

URBAN DESIGN & SUSTAINABILITY BRIEF

Urban Design Guidelines

159 CONFEDERATION STREET
TOWN OF HALTON HILLS

OCTOBER 2024
WESTON FILE #11378

WESTON CONSULTING

4.0 DESIGN CONSIDERATIONS

4.1 Vision & Design Principles
4.2 Site Design
4.3 Building & Architectural Design
4.4 Landscaping & Open Space
4.5 Access, Circulation & Parking

4.1 VISION & DESIGN PRINCIPLES

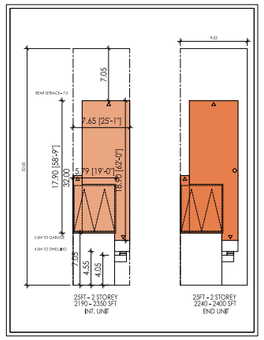
The site's location within the Town of Halton Hills provides an opportunity to meet the vision and objectives for housing intensification withing the Town. The preservation of natural heritage, expanding the open space network, and built form variety provide an opportunity to enhance the quality of urban life and sustain the environmental assets of the site within the area and coordinate the internal road network to improve circulation. .

Overall, the vision for the proposed development is to develop the existing underutilized lands to high-quality building design, improve the road network within the site and introduce a moderate intensification to meet the growing housing demand within the Town. The development will remain sensitive to the surrounding context while simultaneously establishing a vibrant community within the Glen Williams neighbourhood.



Figure 9: Concept Plan Prepared by RN Design

Legend



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4.2 SITE DESIGN

The proposed development Concept Plan is based on the overarching design principles established in Section 4.1 of this UDG.

The street block pattern connects the existing driveways to the south and creates a well-connected street network throughout the proposed blocks and existing detached dwellings to the south.

The proposed parks, and landscaped areas contribute to the existing open space network and surrounding woodlots prioritizing the natural heritage. Proper buffers from environmentally sensitive areas are proposed and densely landscaped contributing to the surrounding natural areas. Additionally, the potential pedestrian connections will be considered in the next stages of design to enhance the pedestrian realm across the proposed development site. A ten-metre buffer from the existing woodlots has been provided maintaining proper distance from the proposed townhouses.

A dense forested area extends along rear side of Block 4 and 5, to the east of the site. To maintain a proper distance from the preserved area, the rear yard of block 4 and 5's dwellings have slightly deeper extensions.



Legend

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

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

4.3 BUILDING & ARCHITECTURAL DESIGN

The proposed development comprises of 15 blocks of townhouses and a total of 82 residential units. Various dwelling unit sizes are proposed for a range of housing opportunities. The built form will also support massing and density transition from the natural areas to the north and west towards the adjacent neighbourhoods and Confederation Street to south and east. Two types of buildings are proposed, including two-storey standard street townhouses with front integrated double-car garages ranging from 203 to 228 square metres in size, and a single detached building which is located to the south close to the site's main entrance.

To frame the public realm, the buildings will be placed close to the street line at consistent setbacks. Building entrances will be oriented towards the streets. Massing of the buildings will be designed to provide a human scale of development. Architectural elements, details, and materiality will aid in additional articulation.

Corner buildings will address both street frontages with enhanced façade design and materiality. Main entrances, windows and living areas will be located towards the front of the buildings for natural surveillance and 'eyes on the street'.

The materiality, architectural details, and character will be inspired by neighboring built form to reflect the small-town look and feel of Halton Hills. Front projected porches, hipped roofs, gable front ends, window surrounds, window sills, and horizontal string courses are a few architectural features that can be utilized. Garages and driveways of townhouse units will be paired to provide larger continuous front yards and contribute to the greenery along the streetscape. The front integrated garages will be recessed from the main front wall or porch to reduce their visual appearance on the street.

In terms of architectural expression, a character that best fits the small-town appeal of Halton Hills will be suitable, for example, a traditional style of architecture for townhouses and singles.

Materiality will also be inspired by the neighboring context, with stone and brick being the main cladding materials. The colours will draw inspiration from the existing neutral tones of the neighbouring buildings.











Figure 11: Built Form Precedents

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4.4 LANDSCAPING & OPEN SPACES

Several landscape provisions have been considered in the proposed development to ensure that the new addition to the Town complies with the Official Plan's goals of creating a quality and vibrant urban life. In that regard, the proposed park and playground provide outdoor amenity spaces for residents. A total of approximately 0.23 hectares park has been incorporated in the site design which includes the proposed park to the northeast of the site and the playground area located to the south of Block 11. The stormwater management area will contribute to the open space network, increasing the vegetation coverage across the site and helps to reduce the urban heat islands. The landscaped areas are shown in Figure 11 will enhance the pedestrian environment quality. Additionally, trails connections will potentially be designed linking the pedestrian realm to the existing natural areas to the north and west.

The proposed play area and park ensure quality open spaces for future residents. The play area is premiered with decorative metal fences and functions as an accessible amenity space with seamless pedestrian pathway connection and featured with proper signage for easier wayfinding.

The proposed park to the north will be potentially linked with natural areas with pedestrian pathways and is equipped with shaded seating area. The stormwater management tanks are located below the park area to the north to increase permeability that leads to reduced run-off and greater stormwater infiltration.

In addition to the park and play area, other landscaped open spaces are considered throughout the site provided with benches, and dense with deciduous trees. The coniferous trees are also mainly proposed in the buffer areas to the adjacent neighbourhoods and natural system.



Figure 12: Landscape Plan - Prepared by Landscape Planning Landscape Architects

4.5 ACCESS, CIRCULATION & PARKING

Pedestrian Circulation:

A seamless network of pedestrian pathways promotes active transportation and provide a safe environment for future residents. Figure 12 illustrates the existing trails network and the potential connection points to the proposed development site, one to the north of proposed park and another one to the south across Block 1, to ensure the continuous pedestrian movement. The proposed parks are well-connected to the sidewalks creating safe crossing points for pedestrian.

Vehicular Circulation:

The proposed development is accessed from Confederation Street. A number of existing dwellings to the south are also linked to the proposed street network to utilize the vehicular circulation. Figure 12 shows the proposed driveway connections to the new road.

Accessible parking spaces are efficiently located on several points of the site close to the dwelling blocks for easier access and circulation. A total of 26 parking spaces provided across the site.

The proposed dwellings are designed to accommodate double-car garages offering more convenient space for future residents and they are accessed by the front driveways. The driveway and pedestrian entryway will be properly separated along the frontages with different paving and design details to increase visibility and ensure a safe environment for pedestrians.

Legend

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

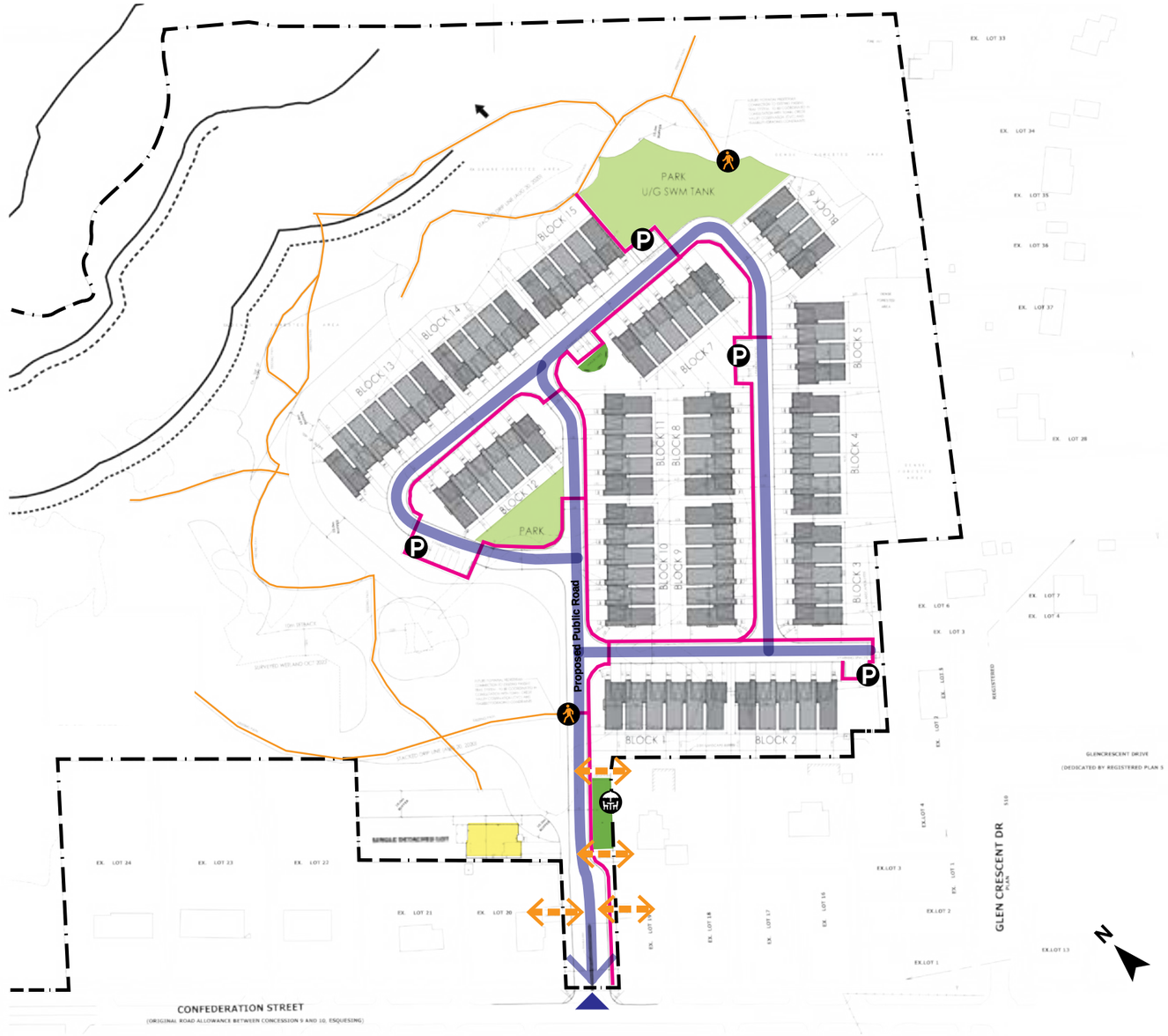


Figure 13: Site Circulation Diagram - Site Plan Prepared by RN Design and Annotated by Weston Consulting

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5.0 CONCLUSION

The proposed development concept has incorporated incorporate comments from the town's staff and better contribute to the overall quality of the Hamlet of Glen Williams' built and natural environments. The dwellings will be designed to a scale and character that is compatible with the surrounding low-rise buildings. At the same time, to conform with planning intensification goals, the proposed built form carefully introduces a typology that transitions to a medium-density development form. The building design, the height, scale, massing, and architectural treatment including exterior materials and finishes will respond to the town's distinct character.

The proposed design accounts for the natural feature north, east and west of the property by applying the ten-metre buffer and additional landscaped buffers to the townhouses. Two proposed parks and green open spaces will contribute to the town's green network system. The design promotes walkability through an interconnected system of walkways and potential future trails connectivity.

The proposed development introduces a new, yet compatible built form in the town while responding to the growth needs of the existing and future communities. The development achieves this while respecting Glen Williams as a small urban community.

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