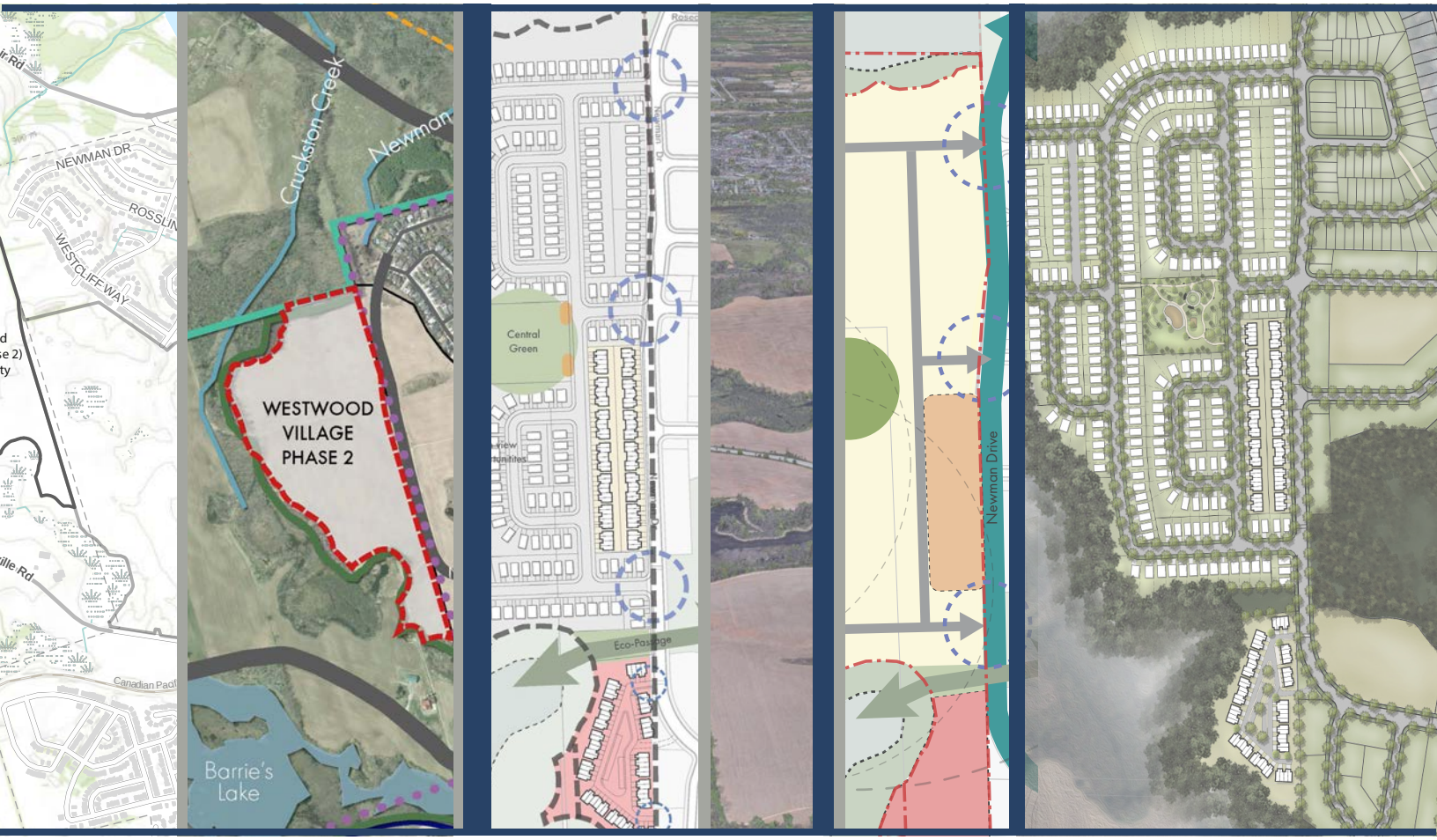
URBAN DESIGN GUIDELINES

WESTWOOD VILLAGE (PHASE 2) COMMUNITY



FEB 1, 2021

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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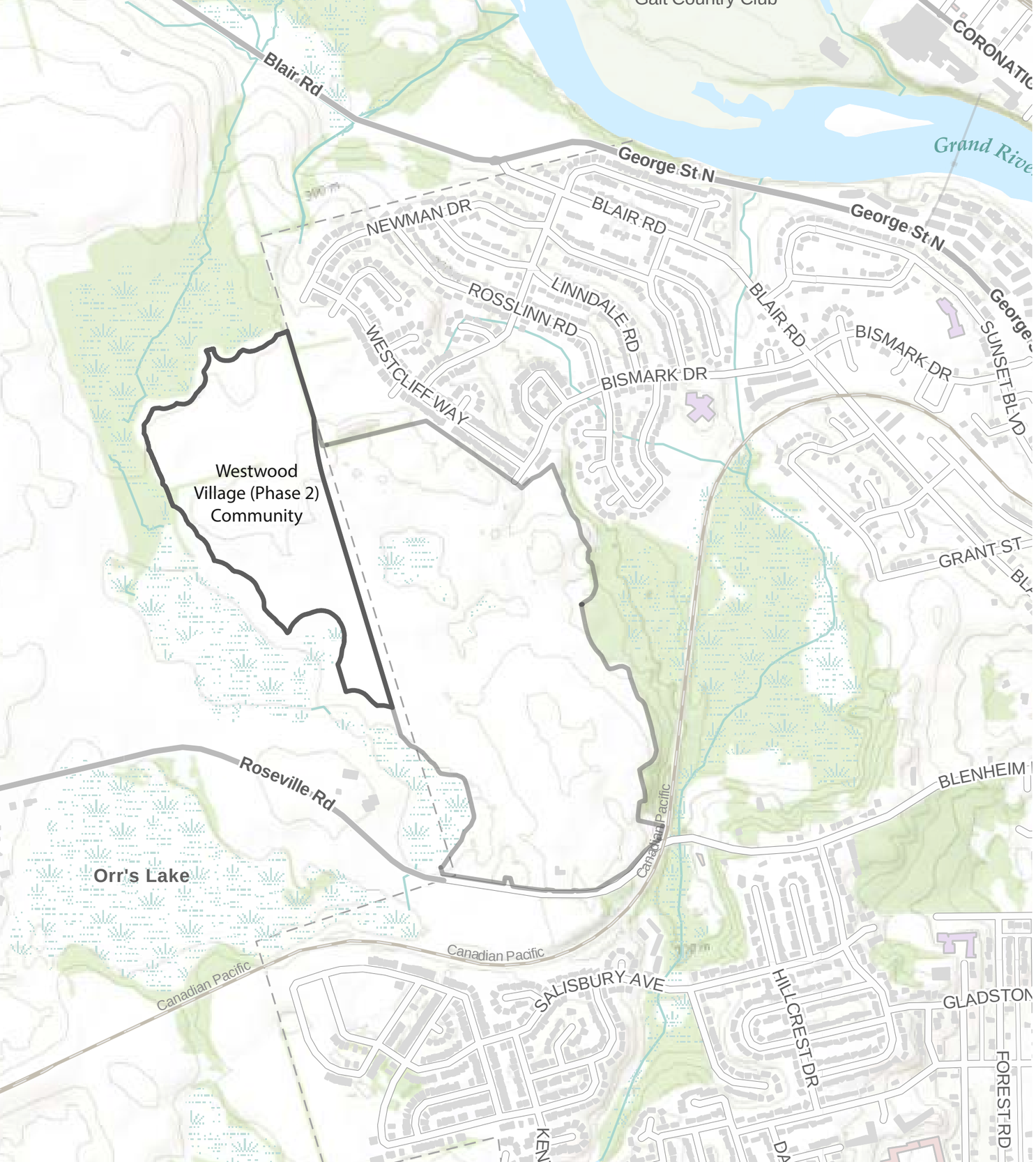


PART 1

Introduction & Surrounding Context

Note: All lot lines and building placements are for conceptual purposes only and will be finalized through subsequent processes.

1.1 INTRODUCTION

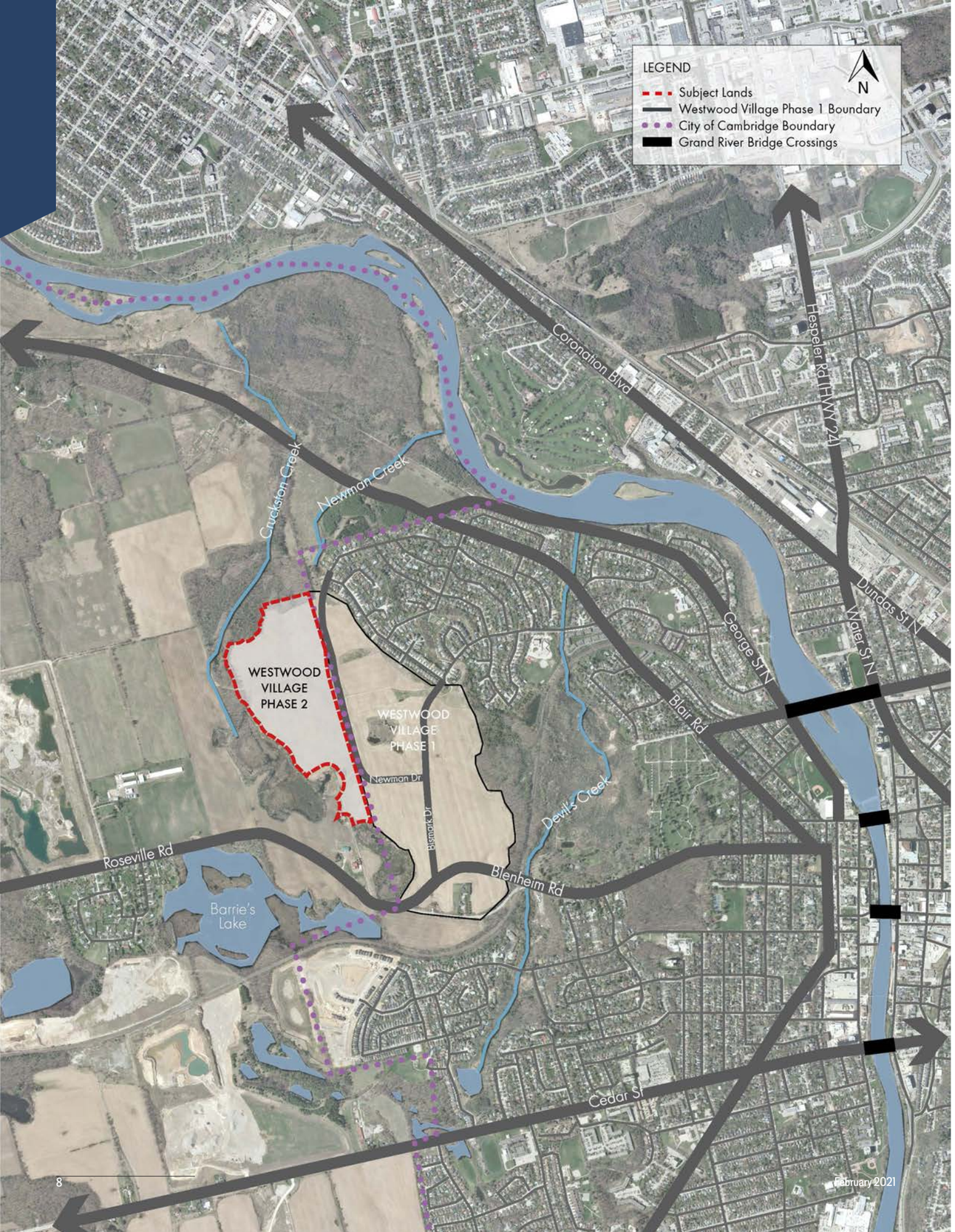
MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC Planning") have been retained by Hallman Construction Limited ('Hallman') and Brian Domm ('Domm') to provide planning advice, lead a multi-disciplinary team in the preparation of proposed residential plans of subdivision, prepare a comprehensive planning report and design guidelines in support of an Official Plan Amendment, Plans of Subdivision, and Zoning By-law Amendment applications. One Official Plan Amendment is proposed and relates to the lands owned by both Hallman and Domm. The Official Plan Amendment addresses the requirements of Policy 2.1.4 (c) of the Township Official Plan and, among other matters, proposes a hierarchy of residential and other land use designations, urban design policies, open space, environmental, servicing as well as transportation policies. Although separate subdivision and zone change applications are proposed for each property, the lands have been comprehensively evaluated together to ensure a coordinated approach to the design and development of the Hallman and Domm lands, hereinafter and collectively referred to as the "subject lands".

The subject lands are located in the Township of North Dumfries and are immediately adjacent to a comprehensively planned community located in the City of Cambridge and referred to as Westwood Village – Phase 1. The subject lands have been planned as the extension of Phase 1 and are referred to in this document as Westwood Village - Phase 2.

The overriding objectives of these guidelines are to:

- Describe the subject lands and surrounding neighbourhood context;
- Confirm the project vision, design principles and urban design priorities for the Westwood Village (Phase 2) Community;
- Provide direction to the design of built-form;
- Provide direction to the design of the public realm including streetscapes;
- Ensure that the Phase 2 community is appropriately integrated and compatible with the Phase 1 community and existing development located to the north; and
- Provide implementation recommendations.

These guidelines have carefully considered: the policies and design direction contained within the City of Cambridge Official Plan and Township of North Dumfries Official Plan; input from the Cambridge West Community Design Working Group; input received at the design meeting that took place on March 9th 2020; the design guidelines approved for the Westwood Village Phase 1 Community; as well as contemporary urban design principles.



1.2
SUBJECT LANDS

The subject lands are located within the Township of North Dumfries, immediately west of the City of Cambridge/Township of North Dumfries municipal boundary and adjacent to the approved Westwood Village (Phase 1) Community located within the City of Cambridge. The Westwood Village (Phase 1) Community has been comprehensively planned through a secondary planning process that was integrated with a Class Environmental Assessment process. Infrastructure planning provides for the development of both the Phase 1 and Phase 2 communities. The subject lands represent the logical extension of the Westwood Village (Phase 1) Community and related services that have been planned to support the development of both the Phase 1 and Phase 2 communities.

The Hallman lands are legally described as Part of Lots 17 and 18, Concession 12 in the Township of North Dumfries. The Domm lands are municipally addressed as 1024 Roseville Road and are legally described as Part of Lots 17 and 18, Concession 12 and Part of Lot 14, Concession in the Township of North Dumfries. It is relevant to note that only the portion of the Hallman and Domm lands designated as Urban Area have been included within the limits of the proposed Plans of Subdivision.

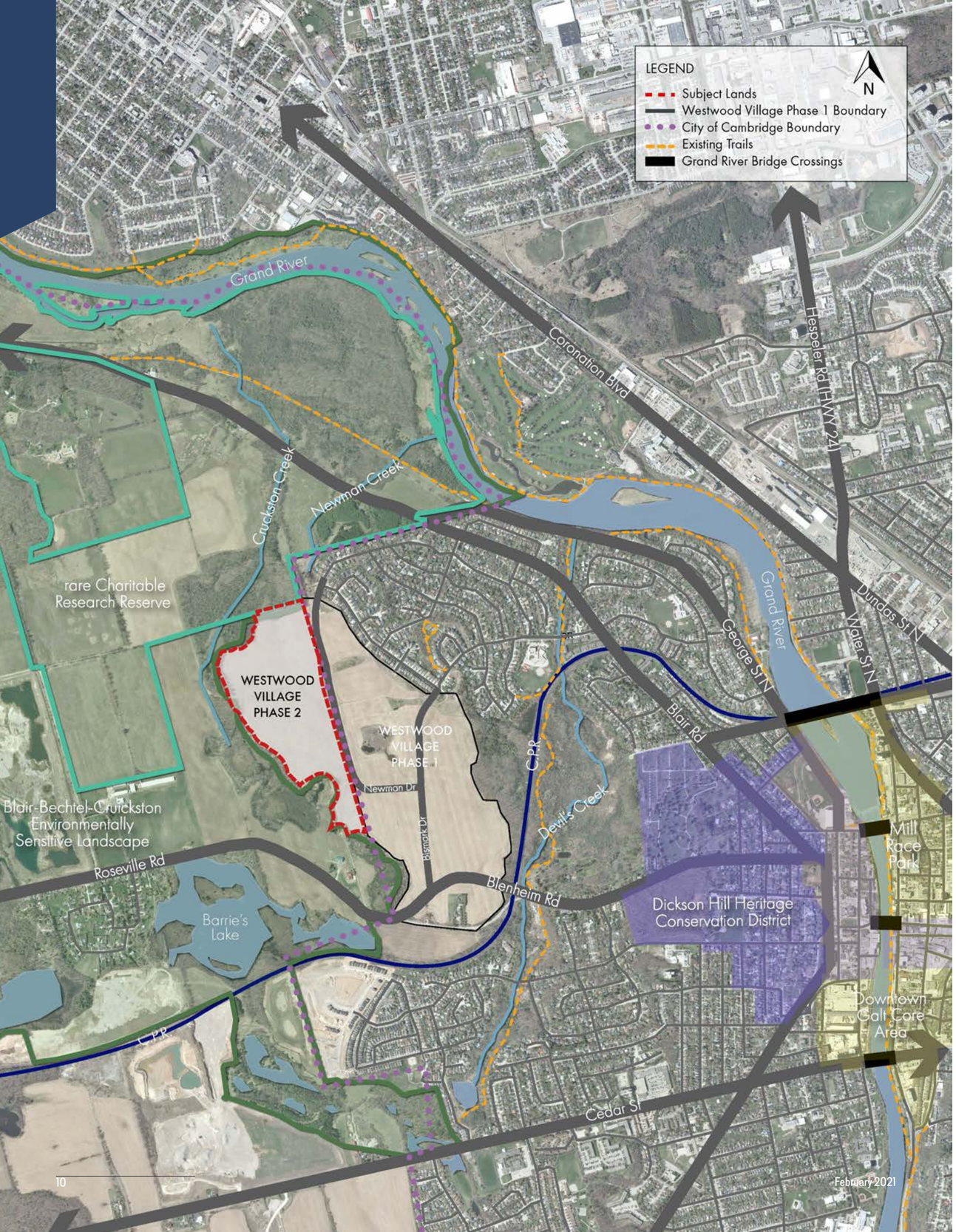
The proposed Hallman subdivision relates to lands with an area of 16.95 hectares (41.88 acres). The proposed Domm subdivision relates to lands with an area of 8.35 hectares (20.63 acres). In total, 25.30 hectares (62.51 acres) of land are included within

The collector road network forms part of the urban structure of the community which is also comprised of two community focal points including a school/park campus and higher density uses located at the intersection of Bismark and Newman Drives. The other community focal point has been planned as a mixed-use commercial node and higher density residential uses located at the intersection of Bismark Drive and re-aligned Blenheim Road.

The subject lands front the west side of the Newman Drive extension and related active transportation system. Newman Drive connects the subject lands to the two community focal points that are planned within the Westwood Village (Phase 1) Community.

The subject lands have historically been used for agricultural purposes. As of the date of this report, area grading of the Westwood Village Phase 1 Community was underway. The approved grading design provides for a cut/fill balance which includes the placement of fill on the subject lands. The intent is to return the subject lands to an interim agricultural use until such time as planning approvals are received and development occurs.

The subject lands are adjacent to and/or in proximity of core environmental features including streams, wetlands, woodlands and environmentally sensitive landscapes. These features are to be recognized and protected as part of the vision for the community.



1.3
CONTEXTUAL ANALYSIS

The subject lands are located within the Township of North Dumfries, immediately west of the City of Cambridge/Township of North Dumfries municipal boundary. The Westwood Village (Phase 1) Community is located immediately to the east.

The Blair –Bechtel –Cruickston ESL is located to the west. The ESL provides a natural boundary between the developing community to the east and the predominantly rural area to the west. The ESL and related natural heritage features appropriately delineate the limits of the designated urban area which includes the subject lands. The Blair-Bechtel-Cruickston Environmentally Sensitive Landscape (ESL) encompasses:

- The rare Charitable Research Reserve
- Barrie's Lake
- Provincially Significant Wetlands
- Cruickston Creek

The design of the Westwood Village (Phase 1) Community is based on an urban structure comprised of community focal points including a mixed-use commercial node located at the intersection of Bismark Drive and re-aligned Blenheim Road. The subject lands front the west side of the Newman Drive extension. Newman Drive forms part of the overall collector road network and connects to Bismark Drive. The Westwood Village (Phase 2) Community is connected to and will provide support for the planned mixed-use node.

As noted, the collector road network includes the extension of Bismark Drive, Newman Drive and realigned Blenheim Road. Roseville Road/Blenheim road provides access to major employment areas, other residential communities, retail, shopping and services associated with Downtown Galt. Planning for the collector road network took the subject lands into account to ensure the collector road network could accommodate the complete build out of the area.

The collector road network has been designed to distribute traffic to the north and south and provide access to major roads such as Roseville Road/ Blenheim Road. An active transportation network which includes multi-use trails/bike lanes was planned together with the collector road network. There are opportunities to connect the proposed community with the Westwood Village – Phase 1 Community and surrounding area.

The Westwood Village – Phase 2 Community has been planned as the extension of Phase 1 and in combination will contribute to a complete Cambridge Community. The planning framework places emphasis on walkability, active transportation, accessibility and connections to community amenity and focal point areas.


VIEW FACING NORTH


VIEW FACING SOUTH


VIEW FACING EAST


VIEW FACING WEST

Existing Land Uses in the immediate area include:

NORTH:

The Blair-Bechtel-Cruickston Environmentally Sensitive Landscape (ESL) is a designated Landscape Level System and is located immediately north and west of the subject lands. Landscape Level Systems are recognized as part of the Region's Greenland Network and include large areas of land with significant concentrations of environmental features. Regional policies focus on protecting and enhancing the ecological integrity and functions of these landscape systems. The rare Charitable Research Reserve is also located to the north and west of the subject lands and is within the Blair-Bechtel-Cruickston ESL. rare is a major landowner in the area and has a vision for the reserve that provides for the protection of environmental features and agricultural lands within the reserve.

The Blair Road Residential Community is located to the northeast of the subject lands. The Blair Road community is a predominately low rise residential community with an existing trail network and neighbourhood parks. Two elementary schools (Saint Agustine Catholic School and Blair Road Public School) are located within this community. Existing Bismark and Newman Drive together with street stubs provide for the logical extension of roads and services through the Westwood Village (Phase 1) Community.

SOUTH:

Lands to the south consist of natural heritage features and agricultural land uses. Barrie's Lake is located on the south side of Roseville/Blenheim Road and approximately 500 metres from the subject lands. The Canadian Pacific Railway ("CPR") line is located to the south of Barrie's Lake. Existing and planned residential development is located to the southeast of Blenheim Road.

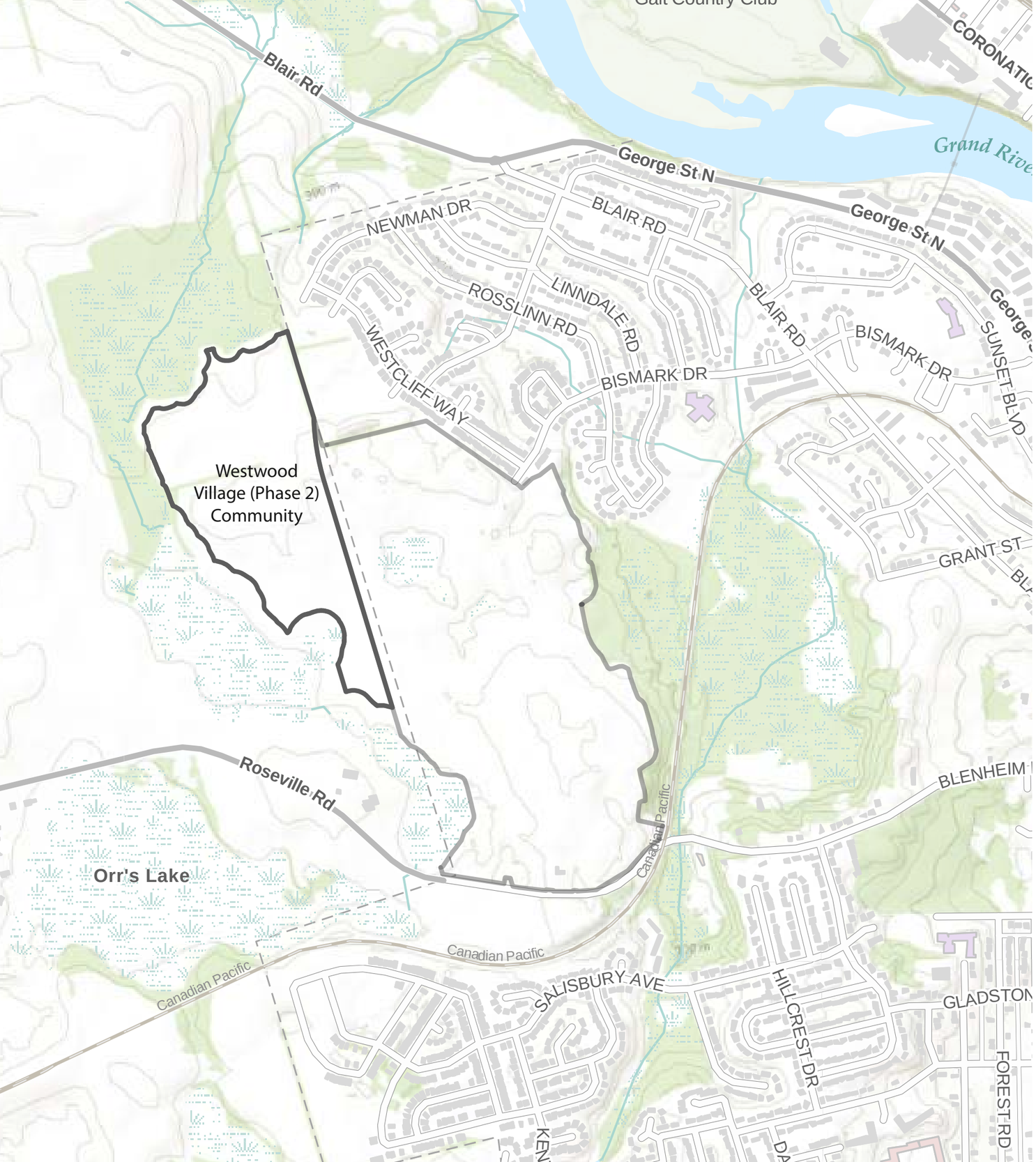
EAST:

The Newman Drive Extension defines the east limit of the subject lands. The Westwood Village (Phase 1) Community is located immediately to the east and has been approved as a contemporary residential community comprised of a mix and range of unit types, neighbourhood servicing uses, a public elementary school, parks, community trails and servicing infrastructure. The Devil's Creek Wetland and Forest – Environmental Significant Policy Area (ESPA) is located immediately to the east of Westwood Village (Phase 1) Community. The Devils Creek trail system connects to a system of existing and planned community trails.

West Galt is located approximately 4 kilometres to the east and is separated from the subject lands by the Westwood Village (Phase 1) Community, Devils Creek and other lands.

WEST:

Natural heritage features are located to the immediate west of the subject lands and form part of the Blair-Bechtel-Cruickston Environmentally Sensitive Landscape (ESL). The rare Charitable Research Reserve is also located to the west of the subject lands and within the Blair-Bechtel-Cruickston ESL.



PART 2

Project Vision, Design Principles & Direction

2.1 PROJECT VISION, DESIGN PRINCIPLES & DIRECTION

The following vision has been developed for the subject lands:

"The overriding design vision and planning objective is to seamlessly integrate the Westwood Village (Phase 2) Community with the approved Westwood Village – (Phase 1) Community located to the east. To this end, the Phase 2 Community will complement and integrate with the Phase 1 Community and surrounding area. The design and development of the Phase 2 Community will provide for the extension of planned services including the active transportation network and ensure the protection and where possible, the enhancement of adjacent Core Environmental Features consistent with the approved Cambridge West MESP. A mix of residential and supporting land uses are to be provided in a manner that builds upon and supports the community structure approved for the Phase 1 Community. The Phase 2 Community will include an active park that is both central and connected to the community. Streets and related services will be designed as a modified grid and as an extension of infrastructure planning that has occurred".

The vision for the Westwood - Phase 2 Community, related design principles and direction are a result of a comprehensive, multi-disciplinary and iterative planning process. Comments received at the pre-consultation meeting as well as the Design Workshop held on March 9, 2020 provided invaluable input to these design guidelines. The consensus flowing from the Design Workshop was that the Phase 2 Community should seamlessly integrate with the approved Westwood Village (Phase 1) Community. There was also general consensus that there should be emphasis given to design excellence similar to the Phase 1 Community. These design guidelines build upon the design guidelines approved for the Phase 1 Community.

The design workshop also identified a number of design objectives/principles and design direction for major design elements. The following design objectives have been identified and consider input received at the Design Workshop:

- To seamlessly integrate with the Westwood Village – Phase 1 Community.
- To effectively utilize the designated urban land base by achieving similar densities as Westwood Village Phase 1 and in a manner that fits with the existing and planned communities (for example a maximum building height of 3 to 4 storeys should be considered).
- To contribute to the creation of a complete "Westwood Village" Community (Phase 1 and Phase 2).
- To ensure high quality design.
- To ensure walkability and active transportation connections to the active transportation system planned for Westwood Village Phase 1.
- Road design is to be based on a continuation of the modified grid pattern of streets and City of Cambridge design standards are to be used which among other matters require the provision of sidewalks on both sides of all proposed streets.
- To protect and enhance core natural heritage features including the provision of north/south corridors/linkages and implementation of an east/west corridor consistent with recommendations of the Cambridge West MESP.
- To provide opportunities for views and vistas to core natural heritage features including consideration given to single sided streets or portions thereof.
- To consider sustainability and low impact design features.
- To explore the opportunity to eliminate the additional stormwater management facility contemplated by the approved Cambridge West MESP and located within the Township of North Dumfries.

A number of general design directives have been developed in consideration of the vision and objectives for the Westwood Village (Phase 2) Community:

- Achieve a high-quality community design and built form that contributes to place-making.
- Achieve a safe, pedestrian friendly environment that is well-connected and encourages active transportation.
- Include an active transportation network that connects residents with planned parks, existing active transportation and surrounding communities.
- Emphasize the public realm particularly at major entrances into the community, terminating views and other highly visible locations.
- Provide a positive pedestrian experience along street frontages through architectural design/articulation, enhanced landscaping, active streetscapes and a walkable community.
- Include landscape and wayfinding features that are cohesive throughout the community and integrate with Westwood Village - Phase 1.
- Contain a range and mix of residential land uses that complement the planning for Phase 1.
- Identify and provide for the long-term protection of core natural heritage features.
- Incorporate low impact and sustainable development strategies.
- Contribute to a complete Cambridge Community that is walkable and can accommodate various modes of transportation.
- Plan for a more compact form at densities that are similar to the Phase 1 Community.
- Contribute to achieving the density targets of the approved Regional Official Plan.
- Provide an open space network of integrated and connected public spaces.
- Locate higher density residential uses along collector roads.
- Ensure compatibility of scale and built form between new, proposed and existing development in the vicinity.
- Design the built form in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on natural features, functions and linkages through buffers, development setbacks, and stormwater management best practices (consideration is to be given to the elimination of the stormwater management facility approved within the Township).
- Promote sustainable design throughout the community including the efficient use of energy, land, and infrastructure.
- Design spaces that provide safe living and working environments through the consideration of Crime Prevention Through Environmental Design (CPTED) principles.
- Address universal and age-friendly design considerations.
- Coordinate the location of parks with the active transportation network including community trails, walkways and bike lanes.
- Coordinate traffic calming and pedestrian protection measures with the open space and park network.

In addition to the general design directives, more specific design direction is considered appropriate and summarized as follows:

- The limits of core natural heritage features and related buffers are to be reviewed/reaffirmed, reflected in the community design and shown on the draft plans of subdivision;
- Implement an ecological linkage within the Phase 2 lands that connects the ESL located to the west with the central wetland located to the east;
- Protect and enhance the ecological functions of core natural heritage features;
- Confirm and implement buffer enhancements associated with core natural heritage features;
- Meet or where possible, exceed ground water infiltration targets of the approved Cambridge West MESP;
- Implement ground water infiltration on a distributed area basis.
- Consider opportunities to implement low impact development and green infrastructure.
- The design of streets, lots and buildings to consider passive solar opportunities/orientation.
- Park planning to consider "gaps" in the location of parks within the Westwood Village Phase 1 Community;
- Locate a park central to the Westwood Village Phase 2 Community and within walking distance of future residents;
- Size and design the park in a manner that considers the Township's programming objectives;
- Design the Community to ensure "eyes on the park".
- Provide wayfinding features and coordinate with walkways.
- Ensure the design of wayfinding features is consistent with the Westwood Village Phase 1 Community.
- Provide a system of sidewalks and walkways that connect with the central park and planned active transportation network within Westwood Village Phase 1;
- Design parks and pedestrian linkages to be AODA compliant;
- Plan and design a modified grid pattern of streets that connect to Newman Drive. Intersections with Newman Drive are to consider the approved streets located to the east.
- Design the street network to evenly distribute traffic both internal and external to the Westwood Village Phase 2 Community;
- Design the street network in a manner that provides for efficient maintenance, including snow removal.

The overall vision, design principles and direction informed the official plan policies that are proposed as well as the design of the Westwood Village (Phase 2) Community. The policy and design direction for the community has been organized according to the following themes:

1. Natural & Cultural Heritage,
2. Parks & Open Space System,
3. Walkability, Active Transportation & Road Network,
4. Place-making, Project Features & Amenities,
5. Sustainability.

NATURAL & CULTURAL HERITAGE

PARKS & OPEN SPACE SYSTEM

WALKABILITY, ACTIVE TRANSPORTATION & ROAD NETWORK

PLACE-MAKING, PROJECT FEATURES & AMENITIES

SUSTAINABILITY

2.2 NATURAL & CULTURAL HERITAGE

The Natural Open Space System is to be based upon and implement the Greenlands Network and related policies of the Regional Official Plan (ROP), the Township Official Plan, the Natural Heritage Strategy of the Cambridge West MESP and the more detailed recommendations of the Environmental Impact Study (EIS) prepared by WSP in support of these design guidelines and associated planning applications.

The overriding environmental goal is to maintain, restore and where appropriate, enhance natural heritage features and their associated ecological functions over the long-term. The overall community design and more detailed subdivision design should be based upon thorough understanding of how the features are sustained and can be maintained as part of the adjacent Blair-Bechtel-Cruickston Environmentally Sensitive Landscape (ESL) and related Core Environmental Features.

An Environmental Impact Study (EIS) was prepared and includes the surveyed limits of natural heritage features. Natural heritage resources are conserved, protected and integrated within the overall plan illustrated to the left. The limits of the planning applications are coincident with recommended setbacks from adjacent natural heritage features. The setbacks are to be designed as buffers to natural heritage features as part of an overall strategy that ensures the long-term protection of the natural environment.

POLICY & DESIGN DIRECTION:

- The limits of the plans of subdivision are to be coincident with recommended setbacks from adjacent natural heritage features.
- The setbacks from natural heritage features are to be enhanced through a combination of native herbaceous seeding and native species plantings as part of an overall strategy to protect the natural environment.
- Access to adjacent natural heritage features is to be restricted through permanent fencing, property delineation markers and/or barrier plantings.
- Incorporate "Natural Area Signage" at interfaces with natural heritage features.
- Direct trails and pedestrian movements away from adjacent natural heritage features and in accordance with the approved MESP.
- Work with rare regarding the long-term stewardship and potential ownership of adjacent natural heritage features.
- Coordinate with the design of the Westwood Village (Phase 1) Community in providing an eco-passage which connects environmental features to the west with the central wetland located to the east.
- Evaluate the potential restoration and naturalization of the existing farm access and/or the provision of a pedestrian connection between the Westwood Village (Phase 2) Community and the potential trail to the west.
- An overall water budget is to be prepared with the objective of maintaining hydrologic and hydrogeological inputs to terrestrial, wetland and aquatic features adjacent to the subject lands.
- The stormwater management strategy of the approved MESP is to be revisited with the objective of eliminating the stormwater management facility approved for the Township lands.
- A groundwater infiltration strategy is to be developed which maintains or exceeds pre-development infiltration and as a means to enhance groundwater quantity.
- At source infiltration should be implemented in priority to conveyance or end-of-pipe infiltration.
- Chloride run-off to be directed to Stormwater Management Facility No.2, the Princess Street storm sewer and ultimately the Grand River to ensure chlorides are directed away from adjacent wetlands.
- The infiltration strategy to include distributed lot level infiltration with an appropriate factor of safety to ensure infiltration is achieved over the long term.
- Design the built form in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on wildlife, natural features, functions and linkages through buffers, development setbacks and other established practices including implementation of bird-friendly guidelines.
- Protect and enhance important public views and vistas of natural and built features.
- Assess and implement appropriate Low Impact Development (LID) measures which may include:
  - Clean roof water lot level infiltration galleries
  - Roof area drainage to be directed pervious areas to achieve volume retention targets
  - Surplus clean roof water directed to wetlands, creeks requiring surface water inputs to maintain surface water balance
  - Green Roofs for commercial, office and multiple residential buildings
  - Clean water discharge from commercial, office and multiple residential buildings to be directed to infiltration galleries or controlled on roofs and directed to surface water features requiring surfaces water inputs.
  - Rain Gardens
  - Bio-swales
  - Permeable pavement on hard surfaces that don't require chloride applications
  - Water Conservation Systems that retain and reuse water, such as grey water recycling, rainwater harvesting, cisterns and rain barrels.

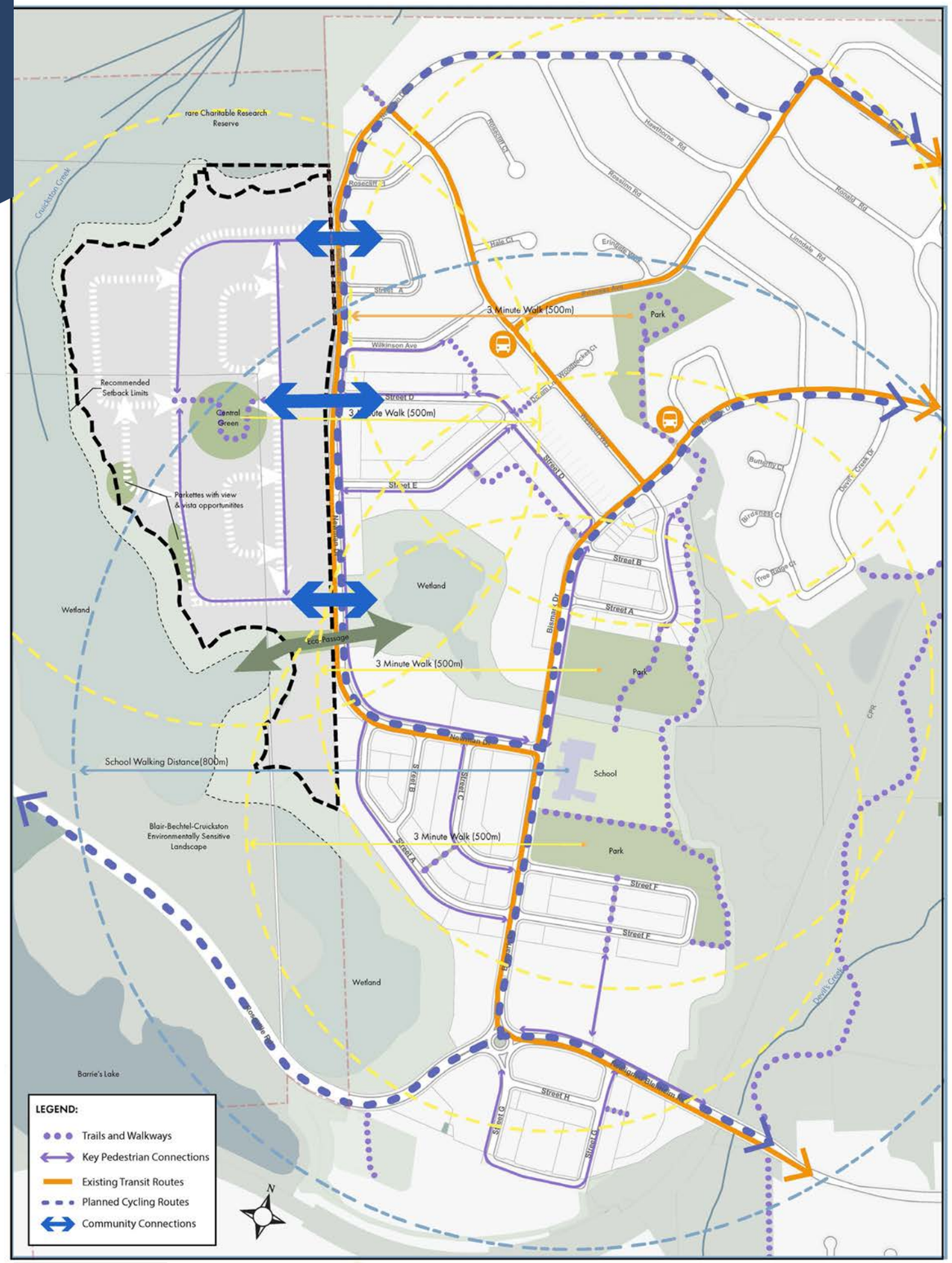
2.3 PARKS & OPEN SPACE SYSTEM

Careful consideration is to be given to the location of parks relative to existing open space features and the park system planned for the Westwood Village (Phase 1) Community. A walkability analysis should be completed to identify accessibility gaps between planned parks and future residents within the Westwood Village - Phase 1 and Phase 2 Communities. Consideration should be given to locating a park that can serve as a focal point to the Phase 2 Community and in a location that complements the location parks within the Phase 1 Community. Park planning should be coordinated with the active transportation network and in a manner that connects the overall park system. Consideration should be given to locating parkettes in association with adjacent open space areas to provide view, vista and passive recreation opportunities.

DESIGN DIRECTION:

- Locate an active neighbourhood park central to the community and connect residents to the park through the sidewalk, walkway and active transportation system.
- Size and design the central park based on anticipated programming needs having regard to park planning that has occurred within the Phase 1 Community.
- The central park should also consider passive recreation opportunities and provide pedestrian connectivity between the east and west portion of the community.
- Plantings and design elements of the central park should be coordinated with gateway, wayfinding and other features planned for the Westwood - Phase 1 Community.
- The central park should be designed to be AODA compliant.
- The design of the central park should implement Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, access control and maintenance.
- Locate parkettes adjacent to open space and provide seating areas for passive enjoyment.
- Develop a planting plan that complements adjacent land uses, provides shade opportunities and reduces the heat island effect associated with urban development.
- Park awareness/entrance features should be considered and be coordinated with other design features including wayfinding elements.

A preliminary park design has been prepared for the central green. The design incorporates active and passive amenities makes provision for a pedestrian connection that links the eastern and western portions of the community and includes place-making/ wayfinding features consistent with the Westwood Village (Phase 1) Community.



2.4 WALKABILITY, ACTIVE TRANSPORTATION & ROAD NETWORK

The community should be designed in a manner that creates a positive pedestrian experience and results in a safe, pedestrian friendly environment. The walkway, sidewalk and active transportation system should provide easy access to the parks that are proposed and the parks that have been planned within the Phase 1 Community. The sidewalk system should be planned as an extension of the sidewalk system planned within the Phase 1 Community and connect to the active transportation network. The design of the local street network should provide for sidewalks on both sides of all proposed streets. The street pattern, related sidewalks and walkway system should be designed as a modified grid to assist with wayfinding and to provide a series of 'loops' within the community enhancing overall walkability and accessibility.

Newman Drive is a designated collector road with planned cycling routes and multi-use trails. There is an extensive multi-use trail system planned within Westwood Village (Phase 1) Community. Connections should be provided to the existing transportation network and related amenities within the Phase 1 Community. To encourage cycling, adequate provision should be made for bicycle parking and storage within multiple residential bocks and parks.

A coordinated approach to wayfinding features, signage and low level lighting are to be considered to enhance the overall pedestrian experience. The design of wayfinding and entry features should be coordinated with the Westwood Village (Phase 1) Community as a means of ensuring the seamless integration of the two communities.

POLICY & DESIGN DIRECTION:

- Design the community to be walkable at transit-supportive densities.
- Recognize Newman Drive is planned to function as a 'complete street' with multi-use trails/sidewalks on both sides of the road, bike lanes and public transit.
- Connect the community to Newman Drive through the proposed street network and sidewalk system.
- Plan intersections with Newman Drive such that proposed streets align with streets that have been approved within the Phase 1 Community.
- The street and sidewalk system should be planned as a modified grid and as an extension of the street pattern approved for the Phase 1 Community.
- Locate higher densities along Newman Drive to encourage greater transit use.
- Design at a pedestrian scale to promote social interaction, active streetscapes and a walkable community.
- Provide pedestrian connections to parks through the planned sidewalk and walkway system.
- Plan a sidewalk system that connects to the active transportation network approved for the Phase 1 Community.
- Design parks, multi-use walkways and sidewalks to be AODA compliant.
- Ensure the design of streets, sidewalks, walkways and the park system provide for a series of 'loops' to encourage active transportation and walkability.
- Proactively plan traffic calming measure to enhance pedestrian safety and encourage walking.
- Provide sidewalks on both sides of all streets within the community.
- Ensure the design of on-street parking provides for pedestrian movements at key crossings within the community.
- Ensure driveways are located furthest from adjacent walkways.
- Ensure adequate setbacks to minimize conflicts between car parking and sidewalks.
- Ensure a coordinated approach to the design of on-street parking, driveways and pedestrian crossings.

2.5 PLACE-MAKING, PROJECT FEATURES & AMENITIES

The public realm includes streets, parks, open space and associated views and vistas. The process of place-making relies heavily on the creation of a public realm that is functional, attractive and coordinated. Place-making for the community and the design of the public realm should build upon and be coordinated with the Phase 1 Community and associated design features and guidelines to create a cohesive design aesthetic. Strong street edges are to be created along all streets though the careful design and placement of buildings, consideration of driveway widths relative to building mass and a coordinated approach to designing streetscapes.

GENERAL POLICY & DESIGN DIRECTION:

- Provide connections to the public realm through building entrances and walkways.
- Use open space such as parks, streetscapes and public amenity spaces to provide residents the opportunity for passive and/or active recreation, social interaction and gathering.
- Attention should be given to the design of the public realm with design elements such as landscaping, entrance features, lighting and signage.
- Attention should be given to enhanced architectural details where facades interface with the public realm.
- Landscape and other design elements should be coordinated with the adjacent streetscape and related features such as trees, signage, street lights and boulevard landscaping.
- The street pattern should be designed to provide terminating views and vistas which could include enhanced architectural design/ articulation, parks, and open space.
- Design features and enhanced landscaping should be planned at the main entrances into the community and be coordinated with the design features planned for the Phase 1 Community.
- Landscaping and entrance features relating to multiple blocks should be visually coordinated with and complementary to community design features
- Planned multiple blocks will be designed with landscaped features at proposed access locations.

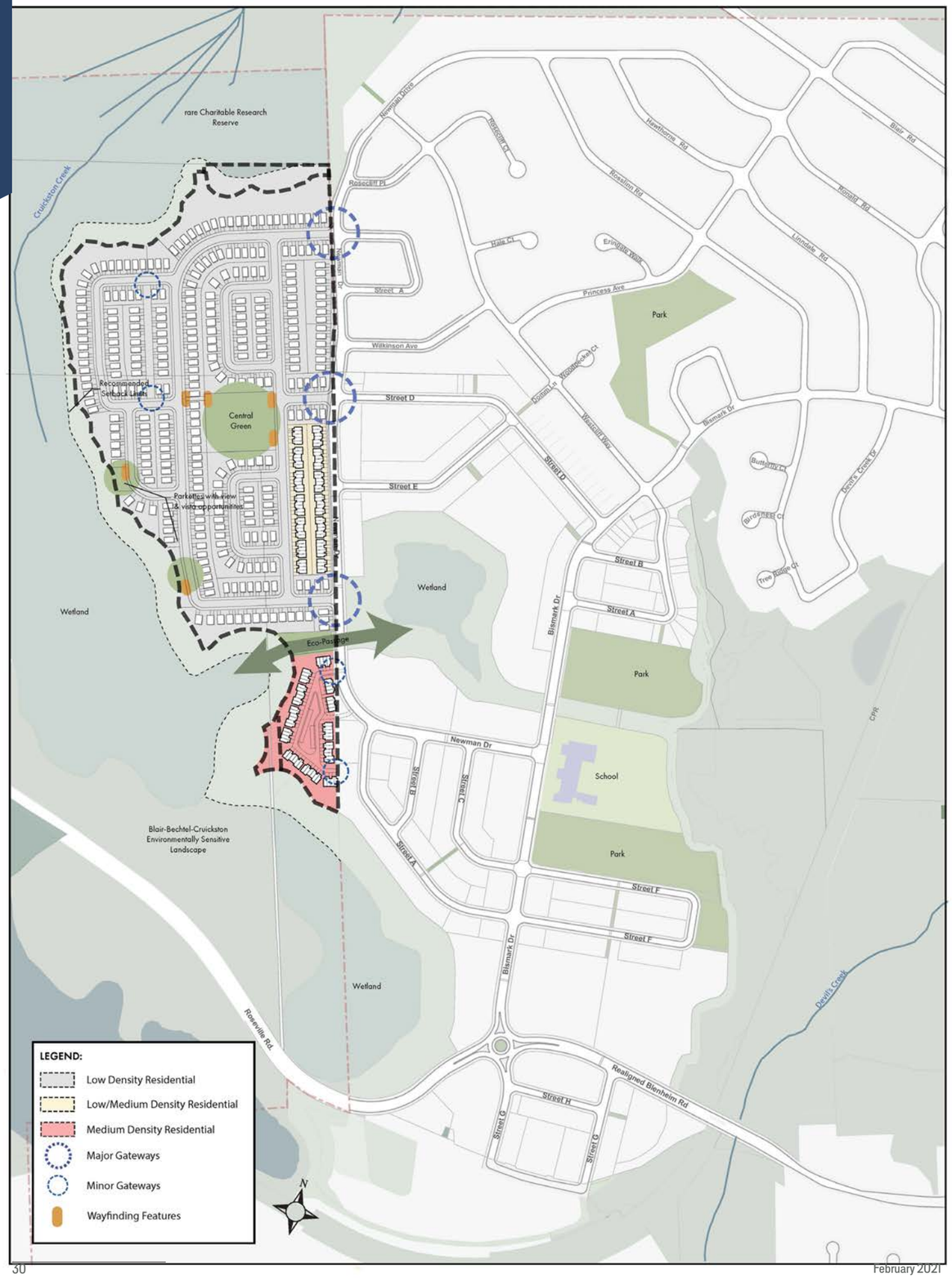
STREETSCAPES:

Attractive streetscapes will be achieved using a coordinated design approach to streetscape elements such as trees, signage, street lights and boulevard treatment. Streets should be designed in a manner that provide terminating view opportunities relative to built form, parks and adjacent natural features. Lots/blocks within highly visible locations should be identified as Priority Lots to ensure high quality built form, terminating vista opportunities and an attractive public realm. Specific guidelines relating to Priority Lots are included within Part 3 of these guidelines.

The streetscape is to be fully landscaped with street trees of native/indigenous, non-invasive species to be approved by the Township of North Dumfries and the City of Cambridge.

POLICY & DESIGN DIRECTION:

- An overall streetscape plan should be required to ensure a well-coordinated and visually attractive streetscape. The streetscape plan will address boulevard planting, the location of driveways, on-street parking, and pedestrian crossings.
- The design of streetscape elements such as lighting, benches, and signage are to be coordinated with the Phase 1 Community.
- Garage projections are to be minimized through the use of setbacks, zoning which regulates garage width relative to the width of the front facade, front porches and landscaping.
- A range of lot widths are encouraged throughout the community to add variety and visual interest to the overall streetscape.
- Consideration to be given to larger caliper trees at major entrances, decorative street lighting and signage.
- Driveways should be paired for lots that are less than 12 metres in width.
- Attention to be given to the design of the utilities with the overall objective of ensuring attractive streetscapes. To this end, and subject to the design requirements of the utility provider, overhead hydro lines should be minimized particularly at major entrances to the community.



GATEWAYS & ENHANCED ENTRANCES:

Westwood Village Phase 1 has identified and designed primary entrance features that will be located at the intersection of Blenheim Road and Bismark Drive to define the gateway into the City of Cambridge as well as the entrance into the Westwood Village community. This will include street trees and plantings along Blenheim Road; a landscaped roundabout; and landscaped entrance features on private development blocks surrounding the roundabout. A rural heritage theme has been designed for community gateways and should be consistent throughout the development.

Community gateway features should be considered at major entrances into the Phase 2 Community. Entrance features may include structural elements, street trees, plantings, and enhanced landscaping. The gateway features should be coordinated with the Phase 1 Community. The potential location of gateway features is shown on page 30.

WAYFINDING FEATURES:

Wayfinding features should demarcate walkways, connections through parks and pedestrian crossings. Final locations and the design of wayfinding features should cohesively integrate with the Phase 1 Community. Conceptual illustrations of the gateway and wayfinding features that have been approved for the Phase 1 Community are included as part of these guidelines and should be considered for the Phase 2 Community to ensure a cohesive design aesthetic and the seamless integration of the Phase 1 and Phase 2 Communities.

PLANTINGS:

Street plantings are to be coordinated throughout the entire community. Plantings will be native/indigenous, non-invasive species where appropriate. Seasonal variety will be considered in the selection of trees. Buffers associated with environmental features will include native/indigenous and where appropriate Carolinian species. High-branching, large canopy trees should be provided within the park block, and in particular along the edges of the park. Landscaping of individual lots is required to achieve an attractive streetscape and encourages native, drought-tolerant plant species. Landscaping should be coordinated with the public realm and streetscape plan. Enhanced landscaping is encouraged at the entrance to multiple blocks.

EXAMPLES OF ACCEPTABLE TREE SPECIES:


Red Maple


Hackberry


Serviceberry


Red Oak


Kentucky Coffee Tree


Tulip Tree


Bur Oak


Sugar Maple

2.6 SUSTAINABILITY

There are a number of policies that promote sustainable design, development, built form and energy efficiency. Green initiatives are encouraged within in the community to assist in reducing the community's impact on the environment, address climate change and promote sustainable initiatives.

DESIGN DIRECTION:

- Encourage land uses and intensification that promote transit and alternative transit choices. Encourage transit-oriented densities in proximity to Newman Drive.
- Plan and design sites to reduce salt impact (ice control products) to natural environment and water systems.
- Road salt poses risk to plants, animals, birds, fish, lake and stream ecosystems and groundwater. In order to reduce these risks, eliminate the stormwater management pond within the Township and direct drainage to Stormwater Management Pond No.2 (Phase 1 Community), the Princess Street sewer and ultimately the Grand River.
- Plant native and non-invasive plant species on private sites and within the public realm.
- Encourage low maintenance, salt tolerant and drought tolerant plant species.
- Encourage innovative drainage systems that improve storm water quality and quantity.
- Where possible provide south facing windows to maximize passive solar orientation benefits. On larger, multi-building sites orient buildings to be south facing where possible.
- Increase the shading of surfaces by planting trees or other vegetation.
- When landscaping development sites, maintain a minimum of 15 cm/6" of quality topsoil for areas to be sodded. Appropriate topsoil levels absorb runoff and help to ensure plants survive and thrive.
- Design townhouse sites and the central green to include bicycle parking.
- For sites with surface parking, identify a designated snow storage area in an area that will reduce salt and contaminant impacts to vegetation, groundwater and surface water. Appropriate snow storage areas can help manage and mitigate the risks associated with road salt.
- The completion of a chloride management plan is to be required through the site plan process associated with townhouse blocks.
- Proper storage of topsoil will retain soil health and quality. Reusing soil promotes responsible use of a natural resource and minimizes the need to truck soil to and from the site. Retain and reuse uncontaminated on-site topsoil in areas not covered by the building and parking/hard surface areas.
- Implement the following green initiatives:
  - » Water conservation features such as low-flow toilets and water-efficient appliances.
  - » Use of high quality windows to reduce thermal loss.
  - » Use of recycled materials, local materials and certified wood products.
  - » Use of low VOC-emitting materials.
  - » Use of energy efficient lighting such as LED for both interior and exterior lighting including street lights.
  - » Enhanced insulation for exterior walls, basements (particularly walkouts and partial walkout units), garages and exterior doors.
  - » Use of native, drought resistant and salt tolerant planting materials in landscaped areas.
  - » Green infrastructure and low-impact development strategies.
- A sustainability statement is to be included as part of a complete site plan and/or condominium application for those townhouse blocks requiring such approvals. The sustainability statement should address matters such as: water conservation, energy conservation, waste reduction, waste management, groundwater infiltration and chloride management.

Sustainable Development Strategy - Section 1: GENERAL SUBDIVISION AND SITE CONSIDERATIONS				
#	Required or Voluntary	Directive	Rationale	Implementation
1.1	Required	**Amend Topsoil:** Maintain a minimum 30 cm/12" quality topsoil, protect areas from disturbance and/or decompact subsoil in landscaped areas/non hardscape areas.	**Rationale:** Enhanced topsoil levels absorbs runoff and helps to ensure plants survive and thrive. Protecting areas from disturbance and decompacting soil in disturbed areas further ensures the health of planted material. **Resource:** Preserving and Restoring Healthy Soil: Best Practices for Urban Construction. TRCA June 2012	Subdivision
1.2	Required	**Snow Management, Enhanced:** Achieve the Smart About Salt Site Certification. Prepare and implement a salt management plan for all multiple residential, commercial and mixed-use developments with the objective of reducing the application of salts/chlorides.	**Rationale:** The Smart About Salt Site Certification ensures that design and management best practices are in place to mitigate the impacts of road salt. **Resource:** www.smartaboutsalt.com	Site Plan
1.3	Required	**Reuse Topsoil:** Retain and reuse uncontaminated on-site topsoil in areas not covered by the building and parking/hard surface areas. Proper storage of topsoil to retain soil health and quality.	**Rationale:** Reusing soil promotes responsible use of a natural resource and minimizes the need to truck soil to and from the site. **Resource:** Preserving and Restoring Healthy Soil: Best Practices for Urban Construction. TRCA June 2012	Site Plan
1.4	Required	**Site Disturbance:** To the extent practical, limit site disturbance including earthwork and clearing of vegetation to reduce erosion and dust. Require revegetation of disturbed portions of the site if construction, site servicing does not commence within six months of area grading/grading.	**Rationale:** Maintains the local landscape and helps to ensure soils and vegetation remain undisturbed. **Resource:** LEED ND	Subdivision and Site Plan
1.5	Voluntary (see exception)	**Accessible Units:** In ground oriented residential developments such as townhomes, 15% of units are constructed as visitable housing. Features include: one zero-step entrance, wider doorways and clear passage on the main floor, a main floor bathroom or powder room. **NOTE:** Currently required for multi-unit apartment and condo buildings under the Ontario Building Code.	**Rationale:** Visitable housing is the concept of designing and building homes with basic accessibility. Visitable homes provide a welcoming environment for visitors of all ages and mobility. It also helps a person of any age who develops a temporary or permanent mobility disability stay in their home without having to undergo extensive renovations. **Resources:** Visitable Housing Canada: www.visitablehousingcanada.com CMHC Accessible Housing by Design: www.cmhc-schl.gc.ca/en/co/acho/acho_002.cfm	Site Plan/Building Permit

Sustainable Development Strategy - Section 2: TRANSPORTATION				
#	Required or Voluntary	Directive	Rationale	Implementation
2.1	Required	**Community Connections:** Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites. Provide strong pedestrian connections between the Phase 1 and Phase 2 Communities. Provide connections to the parks that are proposed. Connect the proposed community with Phase 1and surrounding neighbourhoods.	**Rationale:** Encourages active transportation and transit use to reduce the dependence on the automobile.	Subdivision and Site Plan
2.2	Required	**Accessibility:** Design on-site sidewalks, crosswalks and walkways to be continuous, universally accessible, barrier-free and clearly delineated in accordance with these design guidelines and the Accessibility for Ontarians with Disabilities Act.	**Rationale:** Promotes walking by all age groups and abilities and provides access for those with limited mobility. **Resources:** The Illustrated Technical Guide to the Accessibility Standard for the Design of Public Spaces: www.gaates.org/documents/DOPS_Illustrated_Guide_140527_FINAL.pdf	Subdivision and Site Plan
2.3	Required	**Bicycle Storage:** Provide bicycle parking spaces consisent with the Zoning By-law approved for the Phase 1 Community.	**Rationale:** Cycling reduces greenhouse gas emissions, reduces traffic congestion and improves health. Convenient bicycle parking encourages the use of active transportation. **Resource:** Zoning By-law approved for the Phase 1 Community.	Site Plan
2.4	Required	**Bicycle Storage (Visitor):** Provision of bicycle parking spaces at grade near the main entrances or easy to identify areas.	**Rationale:** Applicants are encouraged improve upon the required bicycle parking requirements in the Zoning By-law to further encourage cycling as a viable transportation option.	OPA/ZBA and Site Plan
2.5	Required	**Transportation Demand Management:** Provision and implementation of a Transportation Demand Management Plan. Required for parking reductions associated with multiple residential, commercial and mixed-use development.	**Rationale:** Transportation Demand Management Plans are plans that encourage sustainable modes of transportation. TDM plans evaluate building transportation needs comprehensively and may consider measures such as the provision of transit passes, flexible work hours, unbundled parking, on site transit facilities, priority parking for carpooling and autoshare programs, etc.	ZBA, Minor Variance Applications and Site Plan
2.6	Required	**Electric Vehicles:** Implement Building Code requirements for EV charging stations and provide "rough-ins" in new residential buildings where parking is provided within the building.	**Rationale:** The demand for electric vehicles and related infrastructure is growing in Canada, and encouraging electric vehicles reduces greenhouse gas emissions and air pollution.	Site Plan
2.7	Voluntary	**Transit Pass:** For multiple residential, commercial and mixed-use developments, encourage tenants and employees to use transit with possible incentives being provision of transit passes.	**Rationale:** Transit is intended to provide support for the Minor Node and higher densities in association with and in proximity to the Minor Node. Growth is directed towards intensification areas, all serviced by local transit. Transit-supportive development and measures to encourage transit ridership is encouraged	Site Plan

Sustainable Development Strategy - Section 3: NATURAL ENVIRONMENT				
#	Required or Voluntary	Directive	Rationale	Implementation
3.1	Required	**Native Species (NHS):** Use native, non-invasive species within the Natural Heritage System and related buffers, and use non-invasive species in all other areas.	**Rationale:** Planting native and non-invasive species protects and enhances the Natural Heritage System and biodiversity, and are resilient to the local climate.	Subdivision and Site Plan
3.2	Voluntary	**Native Species (Enhanced, outside NHS and buffers):** Use native, non-invasive species that are suitable to site conditions for a minimum of 75% of all landscaped areas.	**Rationale:** Additional native plantings outside of natural areas are encouraged to promote biodiversity and resiliency.	Site Plan
3.3	Required	**Bird Friendly Design:** Incorporate bird friendly design measures. Required for townhouse development adjacent to the Natural Heritage System.	**Rationale:** Bird Collisions with windows is a leading cause of bird death across North America. **Resource:** For assistance identifying bird friendly design measures please consult with FLAP Canada (www.flap.org) or the following Bird Friendly	Site Plan
3.4	Voluntary	**Low Maintenance Landscaping:** All landscaping is low maintenance and drought resistant (i.e. Xeriscaping) that does not require a permanent potable water based irrigation system (except for initial watering to establish plants).	**Rationale:** The use of low maintenance and drought-resistant planting reduces the amount of watering needed and produces a resilient landscape.	Site Plan
3.5	Required	**Topsoil for Sodded Areas:** When landscaping development sites, maintain a minimum of 15 cm/6" of quality topsoil for areas to be sodded.	**Rationale:** Appropriate topsoil levels absorb runoff and help to ensure sodded areas survive and thrive.	Site Plan
3.5	Required	**Tree Planting (soil):** Provide a soil volume of 30 m3 per tree and a minimum depth of 1 metre of high quality soil OR in hard surface situations install a soil cell product with high quality soil and provide the required soil volume.	**Rationale:** The use of high quality soil at an appropriate quantity helps ensure trees survive and thrive. A soil cell type product helps ensure trees survive in urban hardscape environments. High quality soil is well drained, un-compacted soil comprised of 5 to 15% organic material with a pH level of 6.0 to 8.0.	Subdivision and Site Plan
3.7	Required	**Restoration and Enhancement:** Complete and implement a restoration and/or enhancement plan that demonstrates net gain for adjacent Natural Heritage System areas, including a management and monitoring plan as may be required as a result of Environmental Impact Study recommendations.	**Rationale:** The restoration and enhancement of Natural Heritage System areas can aid in the improvement of degraded areas, and can enhance ecosystem function. Long term management and monitoring ensures the success of the restoration project over the long term.	Subdivision and Site Plan
3.8	Voluntary	**Community Gardens:** Consider incorporating a community garden(s) for cluster townhouse development. Include a rain barrel collection system.	**Rationale:** Community gardens encourage sustainable local food production, increase access to healthy food, provide opportunities for community building and create local green space.	Subdivision and Site Plan

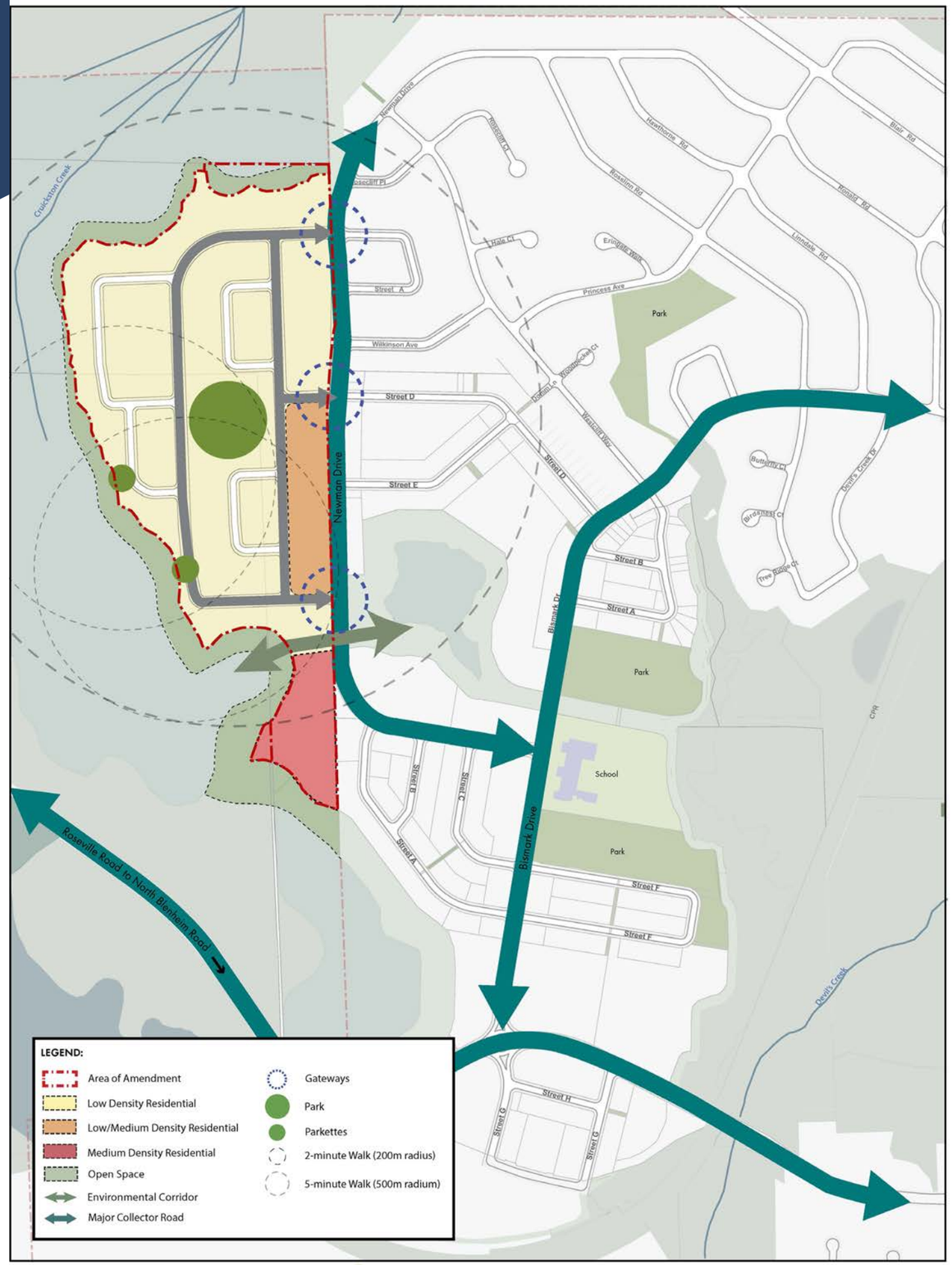
Sustainable Development Strategy - Section 4: WATER CONSERVATION AND QUALITY				
#	Required or Voluntary	Directive	Rationale	Implementation
4.1	Required	**Stormwater Quality:** Implement the enhanced SWM Strategy recommended by MTE Consultants Inc. in the stormwater management report dated December 14th 2020.	**Rationale:** Stormwater quality treatment reduces the total suspended solids and chlorides in receiving's streams.	Subdivision and Site Plan
4.2	Voluntary	**Water Conservation Systems:** Encourage systems to reuse water, such as grey water recycling, rainwater harvesting systems, cisterns and rain barrels where appropriate.	**Rationale:** Cisterns, rain barrels and rainwater harvesting systems allow rainwater to be captured and reused on site. Grey water systems allow the reuse of water internal to the building, for example allowing the reuse of water from bathing and/or laundry to be used for flushing toilets or irrigation.	Subdivision and Site Plan
4.3	Required	**Pervious Surfaces:** Minimize stormwater runoff through the use of Low Impact Development (LID) measures as appropriate and implementation of groundwater infiltration on a distributed area basis.	**Rationale:** Low Impact Development strategies mitigate the impacts of increased urban runoff and stormwater pollution by managing it as close to its source as possible. It comprises a set of site design approaches and small scale stormwater management practices that promote infiltration, evapotranspiration (where feasible) and rainwater harvesting.	Subdivision and Site Plan
4.4	Required	**Water Efficient Fixtures:** All newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling must be WaterSense labeled.	**Rationale:** Efficient water fixtures reduce the use of potable water. **Resources:** EPA Watersense - www.epa.gov/watersense/watersense-label	Site Plan/Building Permit

Sustainable Development Strategy - Section 5: ENERGY AND EMISSIONS				
#	Required or Voluntary	Directive	Rationale	Implementation
5.1	Required	**Urban Heat Island:** Provide vegetated landscape areas in hard surface areas associated with townhouse blocks that are subject to site plan approval.	**Rationale:** Vegetation can reduce the urban heat island effect to improve human comfort and energy efficiency in the surrounding areas.	Site Plan
5.3	Voluntary	Increase the area of windows and glazing to take advantage of natural daylight for all residential units generally and for townhouse units subject to site plan approval in particular.	**Rationale**: The use of natural daylight will reduce the use of energy.	Subdivision, Site Plan and Building Permit
5.4	Required	Use energy efficient lighting and promote the use of energy efficient appliances	**Rationale**: The use of energy efficient lighting and appliances will reduce the use of energy.	Subdivision and Site Plan
5.5	Required	**Sustainability Statement:** Prepare a Sustainability Statement that summarizes how each townhouse development that is subject to site plan approval implements the sustainable development and building guidelines.	**Rationale:** The sustainability statement will provide a tool to evaluate how site plan applications comply with the Sustainable Development and Building Guidelines.	Site Plan

Sustainable Development Strategy - Section 6: WASTE AND BUILDING MATERIALS				
#	Required or Voluntary	Directive	Rationale	Implementation
6.1	Required	**Waste Management Plan:** Provide and implement a waste management plan.	**Rationale:** Recycling and composting treats waste as a resource and reduces the need for landfill expansion.	Site Plan
6.2	Required	**Waste Management Facilities:** Provision of recycling, garbage and composting facilities which are easily accessible for all occupants (in an attached building);	**Rationale:** Recycling and composting treats waste as a resource and reduces the need for landfill expansion.	Site Plan
6.3	Required	**On-Site Aggregate:** To the extent possible, utilize suitable on-site aggregate material for construction purposes.	**Rationale:** Reduces the demand for new aggregate, reduces off-site transportation and related emissions and utilizes a non-renewable resource.	Subdivision and Site Plan
6.4	Voluntary	**Locally Manufactured:** Encourage that at least 15% of a project's construction materials are comprised of materials that are sourced within the Region of Waterloo and surrounding area.	**Rationale:** Local materials support the local economy and reduce the environmental impacts associated with transportation. Products should be sourced within 150km of the subject lands.	Subdivision and Building Permit
6.5	Voluntary	**Sustainable Wood:** Where wood based materials are used, utilize a minimum of 25% that are certified in accordance with the Forest Stewardship Council's principles and criteria for wood building components.	**Rationale:** The Forest Stewardship Council (FSC) is an international certification and labeling system dedicated to promoting responsible forest management, which includes sustainable harvesting and replanting practices. **Resources:** Forestry Stewardship Council - ca.fsc.org/en-ca	Building Permit
6.6	Required	**Construction Waste Management:** Develop and implement a waste management plan to reduce, recycle and/or salvage construction and land clearing waste.	**Rationale:** Reduces construction and waste disposed of in landfills, and to treat recycled and salvaged materials as a resource.	Subdivision and Site Plan

Sustainable Development Strategy - Section 7: MAINTENANCE, MONITORING AND COMMUNICATION				
#	Required or Voluntary	Directive	Rationale	Implementation
7.1	Voluntary	**Maintenance Plan:** provision of a maintenance plan for townhouse development subject to site plan approval. The maintenance plan is to provide instructions, training requirements and schedules for maintaining sustainability features of the site/ building/landscaping.	**Rationale:** A maintenance plan will ensure sustainability features remain implemented on the site and continue to function at optimal levels.	Site Plan
7.2	Required	**Education:** Prepare a homeowners/tenant brochure that explains the intent, benefits, use, and maintenance of sustainable development design and building features as part of the lease/sale agreement and/or condo declaration.	**Rationale:** Communicating sustainable design features and educating occupants and visitors regarding the rationale for these features will help to ensure their proper use and maintenance.	Subdivision and Site Plan

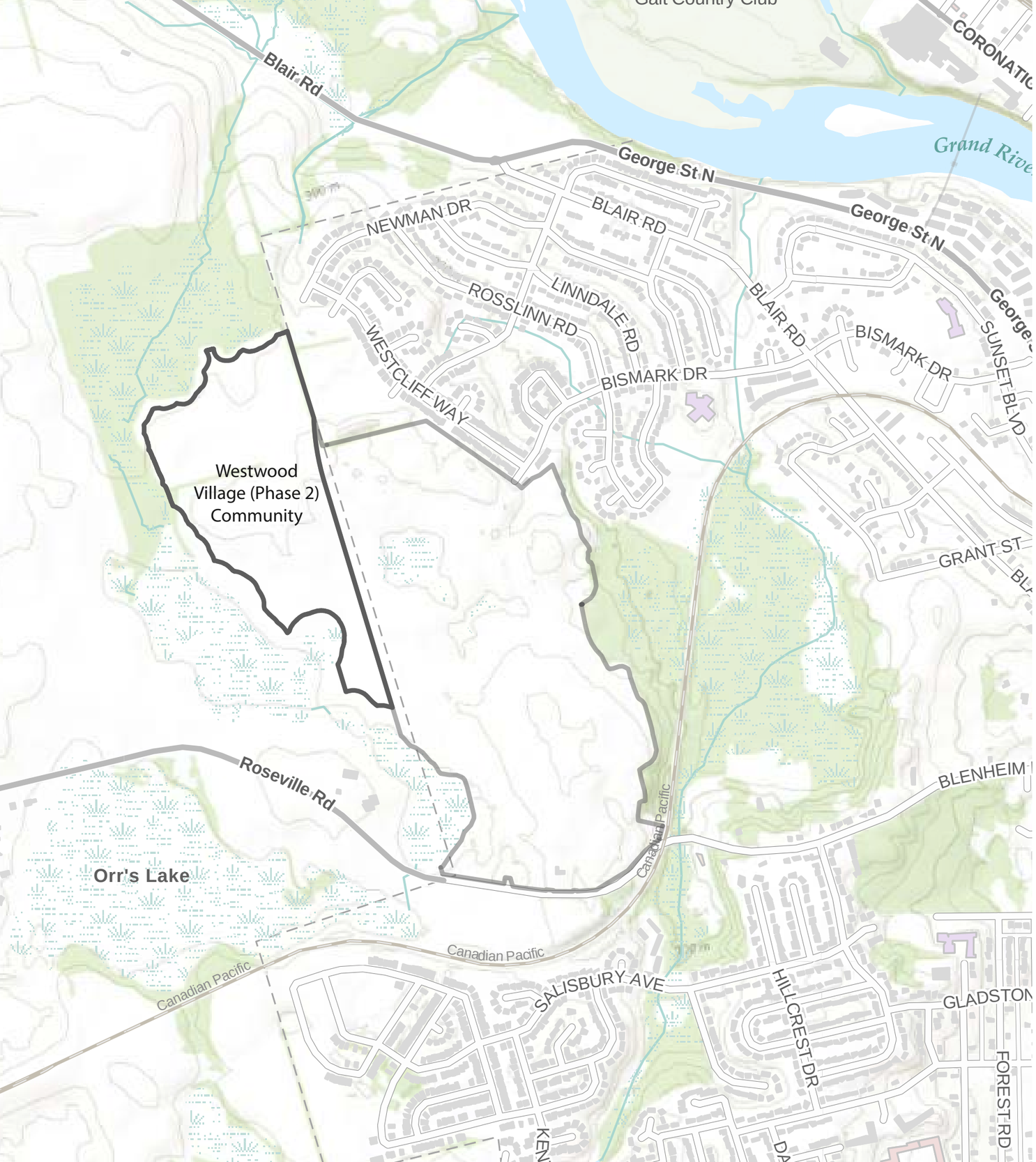
Sustainable Development Strategy - Section 8: INNOVATION				
#	Required or Voluntary	Directive	Rationale	Implementation
8.1	Voluntary	Innovative design or performance features not listed that receive approval from the Township.	**Rationale:** The intent of this category is to encourage and recognize additional innovative approaches in design or performance that are not specifically addressed above.	Creative discussions between applicant and Township Staff during the Subdivision and Site Plan approval process.



2.7 COMMUNITY CONCEPT PLAN

The proposed Community Plan for the Westwood Village – Phase 2 Community is shown on page 42. The following summarizes some of the main design features of the Community Plan:

- The adjacent Core Environmental features have been protected for the long term. To this end, the limits of features have been surveyed and recommended buffers have been reflected in the design of the community.
- A wildlife corridor is proposed, the location of which has been coordinated with the eco-passage planned for Newman Drive. The wildlife corridor in combination with the eco-passage will link natural heritage features located to the west with the central wetland located to the east and within the limits of Subdivision 30T-16103.
- The stormwater management pond contemplated by the approved Cambridge West MESP located within the Township of North Dumfries has been eliminated. Clean water will continue to be directed to the wetland to ensure surface water contributions to the wetland are maintained.
- Groundwater infiltration measures are proposed on a "distributed basis". The overall infiltration strategy meets and exceeds approved infiltration targets of the Cambridge West MESP.
- Internal property lines were ignored and displayed for conceptual purposes only ensuring a comprehensive and coordinated approach to the design of the community.
- A central green has been located central to the community to fill in the "gaps" and ensure future residents are within walking distance of the proposed park.
- "Eyes on the parks" are proposed as a community safety design feature.
- Streets and sidewalks have been oriented to provide views and vistas associated with the natural heritage and park system.
- The size and configuration of the "central" green provides for a range of programming opportunities.
- A pedestrian scale community that promotes walkability and social interaction is contemplated.
- A modified grid pattern of streets is proposed. The grid pattern was adjusted to reflect the limits of Core Environmental Features and associated buffers.
- Proposed sidewalks and walkways provide connections to the parks that are proposed and create a series of walking "loops".
- Three local streets are proposed to connect to Newman Drive and provide for the distribution of traffic and pedestrian movement both within and external to the community.
- Proposed streets and related sidewalks intersect with approved street locations within the Westwood Village (Phase 1) Community providing connectivity between the approved and proposed communities.
- Sidewalks are proposed on both sides of all streets. The sidewalk system connects to the multi-use trail planned for Newman Drive and the active transportation system planned for the Westwood Village (Phase 1) Community.
- A range of unit types/residential land uses as well as a variety of lot widths are proposed.
- Building heights associated with proposed residential land uses provide the opportunity for views of the tree canopy.
- The design of proposed streets has been coordinated with other functional considerations including services and overland drainage routes.
- The design of the proposed community has been coordinated with the overall servicing strategy associated with the Westwood Village (Phase 1) Community.
- The orientation of proposed streets provides passive solar opportunities.



PART 3

General Design Guidelines

3.1 UNIVERSAL & AGE-FRIENDLY DESIGN

Planning proactively for a future in which a greater proportion of the population lives with reduced mobility and other disabilities is responsible, necessary and timely. Age-friendly planning is sensitive to the needs of all age groups and all ability levels. Whether providing room for parents with baby strollers, the mobility requirements of the elderly or other persons with disabilities (e.g., the use of walkers, wheelchairs and motorized personal mobility devices), or the needs of the general populace to navigate municipal buildings, streets, paths and sidewalks safely and easily, age-friendly planning creates a civic environment that is welcoming to all.

The philosophy of good barrier-free design is to incorporate universal design principals. Universal Design means designing the built environment so that it can be understood, accessed, and used to the greatest extent possible by all people regardless of their age or ability. Whenever possible, consider a design that allows a wide range of users, now and in the future, to live in and access the building and residence.

RECOMMENDATIONS FOR UNIVERSAL & AGE-FRIENDLY DESIGN:

- Ensure that all public spaces are barrier-free for persons of all ages and abilities. This includes sidewalks, parks, etc. as well as semi-private open spaces.
- Street trees, landscaping, seating, public art and signage should not obstruct the path of travel.
- Integrate access structures such as curb ramps, entry ramps and handrails as seamless components of buildings where practical.
- Use curb ramps to provide barrier-free connections between the street, pedestrian walkways and parking areas.
- In ground oriented residential developments such as row housing, VistAble housing units are strongly encouraged for a portion of the units. Features should include: one zero-step entrance, wider doorways and clear passage on the main floor.
- Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable provincial legislation.
- Introduce a range of unit types within residential neighbourhoods to allow residents to age in place.
- Integrate tactile and visual design elements (such as differential paving) to assist in orientation and the recognition of potential hazards to persons with disabilities.
- If an Exterior Walk is unwanted or impractical and stairs are provided, the final grading is to be considered in the design, and where possible, established so that future construction of an exterior walk or ramp could be constructed to the entrance(s) of the home.



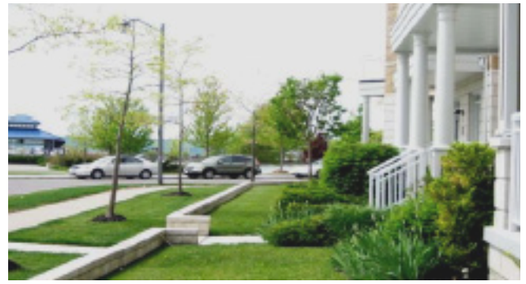
Examples of barrier-free access and Universal Design.

3.2 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

RECOMMENDATIONS FOR CPTED DESIGN:

- Use appropriate features that express ownership and boundaries such as defined entrances, parking areas, and pathways.
- Landscaping, fences, pavement treatments, and art can be used to delineate different areas. The arrangement, dimensions and scale of spaces and elements should be designed to encourage comfortable interactions among people.
- When designing signs avoid creating spaces that appear confined, dark, isolated or unconnected with neighbouring uses, or without a clear purpose or function.
- Integrate informal surveillance by considering visibility, light and openness. Orient and design physical features and activities to maximize the ability to see throughout the site. This includes attention to the placement of windows to provide visual access to areas of the site, and locating walkways, entrances, landscape materials, and other site features to avoid areas for persons to hide.
- Encourage the concepts of 'eyes on the street' and 'eyes on the park' when placing windows, front porches and balconies.
- Incorporate appropriate lighting that does not produce glare. Avoid excessively bright lighting.
- Provide clear signage and other wayfinding cues that make a site easily understood and navigable.




Building designs that provide 'eyes on the park' are encouraged.

Example of highly visible entrance, walkway and landscaping with low open fencing.

3.3 GUIDELINES FOR TOWNHOUSE AND CLUSTER TOWNHOUSE DEVELOPMENT

Townhouses are to be designed to integrate with other street fronting products (i.e. single detached and semi-detached lots). The following design guidelines shall apply to the design of street fronting townhouses:

GUIDELINES

- Street fronting townhouses are to be a maximum height of 10 metres. An increase in the maximum building height will be considered to accommodate superior design elevations and architectural features.
- The overall design merits of the entire building are to be considered rather than the individual units.
- Ideally townhouse blocks should include four to six units. A maximum of eight attached dwelling units will be permitted.
- Townhouse buildings which are side-by-side or within the same block are to be coordinated with each other in terms of colours, materials, and architectural styling, however variety in colours is encouraged.
- The main facade should be located parallel to the street.
- To maximize on-street parking opportunities, shared driveways are encouraged for interior townhouse units.
- End unit townhouses should have an enhanced side facade where adjacent to a public street.
- The architectural design guidelines set out in the previous sections, including colour palette and materials, roof lines, main entrances, windows, and garages also apply to the design of townhouses.

When considering future site plans for cluster townhouse blocks within the subject lands the following guidelines are to be considered:

- Built form and/or landscaping within the multiple blocks should address the street in a manner that supports an active streetscape for pedestrians. Consideration should be given to orienting primary building entrances towards the public realm. Active ground floor uses are encouraged in commercial and mixed use developments.
- Uses which encourage social interaction and community gathering (such as restaurants, patios and coffee shops are encouraged).
- Canopies, awnings and wind screens as well as pedestrian-scaled lighting will be encouraged to provide pedestrian comfort.
- Built form should frame streets and intersections.
- Site layout is to incorporate pedestrian walkways and connections to encourage and enhance walkability and access. Pedestrian connections on-site will connect directly with public sidewalks.
- The use of backlit building signage and neon building signage are restricted for building façades visible from the street. Additional guidelines related to signage are to be prepared as a condition of development approval.
- Placement of outdoor lighting will complement the building design and prevent or minimize impacts on the night sky and adjacent properties. The impact of lighting will be reviewed through the development approval process approval process.
- Pedestrian scale lighting is to be provided within the node to accent walkways, steps, ramps, and building entrances.
- When setting buildings back from the street is unavoidable due to grades or other constraints, landscaping is to be used to define street edges.
- Landscaping is to be coordinated with building and site design to enhance the streetscape, define street edges and provide thermal comfort for pedestrians.
- For those blocks that are adjacent to Newman Drive as well as main entrances, features and related landscaping are to be implemented.
- Where possible, barrier free sidewalks leading directly from the public street, transit stops and parking areas to the principal building entrances are to be provided.
- Garbage facilities, parking, loading and service areas should be designed and oriented such that they are separated and/or screened from the public realm.
- Where transit stop locations are known, efforts should be made to locate building entrances near transit stops.
- Site plan design should coordinate movements and minimize conflicts between pedestrians and vehicles.

PARKING

- Landscaping should be used to break up surface parking lots associated with cluster townhouse blocks.
- Where feasible, provide vehicle parking at the side and rear of buildings. Surface parking lots between buildings and Newman Drive is discouraged particularly at the interface with existing low-rise residential development.
- Locate parking areas (particularly barrier free parking spaces) in close proximity to building entrances.
- Parking areas are to be screened to avoid illumination of adjacent residential properties by automobile headlights.
- Pedestrian scale lighting is encouraged to accent walkways, steps, ramps, and building entrances.

SIGNAGE

- A unified approach shall be taken for signage within cluster townhouse blocks with emphasis on architecturally integrated building signage.
- Signs shall not obstruct pedestrian, other non-vehicular travel and barrier free movements.
- Signage associated with proposed residential development is to be coordinated with the design of wayfinding measures and other features within the Phase 1 and Phase 2 Communities.
- A coordinated approach to signage is encouraged.
- All permitted signage will require Sign Permits from the Township of North Dumfries.
- Signage should be designed to achieve the broader goal of dark sky-friendly design and should be in accordance with bird friendly lighting guidelines contained herein.

LIGHTING

Effective outdoor lighting improves visibility, increases safety, provides security and enhances the communities night-time environment. Improperly installed lighting can be extraordinarily powerful and create problems of excessive glare, light trespass, high energy use and skyward light pollution.

The following guidelines relate to lighting within proposed multiple blocks and street lighting in areas directly adjacent to natural features where applicable.

Outdoor lighting must be aimed, located, designed, fitted and maintained so as not to present a hazard to drivers, pedestrians or adjacent users by impairing their visibility or create a nuisance by projecting or reflecting objectionable light onto neighbouring properties.

- All outdoor lighting equipment and fixtures shall be properly shielded and directed downward to mitigate potential impacts to wildlife in nearby natural areas. Fixtures that meet the IESNA Full Cutoff Classification, have an Uplight rating of 0, or are Dark Sky approved are encouraged.
- Lighting sources are not to be visible from adjacent properties or on-site residential units.
- Glare control must be achieved through the use of cut-off fixtures, shields and the appropriate application of the fixture mounting height, wattage, aiming angle and fixture placement.
- Effective lighting systems must be designed to minimize lighting from being directed up to the sky. Full cut-off luminaries that direct no light above the horizontal plane are required. Examples of effective and ineffective lighting are shown below.

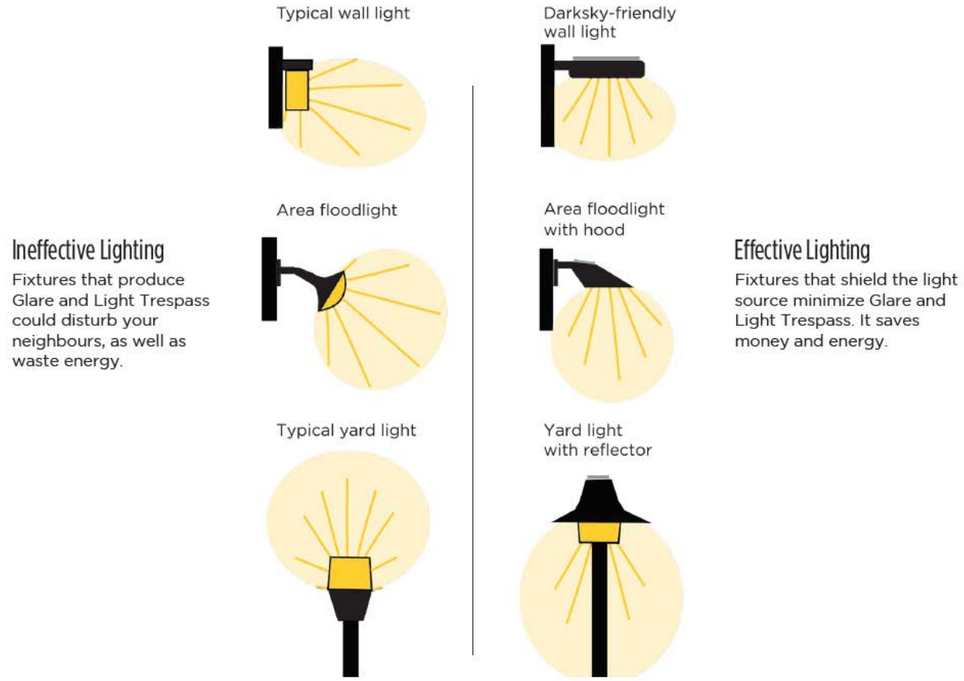


Diagram of Ineffective vs. Effective lighting options.

- Vertical surface illumination and accent lighting can provide a sense of security and mitigate shadows and provide important aesthetic benefits. All building facades, landscaping and sign lighting should be designed to eliminate direct up lighting from reaching the sky and prevent glare onto neighbouring properties and roadways.
- Where security lighting is required, motion sensor activated lighting saves energy, reduces light pollution and is encouraged.
- The following is also encouraged for all exterior fixtures in areas directly adjacent to natural features: minimize the amount of blue light by using fixtures with Correlated Colour Temperature (CCT) of 3000K or less (International Dark Sky Association recommendations).
- The following Crime Prevention Through Environmental Design (CPTED) principles shall be considered when designing lighting:
  - When creating lighting design, avoid poorly placed lights that create blind-spots for potential observers and miss critical areas.
  - Avoid overly bright security lighting.
  - Use shielded or cut-off luminaries to control glare.
  - Place lighting along pathways and other pedestrian-use areas at proper heights.
  - Only light areas where needed.
- LED light fixtures and bulbs are encouraged. LEDs have a significantly higher efficiency to HID lamps in converting electricity to light. They have a long lifetime and their small size allows innovative design that can provide better control over stray light, potentially reducing sky glow and light trespass. LEDs can be dimmed, thereby forming the basis of a system of intelligent lighting. Then energy savings can be achieved by dimming them when they are not needed.
- Parking Lot lighting helps people navigate from their cars to and from their home. Parking lot lighting also aids with a feeling of security. Unless properly designed the lighting of parking lots may be a source of sky glow. Lighting plans are required for those blocks that are subject to site plan approval. The lighting plans are to minimize sky glow through a variety of measures including consideration of pole height, fixture type, shielding, fixture orientation and reducing the use of lights after business hours.
- Lighting plans are to be prepared and form part of streetscape plan(s) required for each subdivision stage. The streetscape plan(s) are to coordinate street lighting, boulevard planting, on-street parking and driveway locations.



Examples of effective street lighting.

3.4 GUIDELINES FOR LOW RISE RESIDENTIAL

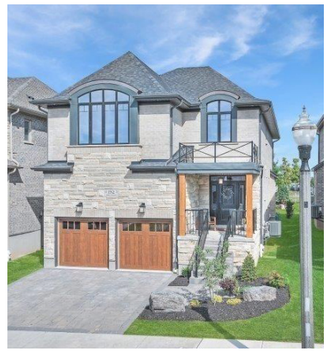
The following general design guidelines have been prepared for low rise residential buildings to ensure a high quality, well designed community.

UNIT MIX

- A variety of housing types and built form have been accommodated with higher density encouraged adjacent to Newman Drive.
- The subject lands are to be developed with a range of unit types that complement the residential land uses proposed for the Phase 1 Community and satisfy housing policies of the Regional Official Plan. Including townhomes, semi-detached, single-detached homes (with a variety of lot widths) and accessory dwelling units.

COLOUR PALETTE/MATERIALS

- Variations in building facades and materials are encouraged.
- A sufficient variety of exterior colour packages shall be offered to avoid monotony within the streetscape.
- Individual exterior colour packages should combine to create a visually harmonious streetscape appearance. In this respect, jarring colour contrasts will be discouraged.
- Natural or cultured stone or brick is required as the exterior cladding material on most of the facade facing the street.
- Siding or alternative may be used on rear and side elevations, however it should only be used as a secondary material, mixed with primary materials including brick and/or stone on the front facade.
- Siding or alternative may be used on front elevations as an accent material only.




FACADE VARIATION

- Variations in building facades and materials are encouraged.
- Within each townhouse block a cohesive design and colour palette should be applied. Facade variety should be applied between townhouse blocks to achieve variety along the streetscape.
- Street fronting townhouse blocks shall be designed with a maximum of 6-8 freehold townhouse units within each block to avoid long stretches of units with the same colour palette.
- Within residential blocks intended for single-detached development the following guidelines apply:
  - Identical building elevations must be separated by at least three units;
  - Builders are encouraged to provide more than one elevation style per model.
  - Variety in colour packages shall be provided and identical colour packages should be separated by at least one unit.
  - Identical units, including corner units, should not be sited across from each other on the same street unless it is demonstrated that the colour and material packages for each unit provides sufficient variety.

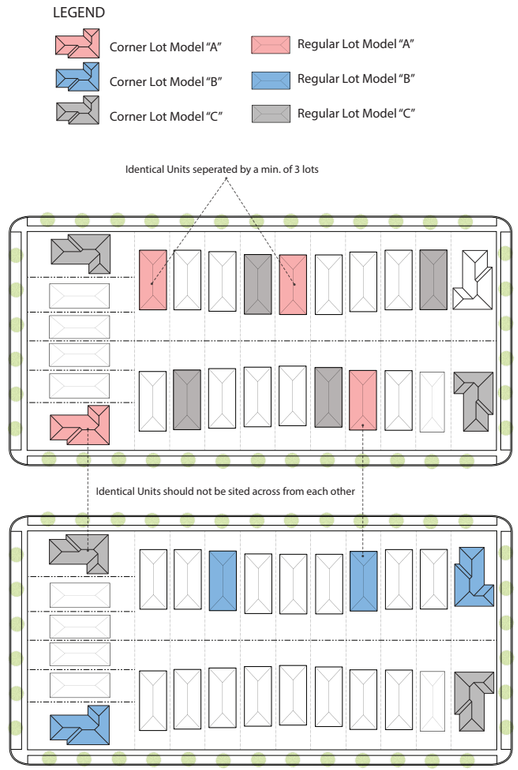


Diagram demonstrating facade variation.

ROOF LINES

- Roof Lines (roof pitches) are encouraged to achieve a good transition between roof heights. Complementary roof lines are to be provided.
- Roof embellishments such as gables and dormers are encouraged especially on corner lots.
- Roof vents, stacks and flutes are encouraged to be located on the rear slope of the roof where feasible.

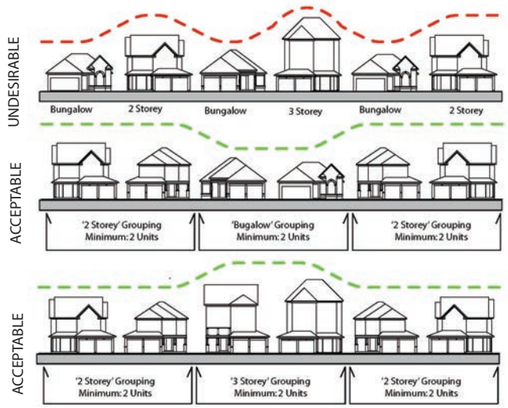


Diagram of acceptable vs. undesirable roof lines

WINDOWS

- All windows should be low maintenance, thermally sealed, and double glazed.
- On front and flankage elevations windows for portions of the building that are located above grade should be consistently employed to suit the house style.
- Window proportions should reflect the architectural style of the building.
- Large ground floor windows are encouraged wherever feasible to promote "eyes on the street".
- Windows surrounding doors, or within doors are also encouraged. This includes sidelights and transom windows around front doors.
- Primary upper and lower story windows on street-facing elevations should be aligned in an organized manner to enhance the facade.
- Projecting bay windows are encouraged to give 3-dimensional interest to primary house faces.

GARAGES

- The placement and design of garages is important to the overall streetscape. As such, garages will be setback behind, or flush with, the habitable space of the dwelling unit as required by the site specific zoning standards established for the neighbourhoods.
- Zoning regulations should permit a reduced front yard setback for the habitable portion of a dwelling than the setback required for the garage.
- Garage widths shall be in accordance with site specific zoning regulations and will be limited to a percentage of the front building facade length.
- Design treatment of garage doors is encouraged including sectional, paneled garage doors with glazed top panels.
- A variety of lintel treatments above the garage are encouraged.
- For double garages, two single doors are preferred over one large door.

DRIVEWAYS & PLACEMENT

The following guidelines apply to driveways:

- Driveways for dwellings adjacent to intersections, public walkways, open space and parks should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street should be minimized.
- Paired driveway locations are encouraged where feasible for smaller lots to maximize on-street parking opportunities.
- For larger lots, combined front yards (as illustrated) maximize on-street parking and landscaping opportunities.
- Driveways should be setback 6 metres from the intersection of two street lines.
- A maximum of one driveway with one access point connecting to a public street shall be permitted on a lot.
- An on-street parking plan is to be approved for each stage of development.
- Driveways for single-detached, semi-detached and street townhouse dwellings will be in accordance with an approved streetscape plan(s).

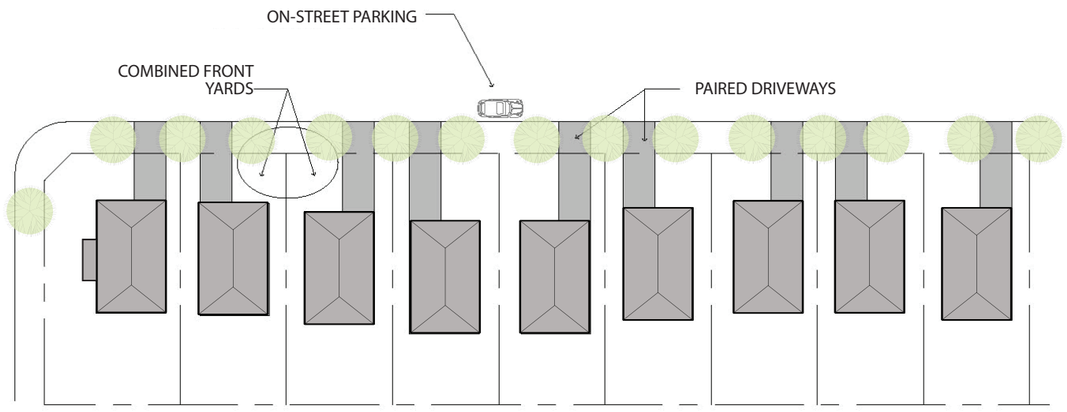


Diagram of driveway pairing.

PORCHES

- The generous use of front porches, veranda's or porticoes is encouraged to provide opportunities for 'eyes on the street' as well as social interaction among neighbours.
- Porch columns and hand railings should be consistent with the character of the house.
- Maintenance-free, pre-finished aluminum wrought iron railings or high quality composite railings are preferred.
- Porch depths should be sufficient enough to provide useful seating space. On corner/ priority lots, wrap-around porches are encouraged.
- Porch projections into required front and side yards shall be in accordance with site specific zoning regulations.

MAIN ENTRANCES

- The main entrance to the dwelling should convey its importance as both a focal point of the facade and the interface between the private realm of the dwelling and the public realm of the street.
- Weather protection at entries should be provided where possible through the use of covered porches, porticoes, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling.
- Enhancements to emphasize the entry are encouraged and may include pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door, sidelights, etc.

ARCHITECTURAL STYLE

- A harmonious mix of architectural styles which incorporate both traditional and modern influences is encouraged over one specific style.
- The various building types and architectural styles throughout the Neighbourhoods will be linked through the use of distinctive, well-designed buildings and the use of quality building materials.
- Townhouse, and cluster townhouse dwellings within the Phase 2 Community are to be designed with a high degree of architectural quality with emphasis given to building facades which face the public realm.

3.5 GUIDELINES FOR PRIORITY LOTS/BLOCKS

Priority lots/blocks are those lots and blocks that have the highest visibility within the public realm and the most visual prominence within the community. As such, special design consideration is required for the publicly exposed elevations of buildings. Priority lots contribute largely to the character of a neighbourhood so a higher level of architectural design is expected for buildings on those lots. Development on priority lots/blocks should be designed and oriented to contribute to the public realm and pedestrian environment, provide for definition at key locations and contribute to a distinctive community image and public realm.

GATEWAY LOTS/BLOCKS:

Gateway lots/blocks are generally located at the entrance gateways and establish a first impression of the Community. Their design should recognize the high level of exposure and establish the character and design quality of the community.

For Gateway lots/blocks, the following guidelines shall be considered:

- Distinctive design forms including prominent building form and landscaping will be required within gateway blocks.
- Building faces with public exposure from internal public streets at community entrances shall be designed with enhanced facade design including high quality building materials and landscaping.
- Entry elements are encouraged to produce interest in the facade as well as to help define the entrances to the neighbourhood.
- Building materials and/or colours should be complementary to community entry features.
- Flankage elevations visible from the street shall have high levels of building design and detail with attention given to massing, height, roof lines, materials, and details.
- Building detailing should include, well-proportioned windows, masonry detailing, and a mix of coordinated building materials.
- Large, blank facades along the face of a road shall be avoided.
- Similar setbacks should be employed where possible for each block to create a strong edge condition within gateways.
- Building mass and/or landscaping within multiple blocks should be oriented toward Newman Drive and major streets where possible.

Examples of an enhanced flankage elevation.


Example of an entrance feature.

CORNER LOTS:

Corner lots play a significant role in setting the character and quality of the street. Corner lots are located at the intersection of two streets and have two facades fully exposed to the public realm. They act as informal landmarks within a community and therefore should be carefully designed.

Units in corner lots shall be designed with the following guidelines in mind:

- Consideration should be given to providing special model designs specifically for corner lot conditions.
- Flankage elevations visible from the street shall have consistent materials and details as the front elevation.
- Where possible, the main entry to the dwelling should be located on the long elevation facing the flanking street.
- Main entries facing the front lot line or shorter side of the lot may be permitted provided the design of the flanking face will include a secondary entry, projecting bay or other appropriate architectural feature.
- Unit designs are encouraged to provide an architectural feature at the corner. This could include, but is not limited to, wrap around porches.
- Both street frontages for corner lot dwellings shall have high levels of architectural design and detail with attention given to massing, height, roof lines, materials, and details.
- In cases where a townhouse is situated on a corner lot, the end units flanking a public street are to have articulated end walls.
- Where possible, utility meters shall be located on the interior side elevation of detached units.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.
- The following architectural elements are encouraged for corner lots:
  - » A prominent wrap-around porch.
  - » Sufficient fenestration on front and flanking elevations displaying balanced proportions.
  - » Well-articulated flanking elevations to avoid flat, blank, uninteresting facades.
  - » Architectural treatment of garage door openings including sectional, paneled garage doors with glazed top panels.
  - » Architectural features that differentiate the corner lot from internal lots and provide emphasis to the corner of the structure are encouraged and may include: turrets, corner bay windows, boxed-out windows on the front and side elevations, entrance porticoes and wrap-around porches.

Examples of corner lot design elements

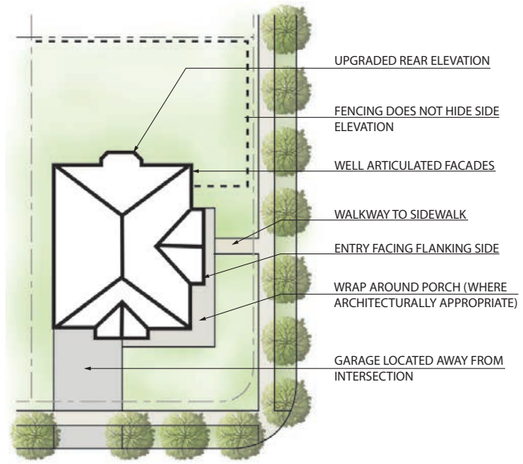


Diagram of corner lot design with the main entry located on the long elevation facing the flanking street.

TERMINATING VIEW LOTS/BLOCKS (T-INTERSECTION & ELBOW STREETS:

T-Intersection lots/blocks occur at the top of an intersection, where one road terminates at a right angle (or close to a right angle) to the other. Elbow Streets occur at a bend on the road, with more than one unit at the end of the street view.

The following design consideration should be given to homes at the end of the T intersection street view and homes at a bend on the road:

- -Buildings should be designed to provide a visually attractive terminus from the intersecting street.
- -Front elevations of buildings that terminate the street should include a number of enhanced architectural features and landscaping.
- -Building design for lots at the end of T-intersections shall have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements.
- Driveways are encouraged to be located to the periphery of the view corridor to increase landscaping opportunities and reduce the prominence of the garage where possible.
- On elbow streets, driveway locations are to be carefully considered to avoid (as much as possible) driveways on adjoining lots merging at the street line.
- Where side elevations on elbow streets are partially visible from the street, materials should be coordinated with those of the front elevation.
- Where residential driveways and garages are located at the visual terminus of a street, design enhancements such as decorative garage door openings should be incorporated to contribute to an attractive streetscape.

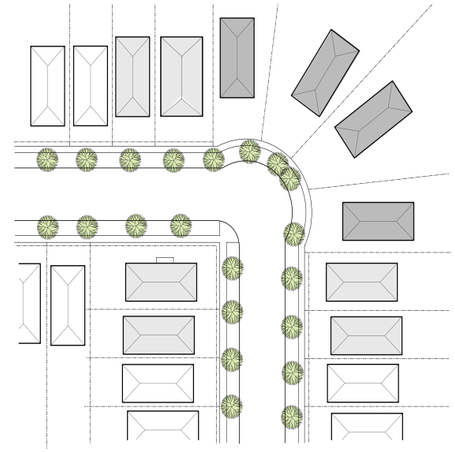
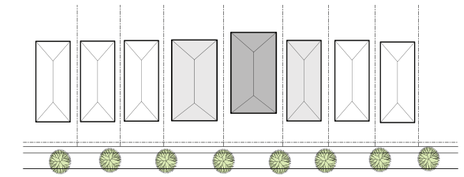


Diagram of lots along elbow streets.



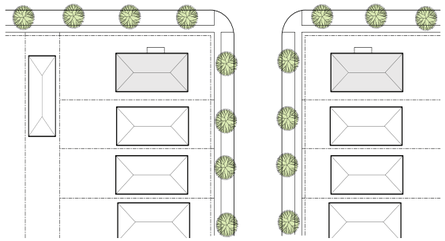


Diagram of a lot at the terminus of a T-Intersection.

Examples of terminating view lot.

LOTS/BLOCKS ABUTTING WALKWAYS/TRAIL SYSTEMS:

Lots/blocks that have elevations that are publicly exposed from abutting walkways, trails and other areas anticipated to have high volumes of pedestrian traffic. Lots/blocks that abut pedestrian walkways are to be identified as design priorities.

These lots/blocks are to be subject to the following design guidelines:

- Front, side and rear elevations exposed to primary pedestrian walkways (including trails), shall be articulated. For example, residential homes are to include a combination of fenestration, bay windows, material changes and dormers may be used to achieve this objective.
- Enhanced design treatment should be considered where a building's side or rear elevations are highly visible from the public realm, having detail and quality consistent with the street facing elevation.
- Side elevations facing primary walkways should incorporate architectural elements to provide visual impact.
- Driveways of homes adjacent to walkways should be located on the opposite side of the walkway to allow for landscaping opportunities adjacent to the walkway.

Examples of residential lots abutting walkways/trail systems.

Elevation diagram of lots abutting a walkway.

3.6 BIRD-FRIENDLY DESIGN GUIDELINES

The Westwood Village (Phase 2) Community is adjacent to the Blair-Bechtel-Cruickston ESL and related core environmental features and habitat for a variety of avian species. To minimize potential bird strikes to buildings, the following guidelines will be applied through the site plan process for all adjacent cluster townhouse development. These guidelines have been developed as a result of the best practices review of specific sources such as FLAP Canada and the American Bird Conservancy (ABC).

WINDOWS:

There are two means of mitigating the danger glass poses to birds. The first and far more effective approach is to create visual markers. The second is to mute reflections in glass. The following guidelines apply to the design of windows using the two strategies:

- Appropriate window applications shall be applied to all floors above grade that are oriented towards adjacent environmental features. These applications shall be applied to 100% of the glass surface, however where views are imperative, treatments may be applied to 85% of the glass surfaces.
- As a first priority, windows are to be designed with visual markers which could include:
  - » Patterned or "fritted" glass—which is glass with an image or abstract pattern embedded in it; with a maximum spacing of 10 cm x 10 cm.
  - » Fenestration patterns including multiple paned glass and the use of mullions. The panes should be between 10 and 28 cm with smaller distances being more effective.
  - » Decorative grilles and louvres—exterior decorative grills are effective within the range of 28 cm to 10 cm or less.
  - » Artwork installed on the interior or exterior of windows.

Examples of (from left): patterned glass, fenestration pattern (mullions) and decorative exterior grille.

Examples of exterior sunshades.

- The following window design strategies that mute reflections are also acceptable in minimizing bird strikes:
  - » Awnings and overhangs. This is particularly effective for ground floor windows.
  - » External sunshades.
- Where views are imperative such as for ground floor commercial or retail uses, the above strategies should be applied to 85% of the glass, allowing up to 15% of ground or ground floor glass to be left untreated.
- In addition to the strategies outlined above, the type of glass used is important. The following kinds of glass are encouraged for all windows:
  - » Opaque and translucent glass (opaque, etched, stained and frosted glass, as well as glass blocks)
  - » UV Glass (or similar products).
  - » Low Reflectance glass.
- For buildings within cluster townhouse blocks that are directly adjacent to natural features, the above strategies shall apply to all windows above ground level that interface directly with natural areas. Glass railings associated with deck structures are also to be treated by visual markers as indicated above.
- Ground level ventilation grates are encouraged to have a porosity of <20 mm x 20 mm (or 40 mm x 10 mm). This reduces risk of birds becoming entrapped within the grates.
- For ground related development (i.e. single detached, street fronting townhomes) adjacent to natural areas, the required Homeowners Brochure will outline measures that homeowners can take to reduce the occurrence of bird strikes.

LIGHTING:

Light pollution creates "artificial sky glow" which can be an issue for birds because migrant bird species can be attracted to the lit buildings at night, increasing risk of collisions as well as interference with day-night cycles. Light pollution is caused by inefficient and poorly designed lighting fixtures that project lighting upward.

Implementation of the lighting guidelines contained herein will reduce the amount of light pollution caused by the proposed development. The following images illustrate preferred and discouraged types of lighting for cluster townhouse development located adjacent to core environmental features.

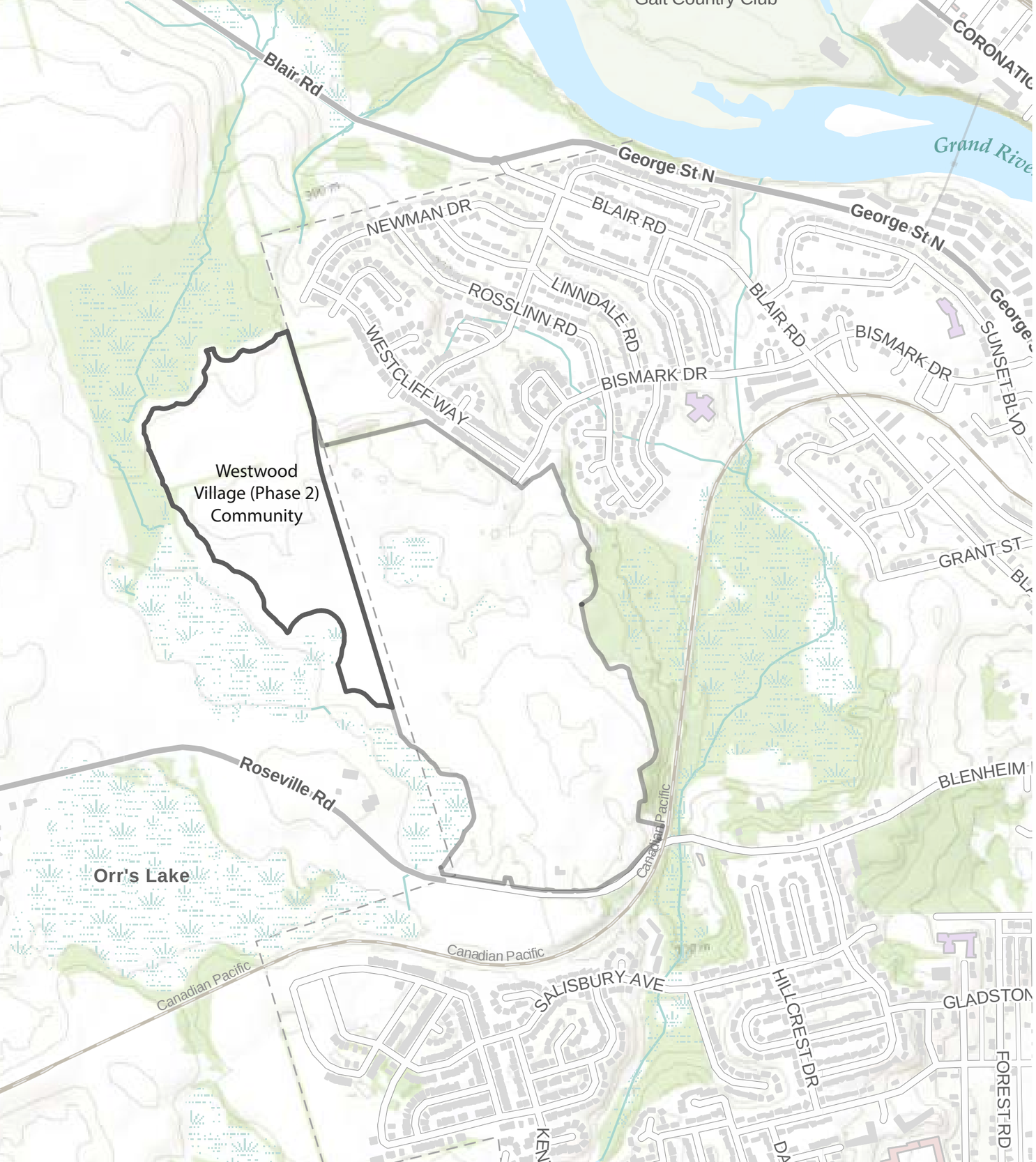
Preferred Lighting

Examples of lighting fixtures that effectively project light downwards, minimizing direct upward light, spill light, glare and artificial sky glow. Use of these types of lighting fixtures is **encouraged** for external site lighting.

Discouraged Lighting

Examples of inefficient lighting fixtures that project light upwards, increasing spill light, glare and artificial sky glow. Use of these types of lighting fixtures is **discouraged** for external site lighting.

Source: City of Toronto Green Development Standard, Bird-Friendly Development Guidelines (March 2007)



PART 4

Implementation

4.1 IMPLEMENTATION

GENERAL IMPLEMENTATION RECOMMENDATIONS:

1. That the recommended Community Concept Plan be considered in preparing the land use schedule associated with the proposed Official Plan Amendment.
2. That the policy and design direction of these guidelines be considered in preparing official plan policies for the Westwood Village (Phase 2) Community and form part of the basis of the Official Plan Amendment.
3. That the recommended Community Concept Plan be considered in preparing draft plans of subdivision for each of the Hallman and Domm lands with necessary adjustments having regard to the scale and general nature of the Community Concept Plan.
4. That the policy and design direction of these guidelines be considered in preparing draft plan approval conditions and related zoning by-law amendments.
5. That the policy and design direction of these guidelines be considered in the design and review of site plans and building elevations.

DRAFT PLAN APPROVAL CONDITIONS:

a. Implement buffers as recommended in the report entitled: Environmental Impact Study, DATE.

b. Ensure the implementation of buffer enhancement plans to be prepared as a condition of final approval for each stage of development.

c. Require the preparation and approval of streetscape plan(s) to ensure a well-coordinated and visually attractive streetscape. Streetscape plan are to include enhanced landscaping at gateway locations associated Newman Drive.

d. Require on-street parking, driveways and on-street utilities to be coordinated and integrated as part of streetscape plan(s);

e. Require the developer to implement traffic calming measures with the details to be incorporated on final engineering plans to be approved by the Township of North Dumfries;

f. Implement the Priority Lot Plan included on page 58 in accordance with the Priority Lot Guidelines contained within this document.

g. The subdivider(s) is/are to retain a qualified design professional who shall certify compliance with the Priority Lot, townhouse and cluster townhouse guidelines in support of building permit applications;

h. Require the subdivider(s) to prepare and implement design features for identified gateway and enhanced entrance locations;

i. Require the subdivider(s) to implement wayfinding measures that are coordinated with the Westwood Village (Phase 1) Community.

j. Require the subdivider(s) to prepare a conceptual park plan for parks located within the community. The conceptual park plan(s) are to be considered by the Township of Woolwich prior to final subdivision approval (registration);

j. Require the subdivider(s) to prepare an active transportation plan that identifies and integrates the various components of the active transportation network including sidewalks, walkways and planned multi-use pathways;

k. Ensure the subdivider(s) engineer is responsible for the design and inspection of lot level infiltration facilities for all single detached, semi-detached and townhomes within the community;

l. Require the preparation of a chloride management plan for each cluster townhouse block within the community as a condition of site plan approval.

ZONING BY-LAW PROVISIONS:

The amending zoning by-law should:

a. Implement these design guidelines and recommended Community Concept Plan.

b. Provide for housing types and a range of lot widths consistent with these design guidelines;

c. Restrict building heights to a maximum of 3.5 storeys measured at the front face of buildings.

d. Include zoning provisions that regulate garage projections, the maximum width of driveways and garages, require a minimum landscaped area between driveways and adjacent lots/blocks.

e. Direct higher density forms of housing towards Newman Drive and to locations where grades and/or block configuration is best suited for higher density.

f. Restrict street fronting townhouses to a maximum of 6-8 units per building block.

g. Provide for bicycle parking consistent with requirements approved for the Westwood Village (Phase 1) Community.

h. Direct driveways away from adjacent parks and walkways.

Note: All lot lines and building placements are for conceptual purposes only and will be finalized through subsequent processes.

4.2 CONCLUSIONS

The Community Concept Plan for Westwood Village - Phase 2 has been designed to seamlessly integrate with the approved Westwood Village – Phase 1 Community and as an extension of that community. The design has taken the locational context, surrounding land uses, Core Environmental Features, the active transportation network and the approved servicing strategy into consideration. Streets and sidewalks have been designed as a modified grid and as an extension of the approved street and active transportation system. The design also provides for the logical extension of services planned for the Phase 1 Community.

The protection of the Blair-Bechtel-Cruickston ESL and related Core Environmental Features was a central consideration throughout the design process. The Community Concept Plan provides for the long-term protection of adjacent natural environmental features consistent with the approved MESP and land use policy framework.

The residential uses that are proposed complement the Phase 1 Community and provide support for the approved community structure. Similarly the proposed parks build upon park planning that has occurred and includes an active park that supplements planned parks within the Phase 1 Community. The Central Green has been planned to be within walking distance of future residents and as a focal point of the community.

Implementation of these guidelines will ensure the Phase 2 Community will achieve a high level of design that is sustainable and compatible with the Westwood Village (Phase 1) Community.