, please refer to Figure 6 for a conceptual illustration of the lot configurations. Please also consult the Eden Oak (Devins) Community Architectural Design Guidelines:

- *Section 2.3 - Relationship of Houses to the Street*; and
- *Section 2.4 - Building Orientation*.

## 3.3 Building Location & Orientation

Building location and orientation should be varied for a relaxed street edge and to promote visual interest in the streetscape. This approach is well suited to the hamlet setting. A controlled staggering of building mass will be established in the Zoning By-law and is further detailed in the Architectural Design Guideline in Section 2.3 - Relationship of Houses to the Street and Section 2.4 - Building Orientation. Please refer to Figure 6 for a conceptual illustration of the staggering front yard setbacks. In general:

- No more than two consecutive houses along a streetscape shall be sited at the same distance from the front property line;
- Where practical, houses should be oriented to take advantage of views to the open spaces of the area;
- House sitings will be coordinated with the adjacent lots, and reviewed based on the sequential order in which they are submitted. As a general rule the design and siting of houses should always consider adjacent houses and their views when being located on lots; and
- Lot depths, widths and setbacks should be varied throughout the proposed development to reflect and be complementary to the random lot pattern of the surrounding Hamlet of Glen Williams.



Figure 6: Conceptual Lot Configuration and Building Placement

### 3.4 Prominent Lot Locations

Prominent lot locations possess a higher level of public exposure, such as gateway lots, corner lots, elbow lots and areas viewed from open space areas. Specifically, the prominent lot locations in the proposed Eden Oak (Devins) Community are identified in Figure 7 on page 28 and include:

- Gateway Houses;
- Corner Houses;
- Elbow Street & Cul-de-sacs; and
- Buildings Adjacent to Open Space.

Buildings at these locations shall be designed to be mindful of their prominence within the community. Special opportunities exist at these prominent locations to create memorable house designs, which may present unique solutions with respect to: main entry design, garage treatment, architectural detailing, exterior building materials and/or colours, relationship to grade, and landscape elements. Please refer to Architectural Design Guideline Section 5.0 - Prominent Locations for additional design considerations



*Example of corner lot house design which visually promotes the prominence and importance of the lot within the community streetscape.*



Figure 7: Prominent Lot Location Plan



### 3.5 Elevation Variety

A goal for the design of the streetscape is to achieve visual variety while maintaining a cohesive image for the neighbourhood that is complementary to the adjacent development and the Hamlet of Glen Williams. The Eden Oak (Devins) Community Architectural Design Guidelines provide detailed guidance that will assist in meeting the goal of streetscape variety. For the complete guidelines that address elevation variety requirements, please refer to the following sections of the Architectural Design Guideline:

- Section 2.2 – Elevation Variety: provides guidelines on model repetition in streetscapes;
- Section 2.6 – Building Height Compatibility: provides guidelines for the blending of building height along streetscapes; and
- Section 2.7 – Exterior Colour Selection: provides guidelines on exterior colour selection, and limits on the repetition of exterior colour packages in streetscapes.

### 3.6 Building Height

The maximum height of all houses shall be two storeys measured from grade at the front elevation of the house. For further details regarding the blending of building heights along streetscapes, please refer to the Architectural Design Guideline Section 2.6 – Building Height Compatibility.

### 3.7 Relationship of Houses to Grade

Where there are conditions of adverse grading, special designs for houses shall be provided to address the site conditions; these include side and rear elevations that are publicly visible from streets, open spaces and other locations within the Hamlet. Grade differential is defined as the elevation difference between the average finished grade and the finished floor level at the main entry door. Revised elevations on streetscape drawings will be required to illustrate the architectural detailing response to grade differential that is greater than 900mm or 5 risers. Entrance levels should relate to grade through terracing. Other architectural features and details that address grade differentials include attached garages, porches, and deck structures at the side and rear yards. The designs for these houses should maintain the visual quality of the streetscape and the Hamlet of Glen Williams. Please refer to Section 4.5 – Grading Information / Sections for identified areas of specific concern. For the complete guidelines for dealing with the relationship of houses to grade please refer these sections of the Architectural Design Guideline:

- Section 2.5 – Relationship to Grade: identifies the conditions that will be considered as adverse grading;
- Section 3.10 – Adverse Grading: provides guidelines for adverse grading along streetscapes; and
- Section 3.11 – Rear Decks & Balconies: provides guidelines relating to rear walkouts.

## 3.8 Garages

In order to create a varied streetscape that supports the character of the Hamlet of Glen Williams and to minimize the presence of garages in the streetscapes, these design guidelines present options for the location of garages on house lots for the integrate of garages into the conceptual massing of houses.

Given the larger lot frontages of this neighbourhood, the garage treatments proposed in this section should be considered in combination with the orientation of houses on lots. Solutions that locate the garage to the rear of the house are preferred. Where the garage face is directly fronting to the street, the mass of the garage shall be set back 1.0 metres from the principal building face and integrated into the overall house design. It is important to control the location of the garage and provide a variety of treatments for garages to de-emphasize the presence and dominance of garages within the streetscape. A variety in the design and location of garages shall be required and the following sections provide design options that are appropriate for consideration. It is not required that all of these options be used. For further details regarding garages, please refer to the following section of the Architectural Design Guideline: Section 4.0 – Garage Requirements: provides guidelines regarding garage types and locations.

### 3.8.1 Detached Garages in Rear Yards

Any detached buildings, shall be detailed to complement the main dwelling, in terms of materials, colours and architectural details (Figure 8).

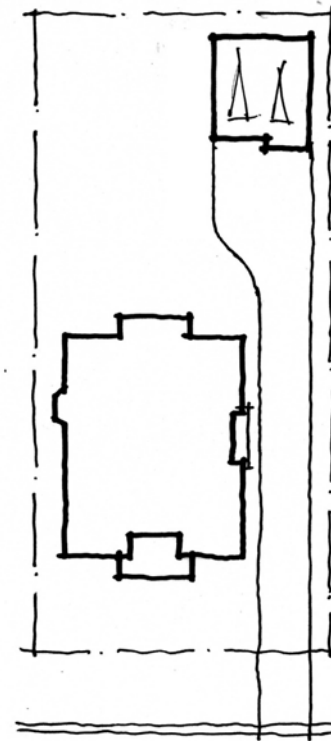


Figure 8: Detached Coach House.

### 3.8.2 Attached Garages in the Rear Yard

Garages may be attached to the main dwelling and located at the rear (Figure 9). A 1.5 metre high landscape buffer shall be maintained (hatched area) to minimize the presence of the driveway if exposed to public view.

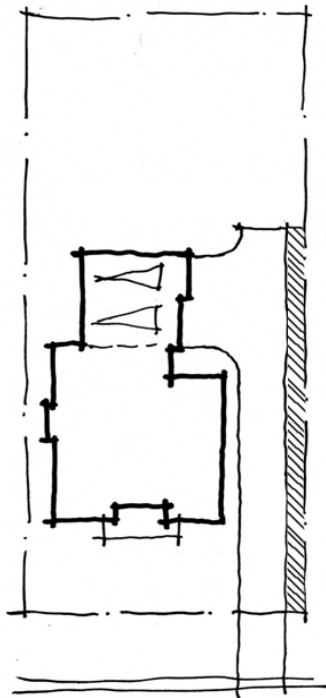


Figure 9: Attached garage in rear.

### 3.8.3 Courtyard Garage Locations

The courtyard layout locates the garage to the rear of the house, and is accessed by a single-car width driveway featuring a portecochere (Figure 10).

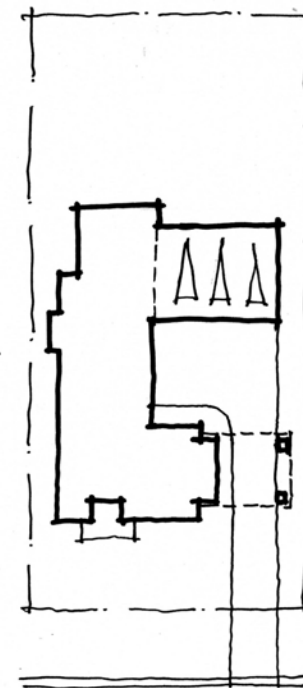


Figure 10: Courtyard garage.

## 3.8.4 Front Coach House Garages

The front coach house (Figure 11) may either be attached or detached from the dwelling. Special attention shall also be given to the treatment of the street façade and side elevations as they are exposed to public view. The roof over the garage shall be steep enough to accommodate a usable or living space above it. Dwellings of this type should be paired to create a visually appealing streetscape. Pairs of front coach houses should occur in a maximum of 3 locations, with 2 lots in-between to limit this type.

A 1.5 metre high landscape buffer shall be maintained (hatched area) to minimize the presence of the driveway.

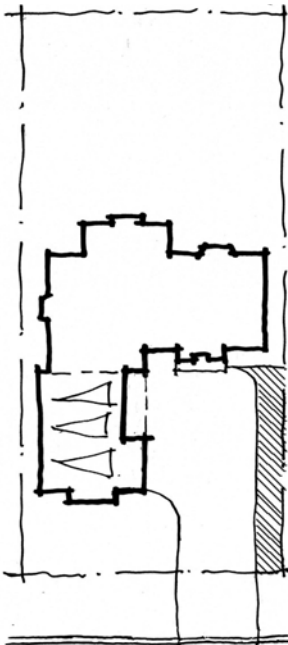


Figure 11: Front Coach House garage.

## 3.8.5 Garages Attached Fronting Onto the Street

Garages fronting directly on the street shall be recessed back from the main wall of the dwelling. These solutions may include a 2-car garage, or 3 cars parked in tandem. The tandem garage configuration (Figure 12) provides the convenience of a 3-car garage with the appearance of a 2-car garage, which minimizes the size and length of the driveway.

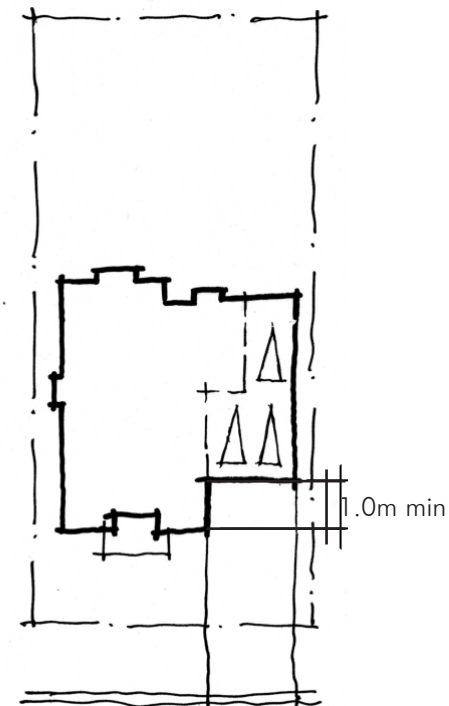


Figure 12: Tandem garage.

### 3.8.6 Three Car Garages Fronting Onto the Street

3-car garages (Figure 13) are restricted to lots with frontages 22.0m or greater.

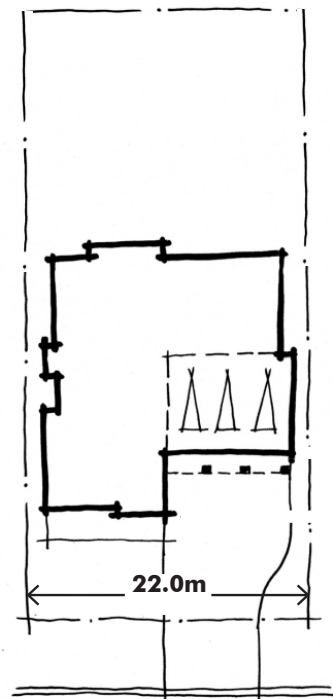


Figure 13: Colonnade.

### 3.8.7 Limits on 3-Car Garages Fronting Onto the Street

The interior dimensions (width) of the garage fronting the street shall not exceed 50% of the exterior width of the house (Figure 14). Front-facing garages in the streetscape shall not exceed 30% of the streetscape block. These designs will be assessed on design merit for integrating the garage into the overall design of the house.

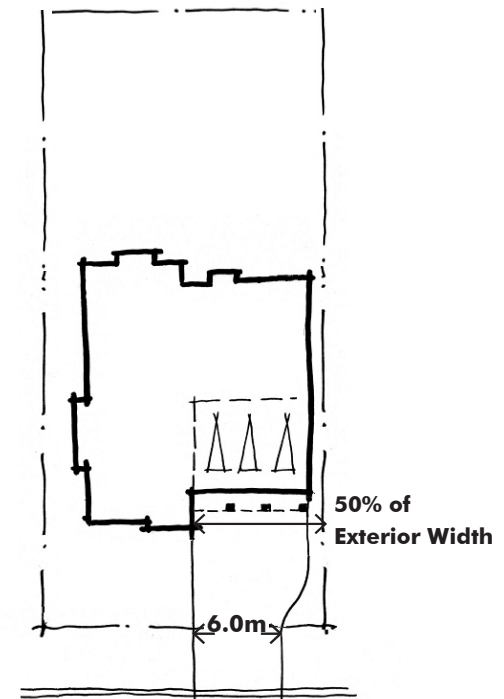


Figure 14: Three-car garage width limit.

## 3.9 Driveways

No matter the location or scale of garages, driveways that connect garages to the street are always highly visible. It is a goal of these guidelines to reduce the visual prominence of garages and to improve the appearance of driveways.

- The exterior width of the driveway should not exceed the interior width of the garage;
- Where appropriate, the width of the driveway shall always be minimized at the road entry to reduce its presence in the streetscape;
- Driveways leading to a garage in the rear yard or on key lots shall be limited in size to accommodate the width of a single car or a maximum of 4.0 metres;
- Driveways should be located away from open space features, public walkways and intersections;
- Locate driveways on the outside of lots at street elbows and create a landscaped area on the center of the pair of dwellings;
- Where permitted, the driveway for 3-car garages should be tapered to a maximum width of 6.0m at the curb;
- Driveways should be situated on the higher grade side of the house; and
- Driveway slopes between the garage and street should be as shallow as possible.

## 3.10 Driveway Treatments

- Minimize width and extent of impermeable surfaces where possible;
- Plain poured concrete brush finish with edge banding and panelization with inset stone or unit paving (earth-tone colours only) banding and panelization minimum 500mm width;
- Exposed aggregate concrete cement coloured to earth-tone colour, or blasting to expose aggregate to impart earth-tone colour. With permeable, pavement where possible; and
- Asphalt with edge banding and panelization with inset stone or unit paving. With permeable pavement, where possible.



*Minimize the visual presence of driveways within the streetscape with strategic driveway design and use of materials.*



# LANDSCAPE REQUIREMENTS

4.0

## 4.1 Context

The subject site is surrounded by a residential area and the vacant, agricultural lands forming the site's northwest edge. This context adds immeasurable value to the neighbourhood and presents opportunities for creative and functional design solutions at the interface between the proposed development and its surroundings.

The understanding, care and control of activities throughout the building phase and through home ownership activities, can ensure the continuation of this high quality environment and integration of this new neighbourhood into the Hamlet of Glen Williams.

## 4.2 Site Plan

- Houses are to appear randomly placed along the street. Variety in setback and façade treatments will be required. Please refer to Architectural Design Guideline Sections 2.3 Relationship of Houses to the Street and Section 2.4 Building Orientation;
- Driveways are to be a maximum width of 6.0m at the front of the property line. Preference is for driveways to be tapered to a single car width (3.0m) to reduce their presence in the streetscape;
- Where the municipal requirement for black vinyl chain link fencing between public and private lands does not afford the homeowners sufficient privacy, coniferous hedges rather than board fences are encouraged;
- Where fencing is required for security, ornamental metal or black vinyl covered chain link fences hidden with hedging are encouraged; and
- Limit use of black vinyl covered chain link fencing to only necessary locations.





LEGEND

- 1 Existing Residential
- 2 Existing Agricultural
- 3 Hamlet Buffer
- 4 Street Trees\*
- 5 Paired Driveways
- 6 Sidewalk
- 7 On Lot Accent Trees
- 8 Seating Node/Gathering Place
- 9 Access Road/Trail
- 10 Stormwater Management Pond
- 11 Significant Existing Vegetation (Identified in EIR)
- 12 Existing Vegetation (within former CN Railway right-of-way)
- 13 Trail Connection to Future Northern Open Space
- 14 Wood Corner Lot Fencing With Masonry Columns

*\*Street tree locations are subject to utilities and servicing standards and may not be accurately depicted on this conceptual landscape plan.*

Figure 15: Conceptual Landscape Plan

## 4.3 Site Landscape Development

- Screening (hedge) 1.5m in height between lots, where front coach house garage is located. Location and height of planting is intended to obscure parked cars and mass of garage. Please refer to Section - 4.1.4 Front Coach House Garages in the Architectural Design Guideline; and
- Visual impact of driveways to be diminished by breaking up surface with line, colour, texture, material, and narrowed drive lane widths.

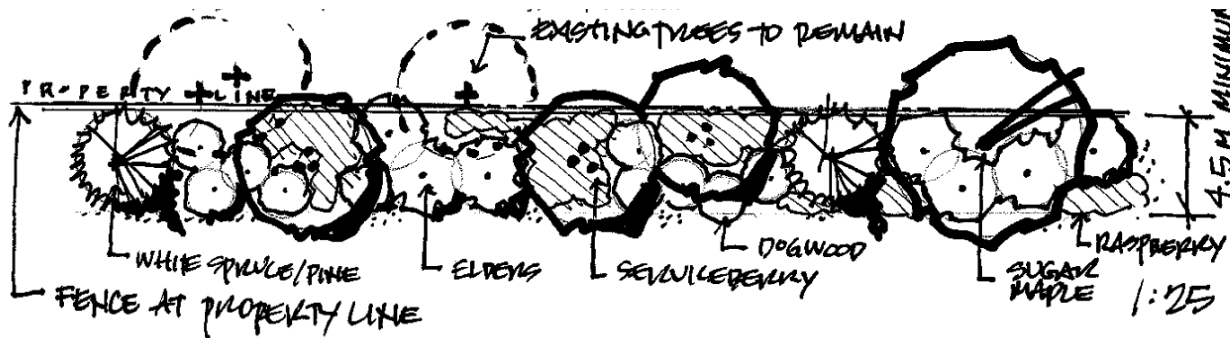
## 4.4 Hamlet Buffer

As previously discussed, the Glen Williams Secondary Plan identifies a hamlet buffer along the northwestern edge of the subject site, with the intent of preserving the hamlet character. The lands within the hamlet buffer are permitted to regenerate as private natural areas.

The new development proposes a 4.5 metre buffer with enhanced planting, on private property. Guidelines that apply to the hamlet buffer include:

- Trees and landscaping shall be provided on private property along the rear property lines of houses which back onto the hamlet boundary to re-enforce the visual buffer from the vacant agricultural lands to the north; and
- Where possible, existing vegetation will be preserved.

Additional guidance on the design of hamlet buffer is provided in Section 6.4 of the EIR, including the schematic provided in Figure 16, below.



PER 45 I.M. AS SHOWN (SUGGESTED NATIVE PLANT SPECIES)

Figure 16: Schematic of Hamlet Buffer (per Section 6.4.1 of the EIR)

## 4.5 Stormwater Management Pond

The stormwater management pond is located on Block 33. This open space feature will become an amenity for the community, providing opportunities for passive recreation.

Planting for the stormwater management pond will consist of primarily native, non-invasive cultural species that are considered indigenous to the region:

- Planting will strive to include species representative of existing vegetation in the community’s ecological/environmental habitat;
- Species shall reflect site conditions (i.e. soil conditions, drainage, slope aspect –appropriate to the water level fluctuation); and
- Planting design adjacent to the residential lots shall consider viewing vistas to the stormwater pond area for safety.



The landscape design for the stormwater management pond shall promote the goal of enhancing the natural landscape and act as a pedestrian feature, as follows:

- Grading and vegetation shall be controlled to provide natural transitions that sensitively integrate them into the existing natural environment;
- Use of best management practices for stormwater management, using on-site “green” measures such as permeable pavement, grassed swales, roof run-off directed to landscaped areas, etc.;
- Plant material within these facilities should be species of trees, shrubs, groundcovers, and aquatics that promote habitat and strengthen existing natural plant communities;
- Plant material layout shall be designed to create the appearance of natural plant communities;
- Pedestrian pathways and trail connections shall be incorporated into the storm water management facilities; and
- Consideration shall be given to the incorporation of seating areas and lookouts that provide pedestrian focal points and capitalize on stormwater management pond views and vistas.

Please refer to engineering drawings for details of the stormwater management pond design.



### LEGEND

- 1 Proposed Single Detached Homes
- 2 Sidewalk
- 3 Pedestrian & Maintenance Access
- 4 Seating Node/Gathering Space
- 5 Stormwater Management Pond
- 6 Access Road
- 7 Naturalized Planting
- 8 Significant Vegetation (*Identified in EIR*)
- 9 Existing Residential

Figure 17: Conceptual Stormwater Management Pond Design.

## 4.5 Planting & Landscaping

- Plant material layout should be designed to create the appearance of natural plant communities;
- Concentrate plant species to native and non-invasive ornamental species;
- Use large conifers in proximity to street to give the neighbourhood an established image in early phases of the development;
- Planting to have a strong winter structure;
- Planting to have significant conifer/broadleaf component (40-60%);
- Conventional street tree planting is required but informal clumps of trees staggered along the street can be accomplished in flankage locations and areas of wider lot frontages in context of the surrounding neighbourhoods;
- Native and non-invasive cultural plant material, which would attract wildlife and provide habitat, are encouraged;
- Due to limited domestic water availability and drought prone soils:
  1. limit areas of sod,
  2. use mulches on planting beds,
  3. select drought tolerant plants, and
  4. restore, maintain or allow areas to revert to naturalized state of trees, shrubs, grasses and herbaceous materials;
- Plant material to be sourced from local suppliers; and
- In order to assist in the variation of the streetscape, trees are proposed to be planted in the front yards of private property.



*Conifer plantation along flankage locations in proximity to street.*



*Streetscape Edge to Road Interface.*

## 4.6 Fencing

- A rear lot black vinyl covered chain link fence, as mandated by the municipality, will be installed to define the limit of the lot at all private/public interfaces;
- Prior to and during construction, a silt fence will be installed to prevent silt laden run-off water from flooding or finding its way to local creeks, burying and suffocating adjacent vegetation. The silt fence is to remain in good condition until all landscaping is completed and bare soil re-vegetated. Do not allow construction materials over the fence;
- Privacy should be accomplished with the following options:
  1. Plant materials or hedging,
  2. Ornamental metal fencing (i.e. custom or pre-manufactured open metal fences), or
  3. Black vinyl covered chain link combined with hedging, where fencing is required for security;
- Extensive wood privacy fences along property lines are discouraged; and
- Where wood fencing is proposed, use cedar lumber and clear or semi-transparent natural stain finishes.

## 4.7 Exterior Lighting

- The design intent for the proposed development is to minimize the street lighting to minimum acceptable levels while maintaining safety standards for both pedestrian and vehicular movement;
- Style of lighting is downward facing (“Dark Sky Friendly”), and should be positioned to minimize glare, improve visibility and provide an efficient source of light;
- The posts and luminaries should be of high quality, both with easy to maintain finishes, locally available and acceptable to the Town of Halton Hills;
- Selected light fixtures should discourage perching of larger birds such as seagulls; and
- Poles and luminaries shall be of a traditional design style.

## 4.8 Street Signage

- The coordination of materials, finishes and styles should be the same as the details and character of signs in the Hamlet of Glen Williams.

## 4.9 Street Furniture

- Benches and other permanent site furnishings are to complement and harmonize in finish, colour and materials with the surroundings and be consistent with existing elements in Glen Williams.



Street signage for the adjacent Meagan Drive.



Example of street furniture integrated with the surrounding.



255 Wicksteed Avenue, Unit 1A

Toronto, Ontario, Canada M4H 1G8

T 416.449.7767      F 416.449.1803

[www.mbtw-wai.com](http://www.mbtw-wai.com)

