

An aerial photograph of a rural landscape. In the foreground, there is a large, rectangular green field with faint yellow lines, possibly indicating a planned subdivision or agricultural layout. To the left of this field is a dark, irregularly shaped pond. A road runs horizontally across the bottom of the image, intersecting with a vertical road on the left. The background shows more green fields, some trees, and a few small buildings. The overall scene is a mix of natural and developed land.

# Urban Design Guidelines

537086 Main Street, Horning's Mills,  
The Township of Melancthon, ON

Draft Plan of Sub-division  
Zoning By-Law Amendment

April, 2024





Prepared for:  
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# 1. BACKGROUND

## 1.1 Purpose and Scope

GSP Group has been retained by Mr. Angelo Carnevale (referred to as “the Applicant”) to prepare the following Urban Design Guidelines in support of the Zoning By-law Amendment (“ZBA”) and Draft Plan of Subdivision (DPS) to facilitate the proposed redevelopment.

Design Guidelines were requested by the Town of Melancthon as part of the planning approvals for the development. They are meant to provide a design framework and guidance for the subsequent detailed design processes.

To this end, the organization of the Urban Design Guidelines includes the following progression:

- Section 2 describes the surrounding and planning context that inform the new neighbourhood’s design.
- Section 3 outlines the public realm guidelines for streets, including Streetscape elements, pedestrian connections, street type and pattern;
- Section 4 provides design guidelines for site level considerations for lot types, street relationship, and garage configurations;
- Section 5 provides general architectural directions for the new buildings, which will be detailed and refined through further design processes; and
- Section 6 provides general landscape design guidelines for key landscape features, tree planting, and open space.

## 1.2 How to Use the Guidelines

This Urban Design Guidelines are a design tool that assists the implementation of Official Plan design policy. Working with the regulations of the Site’s proposed zoning, they outline the design expectations for the Subdivision registration (for lot/dwelling design and public realm design) and Site Plan Approval moving forward. Regarding the interpretation and application of the guidance offered, the Urban Design Guidelines:

1. Recognize the need for balance between design expectations and flexibility of application recognizing other innovative design ideas could also meet the broader design goals of the Township.
2. Include demonstration concepts that explain and visualize the guideline intent, which are meant as illustrations of one way to address the guidance and not as proposed “plans”,
3. Are supported by reference photos that support the text, representing design ideas and best practices but not inferring proposed building design or architectural styles.
4. Are meant to be read in their totality for application and evaluation purposes, rather than be used as an urban design “checklist”.



### 1.3 Vision

The proposed subdivision will be an upscale Estate Residential community located in the Village of Horning's Mills along the southeastern municipal boundary of the Township of Melancthon, in the County of Dufferin.

The Plan of Subdivision proposes to create 26 estate residential lots, ranging from 0.25ha to 0.6ha in size, for single family homes. Each home will be serviced with municipal water and private septic systems. The neighbourhood includes a large parkland area, and a naturalized storm water management facility.



## 2. CONTEXT

### 2.1 Site Context

The Site is located in the Village of Horning's Mills. The property is bounded by Main Street. to the east, County Road No. 124 to the west, and agricultural lands to the north and south of the property. The Site has a polygonal shape with a maximum length of approximately 587 m and maximum width of approximately 308 metres with an area of 10.1 ha.

The Site has gentle contours and is used for agriculture purposes.

### 2.2 Planning Context

The Township of Melancthon Official Plan references the lands as being within the Niagara Escarpment Development Control Area and has designated the lands as Community and Environmental Conservation. The Site is currently zoned Development (D) and is proposed to be rezoned to Hamlet Residential (R1) Zone to facilitate rural estate residential homes. The Hamlet Residential (R1) zone prescribes that lot areas are 0.35 acres or larger (without municipal water) and lot frontages are to be 30 metres or larger (without municipal water). Other designations will be implemented to provide for environmental management, stormwater management and parkland.

### 2.3 Community Context

The village of Horning's mills is a small rural residential community with large lots and historic homes dating back to 1800's. The village is characterized by rolling hills, agriculture uses, fallow fields, deciduous hedgerows, and low lying wet areas.

### 2.4 Proposed Development

The Plan of Subdivision proposes to create 26 estate residential lots, ranging from 0.25ha to 0.6ha in size, for single family homes. Each home will be serviced with municipal water and private septic systems. The neighbourhood includes a large parkland area, and a naturalized storm water management facility.

The Site has a total land area of 10.1 ha, with ~8.76 ha of developable area. The concept plan proposes 26 detached residential units on a 20m right-of-way. The following summarizes the proposed development land uses and concept:

- Single detached residential dwellings: 7.41 ha
- Local road: 1.34 ha
- Storm Water Management Block: 0.55 ha
- Parkland Block: 0.78 ha



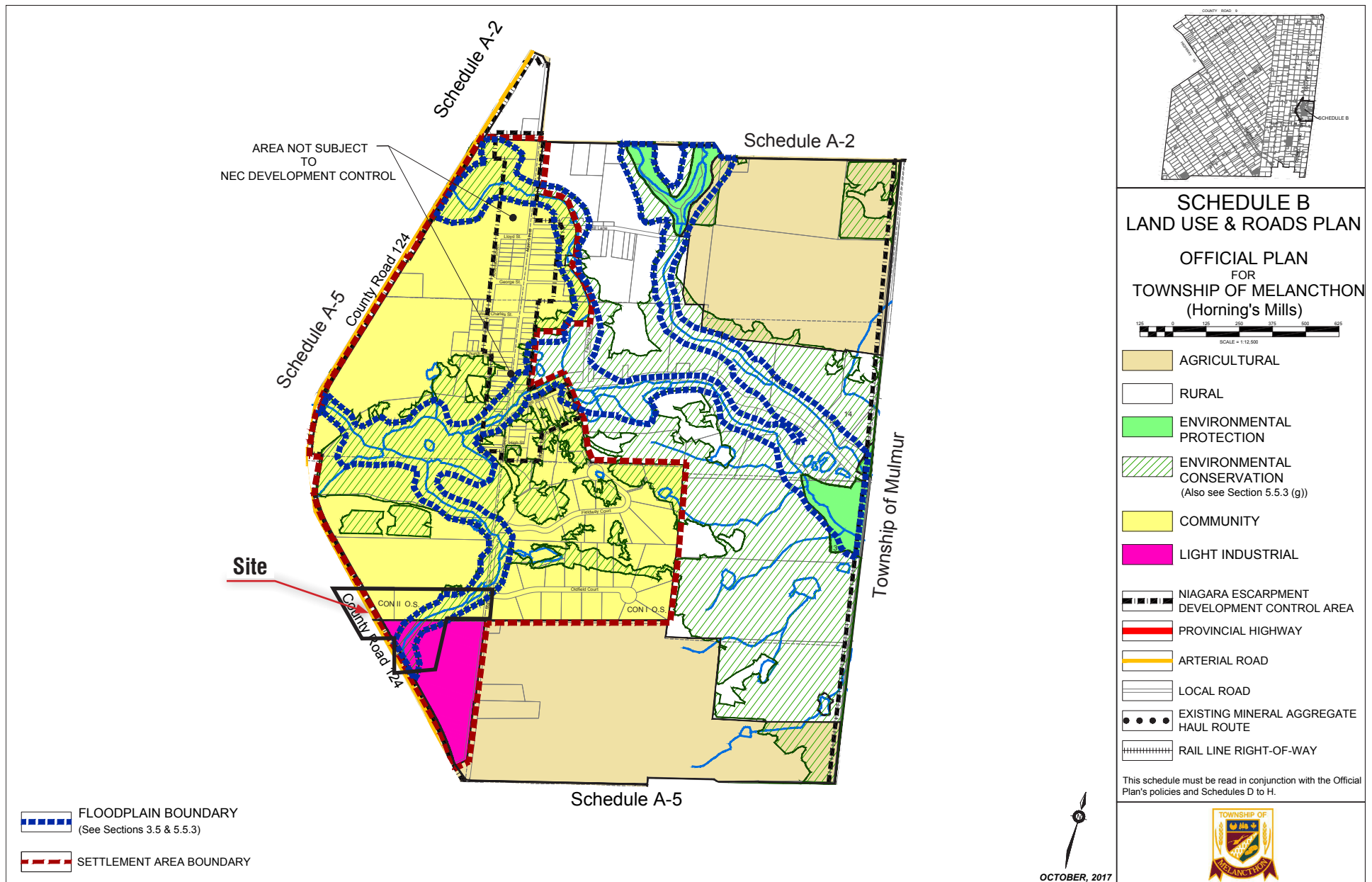


Fig.1: Land Use Plan





Fig.2: Site Context









Fig.4: Demonstration Concept Plan



## 3. STREETSCAPE DESIGN GUIDELINES

### 3.1 Street Layout and Pedestrian Connection

A 20 metres right-of-way (ROW) is proposed that follows the shape of the property and results in a “T” shaped street intersection with cul-de-sacs at the ends. The access to the neighbourhood is provided from the Main Street, and a secondary access, for emergency access only, is also provided from the Regional Road (Dufferin Road). The proposed street provides for a safe and convenient movement of pedestrians, motorists, and cyclists. The street network creates opportunities for vistas and terminating views.

**Guideline:** The proposed ROW shall be designed with two way vehicular travel lanes, street trees in grassed boulevards, and curbs/rolled curbs. This creates a safe pedestrian environment, community supervision, and promotes walking.

### 3.2 Streetscape Elements

Streetscape elements refer to the various components and features that make up the visual and functional aspects of a street. These elements play a crucial role in shaping the character, functionality, and overall experience of a street for pedestrians, cyclists, and motorists. Key streetscape elements include street lighting, fencing, street signage, and street furniture.

**3.2.1 Street Lighting** - is an integral component of streetscape design that promotes safety and plays a key role in establishing the character of the public realm.

**Guideline:**

- Lighting design (light fixture and pole) should be coordinated with the architectural design and other street furniture to promote

a consistent and definable character for the community.

- Specialty lighting treatments such as pedestrian-scale light standards may be considered to create a unique streetscape character.

**3.2.2 Fencing** - of varying types and materials will be required throughout the community to address barrier and privacy requirements.

**Guideline:**

- In areas with high visibility, the design of the fencing should contribute positively to the appearance of the streetscape and consider long-term maintenance requirements.
- Fencing design should be coordinated and consistent throughout the development, either reinforcing or complementing the character and identity of the community.
- Fencing materials shall be robust and durable for long-term use. Intricate designs with smaller components for wood fencing should be avoided due to the impact of weather over time.
- Specific opportunities for integrating fencing include the installation of decorative wood or metal fencing along the SWM block where it borders the adjacent residential side yard, and the use of chain-link fencing at the rear of lots that back onto the NHS or open space.



Fig.5: Street Layout and Pedestrian Connection



**3.2.3 Street furniture** - plays a crucial role in defining the streetscape and reinforcing the community's identity. It should be both attractive and robust, as well as easily accessible.

**Guideline:**

- There are two key opportunities within the site for landscaped areas with seating: one in the SWM block on the north side of the entry road, and the other in the Parkland block, at the terminus of the street.
- Both locations hold high visibility in the streetscape and should be explored.
- The color, material, form, and style of the street furniture should be in harmony with the established design theme for the community.

**3.2.4 Community Mailboxes**

**Guideline:**

- Community mailboxes provided by Canada Post will be located centrally within the development that will be safe, visible and within walking distance for all residents.
- The prominence of community mailboxes could be enhanced through landscape features, such as decorative paving, seating, landscape structures i.e. pergolas and landscape planting materials.
- The location of community mailboxes will be confirmed with Canada Post and the Town of Melancthon.



Fig.6: Designated Area for Community Mailboxes

### 3.2.5 Utilities and Other features

#### Guideline:

- Overall design of streetscape elements like, gateway entry features, street lighting and directional signage are important in achieving a high quality public realm.
- Street lights poles and fixtures may be upgraded to have the appearance of carriage style street lamps. Poles which allow for the integration of utilities within the pole base may be considered.
- Upgraded street lights and poles will be considered to enhance the overall public realm within the community.
- In order to mitigate the impact of utilities like, hydro, telecommunication etc. an early coordination with the utility services providers is required so that the utilities are appropriately located within the street ROW.
- Utilities provided above grade shall be provided / located appropriately so that their impact is minimized along the street.
- Utilities (hydrometers, gas meters, telephone boxes and CATV boxes) located on residential lots should be located unobtrusively on wall faces perpendicular to the street in the interior sideyard, where possible to minimize visibility from the street.
- Directional or Wayfinding signage within the community may be incorporated to provide clear direction to the residents.
- Air conditioning units should not be located in the front or exterior side (flankage) yard of any dwelling.

### 3.3 Driveways

Visual impact and presence of driveways along a streetscape should be minimized and the landscaped area with trees in front yards emphasized.

#### Guideline:

- The width of a driveway should not surpass the outer width of the garage, reducing its visual impact on the streetscape.
- When a driveway leads to a rear or turned garage, it should be tapered at the curb to accommodate the width of a single car or a maximum of 4 metres.
- In cases of a pair of view terminus dwellings, driveways should ideally be situated on the outer edges of the pair. This promotes more opportunities for landscaping and minimizes the visibility of garage doors and parked vehicles.
- All driveways must utilize a hard surface paving material. The use of permeable paving materials is encouraged.



Fig.7: Screening of Utilities

## 4. LOT SITING GUIDELINES

### 4.1 Lot Types

Within the proposed redevelopment there exist a wide range of lot sizes and building setbacks from streets.

**Guideline:** In order to capture the rural character envisioned for the community, the proposed lots shall provide:

- Variation in lot size, setbacks, configuration and depths to emulate the random lot pattern; and
- A controlled staggering of building massing on the street, to ensure varied building locations and visual interests in the streetscape.

### 4.2 Setbacks and Street Relationship

Residential dwellings along the streetscape are encouraged to have varying setbacks from the street, relative to neighbouring front property lines. This promotes an open feel and visual interest within the development, while offering diversity in built form and architectural expression.

**Guideline:**

- The front facade of the dwelling should generally face the street, establishing a direct visual connection.
- Ideally, no more than two consecutive houses along a streetscape should be positioned at the same distance from the front property line.
- Houses should be oriented, where possible, to capitalize on views of the open spaces.

- Primary building entrances, as well as porches, stoops, overhangs, or porticoes at the front, should be prominently visible and easily identifiable from the street.
- For corner dwellings, it is encouraged to orient the main entry towards the flanking lot line.

### 4.3 Existing Topography

The Site has a rolling hill topography that slopes up from Main Street to the County Road. The proposed street layout responds well to the existing site topography.

**Guideline:**

- Street placement, in conjunction with the lot layout, should be designed to work with as many of the existing Site features as possible.
- The street and lot fabric should be designed in a way to achieve the development vision while maintaining a high percentage of the Site's natural features and minimizing development costs and impacts.
- Proposed lots should allow for flexibility with building placement to further reduce the need for site alteration.



## 4.4 Garage Configuration

To foster a diverse and character-rich streetscape, careful consideration should be given to garage placement. Given the large lot sizes in this neighbourhood, garage configurations should be considered in combination with the house orientations. Typically, in a rural characteristic, garages are attached to the main building, or detached and to the rear and/or side of the lot.

### Guideline:

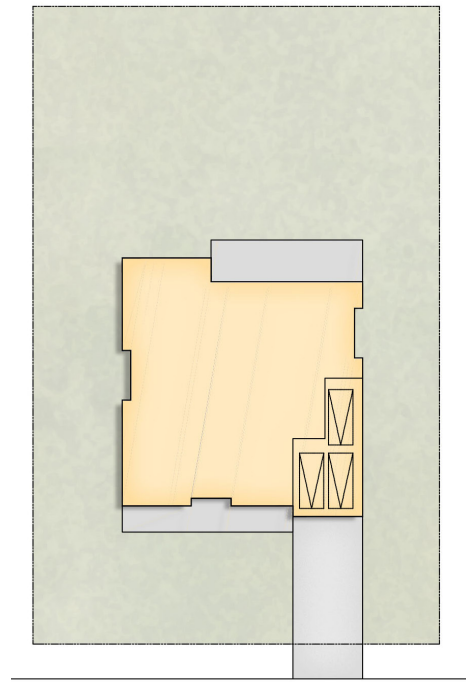
- Where garages are attached, they should be integrated into the main massing for the dwelling, with limitations to their projection into the front yard.
- Attached garages within the within the flankage yard and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwellings, with limitations to their projection into the flankage yard.
- Where a double car garage is contemplated, 2 individual garage doors/ bays separated by a divided column shall be preferred, where possible.
- To maintain a balanced aesthetic, garages should occupy less than 50% of the front facade. On narrower lots, garages may extend across most of the ground floor building facade; however, measures should be taken to mitigate the visual impact of the garage doors. This can be achieved by incorporating habitable space above the garage, accompanied by architectural detailing and fenestration.
- To maintain a harmonious streetscape and prevent garages from protruding prominently forward, the following design options are deemed acceptable for attached, street-facing garages:
  - Integrate the garage seamlessly into the primary structure of the dwelling, aligning it with any porch projection.

- Integrate the garage seamlessly into the main structure of the dwelling, aligning it with the primary front wall.

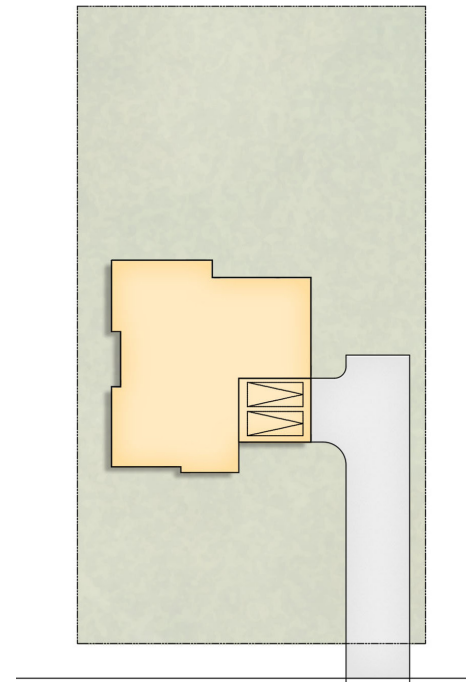
- Position the garage to the side of the dwelling, ensuring it is set back from the main front wall.

- Where feasible, the implementation of alternative garage options (such as detached, rear yard, tandem) is permitted.
- A diverse range of garage door header treatments should be employed, each in accordance with the architectural style of the dwelling.
- A maximum of three garage bays may face the street, provided the width of the garage is less than 50% the width of the dwelling. Where additional garage space is desired, the use of tandem garages is encouraged to minimize the number of garage doors facing the street.
- Where three car garages are proposed facing the street, the wall should be articulated.
- The maximum height of any garage doors and door openings that are oriented towards a street (at the front or towards a side street for a corner lot) should be limited to approximately 3 meters unless the garage is located behind the dwelling.
- Taller garage doors for recreational vehicles or other purposes should be restricted to garages located in the rear yard behind the dwelling.

It is not mandatory to employ all the options outlined in the following sections, but each should be considered thoughtfully in the context of the specific development.



Tandem Garage



Front Attached Garage

Fig.8: Garage Configurations Example

## 5. ARCHITECTURAL DIRECTION

### 5.1 Architectural Character

A high quality built form and rural-and-village inspired architectural character with contemporary touches shall be identified and established for the neighbourhood. The architectural character should take material cues from the area's historic background while maintaining its own identity.

#### Guidelines:

Site Plan - Homes, driveways and any accessory buildings should be oriented in a manner to preserve the rolling topography. Where sloping grade conditions occur, entrance levels should be related to grade through terracing. Care shall be taken to ensure foundation walls are not overexposed, generally no more than ~300 mm of foundation wall above finished grade is exposed on all visible elevations of the dwelling.

- Visual Variety - Provide a palette of complementary architectural styles and building forms to ensure visual interest and continuity within the streetscape.
- Massing and Siting - Homes should be constructed at a compatible height with respect to neighbouring dwellings and be sympathetic to the rolling topography of the subdivision. For instance, homes should be situated to ensure appropriate privacy is provided between adjacent homes through the use of building siting, setbacks, etc.
- Decks & Balconies - Raised decks and balconies shall be located and designed to minimize viewing into neighbouring rear yards and living areas.
- Porches - The front entry of a house serves as a distinctive address for individuals and fosters a collective sense of

community and safety. It achieves this by providing a vantage point, ensuring 'eyes on the street'. Entry elements and porches are encouraged not only for their functional role but also for their ability to enhance visual appeal on the facade and delineate the entrance to the neighbourhood. Porches should be sufficiently spacious, with a minimum depth of 1.8 meters, to allow for comfortable seating.

- Repetition - Dwellings that are identical or very similar in design and layout with similar front elevations must be separated by a minimum of one lot unless finishing treatments are substantially different.
- No repetition of identical house models with the same colour treatment shall be allowed within 5 adjacent lots or directly across from each other. No repetition of identical house models with different colour treatments shall be allowed within 3 adjacent lots.
- Street Addresses - Street addresses of every residence shall be clearly visible from the street and placed in a conspicuous location on the lot frontage.

### 5.2 Elevation Variety

A mix of architectural styles is essential to create a visually engaging streetscape. Each individual detached dwelling should be designed to both contribute to the community's overall character and stand out on its own.

#### Guidelines:

- The building designs should be aesthetically pleasing, featuring detailed facades, ample windows, varying planes, interesting roof designs, and prominent entrances.





Fig.9: Representative Examples of Modern Rural Architecture Styles



- Roof designs should vary to suit the scale and architectural style of the buildings.
- Discourage flat rooftops.
- Avoid placing identical building facades next to or directly across from each other along the street.
- Corner lots should have different facing designs from those on lots adjacent to or directly across from them.
- Garages and additional structures should incorporate materials that are similar to those used in the main dwelling.

### 5.3 Prominent Lot Locations

Dwellings situated in prominent locations, referred to as 'Priority Lots,' hold a significant presence in the public domain. These Priority Lots encompass T-section lots, view terminus lots, gateway lots, and those adjoining public open spaces. Given their heightened visibility, special design considerations are essential. These may include detailed attention to elements such as the main entry design, garage treatment, architectural nuances, exterior building materials and colors, integration with the surrounding grade, and incorporation of landscape features.

The following Priority Lot plan outlines the lot locations requiring special design considerations. These are clearly delineated in the Priority Lot Map and comprise:

- Corner Lot
- Gateway Lot
- View Terminus Lot
- Dwellings Adjacent to Open Space

#### Guideline:

##### Prominent Lot Locations -

- Houses located on priority or corner lots should be designed for that location.
- For corner lots, both street facing elevations shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, materials and details (i.e., portico or porch on the long side of the dwelling; wraparound porches with railing; well proportion openings for doors and windows; wall projections, bay windows along the flanking wall face). This also applies to priority lots, where the rear and/or side wall of the dwelling faces parkland, walkways or other public open space.
- Consideration should also be provided to houses facing T-intersections. Openings (windows, doors) and building massing should be considered to minimize penetration of lights from oncoming traffic into the house.
- For gateway lots, built form massing, orientation, and detailing shall be the principle component for defining the gateway.
- For view terminus lots, driveways should be located to the outside of the dwelling lot or unit, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.



Fig.10: Prominent Lots



## 6. LANDSCAPE DESIGN GUIDELINES

### 6.1 Community Entrance

Entry features facilitate orientation, promote a sense of arrival, add visual interest to the neighbourhood character and articulate transition between the community and its surrounding context.

#### Guideline:

- A community gateway entry feature could be considered at the Main Street.
- Provide high quality masonry materials for the design of entry feature to reflect a rural community inspired character. Proposed materials should be complementary to the prevailing materials used throughout the community.
- A variety of naturalized, low maintenance vegetation should be incorporated with the aim of achieving a wide range of seasonal experiences.

### 6.2 Street Tree & Planting

A well-conceived landscape and planting strategy can help reinforcing the rural character of the neighbourhood and should be harmonize with the street layout and neighbouring residential properties:

#### Guidelines:

- Utilize native and non-invasive species for trees and plantings to maintain ecological balance.
- Foster a cohesive aesthetic by planting trees of the same species on both sides of the street, potentially extending along the block to create a unified canopy.

- Ensure that street trees are positioned within the grass boulevard, between the sidewalk and curb. This aims to establish a prominent, unbroken canopy on both sides of the street.
- Whenever feasible, incorporate existing trees into the overall landscape design to preserve established natural elements.
- Enhance pathways leading to houses with thoughtfully placed plant features.

### 6.3 Passive Open Space

Located in the south eastern portion of the property, the open space block comprising of natural creek and retained natural woodlots has been designed to take advantage of existing site features. The block is intended to facilitate access and connections to the surrounding natural environment and trail network, if possible. This open space can serve a variety of functions including as trail entrance, passive seating areas and leisurely recreation activities.

#### Guidelines:

- Opportunities should be explored to provide a neighbourhood park with a playground, seating, and landscape structures at this location.





Fig.11: Gateway Entrance Feature Examples

## 6.4 Storm Water Management Pond

A new stormwater management (SWM) pond is proposed at the north eastern portion of the Site, adjacent to the retained creek/wetland. SWM pond's provide a large open space opportunity within the neighbourhood and opportunities should be explored to best integrate this open space withing the community.

### Guidelines:

- SWM pond should be naturalized to be cohesive with the existing natural environment.
- Should be designed as an attractive feature connecting to the larger green-space network and streetscape context.
- The landscape design should be balanced, creating an attractive neighbourhood space and open interface for residents with ensuring safety, preventing direct access to the pond area from private land, recognizing its utility function.