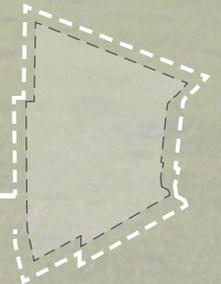




# Urban Design Brief

# Silvercreek Junction

Guelph, Ontario



Prepared for: Fieldgate Developments

Prepared by:

November 2019

October 2020

October 2022



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**PART ONE**

**1.0**

## 1.1 Physical Context

### Site Definition

The subject site is a 16.52ha site bounded by CN railway tracks to the north and south, Howitt Creek to the east, and the Hanlon Expressway (Highway 6) to the west. The subject site is located in the north-west area of the city, and is situated north of the Speed River, east of Hanlon Expressway, south of Speedvale Avenue and west of downtown, where the major transit station is located. Please refer to Figure 1 (Site Location and wider Context within the City of Guelph) and Figure 2 (Site Location and Context).

### Site Attributes

The site is relatively flat with the exception of some steeper areas along the north CN Railway, the south-east part of the site along Howitt Creek, north of the proposed stormwater management (SWM) pond adjacent to Hanlon Express and the south-east area along the CN Railway.

The subject site is currently vacant with some vegetation. There are no structures or heritage features on site. However, there is a significant oak tree, which is located centrally west of Silvercreek Parkway South and is to be preserved.

### Site Context

The City of Guelph's Official Plan, Land Use schedule identifies a number of land uses for the subject lands, which include:

- Community Mixed-Use Centre;
- Corporate Business Park,
- High Density Residential,
- Significant Natural Areas & Natural Areas; and
- Open Space and Park.

The subject site is situated within a Community Mixed-Use Node as per Schedule 1: Growth Plan Elements. The site is surrounded by a mix of residential, institutional and commercial uses, as seen in Figure 4.

Howitt Creek is a naturalized open space directly east of the subject lands and can be considered a natural landmark. The site is also located south of the future highway interchange located at Hanlon Expressway and Woodlawn Road as well as north of Hanlon Expressway and Stone Road, both of which could act as gateways for the community.

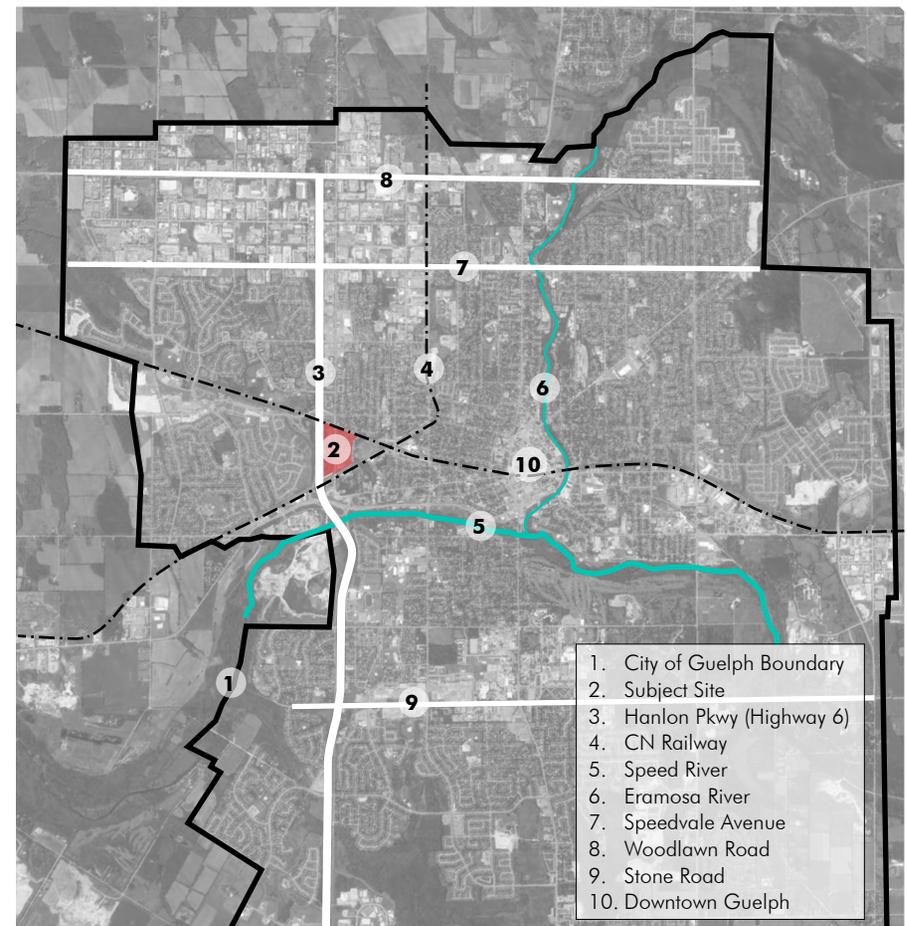


Figure 1: Site Location and wider City of Guelph context

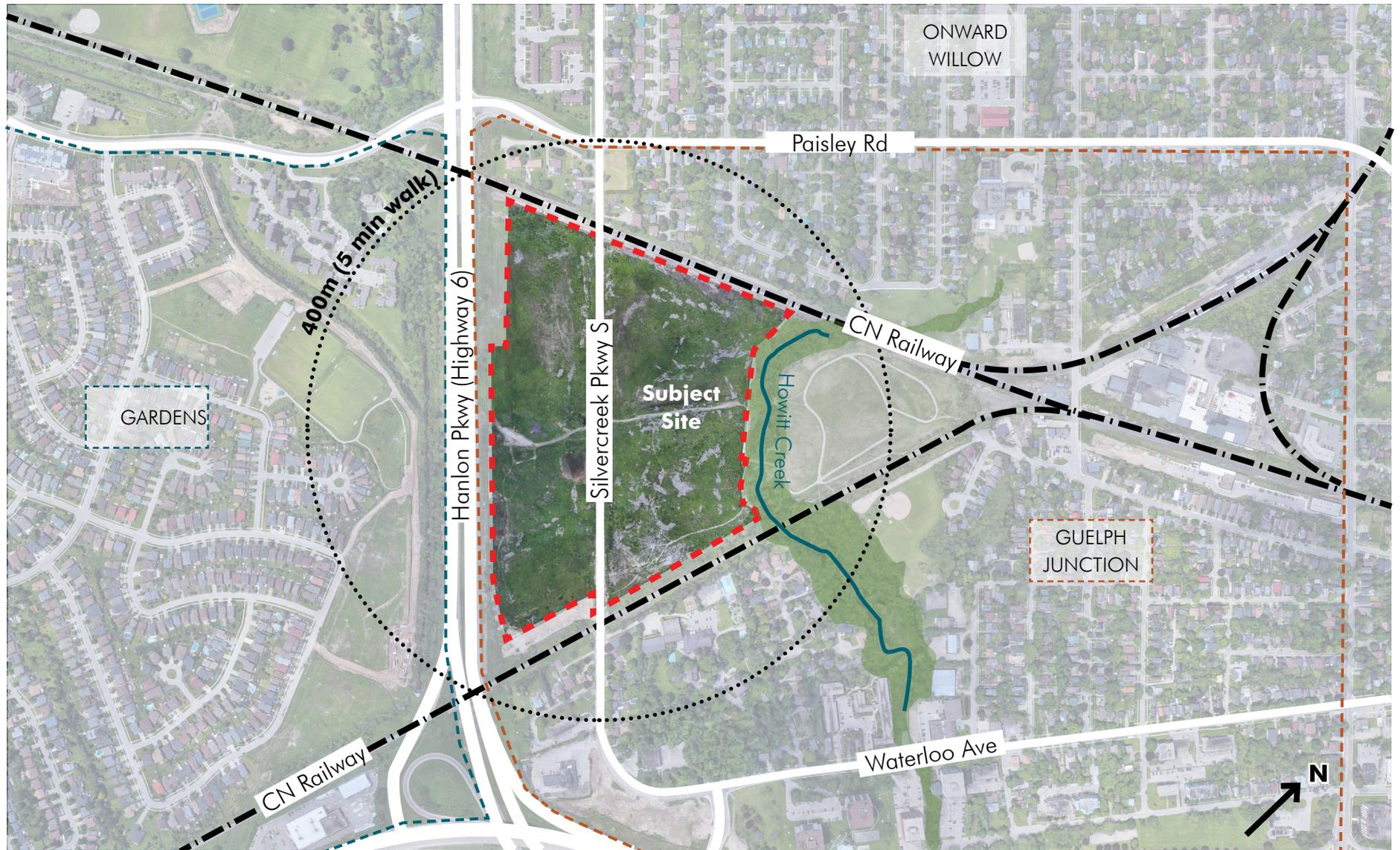


Figure 2: Site Location and Context

## Surrounding Street Network

The subject site is bound by CN railways to the north and south, a significant natural area and watercourse to the east and Hanlon Expressway, a provincial highway, to the west. Silvercreek Parkway South runs north-south through the site and divides the site into two east and west parcels. Silvercreek Parkway South is a collector road which continues south of the site and turns into Waterloo Avenue, which becomes an arterial road that connects to the downtown. Silvercreek Parkway South continues north of the site and becomes Silvercreek Parkway North, an arterial road, which connects to a number of nearby commercial amenities. There is currently a road barrier dividing Silvercreek Parkway North and South, an underpass is proposed beneath the active CN railway. Hanlon Expressway is a provincial highway (Highway 6) that runs adjacent to the west boundary of the site and connects south to Highway 401.

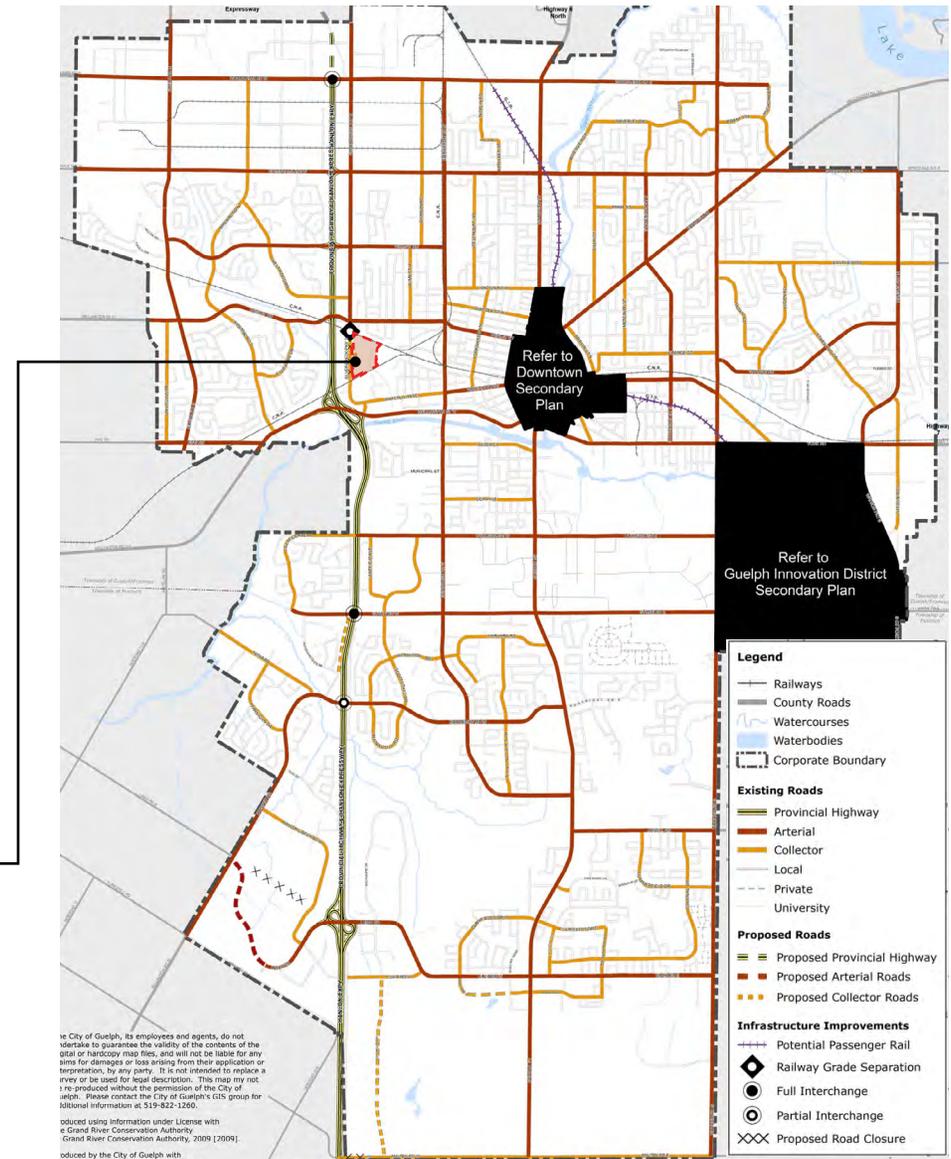
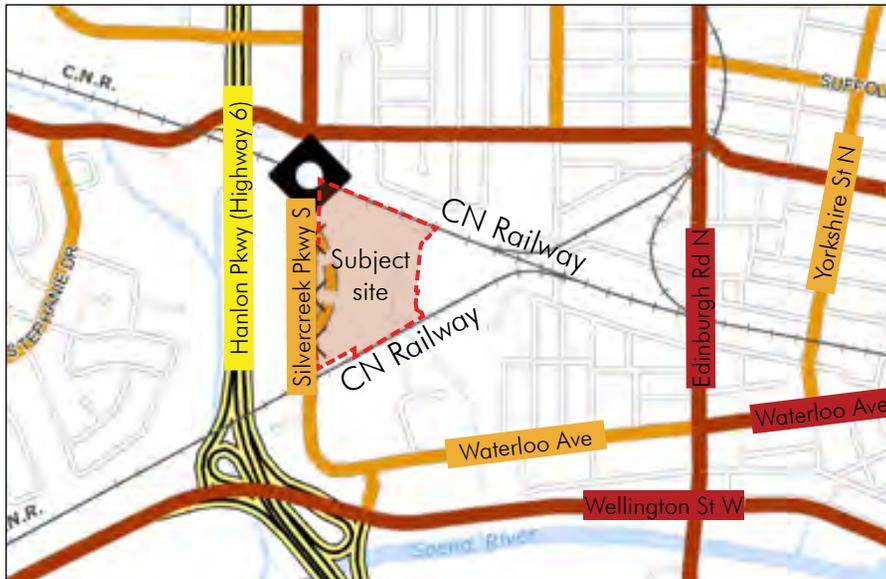


Figure 3: City of Guelph Official Plan Schedule 5: Road and Rail Network

### Public Views and Vistas

There are limited existing public views and vistas through the site. Limited views into and through the site can be seen along Silvercreek Parkway North and South and Hanlon Expressway. A glimpse of the north-east portion of the site can be seen from Glengarry Street, an existing local road.

### Surrounding Land Uses

The subject site is surrounded by a mix of land uses, including low and medium density residential neighbourhoods to the north, south and west. In addition, the site is adjacent to industrial uses to the east and significant natural areas to the south ( see Figure 4 - Land Use Context)

### Barriers and Connections

Barriers to the subject site include the existing road barrier separating Silvercreek Parkway South and North. The proposed development envisions an underpass beneath the active CN railway in order to remove the barrier and accommodate continuous north-south vehicular, bicycle and pedestrian mobility on Silvercreek Parkway South.

Currently there is a publicly accessible maintenance bridge providing a connection to the existing open space (a storm water management facility) and natural areas within the eastern extent of the subject site. The proposed development envisions a pedestrian connection to accommodate a northeast-southwest green spine.



Image looking south at Silvercreek Parkway South and the existing railway barrier



Image looking north at Silvercreek Parkway South and the existing surface railway crossing



Bridge crossing the Howitt creek and connecting the site with open space to the east

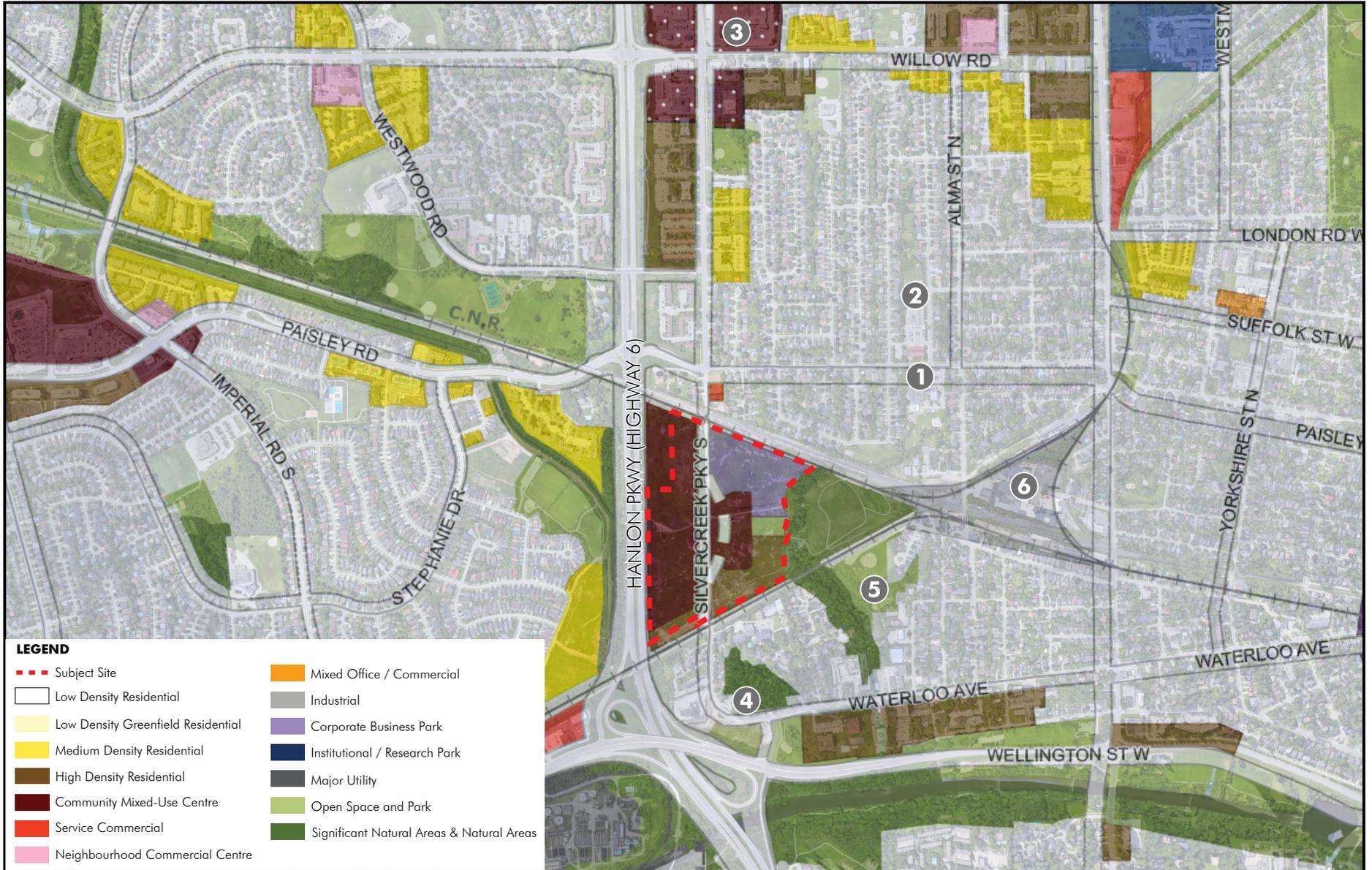


Figure 4: Land Use Context



1 Paisley Road Public School



2 St. Joseph Catholic School



3 Willow West Mall - mix of amenities



4 Guelph Bible Chapel



5 Howitt Park



6 Noah's Ark Childcare

Images of site context

## Surrounding Transportation, Open Space, and Natural Heritage Systems

The development of the subject site creates an opportunity to provide a continuous transportation network along Silvercreek Parkway. The proposed development can accommodate the envisioned bike lane along Silvercreek Parkway South (Cycling Master Plan, Schedule 1: Proposed Cycling Network). The continuation of Silvercreek Parkway provides access to the Downtown as well as Gordon Street, which connects the site to the University of Guelph. Gordon Street acts as a north-south arterial road, with a bike lane and is easily accessible from the site.

Hanlon Expressway (Highway 6) bounds the subject site to the west, enabling several key connections to a wider city road network. Immediately south of the subject site, Hanlon Expressway connects to Wellington Street West which runs parallel to the Speed River providing access to open spaces and neighbourhoods along the river as well as a connection to Guelph Downtown. Further to the southeast, Hanlon Expressway connects to the Highway 401. To the northwest, it intersects with Speedvale Avenue East and Woodlawn Road West, both incorporating proposed bike lanes as shown in Figure 5.

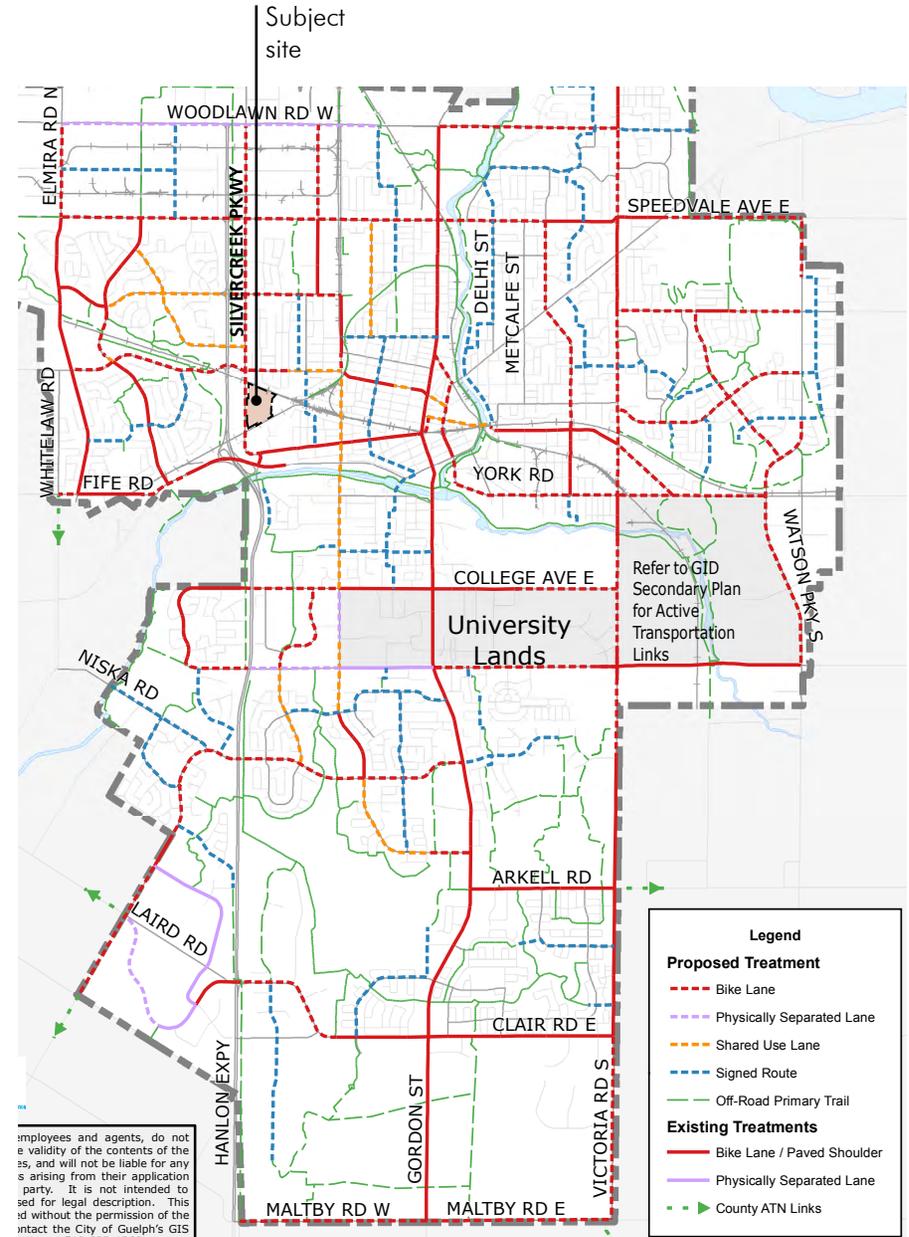


Figure 5: Cycling Master Plan, Schedule 1: Proposed Cycling Network

Public transit is also easily accessible from the subject site. The 10 Imperial bus route at Paisley Road and Glengarry Street is approximately a 450m (6 minute) walking distance from the centre of the subject site. The site is also approximately a 900m (11 minute) walking distance to the 9 Waterloo bus route at Waterloo Avenue and St. Arnaud Street. Both routes lead to the downtown core allowing for route connections to the rest of the City.

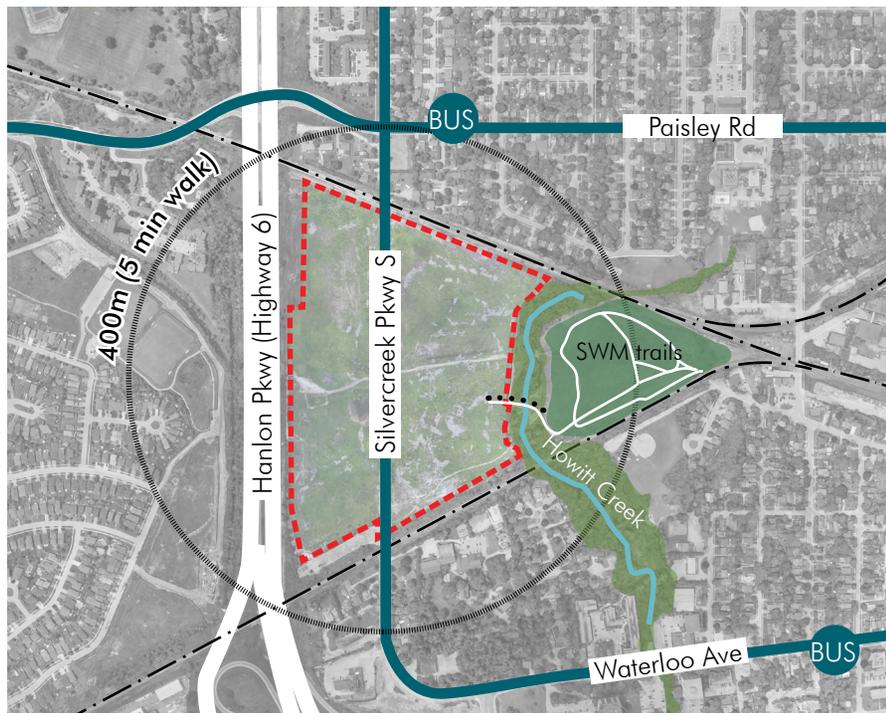


Figure 6: Public transit accessibility



Image of existing bus stop on Paisley Road

The subject site is surrounded with the existing and proposed City trails system and adjacent to the Natural Heritage System to the east as per Schedule 6: Open Space System: Trail Network. The proposed development will provide an open space connecting directly to the SWM trails, via the maintenance bridge over the Howitt creek. To the southeast, the subject site will link to Open Space and Trails System along the Eramosa and Speed River.



Image of Howitt Park entrance from Inkerman Street

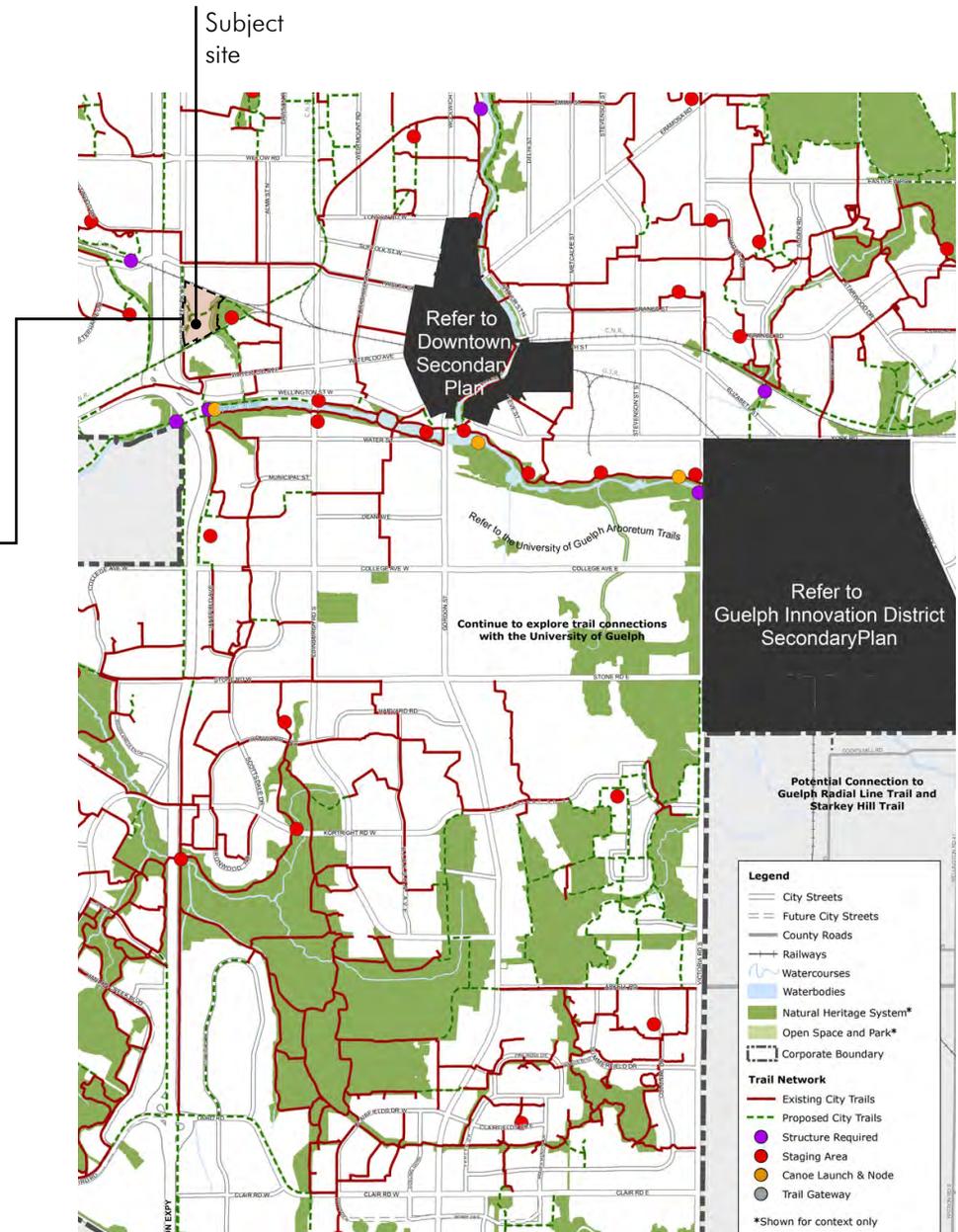


Figure 7: City of Guelph Official Plan Schedule 6: Open Space System - Trail Network

### Heritage Elements

There are two designated heritage properties near the subject site. 646 Paisley Road is located north west of the site and comprises a stone mansion once part of a large estate just west of the original Guelph boundary. The building features elements of Italianate architectural style. The second designated heritage property is south of the site at 358 Waterloo Avenue. It is the only former water-powered mill building left in Guelph.



Heritage property located at 646 Paisley Road



Heritage property located at 358 Waterloo Avenue

## 1.2 Response to Policy Context

### 1.2.1 Official Plan

The vision outlined in the Official Plan is “The integration of energy, transportation and land use planning will make a difference in the environmental sustainability, cultural vibrancy, economic prosperity and social well-being of Guelph. (Policy 2.1)

The subject site is identified as being a Community Mixed-Use Node according to Schedule 1-Growth Plan Elements. As per Schedule 2, Land Use Plan, the lands are designated High Density Residential, Community Mixed-Use Centre, Corporate Business Park and Open Space and Park. The proposed development is consistent with the City’s vision and has proposed a mixed-use development that will contribute to creating a sustainable and vibrant community.

Section 2.2 Strategic Goals of the Official Plan provides the following direction with regards to Urban Design:

#### “6) Urban Design

- (a) *Preserve, enhance and protect the distinct character of the city and the sense of a community of neighbourhoods.*
- (b) *Build a compact, mixed-use and transit-supportive community.*
- (c) *Plan and design an attractive urban landscape that reinforces and enhances Guelph’s sense of place and identity while encouraging innovative design and development opportunities.*
- (d) *Encourage intensification and redevelopment of existing urban areas that is compatible with existing built form.”*

The proposed development respects the policies outlined in the Official Plan, specifically Section 8 as it relates to Urban Design. The following identifies the relevant objectives and policies for the proposed development with regards to urban design.

### Objectives

- (a) *To create neighbourhoods with diverse opportunities for living, working, learning and playing.*
- (b) *To build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking.*
- (c) *To showcase natural attributes as defining features that are an integral component of the City’s image and character by making them highly visible and accessible, especially lands along the Speed and Eramosa Rivers.*
- (d) *To engage in “place-making” - developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.*
- (e) *To conserve and celebrate the City’s cultural heritage resources through the reuse of built heritage and cultural heritage landscape assets and ensuring that adjacent development responds to and respects these assets.*
- (h) *To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.*
- (k) *To improve conditions for greater personal security within publicly accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.*
- (m) *To design for a choice of mobility including walk, cycling, transit and driving.*

**Section 8.2 Public Realm states:**

- (1) A clearly identifiable public realm should be established in all residential areas consisting of an interconnected network of streets, parks, school sites, community trails and open spaces.
- (2) New residential developments shall be designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit.
- (4) Block lengths shall be reasonably short especially within Community Mixed-use Nodes and Intensification Corridors and shall optimize connectivity for pedestrians and encourage walking. Longer blocks shall have adequately sized mid-block pedestrian links. (page157)
- (6) Reverse lotting and ‘window roads’ should be avoided. (page157)
- (7) Road design will balance the provisions for a safe, accessible, functional and attractive pedestrian-oriented environment with an acceptable level of motor vehicle traffic. (page157)
- (11) New development shall be designed to contribute to a pedestrian-oriented streetscape. (page157)

**Section 8.8 Built Form: Mid-rise Buildings states:**

- (i) Mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties (page162)

**Section 8.12 Parking states:**

- (1) Building placement in combination with landscaping shall be used to screen surface parking areas. (page165)

**Section 8.17 Landscaping and Development states:**

- (3) Where possible existing trees should be retained on-site and where appropriate suitable new trees should be planted on-site, in the street right-of-way or in other City-approved locations. (page168)

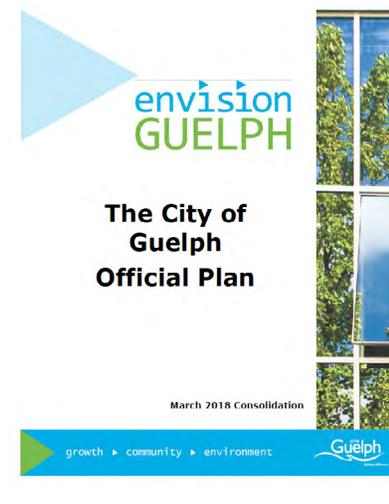
**Section 8.18 Safety states:**

- (2) New development should be designed in a manner that:
  - (i) Provides opportunity for informal surveillance of outdoor spaces, including public parks, streets and parking areas. (page168)

**Section 8.20 Urban Squares states:**

- (1) Urban Squares will be framed by buildings with ground-floor uses that provide activity throughout the day. (page170)

The development proposes high quality urban design that complies with these urban design policies as outlined in the Official Plan. The proposal focuses on conserving and celebrating existing natural heritage on the subject site. The proposed development envisions a compact, walkable, mixed-use community easily accessible by public transit, with opportunities to connect to a larger active transportation network. Low-rise, mid-rise and high-rise buildings frame the streets, park and urban square creating a clearly identifiable public realm. In addition, the urban square preserves and includes an existing oak tree that is being retained. Surface parking will be screened by adequate landscaping and appropriate placement.



## 1.2.2 Urban Design Manual Volume 1: Urban Design Vision

Guelph's city-wide urban design vision is "Guelph is growing and changing in response to local, regional, and demographic trends. Urban design is fundamental to building a great city and can help shape this change." (page 10)

Basic urban design principles based on Official Plan objectives are as follows:

1. Create neighbourhoods with diverse opportunities for living, working, learning and playing.
2. Build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage alternative modes of transportation.
3. Showcase natural attributes as defining features of the City's character by making them highly visible and accessible, especially lands along the Speed and Eramosa rivers.
4. Engage in "placemaking" – developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.
5. Conserve and celebrate the City's cultural heritage resources through the reuse of built heritage and cultural heritage landscape assets and ensuring that adjacent development responds to and respects these assets.
6. Create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.
7. Design for a choice of mobility including walking, cycling, transit and driving.
8. Establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.

9. Allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving compatibility.

10. Ensure that the design of the built environment respects the character of the existing distinctive areas and neighbourhoods of the City.

11. Design space that is accessible to all, regardless of abilities.

12. Improve conditions for greater personal security within publicly accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.

13. Preserve and enhance protected public views and public vistas of built and natural features.

## 1.2.3 Urban Design Manual Volume 2: Urban Design Action Plan (2017)

The Urban Design Manual Volume 2: Urban Design Action Plan consists of three parts; part 1 identifying opportunity areas, part 2 focusing on how the City can activate and animate its public spaces and part 3 speaks to urban design policy directions.

"The purpose of the updated Urban Design Action Plan is to shape urban design in Guelph moving forward based on the City's Official Plan." (page 3)

Opportunity areas identify areas for change and include the urban growth centre/downtown, community corridors and community nodes. The subject site is identified as a community mixed-use node. The Urban Design Manual envisions to "transform Guelph's five major community mixed-use nodes into distinct urban villages with mixed-use, high-density housing, transit, cycling and pedestrian-friendly features that provide balanced live-work opportunities." (page 12)

The proposed development aligns with the principles identified in the Urban Design Manuals by developing a mixed-use, compact community with opportunities for living, working and playing within a community mixed-use node. The proposed development establishes a network of interconnected streets and pedestrian networks and provides a choice of mobility, including walking, cycling, transit and driving. In addition, the development integrates natural attributes and public views into the design of the urban square and public park, which are both inviting and accessible gathering places for the community.

#### **1.2.4 Built Form Standards for Mid-Rise Buildings and Townhouses (2018)**

The Built Form Standards are *“informed by policy direction from the City’s Official Plan, and support compact future growth, while achieving high quality, sustainable development, and a strong pedestrian realm”* (page 4). The Built Form Standards also aim to ensure that the future development and design of mid-rise and townhouse forms are contextually appropriate and consider contemporary urban design practices.

The Built Form Standards include a number of key recommendations for Mid-Rise and Townhouse forms with regards to building massing, scale and transitions; ground floor and street edge design; and articulation, façade design and materials. The standards also provide guidance with regards to the public realm and speak to outdoor amenity areas, landscaped open space, tree-planting, mid-block connections and lighting.

The proposed development responds to the City of Guelph’s documents, by proposing townhouse, mid-rise and mixed-use typologies which contribute to providing a mix of residential and commercial uses. The proposed built form is appropriate to its context and provides animated streetscapes that contribute to the city’s vision of transforming the designated major community mixed-use node into a distinct urban village. The proposed development contributes to creating an attractive, pedestrian-oriented streetscape by positioning built form to address the street and ensuring the entrance to mixed-use blocks and apartments are easily accessible from the street. In addition, the proposed development frames a distinctive urban square and a neighbourhood park, creating a green spine through the community. The proposed site layout and built form promotes walkability, active transportation connections and open space for future residents.

## 1.3 Urban Design Goals and Objectives for the Site

The design of the subject site has been guided by the City of Guelph's vision to create a distinct urban village and through the following urban design goals and objectives:

-  1. Introduce a mix of uses and a variety of housing typologies that provide a place to live, shop and play.
-  2. Create a strong green spine and connected green network that celebrates and enhances public views and access to natural features.
-  3. Design an urban square that is an inviting and accessible focal point and gathering place in the community that promote a full range of social, cultural and economic interaction.
-  4. Create a connected street network that provides mobility choice including walking, cycling, transit and driving.
-  5. Develop a well defined street edge and public realm through high quality architecture, landscaping and urban design that is mindful of the existing Hanlon Expressway and CN railways.



**PART TWO**

**2.0**



## 2.1 Development Concept

The Silvercreek Junction Urban Village Community is contemplated as a distinctive, compact, mixed-use development that surrounds green parkland and an urban square. The proposed development introduces back-to-back townhouses, through townhouses, conventional townhouses, 6-10 storeys residential apartment buildings and mixed use buildings, promoting a walkable community with places to live, shop and play. This is also achieved through the introduction of a network of interconnected streets and access to active transportation facilities.

### Site Design

The proposed site consists of 172 townhouse units, 379 apartment units within residential blocks and 216 apartment units within mixed-use blocks, for a total of 767 units distributed as shown in Figure 8. The design of the development is influenced by the existing Silvercreek Parkway South, which runs northwest-southeast and splits the site into two segments. The site design is also influenced by a proposed green spine that is contemplated northeast-southwest through the centre of the site and connects the urban square with the neighbourhood park and further to the SWM area.

The proposed buildings are designed to address the streets and public open spaces by ensuring that buildings front onto the street and that there is a consistent street edge achieved through appropriate building setbacks.

The majority of the mixed-use buildings are proposed within the western segment of the site as to provide a transition from Hanlon Expressway (Highway 6). The mixed-use buildings will have commercial/retail uses at grade and residential uses above. These buildings frame the urban square, creating a sense of enclosure and providing active frontages that will animate both the street front and the urban square.

Silvercreek Parkway South is framed primarily by residential and mixed use apartment buildings to the west and residential apartment and townhouse blocks to the east. The proposed urban square and neighbourhood park can also be viewed and accessed from Silvercreek Parkway South.

Three townhouse typologies are proposed throughout the site and include conventional townhouse units, through townhouse units and back-to-back townhouse units. Through townhouses will front onto the neighbourhood park and will provide natural surveillance. In addition to the neighbourhood park and urban square, an open space area is proposed at the northeast corner of the site and a stormwater management pond is proposed at the southwest corner of the site. This will provide residents with additional open space and natural features.

### Transitions

The proposed development provides appropriate transitions between townhouses, residential apartment buildings and mixed use buildings through the appropriate use of stepbacks, separation distance and height distribution. The conventional and back-to-back townhouse units, which are 3 storeys in height, have a 6 metre front yard setback. The through townhouse units are also 3 storeys in height and have a 3.5 metre front yard setback. Townhouse units are predominately located within the eastern segment of the site providing a more sensitive transition to the proposed neighbourhood park and the existing open space (Howitt Park) to the east and the existing community to the north.

The proposed residential and mixed use apartments have a 6 metre front yard setback, which contributes to creating a consistent streetwall. The apartment and mixed-use blocks have ample separation distances to allow for solar access and privacy.

The proposed development has also accounted for appropriate transition to Hanlon Expressway (Highway 6) by providing a 14 metre setback. The site has also considers transitions to the CN railways to the north and south of the site by providing a 30 metre setback to the north and a 15 metre setback to the south, with a proposed landscaped berm on both sides.

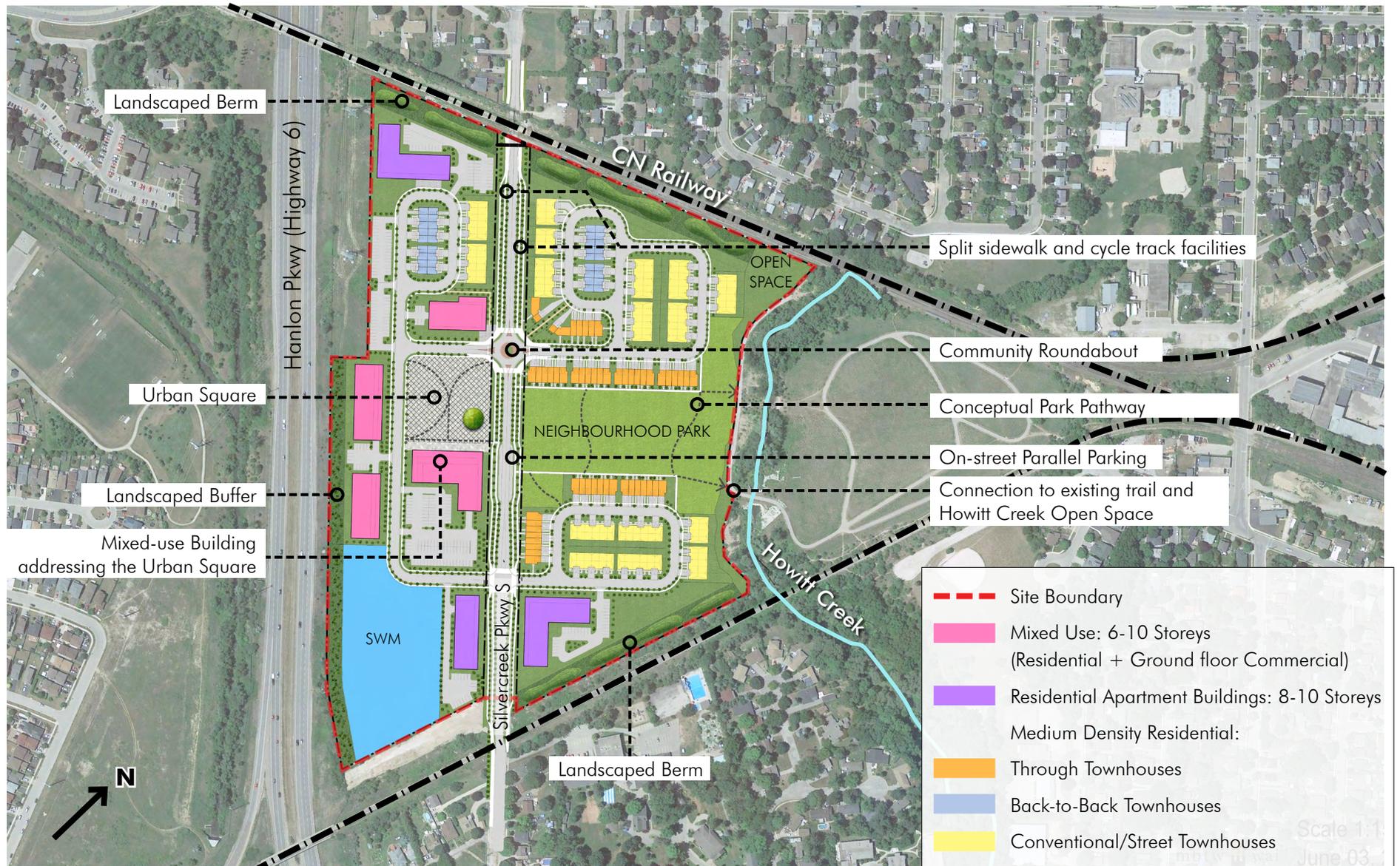


Figure 8: Concept Plan

## Public Views and/or Public Vistas

While there are limited existing views and vistas into the proposed development, the preserved oak tree located within the proposed urban square is a significant focal point for this development. New sightlines will be introduced and will focus on the urban square, the neighbourhood park and the green connection to the existing open space (Howitt Park) to the east.

## Parking

Parking for apartment and mixed-use buildings will be accommodated through surface parking lots in addition to underground parking. Where possible, surface parking lots will be located at the rear or side of the building and will be masked by built form to minimize exposure to primary streetscape. Surface parking lots will also be screened through landscaping.

On-street parking is envisioned adjacent to mixed-use buildings, the urban square and the neighbourhood park contributing to the overall accessibility of these amenities for visitors.

Private parking will be provided for all townhouses. Conventional and back-to-back townhouse dwellings will have driveway access from the front of the units. Parking for through townhouses will be accessed from the rear.



*Precedents of building entrances and public realm design for the mixed-use blocks*



*Precedents of landscaping and screening of surface parking lots*

### Access, Accessibility Circulation, Loading, Storage

The main access to the site is from Silvercreek Parkway South. As previously mentioned, the existing barrier at the north of the site will be removed through a proposed underpass. The proposed streets are to be public as shown in Figure 10.

Pedestrian circulation will be accommodated through a series of sidewalks as well as the east-west green spine, as shown in Figure 9. Two pedestrian walkway block are proposed at the north-west and north-east corners of the Silvercreek community roundabout providing direct pedestrian access to the internal residential streetscapes. Along Silvercreek Parkway South a split 1.8m sidewalk and 2.0m wide cycle track is envisioned providing appropriate integration with the surrounding active transportation facilities, including the proposed cycling network (Cycling Master Plan, Schedule 1). As previously mentioned, there are two bus stops less than a 15 minute walk from the site, which connect to the downtown core, allowing for route connections to the rest of the City.

Loading and storage for the residential and mixed-use buildings will be proposed at the ground floor and will be screened from public views by situating them at the rear or side of the buildings and through appropriate landscaping.



*Precedents of pedestrian-friendly environments enabling circulation throughout the site*



Figure 9: Active Transportation Network

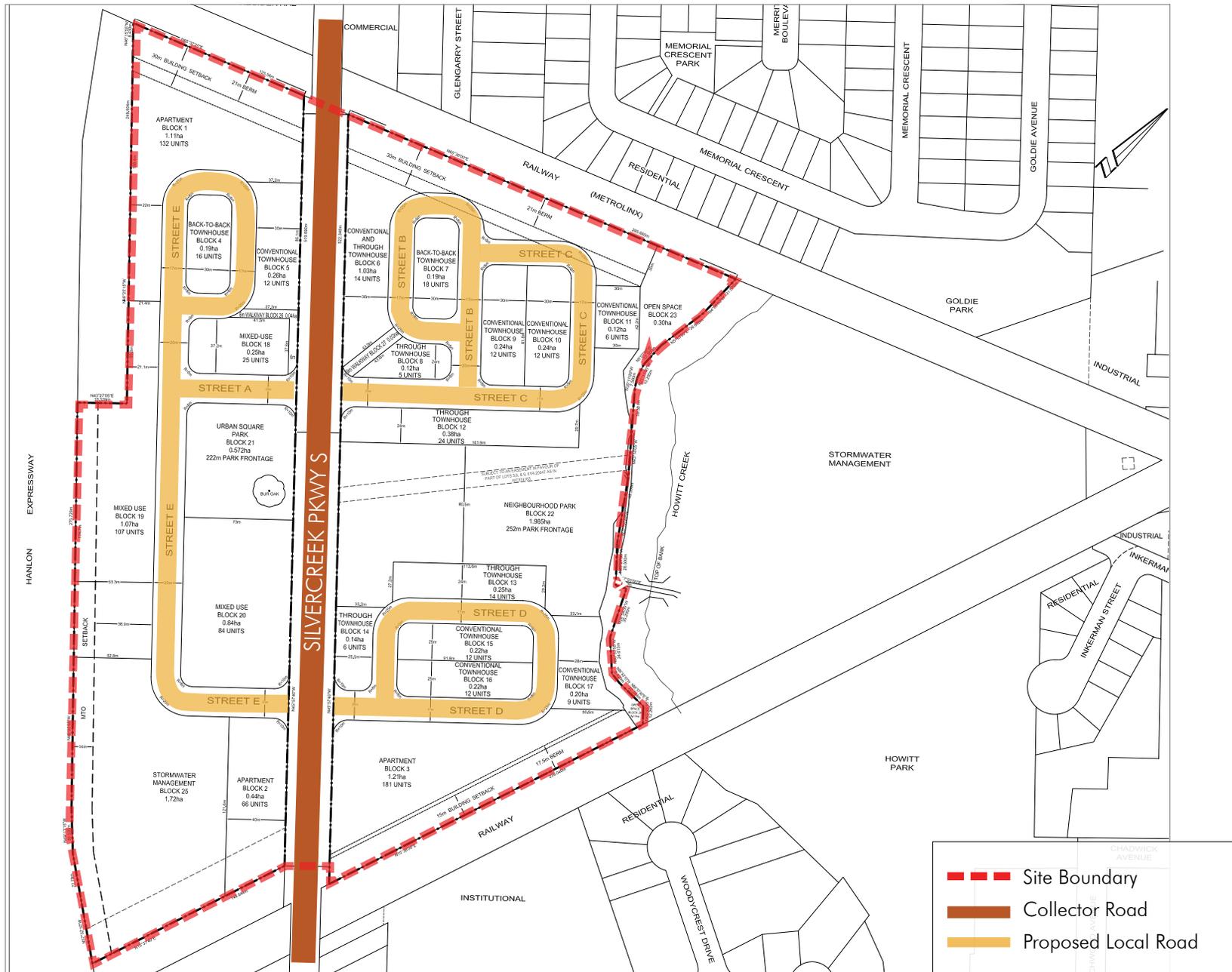


Figure 10: Vehicular Circulation Network

## Materials

The choice of materials and colours will be cohesive in design and will be sympathetic to the surrounding context. The material and colour palettes will be determined at a later stage through detailed design.

## Lighting and Signage

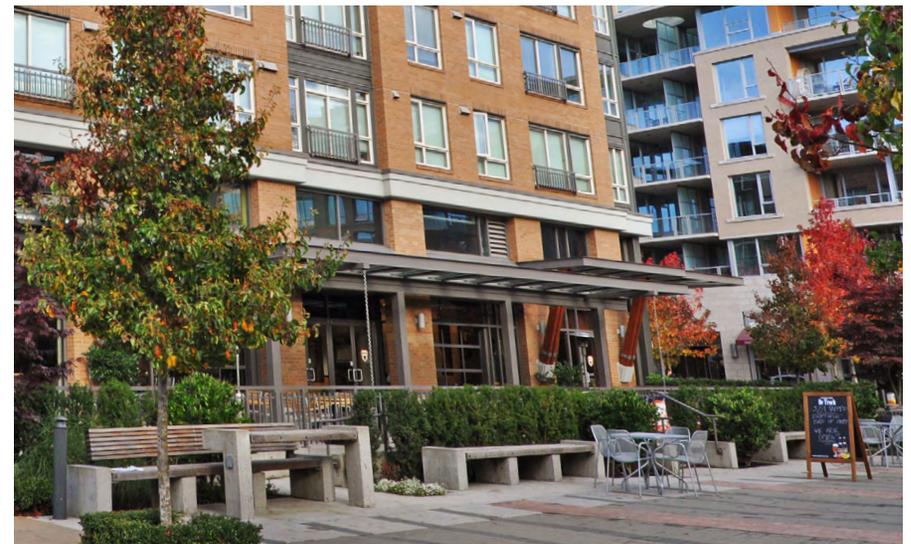
Street lights and signage will be provided where required, and locations will be determined at site plan stage.

It is envisioned that an emphasis on lighting will be provided along the main street of Silvercreek Parkway South, as well as along active frontages where through townhomes face the park and around the urban square.

Additional ground floor lighting will be provided for mixed-used buildings and surface parking lots as recommended through Crime Prevention Through Environmental Design (CPTED) principles.



*Precedents of solar street lights*



*Precedents of enhanced architectural treatment and landscaping on the ground floor*

### Architectural Treatment

Architectural styles and building materials will be determined at a later stage. The proposed development envisions cohesive and complementary architectural designs.

Enhanced architecture treatment will be proposed for the building façades facing the urban square, special attention will also be given to the ground floor treatment of mixed-use blocks to ensure they are easy to navigate and accessible. Tall buildings shall act as landmarks, incorporating a distinctive podium, middle and top. Architectural features will aim to create façades that will contribute to creating visual interest and a sense of place.

Additionally, the through townhouses fronting onto the park are also envisioned with enhanced architectural treatment.

Building shaping is also affected by the results of the Pedestrian Wind Assessment study. Steps and setbacks along building facades and at building corners are significant for wind reduction. They are expected to reduce the winds downwashing off the building height. Some additional strategies for wind reduction include considerations for the preferred locations of building entrances and outdoor amenity spaces as well as architectural treatments such as chamfering of building corners and landscaping features such as canopies, screens, trellises, trees and planters at key pedestrian areas on and around the development site. They also reduce the wind accelerations around building corners and along the gaps between buildings. Key takeaways for the buildings design are:

- Ensuring building entrances are located at regular intervals;
- Restricting building length;
- Ensuring adequate spacing between buildings;
- Ensuring upper-storey building floorplates are limited; and,
- Limiting the amount of surface parking.

Further testing should be conducted at a later design stage to quantify wind conditions, confirm the need for wind control features and to optimize mitigation efforts.

## 2.2 Integration with the Public Realm

### Integration with the Streetscape

The proposed development will thoughtfully design and coordinate the streetscape plans to seamlessly integrate with the proposed built form. Generally, the streetscape design along Silvercreek Parkway will be enhanced to create and emphasize the main street. Streetscape design within and surrounding the urban square and neighbourhood park will be designed to enhance the pedestrian realm while providing defined public and private spaces. Streetscaping at the ground-floor of mixed-use and apartment blocks will also consider enhancing the public realm through landscaping and street furniture. For detailed urban design guidelines for Mid-rise and High-rise Buildings, please refer to sections 8.8. and 8.9 of the Official Plan.

### Corner Lots

Special design consideration is given to corner lots along Silvercreek Parkway South, where the road slopes into the proposed underpass. Underpass design requires a retaining wall along its edge, which together with difference in levels, pose a challenge with regards to a physical and visual accessibility of the affected lots. With careful integration of landscape elements and proposed low-rise built form, this location not only creates a pedestrian-friendly environment with undisrupted movement, but it also provides an opportunity for a higher level of landscape and architectural detail that is appropriate for visually prominent locations that are community gateway lots. Sidewalks from both sides of these lots are connected via 9.0m wide walkway block containing pedestrian path lined with rows of trees to maintain privacy of the adjacent townhouses. Adjustments in built form position and rotation within corner lots allows for enhanced landscape at the corner which also acts as a gateway to the walkway block.



Concept for Corner Lots at the intersection of Silvercreek Parkway South and the proposed Street 'C'

### Urban Design guidelines for townhouses

The proposed development includes 172 townhouse units. 50 through units (on blocks 8, 12, 13, 14 and one on block 6) within the proposed development will have rear access to the garage creating uninterrupted streetscapes on the front of the unit with upgraded facades along the rear providing an appropriate interface with the internal public streetscape. This housing typology effectively reinforces primary streets (on blocks 8 and 14), by creating a continuous streetwall while minimizing driveway interruptions. 38 through units (on block 12 and 13) are facing the neighbourhood park. Blocks 4 and 7, within the interior of the community, will be composed of 34 back to back townhouse units. There is 88 conventional townhouses within the community.



*Precedents of through lots*

The guidelines applicable to the townhouse units include:

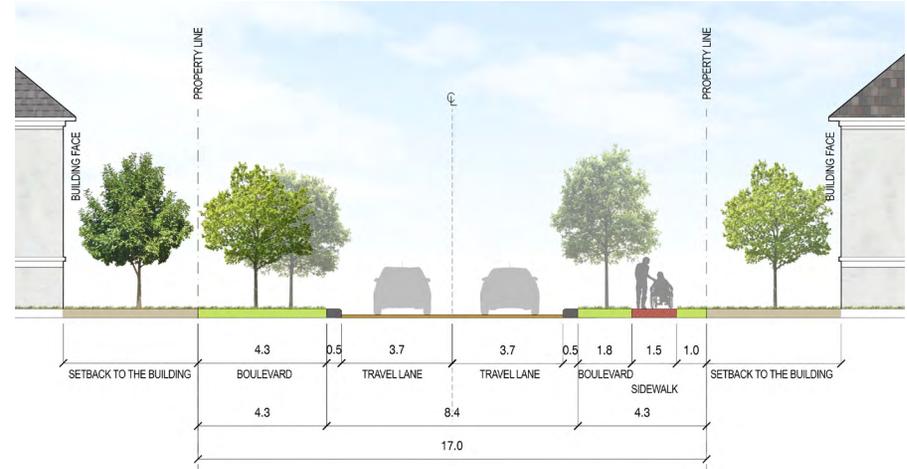
- Built form of the townhouse units will adhere with Built Form Standards for Mid-Rise Buildings and Townhouses (2018)
- Rear access townhouse units (through lots) shall be designed with rear garage access from low-traffic local roads;
- Rear access townhouse (through lots) units shall be designed with decks and increased fenestration overlooking Street 'C', Street 'D' and Street 'B' to ensure safety and to comply with CPTED guidelines;
- Architectural detailing and materials of garages shall complement the house design;
- Buildings shall be sited to create a consistent street edge and pedestrian-friendly scale;
- Main entrances shall be emphasized through architectural detailing as to create visually interesting streetscapes;
- Varying architectural treatments of townhouse units shall complement the overall style of the block, while avoiding a monotonous streetscape;
- Unit entrances shall be paired to enhance their presence within the streetscape;
- Buildings on low traffic local roads shall be well-articulated using windows, balconies and wall projections, as to animate the local road;
- Townhouse units fronting the neighbourhood park shall have reduced front yard;
- Townhouse units fronting the neighbourhood park shall be designed to provide a visually interesting built form edge with increased fenestration to foster casual surveillance; and
- Where possible, utilities shall be screened from public view.

## Public Roads

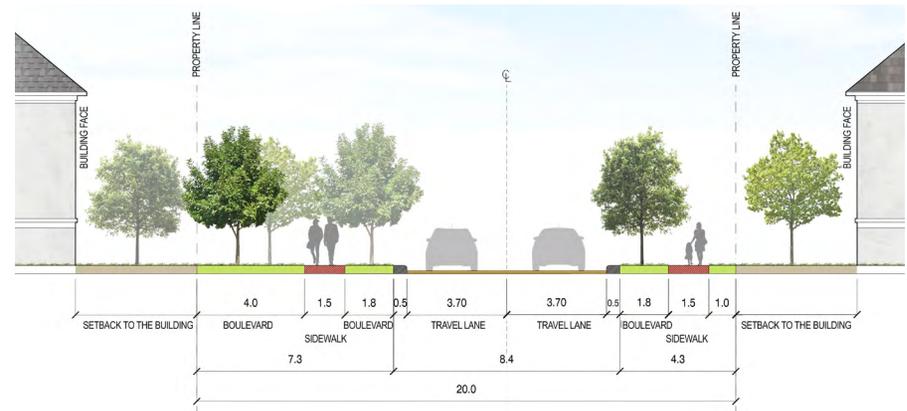
A 30.5m collector road (Silvercreek Parkway South) runs north-south through the site and included proposes pedestrian facilities of a split 1.8m sidewalk and one-way 2.0m wide cycle track on both sides. In addition to the 30.5m collector road, local roads are proposed as main vehicular connections throughout the site. Local Streets are designed to support light traffic loads as they provide immediate access to residential dwellings.

Local roads within the subject site have a 17.0m or a 20.0m right-of-way. A 1.5m sidewalk is proposed on one side of the 17.0m road and on both sides of the 20m road. The following guidelines apply to local roads:

- Provide a continuous row of canopy street trees on both sides of the road;
- Local roads should be scaled for pedestrian comfort and activity; and
- Local roads should be designed to promote traffic calming and neighbourhood safety.



Typical 17.0m ROW local road cross section within the site



Typical 20.0m ROW local road cross section within site



Typical 30.5m ROW collector road cross section within the site

### Angular Plane Study

The purpose of the Angular Plane Study is to provide a more detailed analysis/study and justification to the proposed angular planes in support of a Zoning By-Law Amendment and Draft Plan Application. Angular planes are an important tool that assist in establishing appropriate height transitions for taller buildings to existing and established low rise residential communities, as well as to provide positive pedestrian-scaled environments. Careful consideration has been made to distribution of uses and built form within the proposed community through the distribution of blocks, building orientation, step-backs, and angular planes. For more details please review the submitted Angular Plane Study.

### Shadow Study

Several key criteria was considered to make sure that shadows cast from the proposed buildings allow for the most optimal use of surrounding outdoor places throughout the year. It was concluded that the proposed development will not produce adverse shadow and will not negatively impacts the future or existing neighbourhood. For detailed criteria and development response, please review the submitted Shadow Study.

### Development Adjacent to River Corridors

The site does not contain or abut any rivers, however Howitt Creek is to the east of the proposed development and runs from north to south.

### Publicly Accessible Open Space and Features

The proposed development introduces a number of publicly accessible open spaces, including a neighbourhood park and an urban square.

The urban square will act as a main focal point for the site. Situated centrally within the site, the urban square provides opportunities for both, passive and active uses, and the space for flexible programming. The detailed design elements and materials will be confirmed at the site plan stage, however the urban square will have both soft and hard landscaping features and places for people to sit and gather. The urban square will also provide a connection to the neighbourhood park, which is located on the east side of Silvercreek Parkway South and accessible by way of pedestrian connections at the community roundabout.

The neighbourhood park will feature active and passive recreational opportunities with pedestrian paths extending throughout the park. The proposed development envisions connecting the park by way of an existing trail to the open space east of the subject lands and Howitt Creek.

## 2.3 Sustainable Urban Design

### General Environmental Sustainability

Although the project is not applying for green building certifications, it is designed with sustainability in mind. Sustainability measures for the proposed development include:

- A Walkable Complete Community
  - The Silvercreek Junction community has been planned at higher densities with mixed-uses surrounding green parkland. It is envisioned as a walkable community with places to live, shop and play.
- Low Impact Development
  - The recharge and infiltration of the rainwater on the community will be infiltrated to meet pre-development levels and create a water balance as much as is possible.
- Rehabilitation of a Gravel Pit
  - The site is a mined-out gravel pit and provides an excellent opportunity for groundwater recharge and enhancement of the urban fabric.
- Brownfield Site Rehabilitation
  - The landowner has rehabilitated this brownfield site and has a Record of Site Condition from the province.

Further low impact development (LID) measures to be discussed at Site Plan stage.



255 Wicksteed Avenue, Unit 1A

Toronto, Ontario, Canada M4H 1G8

T 416.449.7767      F 416.449.1803

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

