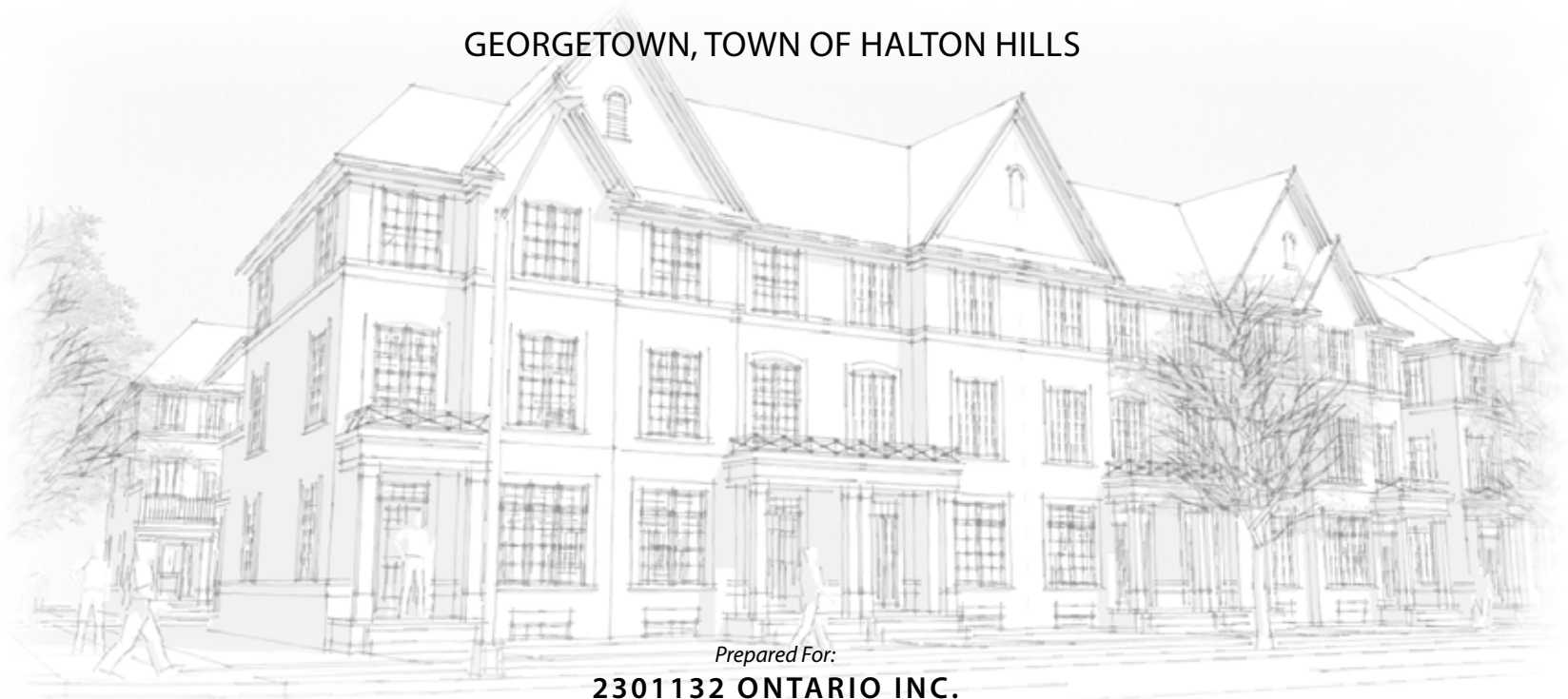

URBAN DESIGN BRIEF & COMPREHENSIVE DEVELOPMENT PLAN

8, 10 & 12 LINDSAY COURT + 13758 & 13764 HIGHWAY 7

GEORGETOWN, TOWN OF HALTON HILLS



Prepared For:

**2301132 ONTARIO INC.
(CATALINA DEVELOPMENTS)**

Prepared By:

JOHN G. WILLIAMS LIMITED, ARCHITECT

40 VOGELL ROAD, UNIT 46
RICHMOND HILL, ON L4B 3N6
TEL: (905) 780-0500

October 16, 2012

Revised June 5, 2015

Our File No.: W-1724

Urban Design Brief & Comprehensive Development Plan

8, 10 & 12 Lindsay Court + 13758 & 13764 Highway 7- Georgetown, Town of Halton Hills

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1.0 INTRODUCTION

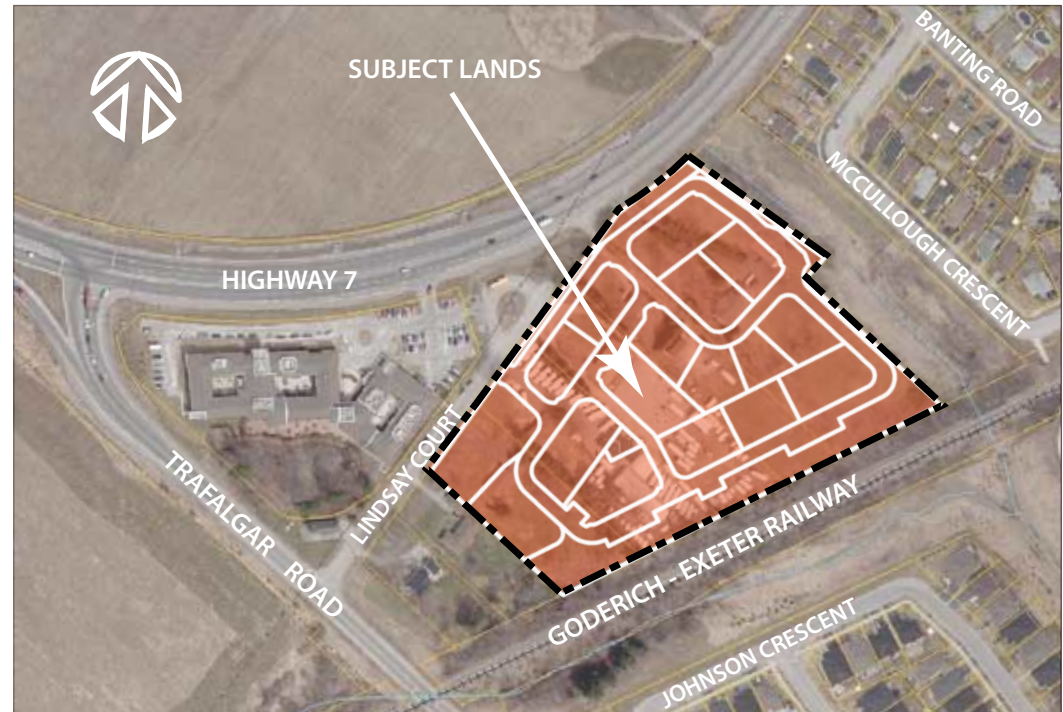
This Urban Design Brief and Comprehensive Development Plan has been prepared on behalf of 2301132 Ontario Inc. (Catalina Developments) for their proposed 110 unit condominium town-house development in Georgetown, within the Town of Halton Hills. The purpose of this report is:

- to illustrate the design for the proposed development;
- to address matters such as appropriate distribution of uses, built form, urban design, access, parking, and streetscaping;
- to demonstrate the proposed development's regard for the policies and civic design strategies outlined in the "Town of Halton Hills Official Plan";
- to address site specific design elements of the proposal and describe how they will relate to the existing neighbourhood context;

This document should be read in conjunction with Planning Justification Report for the subject lands prepared by Glen Schnarr and Associates Inc.

1.1 LOCATION, SITE DESCRIPTION AND COMMUNITY CONTEXT

- The proposed infill redevelopment, known as 8, 10 and 12 Lindsay Court and 13758 and 13764 Highway 7, comprises an area of approximately 3.44 hectares (8.50 acres) on the outer edge of an existing residential neighbourhood. The site is located at the north west corner of Georgetown near the intersection of Trafalgar Road and Highway 7.
- Although not a part of the subject development, this document demonstrates how the neighbouring properties (4 & 6 Lindsay Court) could be developed in the future, adding a potential 14 units more to the neighbourhood.
- The site is bounded by:
 - North: Lindsay Court and Highway 7, opposite which



SUBJECT LANDS - KEY PLAN

Source: Town of Halton Hills Interactive Mapping

are the Extencicare Long Term Care Facility and agricultural uses.

- East: A drainage channel and storm water management pond and existing single family residential uses beyond.
- West: Existing single family residential uses at 4 & 6 Lindsay Court (these parcels have potential for future residential intensification) and Trafalgar Road, opposite which is agricultural land.
- South: The Goderich-Exeter Railway line, opposite which are existing single family residential uses.
- The site is relatively flat and contains some vegetation. The existing single-storey detached dwellings and two storey Masonic Temple on the site will be demolished. On-site vegetation will be removed or relocated as necessary to allow for the proposed development.
- Residential building forms within the immediate area are primarily one and two storey detached dwellings. Other building forms in the vicinity include a two storey Extencicare Long Term Care Facility located on Highway 7.

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IMAGES OF SITE CONTEXT AND EXISTING BUILT FORM IN PROXIMITY TO THE SUBJECT LANDS

Source: Google

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- The rail line buffer strip to the south and drainage channel/ storm water management pond to the east will provide an open space setting for the proposed development.
- The site's close proximity to urban amenities such as public transit (GO Transit), parkland, service / institutional uses and major arterial roads provides an excellent opportunity for residential intensification and less reliance on automobile trips.

1.2 DESIGN VISION

The vision for the subject site is to create an attractive, compact residential development within an existing neighbourhood located close to existing urban amenities. The design of the site, using a variety of townhouse forms designed with high quality architectural treatments and landscape design elements, will help to establish a sustainable, intensified residential redevelopment with a strong visual character that appropriately integrates into the surrounding community and meets the intent of the Town's urban design policies.

1.3 DESIGN PRINCIPLES

The following design principles were used to support the design vision and to guide urban design decisions related to the proposed development:

- To promote a high quality public realm and private realm by designing an attractive architectural and landscape character.
- To provide for a pedestrian-scaled development that integrates with the abutting uses.
- To provide for residential density that will help to sustain local and regional transit initiatives while respecting the existing character of the community.
- To provide a variety of housing options to meet a range of accommodation needs and affordability levels of the future residents.
- To encourage harmonious and attractive streetscapes through attention to dwelling facades, building materials, colour palettes, and landscaping.
- To encourage safe, pedestrian-friendly streetscapes by promoting the principles of CPTED (Crime Prevention Through Environmental Design).
- To minimize the visual impact of garages within the streetscape.



CONCEPTUAL DESIGN VISION

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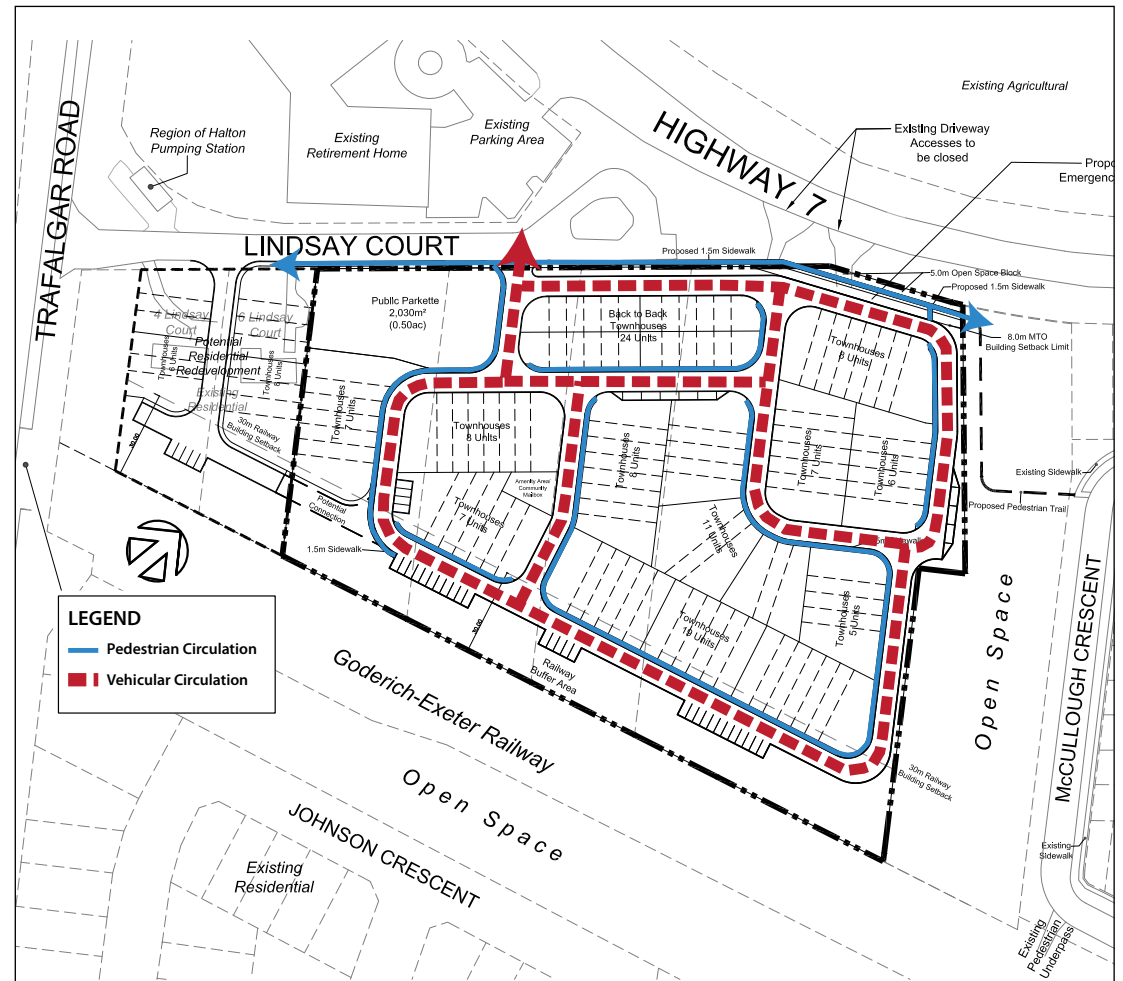
2.0 DESIGN CONSIDERATIONS

The following section describes the design rationale for development of the subject lands and addresses the urban design polices as set out in Section F2 of the Town of Halton Hills Official Plan to ensure that a high quality of site, building and landscape design is attained.

2.1 PUBLIC REALM

i) Roads, Site Access and Circulation

- Primary accesses to the site will be from existing Lindsay Court via a 6.7m wide private road. Lindsay Court provides direct access to Trafalgar Road, terminating in a cul-de-sac abutting Highway 7.
- An emergency access to Highway 7 is proposed.
- A future road connection to the potential residential redevelopment of 4 & 6 Lindsay Court has been provided.
- Within the site, a modified grid network of 6.7m wide private roads will provide access to the individual dwellings.
- Street block lengths have been minimized to allow for ease of pedestrian connectivity and vehicular permeability through the site.
- These roads are intended for local traffic use only and therefore the streetscape should include more pedestrian-scale elements.
- 1.5m wide sidewalks are proposed on one side of all private roads throughout the development, including a sidewalk on the south side of Lindsay Court. A future pedestrian trail is proposed east of the site crossing the open space area allowing pedestrian connections to the adjacent neighbourhood, Berton Boulevard Park, Emerson Park and Joseph Gibbons Public School.
- Sidewalk connections have been provided linking local residents to the public parkette.
- Given that the proposed streets will be private roads



ROADS, SITE ACCESS AND CIRCULATION

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servicing a small residential townhouse development, there are no traffic calming measures proposed.

- The Guelph/Highway 410 GO Transit bus route is accessible on Highway 7 which provides connections to the Georgetown GO Transit Train Station.
- Road radii within the site comply with requirements for safe access for emergency vehicles.

ii) Safety

In order to promote a safe, pedestrian-friendly development, the following principles of CPTED (Crime Prevention Through Environmental Design), have been incorporated into the design of the subject site:

- Dwellings will be designed and sited to maximize observation of public areas such as streets, open spaces and amenity areas.
- Ample fenestration facing public areas will be provided to promote neighbourhood safety through 'eyes on the street' and natural surveillance from within the dwelling.
- Particular attention will be required for the design of dwellings facing the amenity area and the parkette to maximize overlook of these features. Visually permeable fencing shall be utilized adjacent to these features.
- The visual presence of the garage will be diminished within the streetscape by through limitations to its projection and width.
- The habitable portion of the dwelling will be located closer to the street than the garage.
- Front porches, porticos and balconies will be provided to promote interactive outdoor spaces and an active street edge.
- The front door will be clearly visible from the street and all main entries to the dwelling will be well lit.
- Adequate lighting will be provided along streets and walkways to ensure pedestrian comfort and safety.

iii) Streetscape Elements

- The streetscape involves the combination of landscape elements including street trees, entry features, community mailboxes, fencing, lighting and utilities elements, in addition to built-form elements.
- These elements will provide unification to the proposed development,

create visual interest, and provide shade, resulting in a comfortable pedestrian atmosphere.

- A consistent approach to the design and placement of streetscape elements will be provided to foster a high quality character and image for the enclave.
- These elements shall work well in consideration of safety and functional objectives to complement the proposed built form and provide comfort for pedestrian activities.

iv) Street Trees and Landscape Treatments

- Street trees are important in establishing a residential character within the neighbourhood. They will be located along the private roadways, between driveways, wherever feasible, dependant upon Town tree spacing requirements and ensuring no conflicts with street furniture, utilities or paved areas.
- Species selection will be of a native shade tree variety however, ornamental or narrow form trees may be included where conditions necessitate as part of the landscape design. A variety of species will be incorporated to ensure future health and diversity.
- The landscape treatment for each residential unit frontage includes a 1.0 metre wide precast concrete paver walkway and sodding.
- Ornamental shrub planting beds will be provided in key areas throughout the proposed residential enclave to foster an attractive landscape appearance. This will include front yards, flankage yards and adjacent to visitor parking areas.

v) Enclave Entry Feature

- A landscaped feature should be provided at the main entry point to the development where the private condominium road intersects with Lindsay Court to highlight the entry to the townhouse development and convey the first impression of its image and character.
- This may include, fencing, masonry pillars, lighting, signage and planting beds to add visual interest to the streetscape.
- In addition, landscape features should be provided along the Highway 7 interface.
- The architecture and landscape of the enclave features should be coordi-

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PUBLIC REALM - STREETScape ELEMENTS

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nated with the architecture and landscaping of the residential development. These features will be detailed on the Landscape Plans.

vi) Public Parkette

- A 0.2ha (0.5ac) public parkette has been provided in a highly visible and accessible location adjacent to Lindsay Court and opposite the existing retirement home.
- This passive open space amenity will provide an attractive focal point within the proposed development and serve as key social gathering space for use by all local residents, not just the residents of the proposed development.
- The public parkette will include the following elements: paved pedestrian walkways, a shade structure and seating areas, site furniture, open lawn / free play area, a play structure, ornamental planting and pedestrian-scaled lighting.
- Landscaping and fence treatments should be designed to maximize natural surveillance of the public parkette.

vii) Amenity Area / Community Mailbox

- An small amenity area has been provided within the development to serve as a local focal point within the development and to function as a centralized location for a Community Mailbox. This Community Mailbox will be located in a safe and visible area within the development that is easily accessible on foot as well as by car.
- A pedestrian crossing from the sidewalk on the opposite side of the street will be visually demarcated to connect the mailbox to the sidewalk network.
- A trash receptacle should be provided next to the mailbox.
- Consideration to a covered mailbox enclosure that ties into the landscape theme for the site will be explored.
- Additional Community Mailboxes may be necessary. The final location of these features will be determined in consultation with Canada Post and the Town.
- The amenity area will include the following elements: paved pedestrian walkways and seating area, site furniture, open lawn, ornamental planting and pedestrian-scaled lighting.

- Landscaping and fence treatments should be designed to maximize natural surveillance of the amenity area.

viii) Fencing

- Several types of fencing are required depending on the need for privacy, containment, and/or noise attenuation. These may include: decorative metal fence, wood privacy fence / screens, wood acoustic fence, and chainlink fence.
- The location of and specifications for fencing will comply with the Town's fencing requirements and by-laws.

ix) Street Lighting

- Lighting is an integral component of streets and public spaces within the proposed development. The use of upgraded, pedestrian-level light fixtures will reinforce the high quality character and image of the development.
- Streetlights will be located to take in consideration of their visual impact on the development and adjacent properties. Light spillover onto adjacent properties will be avoided.
- Pedestrian routes throughout the site will be well-lit to promote pedestrian safety and use of public spaces.

x) Utilities

- There are three types of utilities to consider within the proposed development:
 - underground utilities;
 - aboveground utilities located within the public realm;
 - aboveground utilities those located on the exterior of the homes.
- Utilities will be located underground to the greatest extent feasible.
- The locations of aboveground utilities will be determined based on limiting their potential negative visual impact on the streetscape. They will be visible for maintenance but grouped together for convenience and spatial allocation.
- Aboveground utilities such as television cable, telephone, hydro, ped-

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estals, transformers, etc. should be combined wherever feasible. Where possible, these utilities may be located in an accessible unit or centre that is evenly distributed throughout the site. The use of larger base street light poles that can house some these utilities will be considered.

- Aboveground utility meters that are located on the exterior of homes, when possible, should be ganged and positioned on a side wall, away from public view where feasible or recessed into the wall. Front façade locations are to be avoided.
- Air conditioning units should not be located in the front or exterior side (flankage) yard of any dwelling. Potential locations for air conditioning units shall be coordinated in the design of the dwellings to ensure they are screened from public view.
- The location of rainwater leaders / downspouts on publicly facing facades should be carefully considered in the design of the dwellings to ensure they are discreetly located.

xi) Visitor Parking

- Visitor parking has been evenly distributed throughout the site.
- A total of 40 visitor parking spaces will be provided (33 visitor parking spaces are required) and will include dedicated handicapped parking spaces as required.
- Additional visitor parking spaces can be accommodated along the rail corridor. Some of these additional spaces may be reserved for unit owners.



SCREENED UTILITY METERS



CONCEPTUAL IMAGE OF COMMUNITY MAILBOX



CONCEPTUAL IMAGES OF ENCLAVE ENTRY FEATURE AND FENCING



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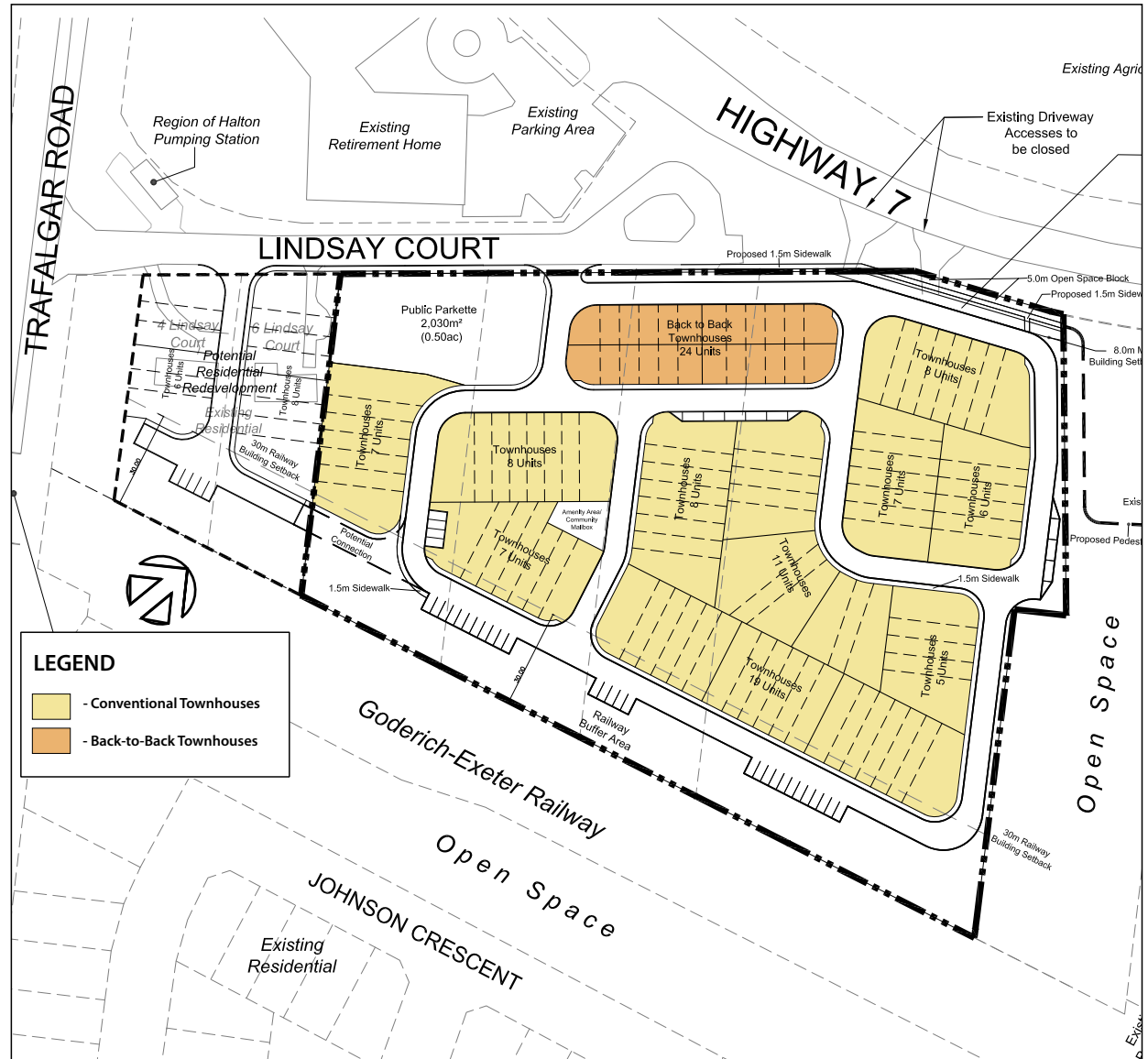
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2.2 PRIVATE REALM

i) Proposed Built Form

The design and site planning of residential built form will play a major role in establishing the collective visual character of the neighbourhood and accommodating the lifestyle needs of existing and future citizens. Attractive, harmonious streetscapes are essential in creating a vibrant, livable, pedestrian-oriented neighbourhood with a positive identity.

- Two condominium townhouse types will be provided as shown on the diagram opposite. These include:
 - **Conventional Townhomes:** Lots sizes will be a minimum of 5.4m wide x 27.5m deep; units may range between two to three-storeys; 14 buildings containing a total of 86 units are proposed.
 - **Back-to-Back Townhomes:** Lots sizes will be a minimum of 6.0m wide x 12.0m deep; units will be three-storeys; 2 buildings containing a total of 24 units are proposed.
- A total of 110 dwelling units within 16 buildings are proposed.
- Townhomes will have a variety of floor plans and dwelling sizes to provide for a range of housing choice to the marketplace.
- All units will have a front facing garage accessed from the private road.



PROPOSED SITE DESIGN / BUILT FORM

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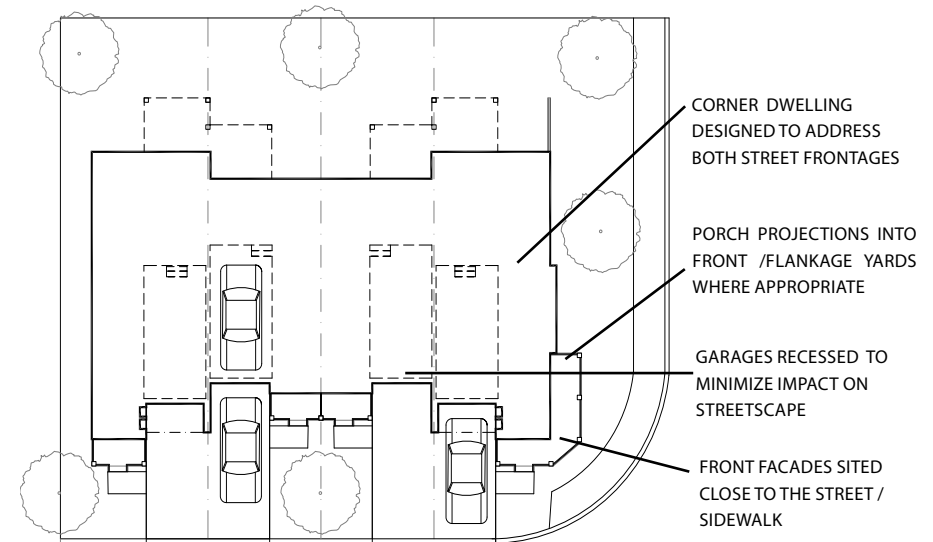
ii) Building Relationship to the Street

The following guidelines address the relationship of buildings with the street:

- Building setbacks shall be in accordance with the zoning by-law.
- Buildings will be sited with their front facades parallel and close to the private road to create a defined street edge and encourage an attractive, pedestrian-friendly streetscape.
- Corner lot units will require special designs that address both street frontages in an equal manner.
- A walkway connecting the front entrance directly to the driveway or sidewalk shall be provided.
- The scale, height and massing of each townhouse block shall be designed to create a well-balanced, human scale massing which encourages pedestrian activity.
- Projections into the front yard, such as porches, entrance canopies, porticos, entrance steps and/or bay windows are encouraged for their beneficial impact on the streetscape.
- Garages shall be subordinate to the habitable portion of the dwelling.
- Where grade conditions cause elevated entrances, adjustments to the dwelling design may be required such as lowering the foyer / porch height to avoid a large concentration of exterior stairs within the streetscape.

iii) Architectural Style, Materials and Colour Palette

- The proposed architectural styles for new built form will be influenced by classical Georgian-influenced architectural precedents adapted to suit a modern context.
- High quality elevation treatments will be required throughout the neighbourhood to ensure streetscapes are highly animated.
- Uninteresting, generic architecture, devoid of authentic heritage character is discouraged.
- High quality materials and colours will be employed to provide a distinctive character, well-suited to the building architecture.
- Main wall cladding materials will include: brick, stone and siding.



TYPICAL BUILDING RELATIONSHIP TO THE STREET

- Colour palettes will be selected to ensure visual interest and harmony within the streetscape and to be compatible with the established visual context of the surrounding area.

iv) Building Massing and Elevations

- Harmonious elevation and massing variety within each townhouse block will be provided to ensure visual interest within the streetscape.
- Publicly visible building elevations should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades and to provide visual diversity within the streetscape.
- Buildings in Priority Lot locations (i.e. corner dwellings, view terminus dwellings, dwellings with publicly visible side and/or rear elevations) will require special design consideration to ensure visually attractive facade treatments are maintained.
- Extreme variation in massing between adjacent units within the same building should be avoided.
- All townhouse dwellings will have single-car attached garages accessed from the private road.

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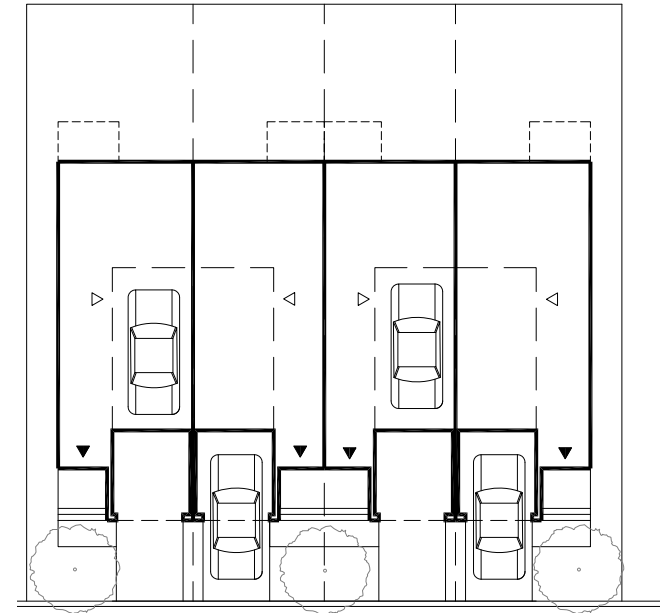
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- The garage shall be recessed and incorporated into the main massing of the building, set-back from the main building face, to ensure they do not become a dominant element within the streetscape.
- Facades will provide for ample fenestration treatments to foster an active facade and “eyes on the street”.
- Main entrances should face the street and be connected to the sidewalk and/or driveway by a hard surface walkway.
- A covered porch is encouraged on the majority of dwellings to provide weather protection and seating opportunities. These features also encourage social interaction among residents and opportunities for eyes on the street.

v) Conventional Townhouses

Conventional Condominium Townhouses are proposed as the primary built form type throughout the subject property. The following design criteria will apply:

- Block sizes will range from 3-8 units.
- These units will have 2 to 3 storey building massing. Where a third storey is proposed, the massing of the third storey should be partially contained within the roof form through the use of dormered windows and a low sloped main roof.
- A private outdoor amenity space will be provided in the rear yard for each unit with a privacy screen between adjacent units. Rear yard amenity space should be no less than 6.0m deep.



TYPICAL PLAN VIEW OF CONVENTIONAL TOWNHOUSE DWELLINGS



FRONT ELEVATIONS



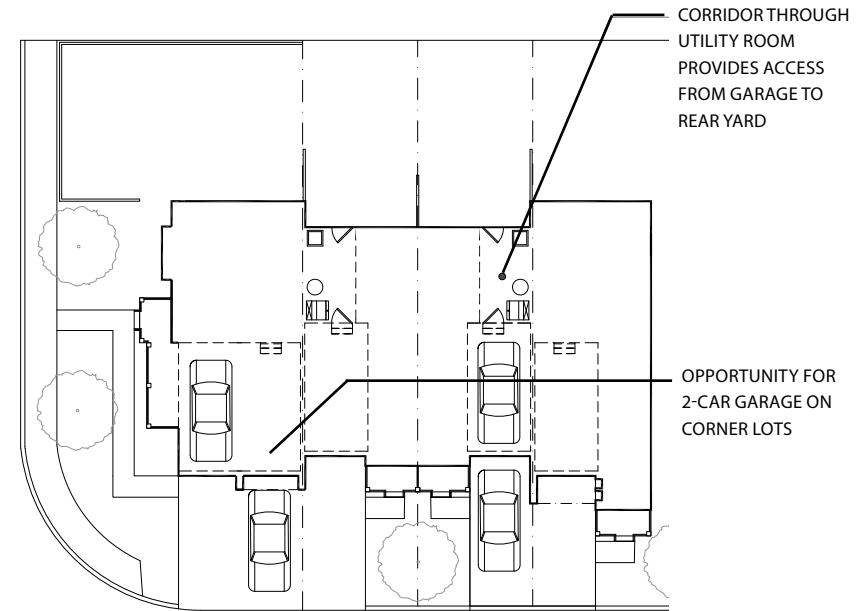
SIDE / CORNER ELEVATION

CONCEPTUAL IMAGES OF PROPOSED CONVENTIONAL TOWNHOMES (PREPARED FOR CATALINA DEVELOPMENTS BY HUNT DESIGN ASSOCIATES INC.)

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- Each dwelling will have at a minimum 2 parking spaces (one in the garage and one on the driveway).
- Townhouse blocks with 8 units shall comply with the zoning by-law provision that requires 25% of the units within the block to have a minimum of 3 parking spaces. The 3 parking spaces could be either in the form of a single-car garage with two parking spaces in the driveway or double-car garage.
- The use of 2-car garages at corner locations, even for blocks containing less than 8 units, should be considered. This will accommodate more parking opportunities throughout the development.
- Driveways of adjoining units will be paired wherever possible.
- Driveways for end units will be located away from the exterior side wall of the building.
- An corridor from the garage to the rear yard shall be provided for interior units in order to transfer maintenance equipment (i.e. lawn mower, outdoor furniture, etc.). This may take the form of either an outdoor breezeway or a hallway through a non-habitable area of the unit that connects the garage to the rear yard. This requirement will not apply for end units where access from the front to the rear yard can be accommodated through the side yard.
- Utility meters and air conditioning units shall be screened and located discreetly away from public view.



CONCEPTUAL DIAGRAM OF CONVENTIONAL TOWNHOUSE DWELLINGS SHOWING A 2-CAR GARAGE FOR CORNER UNIT AND SHOWING ACCESS FROM GARAGE TO REAR YARD.



CONCEPTUAL IMAGE OF CONVENTIONAL TOWNHOUSE DWELLINGS WITH 2-CAR GARAGE CORNER UNIT

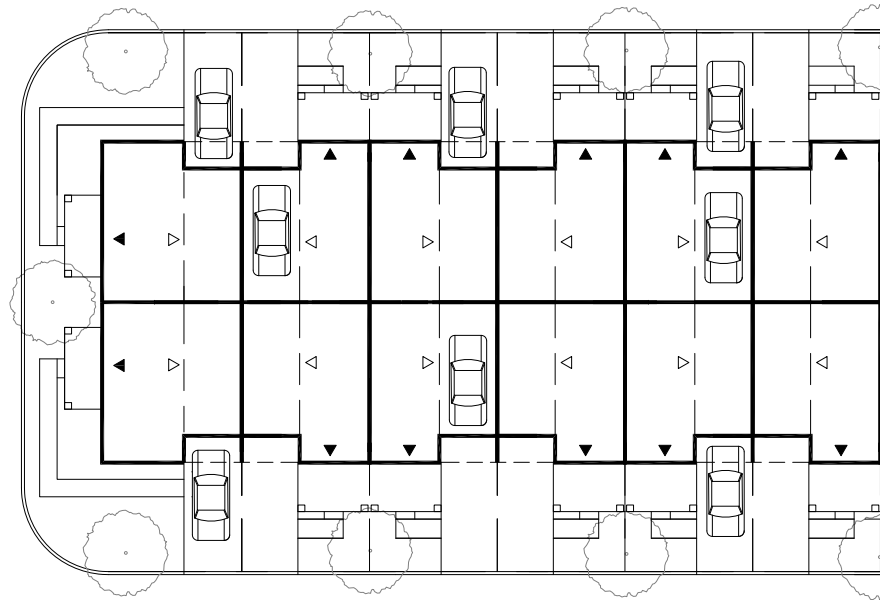
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vi) Back-to-Back Townhouses

Back-to-Back Townhousing is an increasingly popular building type that provides a low-rise, compact built form yielding relatively high densities. As the name suggests, there is a common demising wall along the rear of the unit in addition to the common interior side demising wall that is typically provided for townhouse dwellings. The following design criteria will apply:

- Block sizes proposed will contain 12 units each per building.
- All units will have 3 storey building massing with a front facing garage accessed from the private road.
- A private outdoor amenity space will be provided for each unit in the form of an elevated balcony / patio with privacy screening between adjacent units.
- Each dwelling will have at a minimum 2 parking spaces (one in the garage and one on the driveway).
- Driveways of adjoining units will be paired wherever possible.
- Driveways for end units will be located away from the exterior side wall of the building.
- Driveway widths shall be no greater than 3.5m for each unit.
- Utility meters and air conditioning units shall be screened and located discreetly away from public view.



TYPICAL PLAN VIEW OF BACK-TO-BACK TOWNHOUSE DWELLINGS



FRONT / REAR ELEVATIONS

SIDE / CORNER ELEVATION

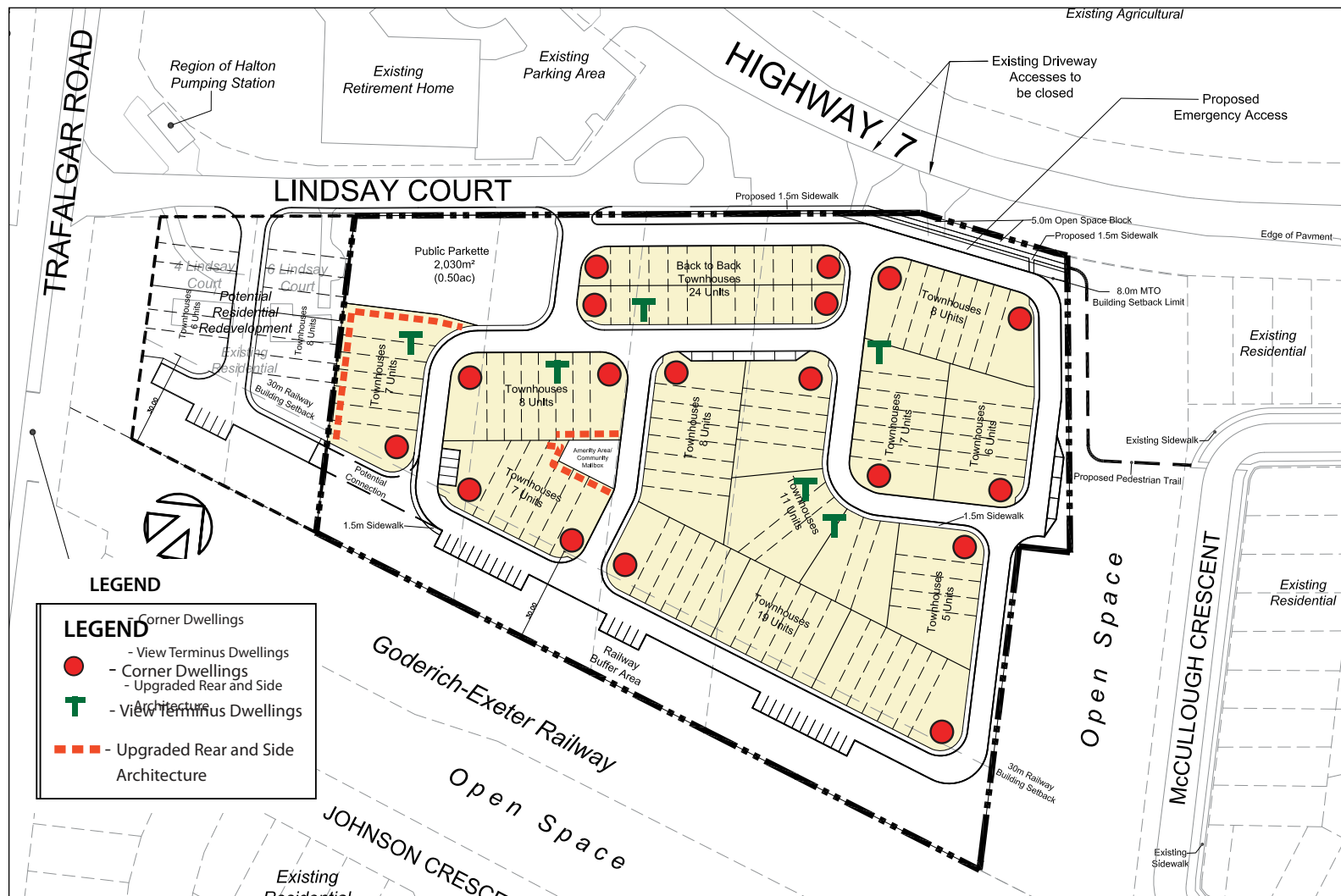
CONCEPTUAL IMAGES OF PROPOSED BACK-TO-BACK TOWNHOMES (PREPARED FOR CATALINA DEVELOPMENTS BY HUNT DESIGN)

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vii) Priority Lots

Special design considerations will be required for certain dwellings within the development as defined by the Priority Lot Location Plan below. Buildings in these locations will have a higher degree of public visibility or will serve as landmark buildings within the streetscape.



PRIORITY LOT LOCATON PLAN

3.0 CONCLUSION

3.1 COMPATIBILITY / INTERFACE WITH ADJACENT USES

- Existing built form on the adjacent lands are one storey single detached ranch dwellings to the west sited on large single family lots built over the past 50-60 years (4 and 6 Lindsay Court). There is also a two storey Extencicare long term care facility directly across the street on Lindsay Court/ Highway 7. Otherwise there are no other buildings within close proximity to the subject lands.
- The intensified form of residential development proposed for the site will be 2 to 3-storey conventional townhouses and 3-storey back-to-back townhouses on private condominium roads. The proposed use will utilize existing utility and transit services and will set a high standard of built form in a relatively undeveloped area.
- The eastern edge of the property has a drainage channel and storm water management pond with dense vegetation, therefore does not affect the single detached housing on the other side.
- The railway buffer on the southern edge of the properties which is also heavily dense with vegetation will also have no adverse effects on the housing on the other side of the Goderich-Exeter Railway line.
- Where 3 storey conventional townhouses are proposed, the design will provide for the 3rd storey to be visually incorporated into the roof form, thereby lessening the perceived height of these dwellings where they interface with neighbouring homes.

3.2 IMPLEMENTATION

This Urban Design Brief and Comprehensive Development Plan provides the overall design direction for development of both the private and public realms within the proposed development. The Town may request that detailed architectural design guidelines be prepared based upon this report. The Town may require that proposed development be implemented through an Architectural Control Process in conjunction with the Site Plan Approval process administered by the Town of Halton Hills.