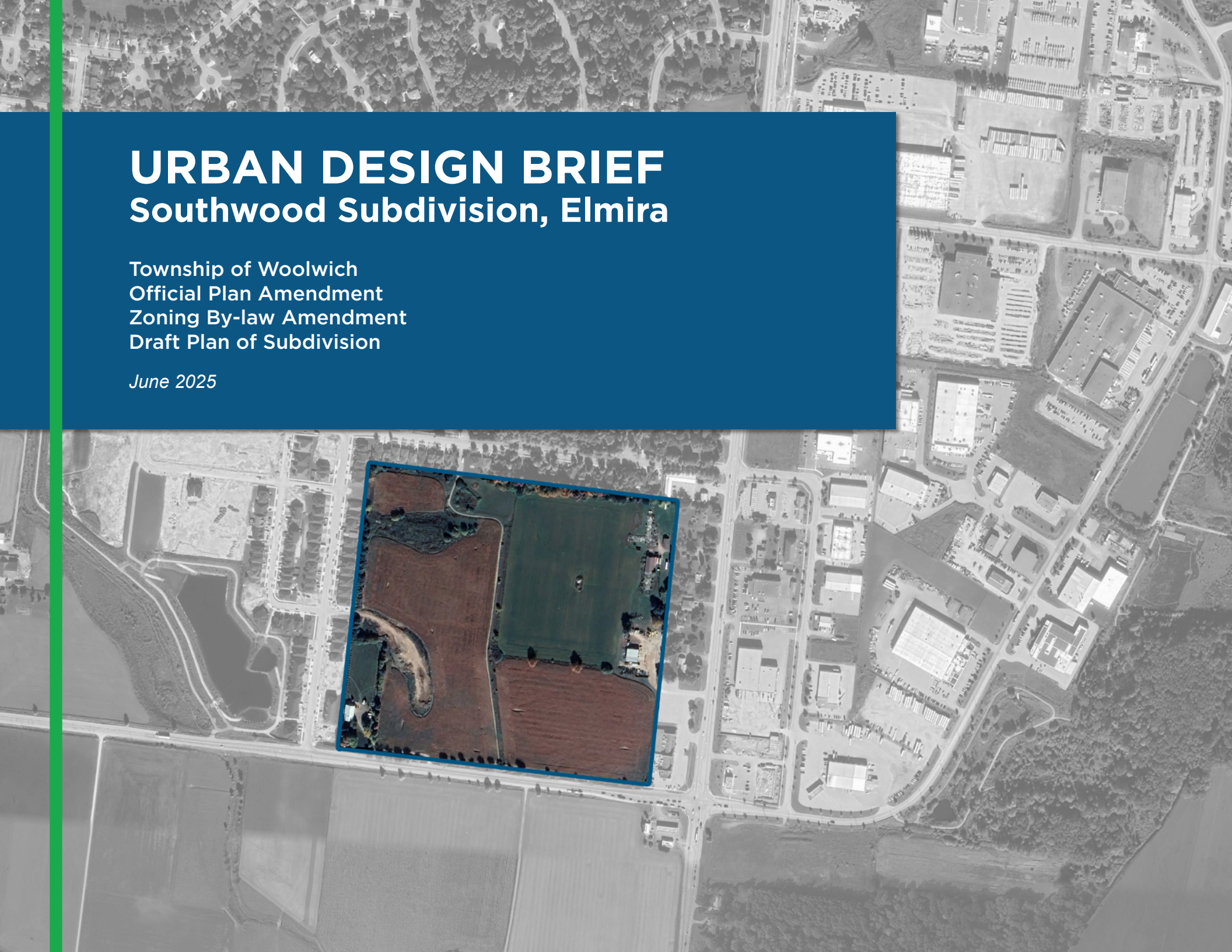




URBAN DESIGN BRIEF

Southwood Subdivision, Elmira

Township of Woolwich
Official Plan Amendment
Zoning By-law Amendment
Draft Plan of Subdivision

June 2025

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1. INTRODUCTION

1.1 Proposal

GSP Group Inc. has been engaged by Schlegel Urban Development Corp. (the “Owner”) to prepare an Urban Design Brief to support applications for a Zoning By-law Amendment, and Draft Plan of Subdivision for the property located at the southern end of Elmira. The Site is municipally known by the Township of Woolwich as 1065-1103 Listowel Road. For clarity throughout this Brief, the property will be referred to as the “Site.”

1.2 Purpose

A Zoning By-law Amendment (“ZBA”) and Draft Plan of Subdivision are required to facilitate the proposed development on the Site. An Urban Design Brief was identified as a required component of a complete application package as per the pre-submission consultation comments circulated on August 20, 2024.

The Urban Design Brief (“UDB”) is based on preliminary drawings and materials available at this stage in the application process. As the work progresses the detailed aspects of the design of the proposed development will be refined and fully demonstrated. Based on matters identified in the Pre-Consultation Comment Report from August 20, 2024, this Urban Design Brief contains the following:

- A description of the existing physical conditions on the Site (Section 2);
- A description of the surrounding area and neighbourhood context (Section 3);
- Outlines the general Official Plan Design Policies (Section 4);
- Outlines Sustainability Guidelines for the Proposed Development (Section 5); and
- Identifies the Safety and CPTED guidelines for the Proposed Development (Section 6).

The guidelines set forth in this brief are to be considered through Site Plan Approval processes following the approval of the Draft Plan of Subdivision.

1.3 Supporting Studies and Materials

The Urban Design Brief has considered the following plans and reports prepared in support of the subject application:

- Development Concept Plan of Subdivision prepared by GSP;
- Conceptual Park Block prepared by GSP;
- Land Use Compatability & Noise Impact Study prepared by GHD and;
- Tree Inventory and Preservation Plan prepared by NRSI.

2. BACKGROUND AND EXISTING CONDITIONS

2.1 Site Location and On-Site Characteristics

The subject Site, is situated on the southern edge of the Elmira Urban Settlement Area, lies along the north side of Listowel Road (RR #85) with a frontage of approximately 464.2 metres (**Figure 4**). This large, irregularly shaped 18.65-hectare parcel is bounded by Listowel Road (RR #85) to the south and single detached dwellings to the North, East and West. Further there are four existing right-of-way's that abut the property along its northerly and westerly boundaries allowing for the extension of Weymouth Street, Woodberry Crescent, Burlwood Drive and Pintail Drive.

Currently the site is mostly vacant and underutilized, the property consists of actively farmed agricultural lands and has two existing buildings located in the south-west corner along Listowel Road (RR#85). The existing vegetation on-site is minimal as trees are confined primarily along westerly and easterly property lines and do not contain any protected or designated natural heritage features. There are several regional street trees that run along the Site's frontage onto Listowel Road (RR #85). Topographic data reveals that the property is generally flat sloping from the north-west corner of the site to the south-east and lies outside the regulation limit of the Grand River Conservation Authority jurisdiction.

2.2 Surrounding Context and Character Analysis

The Site is situated on a property surrounded by diverse land uses, including agricultural, commercial, employment, residential and open space zones.

Directly **north** of the Site there are single detached dwellings that run along the south side of South Parkwood Boulevard (**Figure 1**). Further north lies a through woodlot with a trail network (Lion's Ring Trail) that connects South Parkwood Boulevard through to Whippoorwill Drive.

Along its **eastern** boundary is a range of single detached homes and commercial uses at the north and south ends (**Figure 2**). Eastward beyond Arthur Street South (RR #21) are employment lands that contribute to the area's mixed-use character.

South of the Site is Listowel Road (RR #85), which provides frontage for the subject Site. The regional road features an approximate existing municipal right-of-way width of 33.6 metres which will require a 3.9 metre road widening to be consistent with the designated widths outlined in Schedule A of the Region of Waterloo Official Plan (38.00 metres).

Immediately **west** of the subject Site is a new residential subdivision primarily consisting of single detached, semi-detached, townhouse and apartment

dwellings (**Figure 3**). The adjacent subdivision also contains a park and stormwater management pond which provide a trail network, connecting Listowel Road through to Whippoorwill Drive. The trail network creates a safe pedestrian route to Elmira's Lions park and Park Manor senior Public School.

The Site is well-served by accessible public transportation options. A bus stop for the Elmira Community Bus Pilot Project, located at Foodland approximately 670 meters or a ten-minute walk away, connects residents to various local destinations. The Elmira Community Bus service is free for all riders at this time, encouraging ridership and ensuring accessibility for the community. Additionally, the Site is within close proximity to Grand River Transit's (GRT) Route 21, with multiple stops running along Arthur Street South, which provides connections to downtown Elmira and Waterloo. The nearest bus stop along this route is just an eight-minute walk from the heart of the Site, situated north of the intersection of Arthur Street and Listowel Road. These nearby transit services make the location highly convenient for residents relying on public transportation and help to support the 15-minute neighbourhood concept set forth in the Regions Official Plan. Public sidewalks and trails enhance accessibility to the west, north and east of the site, emphasizing walkability within this developing community context.



Fig.1: North - Single Family Dwellings along South Parkwood Blvd.



Fig.2: East - Commercial and Single Family Residential along Arthur Street South



Fig.3: West - Waymouth St. Access to Site



Fig.4: Surrounding Site Context

3. DEVELOPMENT VISION

3.1 Community Design Vision and Principles

The overall Site is centered on creating a cohesive, well-designed community that emphasizes high-quality public and private spaces. The vision is to foster a compact and connected neighbourhood that enhances both functionality and aesthetics. By prioritizing thoughtful urban planning, this initiative aims to integrate architectural design, green spaces, and efficient infrastructure to ensure an interconnected community where residents can thrive while enjoying a seamless balance between modern conveniences and natural charm. The following goals and objectives have been tailored to both the unique characteristics of the Site and alignment the policy and intent of the Township of Woolwich's Official Plan:

- Creating a standardized and highly interconnected pattern of lotting within development blocks, ensuring seamless integration between neighborhoods while promoting efficient land use.
- Consistent built forms that reflect architectural coherence alongside aesthetically pleasing streetscapes will establish a unified visual identity and enhance community pride;
- A pedestrian environment that prioritizes safety, accessibility, and comfort by incorporating wide sidewalks, proper lighting, and traffic-calming measures to encourage walkability within the subdivision;

- Provide access to recreational opportunities and the natural environment through a range of parks and open spaces; and,
- Achieving an overall density that balances Provincial and Regional requirements while being appropriate for the area's semi-rural backdrop will support sustainable growth consistent with Woolwich Township's strategic vision.

The proposed development has been designed to provide a mix of residential, park, and stormwater management blocks (**see Figure 5**). The Site will provide a mix of housing options including single detached, street-fronting townhouses, semi-detached and multi-residential blocks.

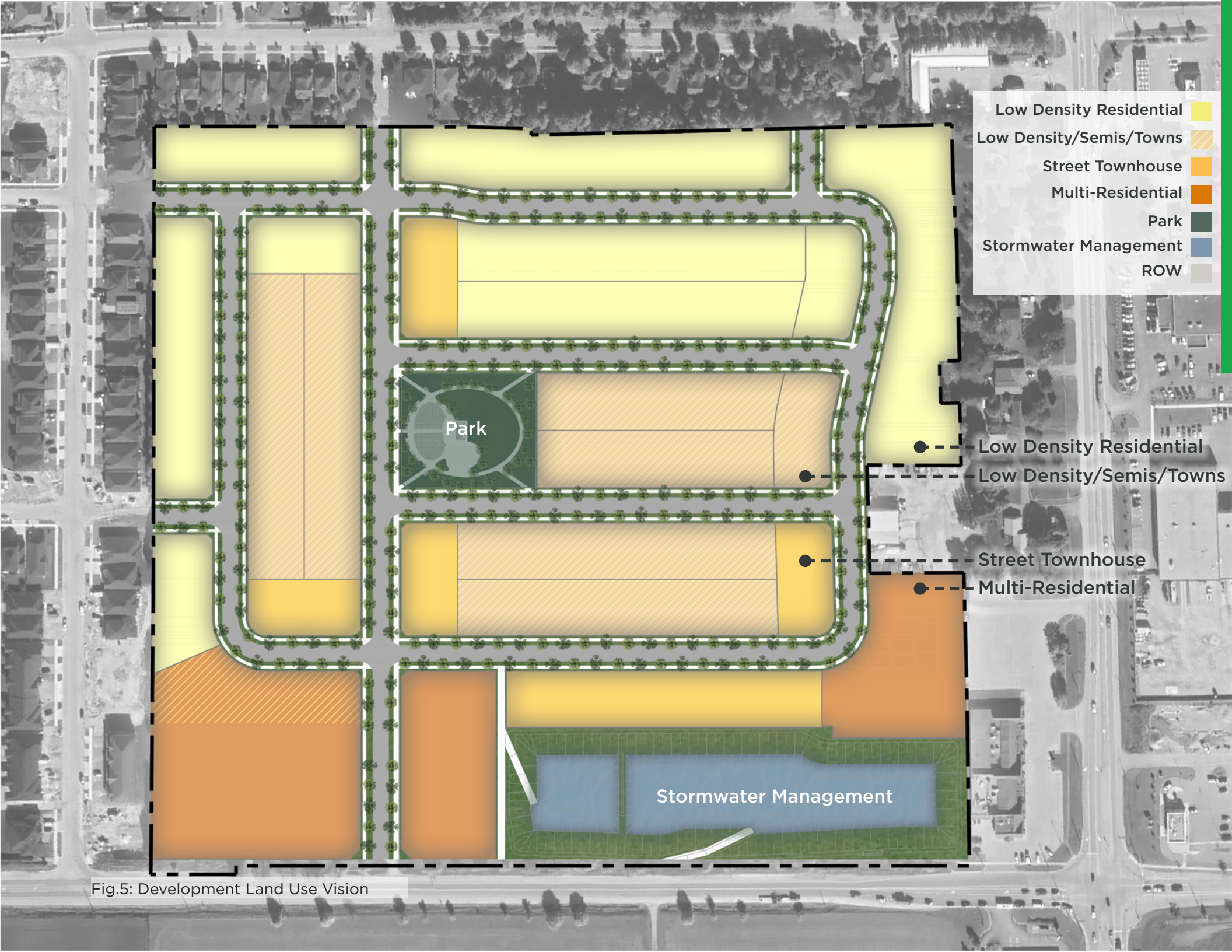


Fig.5: Development Land Use Vision



3.2 Pedestrian Environment and Road Network

The proposed development will prioritize creating a safe and welcoming pedestrian-friendly environment through thoughtful urban design. A comprehensive network of walkways, sidewalks, and active transportation routes will ensure residents have easy access to planned parks and open spaces, encouraging outdoor activity and social connection. To enhance both wayfinding and walkability, the community's street layout will follow a modified grid pattern integrated with interconnected sidewalks and pathways forming loops throughout the area. This deliberate design approach not only fosters accessibility but also strengthens the overall pedestrian experience, making it easier for residents to navigate their surroundings while promoting a vibrant, inclusive community atmosphere.

3.2.1. Pedestrian Environment

The proposed pedestrian environment for the Site will be designed to ensure functionality, safety, and inclusivity (**Figure 10**). The proposed trail network through the Site will work to integrate the proposed stormwater management facilities, a neighbourhood park, sidewalks, and road systems into a cohesive system that prioritizes accessibility and environmental sensitivity.

Design Guidelines:

- Ensure parks, trails, and sidewalks meet AODA standards for accessibility.
- Consider sidewalks on both sides of all streets to promote connectivity.
- Integrate parks into the sidewalk and walkway system for seamless pedestrian access.
- A comprehensive boulevard tree planting plan is necessary to create a cohesive and visually appealing streetscape. This plan should include details on boulevard tree placement, driveway locations, on-street parking arrangements, and pedestrian crossings to ensure a well-organized and functional design.
- The design of the public realm should focus on prominent features like lighting and signage to ensure visibility. Additionally, thoughtful planning should enhance views and vistas, creating a visually appealing and functional environment.

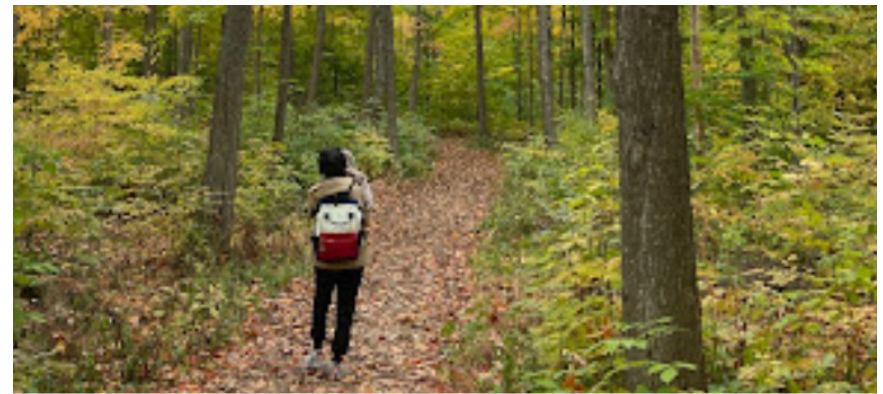


Fig.6: Google Images - Lions Ring Trail at Whippoorwill

3.2.2. Road Network

The proposed street network consists of local roads that will serve as primary conduits, providing seamless access to residential lots, parks, open spaces, and linking to the broader collector road system.

Design Guidelines:

- Incorporate traffic calming measures to enhance pedestrian safety and encourage walking.
- Design on-street parking configurations to prioritize pedestrian movement at key crossings.
- Design a principal road thoroughfare with a ROW of 23.0 metres (Burlwood Drive) that will establish a vital connection between Listowel Road and South Parkwood Boulevard.
- Design a network of local roads (**Figure 8**) ensuring efficient mobility throughout the community while fostering integration with surrounding infrastructure.
- Position driveways away from adjacent walkways to minimize conflicts with pedestrians.
- Maintain adequate setbacks between car parking areas and sidewalks for improved safety.
- Driveways should be paired for lots that are less than 12 metres in width.



Fig.7: Google Street View - Burlwood Drive

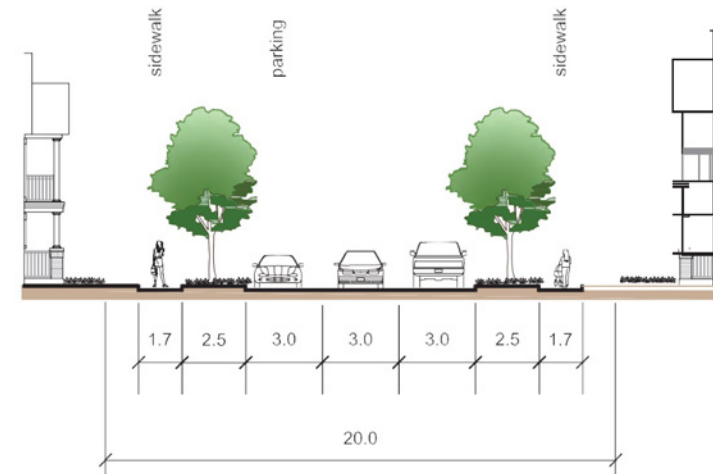


Fig.8: Township of Woolwich Local Roads Landscape and Design Guidelines

3.2.3. Gateways, Enhanced Features and Wayfinding

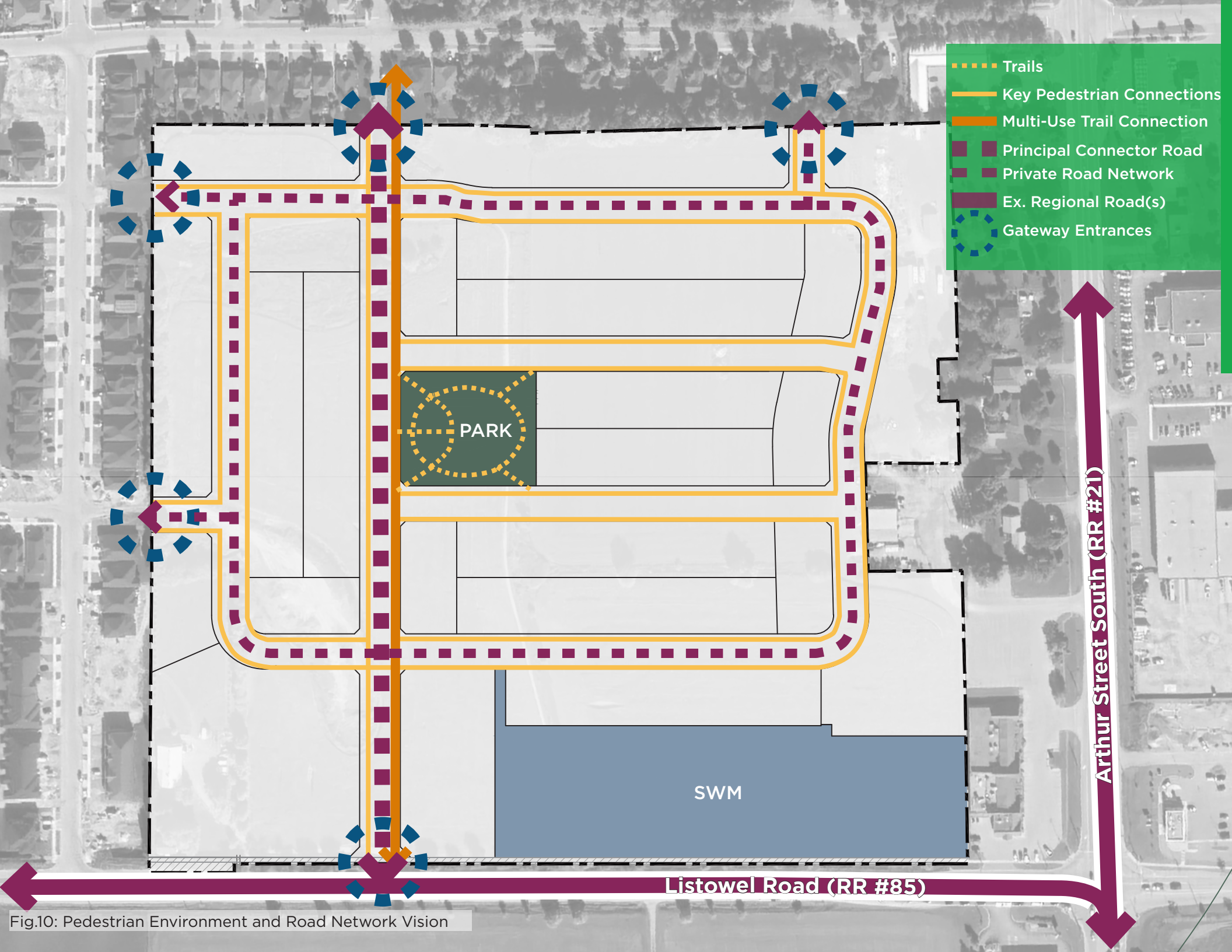
Main community entrances should include gateway features to establish a distinct and engaging identity while enhancing the pedestrian experience. These entry features should seamlessly coordinate with wayfinding elements and landscaping, creating a unified design throughout the community. Examples of entrance and wayfinding components include structural elements, street trees, plantings, and enhanced landscaping. **Figure 10** of this document highlights the locations of major gateways.

Design Guidelines:

- Design features and enhanced landscaping should be planned at the main entrances and gateways into the community
- Landscaping and entrance features should be visually consistent and aligned with the overall community design to ensure a cohesive appearance.



Fig.9: Examples of Gateway Entrances



- Trails
- Key Pedestrian Connections
- Multi-Use Trail Connection
- Principal Connector Road
- Private Road Network
- Ex. Regional Road(s)
- Gateway Entrances

PARK

SWM

Listowel Road (RR #85)

Arthur Street South (RR #21)

Fig.10: Pedestrian Environment and Road Network Vision



3.3 Parks and Open Spaces

The proposed development will feature a 0.5-hectare neighbourhood park (**Figure 11**) and a 1.98-hectare stormwater management (SWM) facility. These spaces are strategically placed to ensure easy access via walking or bicycling pathways and to blend seamlessly with the surrounding residential area (**Figure 12**).

Design Guidelines:

- Neighbourhood parks to be designed to support both active and passive recreational activities within a 500-metre radius for residents, as specified by the Parks and Recreation Master Plan 2024.
- Parks should be located such that they have high visibility from roads enhancing accessibility, safety and wayfinding. Visibility from adjacent streets means that more people can observe activity in the park, deterring crime and fostering a sense of security for visitors while also promoting inclusivity and community engagement.

By considering factors such as road frontage visibility, shade provision through landscaping design, seating placements near pathways or play areas, and avoiding rear lotting along parks wherever possible, this proposed development ensures functional diversity alongside environmental sustainability.



3.4 Stormwater Management

The proposed development includes a stormwater management pond strategically located at the southeastern end of the developable area, adjacent to Listowel Road. This placement optimizes functionality and integrates aesthetically with the natural landscape, serving as a key component of the community's green infrastructure.

Design Guidelines:

- Supporting sustainable development goals, stormwater management (SWM) blocks should be integrated into the landscape aesthetic while supporting ecological resilience.
- The ponds should adopt organic shapes that replicate natural landforms, avoiding geometric designs and utilizing landscaping techniques.
- Public accessibility should be thoughtfully integrated through walking and cycling trails encircling the ponds that connect them to a broader trail network.
- Areas requiring restricted access—such as steep slopes or deep-water zones—should be screened through landscaping rather than fencing where possible.



STREET TWO

BURLWOOD DRIVE

PLAYGROUND
AREA

PAVED PATH

PLAYGROUND
AREA

OPEN LAWN
AREA
(MAINTAINED)

OUTDOOR
FITNESS AREA

HALF-
COURT

DOG RUN AREA

Low Density/Semis/Towns

STREET THREE

Fig.11: Park Vision

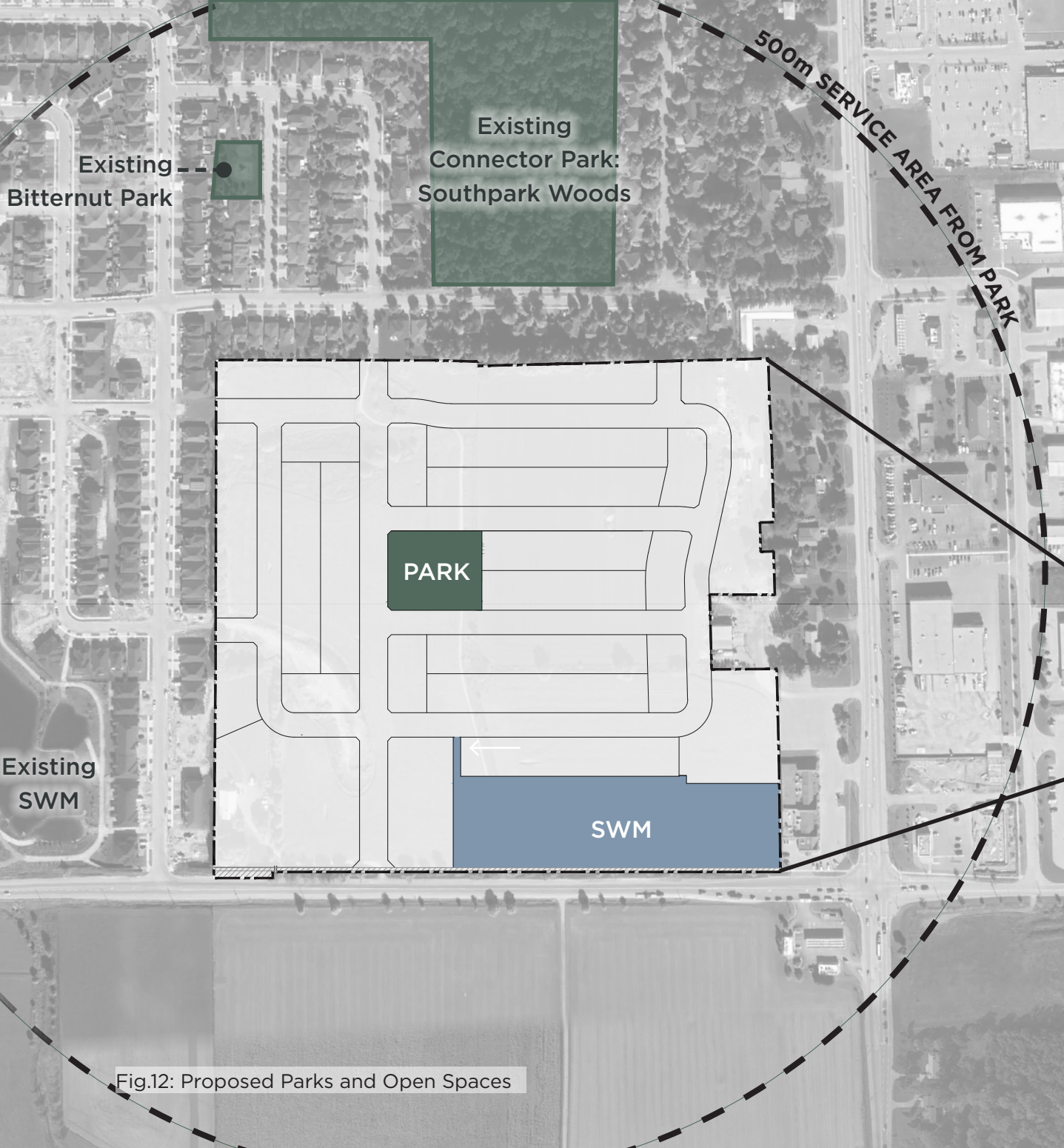


Figure 3 - Elmira Parks System

Fig.12: Proposed Parks and Open Spaces

4. BUILDING DESIGN GUIDELINES

4.1 Design Objectives

The design guidelines will provide general direction for how built forms should address streetscapes and integrate seamlessly with open spaces to foster harmonious urban design. In alignment with principles outlined within the Township's Official Plan Appendix I, these guidelines emphasize balancing architectural coherence with practical urban planning strategies that prioritize accessibility, aesthetic value, and communal interaction such as:

- The individual and collective design and siting of houses shall encourage visual variety in streetscapes and the creation of attractive pedestrian environments.
- The individual and collective design of houses shall support a sense of scale that is visually appropriate to the streetscape and its landscaping.
- The design of houses shall encourage integration with the streetscape through the inclusion and appropriate articulation of elements such as roof massing, front porches, and fenestration.
- The design of houses shall emphasize the presence and massing of habitable portions and front porches while de-emphasizing the visual presence of garages.
- The individual and collective design of houses shall help establish a high-quality architectural character by developing appropriate architectural design standards.
- The individual and collective design of houses shall be oriented toward the street to promote natural surveillance and an active streetscape.
- The individual and collective design of houses shall be located on prominent lots, such as gateways, corners, or those adjacent to parks, shall receive special design consideration to address higher public visibility appropriately.
- A range of building types, sizes, and styles shall be encouraged to establish a recognizable and diverse community character.
- The individual and collective design of houses shall be designed to fit their location within the community and respond appropriately to neighbouring uses.
- A mix of facades and materials shall be used to create a lively and dynamic streetscape.
- The design approach shall prioritize sustainability, enhancing the community's environmental responsibility.

4.2 Guidelines for Low-Density Residential

The proposed development should be designed with low density residential uses to ensure a seamless transition in building heights and density to the adjacent residential neighbourhood. The following general design guidelines have been prepared for low rise residential buildings to ensure a high quality, well designed neighbourhood.

4.2.1 Materials and Colours

The proposed colour scheme of all the visible exterior elements of the house should be appropriate to the house's architectural style and the qualities of its exterior materials, while at the same time remaining complimentary to the colour palette of its immediate neighbours. The following design guidelines apply:

- Wall cladding materials should be selected to align with the architectural style of the house.
- Appropriate cladding materials may include brick, stucco, cultured stone, and frame-style siding.
- Elevations should be designed to provide a varied yet harmonious visual experience along streetscapes, ensuring compatibility in quality and detail.
- In general, materials should be used consistently on all elevations, with changes occurring at natural points, such as gable ends, rather than at building corners.
- Traditional masonry detailing may be used where suitable, including foundation and belt coursing and stone or precast lintels and keys at doors and windows.
- Traditional paint colors appropriate to the house's architectural style should be chosen, as not all palettes suit all architectural styles.
- All eaves troughs, fascia's, soffits, and frieze boards should generally be a consistent color on each house.

4.2.2 Windows

- All windows should be low maintenance, thermally sealed, and double (or more) glazed.
- On front and flange 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.



Fig.13: Window Examples

4.2.3 Porches and Entry Elements

Traditionally, the main entrance of a house should be the principal focal point of the main elevation. Entry areas should appear welcoming, safe, and friendly to the resident, visitor, and passerby, contributing to the visual and spatial qualities of the streetscape. Although not consistent with all traditional architectural styles, the front porch or veranda is a universal symbol and marker for the main entrance to the house. The traditional front porch is a principal element in the development of a strong social connection between the life of the residents and the collective life of the streetscape. A successful front porch should have the following characteristics:

- Front porches and verandahs are encouraged to be included in the design of all houses where appropriate to the specific architectural style of the house;
 - Front porches shall be of a useable dimension, allowing for the placement of appropriate outdoor furniture and adequate circulation;
 - Where appropriate, such fenestration as side lights flanking the front door is encouraged;
 - The dimensions of columns used for the support of porch roofs shall be visually appropriate to the scale, dimension and style of the porch;
 - Attention shall be paid to the visible junction of the porch roof to the wall of the house and its relationship to the adjacent window sills on the second floor, where appropriate; and
- Porch railings shall have a top and bottom railing, and pickets of a visually appropriate dimension.



Fig.14: Porches and Entry Examples

4.2.4 Architectural Integration of Garages

As with the design of any of the principal architectural elements of houses, the design of attached garages will have a significant impact on both the design of the individual house, and on the collective impression of the Community. To that effect, the following guidelines shall apply:

- The massing of the habitable portions of the house and the entry elements shall be the visually dominant elements of the house;
- The massing of attached garages shall be architecturally integrated into the massing of the house to reduce its negative visual impact on the appearance of the house;
- Garages shall not project closer to the street line than the front porch;
- Garage door shall include glazing and be of a design that is appropriate to the design of the individual houses and not be blank door panels; and
- Where double garages are provided, they are encouraged to be designed utilizing two separated garage door panels where possible.



Fig.15: Garage Examples

4.2.5 Driveways and Placement

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.
- Driveways for single-detached, semi-detached and street townhouse dwellings will be in accordance with an approved streetscape plan(s).
- An on-street parking plan is to be approved for each stage of development.

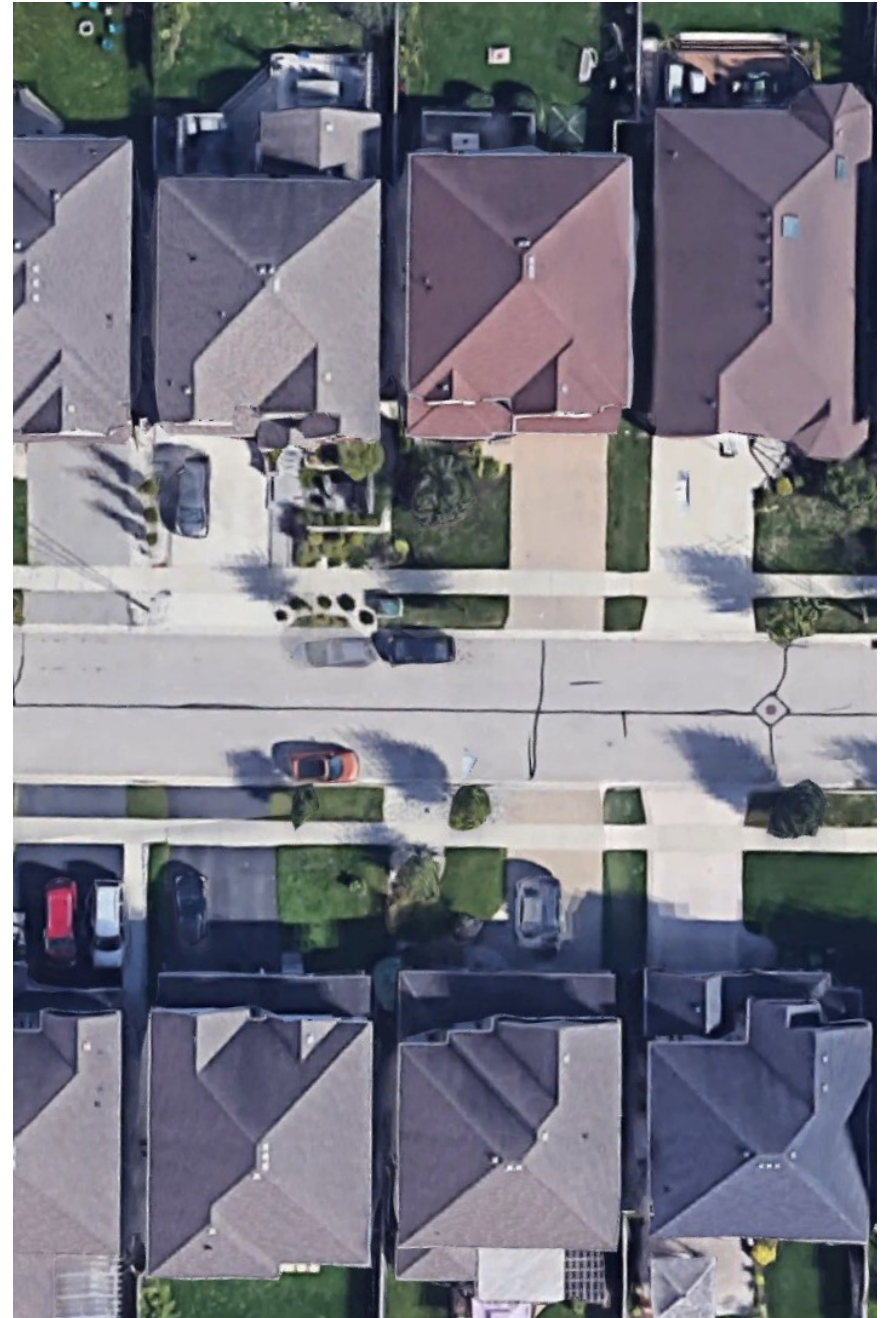


Fig.16: Driveway Examples

4.2.6 Utilities and Mechanical Equipment

In the natural course of events, the exterior of every house must accommodate the presence of vents and meters. To avoid unnecessary visual clutter, the guidelines are as follows:

- Vents for appliances such as dryers, furnaces, fireplaces, and hot water heaters shall not be located on the front elevation;
- Equipment such as ground-mounted air conditioners shall be located and screened with landscaping from exposure to public view; and
- Hydro meters and gas meters are encouraged not to be located on front elevations, but where this is not possible, they shall be architecturally integrated into the design of the elevation and screened with landscaping as required. The location and visual solution for these details shall be indicated at the design concept stage. The location and treatment of these utilities shall meet all requirements of utility providers.

4.2.7 Fencing

Where wood fencing is erected by builders or home owners, the following guidelines shall apply:

- All erected fencing is required to be constructed using cedar or pressure treated pine No. 1 construction grade materials;
- As a requisite, pressure treated pine fences shall be stained with the following stain: Behr - Drift Grey SC-137
- Fences constructed of cedar shall be allowed to age naturally; and
- As a minimum building standard, the following will also be required for fence construction: Post foundations must be a minimum of 1.2m (4') deep and set in place with concrete or as outlined within the City of Kitchener Department of Community Services Post Detail;
- All hardware used in the construction of the fence shall be galvanized;
- Gates constructed in the run of the fence shall match the style of the fencing option and be a maximum of 1.2m (4') in width; and
- Steps in fences due to changes in grade shall be minimum 15cm (6").

4.3 Guidelines for Townhomes

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

- Street fronting townhouses are to be a maximum height of 10 metres. An increase in the maximum building height should only be considered to accommodate superior design elevations and architectural features.
- The overall design merits of the entire building (townhouse block) 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.



Fig.17: Townhouse Examples

4.4 Guidelines for Priority Lots

Priority Lotting for the proposed development will designate certain lots as priority lots, emphasizing their importance in the overall development plan. Developments on these lots should be strategically oriented and thoughtfully designed to enrich the public realm while fostering an inviting pedestrian environment. For detailed information about the specific location and classification of these priority lots, refer to **Figure 18** - Priority Lot Plan. The subsequent sections outline guidelines tailored to each type of priority lot, offering clear recommendations for appropriate design approaches. These guidelines are intended to complement the overarching design objectives for new residential architecture and should be considered alongside all other design principles outlined in Section 4's subsections for new residential architecture.

In general, the term priority lot refers to all lots that are highly visible to the public and may form visual focal points within streetscapes. These visually prominent types have been identified as:

- Corner Lots
- Terminating Vista Lots
- Gateway Lots
- Park Space and Green Space Lots

4.3.1 Gateway Lots

The gateway lots identified in the plan for Williamsburg Green are located at the entry points into the community and should set the tone for those entering the development. In the design and siting of houses, the following guidelines shall be followed:

- Houses should address the higher order road primarily, while also interfacing with the lower order road where applicable;
- Wrap-around porches and secondary entrances should be provided where appropriate;
- Garages and driveways should front on the lower order road where possible and applicable; and
- Greater levels of detail, and a generally higher quality is expected for these lots.

4.3.2 Corner Lots

By their very nature, corner lots are generally highly visible to the public. Houses on most corner lots generally have front, flanking, and rear elevations that are clearly exposed to public view. These exposed elevations, in these visually prominent locations, provide opportunities for design of architecture and landscaping which will add to the overall positive image of the community. Well-designed corner lots create local visual focal points and encourage visual variety in streetscapes.

The following guidelines shall be followed:

- On corner lots, exposed flankage and rear elevations will receive the same level of design attention and detail
- as front elevations regarding such elements as massing, proportions, materials, colours and fenestration;
- To support the visual prominence of these locations, traditional architectural elements such as wrap-around porches are encouraged;
- Where possible, houses on corner lots shall provide doors onto both streets; and
- Special care should be taken in the selection of the combination of house designs that are sited on opposing corners to ensure that they are visually compatible.

4.3.3 View Terminus and Elbow Lots

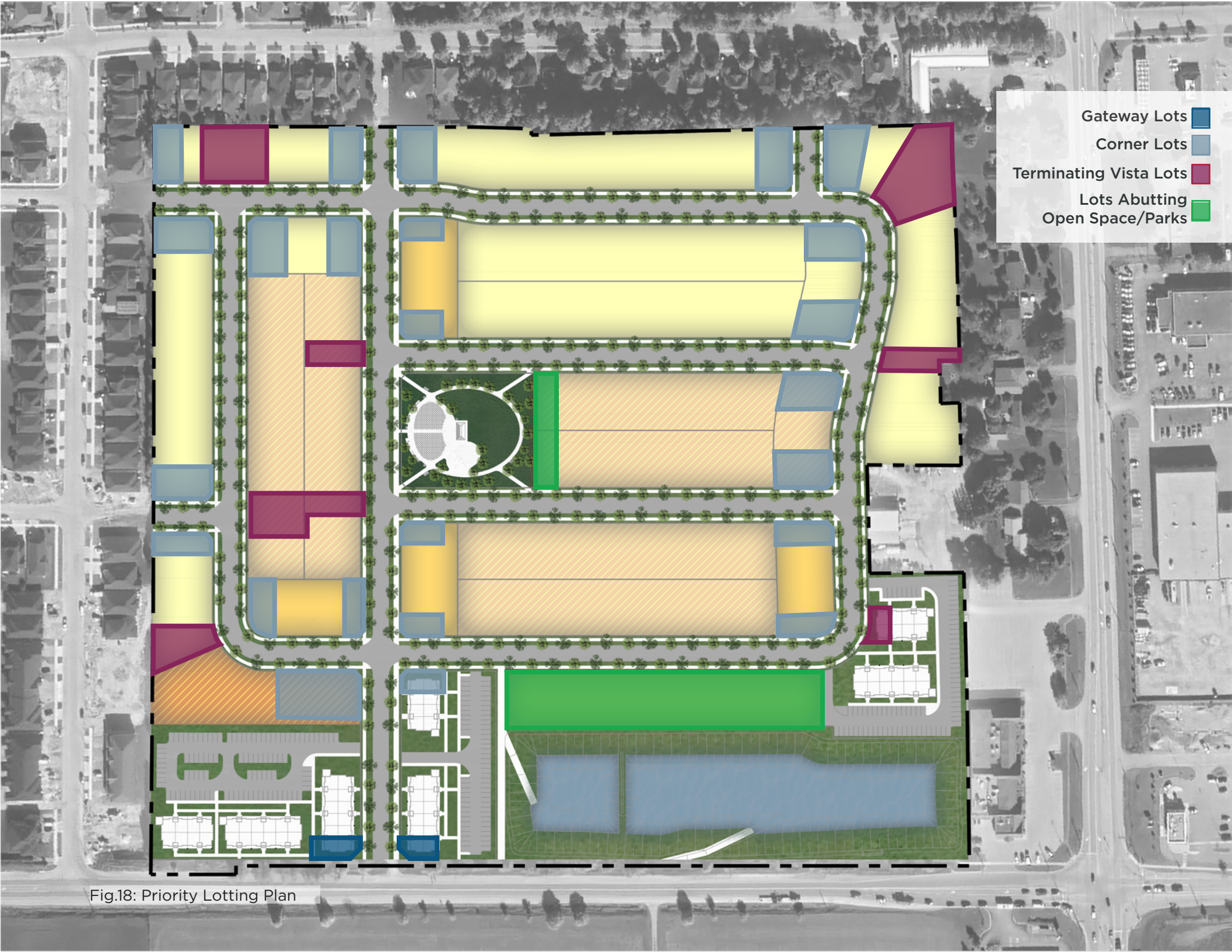
Houses located at the terminus of vista, like houses located on corner lots, are highly visible to the public and provide important opportunities to create visual focal points in the streetscape. The following guidelines shall be followed:

- The design of all elevations exposed to public view shall reflect an equal attention to detail regarding materials, colours, and proportions;
- For lots located at the end of the terminating vista, houses should be oriented so that driveways are located to the outsides of intersections so that front porches and the habitable portions of the house rather than garages form the visual terminus of the vista to the greatest extent possible; and
- Wherever possible, houses located at the end of the terminating vista should be set back further from the street line to provide greater opportunity for landscaping on private and public property so as to emphasize the visual importance of these locations.

4.3.4 Lots Fronting and Flanking onto Parks and Open Spaces

Houses backing onto and flanking onto parks or green space and walkways are also highly visible to public view and the following guidelines shall be followed:

- All rear or flanking elevations of houses readily visible to public view adjacent to parks, green-spaces, or public trails should be designed to the same level of detail as the front elevations of the same houses.
- Elevations shall include the provision for porches, porticos, stairs, or other projections, secondary entry doors, horizontal articulation, brick and masonry-style skirting and/or accentuated windows; and consideration to fencing and landscaping fronting onto parks and green space.



- Gateway Lots
- Corner Lots
- Terminating Vista Lots
- Lots Abutting Open Space/Parks

Fig.18: Priority Lotting Plan

5. SUSTAINABILITY

Policies promoting sustainable design, development, and energy efficiency play a crucial role in fostering environmentally responsible communities. By encouraging green initiatives, these policies aim to reduce the environmental impact of the built environment while addressing climate change and supporting sustainability efforts. Through their implementation, communities are guided toward adopting practices that minimize ecological footprints and prioritize long-term environmental health.

5.1 Vision for Sustainability

The proposed development aspires to create a sustainable and environmentally responsible community by incorporating net-zero ready homes, green infrastructure, water-efficient strategies, and emission-conscious design. It prioritizes sustainable mobility, resource efficiency, and ecological preservation. Additionally, the development includes measures to enhance residents' well-being, such as improved energy efficiency, access to green spaces, and infrastructure that supports active and public transportation. These strategies contribute to a more sustainable and comfortable living environment.

5.2 Net-Zero Ready Homes & Energy Conservation

The proposed subdivision will be designed to incorporate high-performance energy efficiency measures, ensuring that homes are built to the Canadian Home Builder's Association's (CHBA) Net Zero Ready standard or equivalent. These features will minimize energy consumption, lower emissions, enhance indoor comfort, and allow for seamless upgrades to CHBA's Net Zero living.

Key strategies include:

- High-performance insulation in walls, ceilings, and under slabs to minimize heat loss and enhance energy savings.
- Triple-pane or equivalent windows for improved thermal efficiency and sound insulation.
- Energy Recovery Ventilation (ERV) systems to improve indoor air quality while maintaining heating and cooling efficiency and helping with indoor humidity.
- Efficient dual-fuel heating and cooling through furnaces and heat pumps which also reduce reliance on fossil fuels and lower the home's emissions.
- Tankless water heaters provide on-demand hot water while reducing energy consumption.

- Drain water heat recovery systems to capture and reuse heat from wastewater, improving overall energy efficiency.
- Air tightness technology and construction techniques to minimize air leakage and enhance overall building envelope performance.
- Electric vehicle (EV) charging rough-in to support the transition to sustainable transportation.
- Rooftop solar PV readiness, ensuring structural accommodation for future solar panel installations as per CHBA's requirements.
- LED lighting throughout the homes to lower energy use.
- Energy-efficient appliances, including ENERGY STAR-rated products, will be installed in homes to further support reductions in resource consumption.

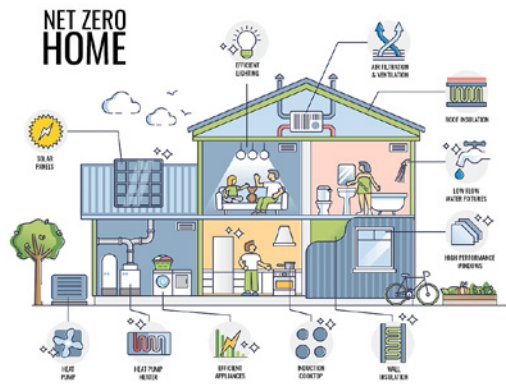


Fig.19: Net-Zero Diagram

5.3 Greywater Systems & Water Conservation

- Greywater reuse systems will be encouraged for future homeowners to capture and repurpose wastewater from sinks and showers for non-potable applications such as irrigation.
- To reduce reliance on municipal water supplies, the development will encourage rainwater harvesting for irrigation, utilizing traditional rain barrels. This method collects and stores rainwater from rooftops, providing a sustainable source for watering gardens and landscapes.
- Homes will be equipped with low-flow fixtures and where irrigation is used smart systems will further reduce water waste while maintaining vibrant green spaces.
- Landscaping will prioritize drought-tolerant native plant species to reduce irrigation demands and support native ecosystems.



Fig.20: Drought-tolerant native planting

5.4 Green Infrastructure & Stormwater Management

- Bioretention areas will be implemented in parks and green spaces to capture and filter stormwater, which will help reduce runoff and improve water quality.
- Stormwater management ponds will be strategically placed to control flood risks while supporting natural ecosystems.
- Trees will be planted where possible to enhance the tree canopy, provide cooling to surrounding properties and amenity areas, and contribute to the overall urban forest canopy, improving air quality.
- Native and drought-tolerant plantings will be used in and around stormwater management ponds to enhance existing infrastructure by supporting pollination, filtering pollutants, and promoting biodiversity.



Fig.21: Stormwater Management

5.5 Sustainable Mobility & Active Transportation

- The community will incorporate a modified gridded street network to enhance walkability, transit accessibility, and long-term adaptability, ensuring seamless integration with active transportation networks.
- A network of multi-use trails and dedicated bike infrastructure will improve connectivity within the community and provide access to nearby transit hubs.
- Traffic calming measures will be incorporated to create a safe and accessible streetscape for all users.
- The development will strategically integrate public transit options, ensuring that homes are within a short walking distance to transit hubs, in alignment with regional sustainability goals.
- By fostering 15-minute communities, residents will have efficient access to daily needs through multi-modal transportation options, reducing reliance on personal vehicles.

5.6 Sustainable Building Materials & Waste Reduction

- During the construction phase, waste diversion from landfills will be a priority. This will be achieved by implementing strategies such as the transportation of waste to designated facilities. Alternatively, waste haulers will be contracted to handle off-site waste sorting and disposal, ensuring responsible and sustainable management of construction waste.
- All homes and buildings will incorporate low-VOC paints and finishes to improve indoor air quality.
- Embodied carbon will be considered when selecting building materials with the intent of lowering the homes' emissions by using less carbon intensive materials when possible.

6. COMMUNITY SAFETY AND CPTED

Crime Prevention Through Environmental Design (CPTED) is a multidisciplinary crime prevention strategy that integrates urban planning, architectural design, and environmental management to create safer spaces. By focusing on the effective design and use of built and natural environments, CPTED seeks to reduce victimization rates, deter criminal behavior before it occurs, and foster a stronger sense of community among residents. This sense of community empowers individuals to take ownership and territorial control of their surroundings, thereby reducing crime rates and alleviating fears associated with criminal activity. The following principles of CPTED should be considered:

- Ensure clear sightlines by minimizing blind spots and integrating open spaces to increase natural surveillance.
- Provision of adequate lighting throughout streets, parks, and pathways to deter criminal activity during nighttime
- Clear distinguishment between public, semi-private, and private areas through landscaping or signage.
- Design pathways that are direct and well-maintained to reduce opportunities for loitering or concealment
- Include community-focused spaces like parks or plazas that foster social interactions while promoting ownership of shared environments.

- Priority should be put towards the subdivision's layout with minimal dead ends or cul-de-sacs to enhance visibility and access for both residents and emergency responders.

These considerations aim to create a safer community by combining thoughtful urban planning with crime deterrence strategies.