



# Puslinch Design Guidelines

Streetscape • Quality • Character



**February 2010**

County of Wellington  
Planning and Development Department

## Contents

### PART 1 About the Design Guidelines

Introduction .....	1
Background .....	2
Basis .....	3
When to use these Guidelines .....	4

### PART 2 The Design Guidelines

<b>A Enhancing the Streetscape .....</b>	<b>5</b>
A1 Strategies at a Glance: Guelph to Aberfoyle .....	7
Guelph to Aberfoyle Streetscape .....	8
A2 Strategies at a Glance: Aberfoyle .....	11
Aberfoyle Streetscape .....	12
A3 Strategies at a Glance: Aberfoyle to Highway 401 .....	16
Aberfoyle to Highway 401 Streetscape .....	17
A4 Strategies at a Glance: Morriston .....	19
Morriston Streetscape .....	20
A5 Strategies at a Glance: Highway 6 N (Guelph to WR 34) .....	24
Highway 6 N (Guelph to WR 34) Streetscape .....	25
Putting it all Together .....	26
<b>B Promoting Quality Development .....</b>	<b>27</b>
B1 Commercial, Industrial and Institutional Uses .....	28
B2 Corner Sites and Gateways .....	29
B3 Pedestrians and Cyclists .....	30
B4 Vehicles, Parking and Service Areas .....	31
B5 Signs .....	32
<b>C Respecting Established Character .....</b>	<b>33</b>
C1 Landmarks .....	34
C2 Heritage Resources .....	35
C3 Natural Heritage Resources .....	36
C4 Development Near Residential Uses .....	37
C5 Site Landscaping .....	38



## Contents (continued)

### PART 3 Making it Happen

Road and Roadside Improvements .....	41
Commercial, Industrial and Institutional Development .....	42
Financial Considerations .....	44
Where to Start .....	45

### List of Figures

Figure 1	Organization of the Design Guidelines .....	3
Figure 2	Priority Areas .....	4
Figure 3	Streetscape Components .....	6
Figure 4	Guelph to Aberfoyle Aerial View .....	7
Figure 5	Aberfoyle Aerial View .....	11
Figure 6	Aberfoyle to Highway 401 Aerial View .....	16
Figure 7	Morrison Aerial View .....	19
Figure 8	Guelph to Highway 6 N Aerial View .....	24
Figure 9	Village of Aberfoyle circa 1906 .....	34
Figure 10	Small Scale Brock Road Improvements .....	41
Figure 11	Large Scale Brock Road Improvements .....	42
Figure 12	Site Plan Information .....	43
Figure 13	Potential Grant Programs .....	44

### APPENDICES

Appendix A	Works Cited .....	46
	Further Reading .....	46
Appendix B	Photo Index .....	48





# PART 1

## About the Design Guidelines

### Contents

Introduction .....	1
Background.....	2
Basis .....	3
When to use these Guidelines.....	4





## About the Design Guidelines

### Introduction

From its early beginnings, Puslinch has been shaped by the transportation needs of the communities around it. The construction of Brock Road/Highway 6 South not only provided a much needed connection between Guelph and Dundas, it also led to the settlement of the villages of Morriston and Aberfoyle. While Puslinch remains a predominantly rural community, impacts of the transportation demands of the larger urban centres around it are unavoidable. The resulting volume and speed of traffic on the main streets of Morriston and Aberfoyle is of growing concern. Puslinch residents and business owners, particularly in the two villages, are not content to see the Township merely viewed as a place to go through to get somewhere else. A desire to create a better built environment along Brock Road (Wellington Road 46), Queen Street (Highway 6 S) and other priority areas was the impetus behind creating this document. An emphasis on traffic calming solutions for the streetscape evolved from early community feedback.

The process of community building is shaped by the policies, regulations and decisions of every level of government. At the municipal level, Puslinch has traditional planning tools at its disposal (e.g. zoning and site plan control) to help ensure that development is sensitive to the local area. Design guidelines are an additional planning tool which can be used in the community building process. These design guidelines will be applied to commercial, industrial and institutional development and redevelopment proposals throughout the Township to develop an enhanced streetscape along Brock Road/Highway 6 N and S, improve the quality of site and building design, and to protect what makes Puslinch unique.

Design guidelines can be found in the planning offices of most large urban centres and are commonly referred to as *urban* design guidelines. Design guidelines can also have an important place in a rural setting, but many smaller communities simply lack the resources needed to prepare and implement such guidelines. This document is proof that design guidelines are possible for communities of all sizes, including rural communities like Puslinch.



The rich farmland, large natural areas and small urban places of Wellington offer attractive choices to many people and businesses. The proximity to larger centres offers opportunities and challenges which must be addressed in a careful process of community building.

## Background

Township Council endorsed completion of a two-part Design Guideline Project in 2008. County planning staff was selected to undertake the project. The first part of the project - a Design Guideline Study - was completed that fall. These design guidelines represent the second part of the project. The key elements of the consultative process leading to the completion of this document included:

- **Working group** (a subcommittee of the Puslinch Planning Advisory Committee) considered potential benefits of design guidelines in consultation with county staff
- **Project team** (a committee of Council) provided input during sessions with county planning staff, including refinement of priority geographic areas of study
- **Traffic calming sessions** held with representatives of local businesses and residents, township council, township staff, county planning and engineering staff, OPP, and Community Oriented Policing (COP) committee members
- **COP Committee presentation** by county planning
- **Draft study circulation** for formal review and acceptance by Council
- **Draft guideline circulation** for formal review and acceptance by Council
- **Public open house** to seek broad community input
- **Public input review** and finalization of design guidelines

The feedback received at the public open house largely dealt with concerns about plans to widen Brock Road between Maltby Road and Wellington Road 34. This section of Brock Road is included in the *Gordon Street Wellington Road 46 Class Environmental Assessment* (EA) which was undertaken jointly by the City of Guelph and County of Wellington. Written comments addressing this and other technical matters concerning road design have been forwarded to the County Engineering Services Department for their consideration. It should be noted that the EA has been approved and the design calls for a four lane rural cross section in the Township. County Engineering has confirmed that they are unable to consider alternative designs for this section of Brock Road, but are able to consider traffic calming measures and streetscape improvements from Aberfoyle to Highway 401.

### Project Team

#### Township of Puslinch:

Councillor Matthew Bulmer  
Councillor Susan Fielding  
Councillor Don McKay  
David Wiggins

#### County of Wellington:

Sarah Wilhelm (Project Lead)  
Aldo Salis  
Denise Boyd-Dunlop

#### GWS Ecological & Forestry Services Inc.:

Greg Scheifele

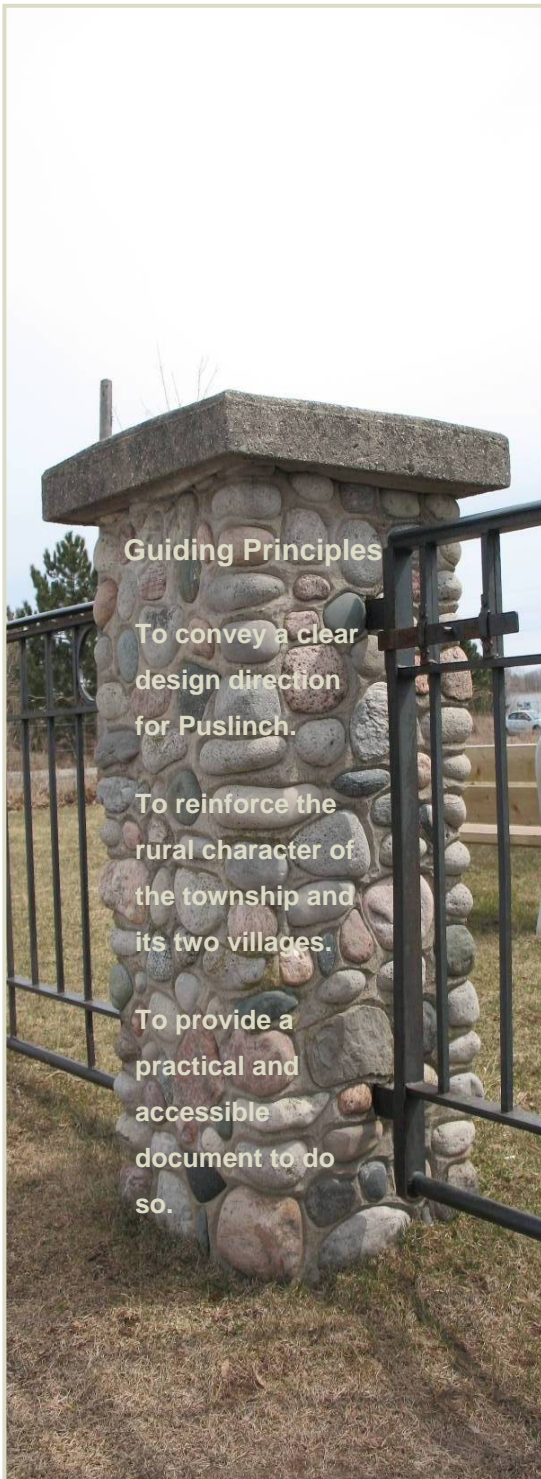


## Basis

The design guidelines in Part 2 of this document are based upon three broad principles endorsed by Council (shown at left). In short, these principles were to ensure that the guidelines reinforced the rural character of Puslinch and were clear, practical and accessible. With those principles as a guide, more specific goals were established through the study process. The goals were based upon priority geographic areas and design priorities established by the project team, design objectives of the Official Plan, and a character analysis of the two specific geographic areas of study. Figure 1 identifies the goals organized into the corresponding three categories of the design guidelines.

**Figure 1** Organization of the Design Guidelines

Categories		Goals
<b>A</b>	Enhancing the Streetscape	To provide an appropriate relationship between new and existing development in Central Business Districts (commercial areas designated by County Official Plan) in Aberfoyle and Morriston.
		To provide for a safe and efficient transportation system that also contributes to the livability of Puslinch.
		To provide for a safe, efficient and pleasant pedestrian environment in Aberfoyle and Morriston.
		To provide effective identification for Aberfoyle and Morriston, and for the Highway 6 N (Hanlon) industrial area.
<b>B</b>	Promoting Quality Development	To provide a high level of architectural design for commercial and institutional developments, and for industrial developments visible from highways and arterial roads.
		To maintain strong main streets in Aberfoyle and Morriston.
<b>C</b>	Respecting Established Character	To conserve heritage assets within Puslinch.
		To preserve, enhance and integrate natural heritage resources.



## When to use these Guidelines

These design guidelines will be applied to commercial, industrial and institutional development and redevelopment proposals throughout the Township to develop an enhanced streetscape along Brock Road/Highway 6 N and S, improve the quality of site and building design, and to protect what makes Puslinch unique. The guidelines primarily apply to the two geographic areas identified in the map at right.

These guidelines are to be used for:

- developing or redeveloping property in Puslinch  
(by developers, engineers, architects, planners, landscape architects, surveyors, etc.)
- making land use decisions for planning applications such as site plans, zoning by-law amendments, subdivisions, condominiums, minor variances, consents, official plan amendments  
(by council, municipal staff, county staff, planning advisory committee members, committee of adjustment members, peer review consultants)
- making transportation decisions which impact Brock Road (Wellington Road 46) and Highway 6 South (Queen Street in Morriston)  
(by county and municipal engineering staff, consultants, council)

This is intended to be a living document which can be revised at Council's discretion to respond to changing needs in the Township.

**Figure 2** Priority Areas



Design Guidelines are for:

- New development
- Land use decisions
- Transportation decisions



# PART 2

## The Design Guidelines

### Contents

- A Enhancing the Streetscape ..... 5
- B Promoting Quality Development ..... 27
- C Respecting Established Character..... 33





## **A Enhancing the Streetscape**

These streetscape guidelines recognize the important role of streets as public spaces. The design guidelines for enhancing the streetscape apply to four distinct sections along the Brock Road (Wellington Road 46)/Queen Street (Highway 6 South) corridor and to the Highway 6 North (Hanlon Expressway) corridor as listed below.

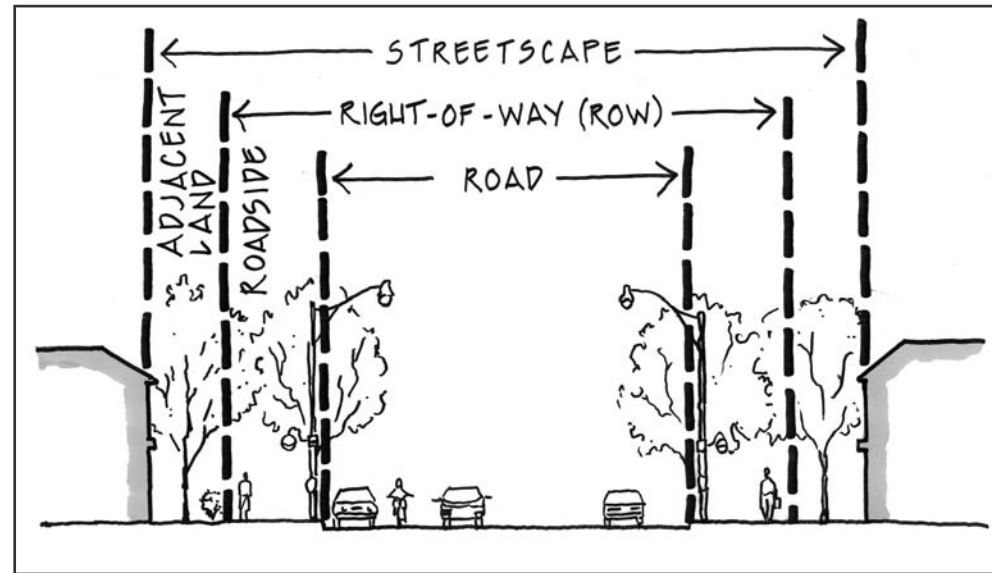
- A1 Guelph to Aberfoyle Streetscape
- A2 Aberfoyle Streetscape
- A3 Aberfoyle to Highway 401 Streetscape
- A4 Morriston Streetscape
- A5 Highway 6 S (Guelph to WR 34) Streetscape

Each section is also subdivided into three different streetscape components: adjacent land, the roadside and the road itself (see Figure 3). We adapted our approach to the road corridor from guidelines developed for the former Region of Ottawa-Carleton which effectively crossed “traditional boundaries between land use and transportation planning by including the road right-of-way (ROW) and its interface with adjacent land uses, right up to building facades” (CMHC 1).

A summary of the various strategies offered by the streetscape guidelines between Guelph and Morriston is provided on page 26.





**Figure 3** Streetscape Components

Source: Graphic adapted from: *Regional Road Corridor Design Guidelines*, prepared by DELCAN Corporation and The Planning Partnership for the Region of Ottawa-Carleton. July 2000.

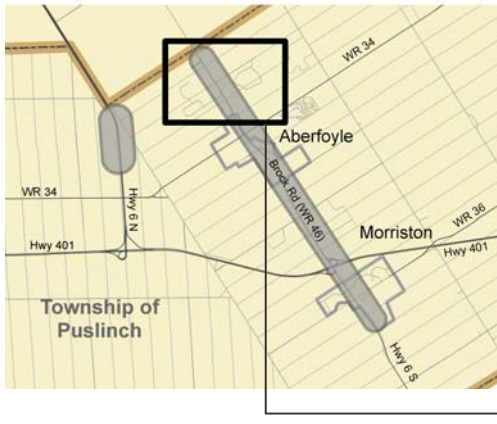
Regional roads can no longer be regarded mainly as conduits for moving vehicles and goods as efficiently and safely as possible. Greater consideration should be given to all travel modes. Road designers and planners must consider the role of the entire road corridor as a public space and the role of roads in shaping the character, function and livability of adjacent land uses and communities.

Adjacent Land  
Roadside

- Private property between face of building and property line
- The strip of public property beside a road typically used to provide sidewalks, street trees, signs, drainage, utilities and amenities
- The paved portion of the public right-of-way primarily used by traffic, but may also include medians, pedestrian crossings and bicycle lanes

# A1

## Guelph to Aberfoyle Streetscape



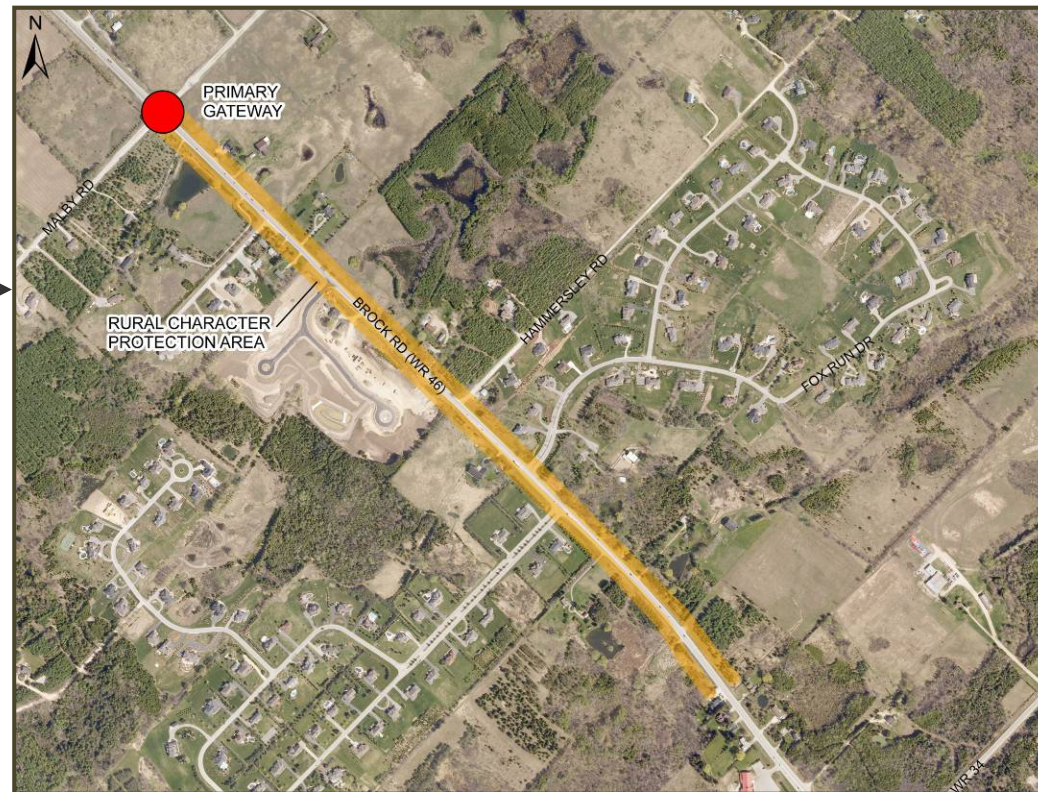
### Detailed Guidelines

Adjacent Land .....	8
Roadside .....	9
Road .....	10

## Strategies at a Glance: Guelph to Aberfoyle

- Rural character protection area and enhancements along Brock Road (WR 46)
- Enhanced building design where fronting or visible from Brock Road (WR 46)
- Primary gateway at Brock Road (WR 46) and Maltby Road
- Consider feasibility of introducing raised medians and roadside bicycle route

**Figure 4** Guelph to Aberfoyle Aerial View (2006)





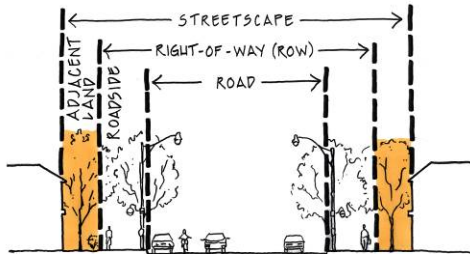
# A1

## Guelph to Aberfoyle Streetscape

### Objectives



To preserve and enhance natural heritage landscapes.

To provide strong articulation of building facades.



### Adjacent Land

Private property between face of building and property line.

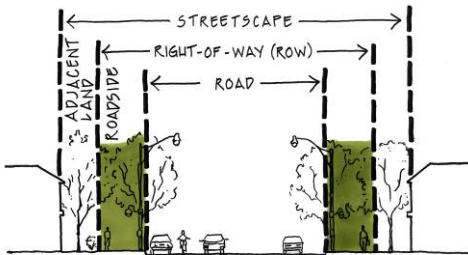
DESIGN GUIDELINE	SAMPLE
<p>A1.1 <b>Rural Character Protection Area</b></p> <ul style="list-style-type: none"> <li>□ Provide a 30 metre (minimum) development setback from Brock Road (WR 46) which preserves existing rolling topography, mature vegetation, and ponds.</li> <li>□ Provide landscape enhancements appropriate to the rural setting (e.g. informal groupings and plant material which is not heavily manicured).</li> </ul>	
<p>A1.2</p> <ul style="list-style-type: none"> <li>□ Provide enhanced building design where fronting or visible from Brock Road (WR 46) incorporating materials, building elements and architectural character which complement the rural setting.</li> <li>□ Use of wood (e.g. board and batten, siding, cedar shingles), brick and stone is encouraged.</li> </ul>	

# A1

## Guelph to Aberfoyle Streetscape

### Objectives

Provide a sense of place and community pride.



### Roadside

The strip of public property beside a road typically used to provide sidewalks, street trees, signs, drainage and amenities.

#### DESIGN GUIDELINE

#### SAMPLE

- A1.3 ☐ Identify entry into Puslinch from the City of Guelph at Brock Road (WR 46) and Maltby Road with primary gateway signage, landscaping and lighting.



- A1.4 ☐ Promote thematic plantings of bulbs and/or non-invasive perennials on the banks of roadside ditches along Brock Road where grades permit.





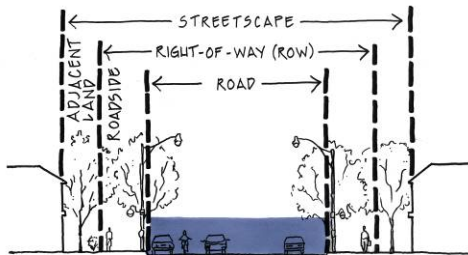
# A1

## Guelph to Aberfoyle Streetscape

### Objectives


To provide a distinct and high quality streetscape.

Support other modes of transportation in addition to vehicular transportation.



### Road

The paved portion of the public right-of-way primarily used by traffic, but also includes medians and pedestrian crossings.

DESIGN GUIDELINE	SAMPLE
A1.5 <input type="checkbox"/> Incorporate raised medians with random tree groupings and locally-sourced stone where right-of-way width is sufficient.	
A1.6 <input type="checkbox"/> Provide roadside bicycle route on Brock Road (WR 46), if feasible, to support cycling as a means of travel and recreation.	

# A2

## Aberfoyle Streetscape



### Detailed Guidelines

Adjacent Land .....	12
Roadside .....	13
Road.....	15

## Strategies at a Glance: Aberfoyle

- Minimize building setbacks from Brock Road (WR 46) to define street edge
- Enhanced building design where fronting or visible from Brock Road (WR 46)
- Primary and secondary gateways
- Banners, pedestrian lighting, street furniture and directional signage
- Consider addition of continuous barrier curb, sidewalks and boulevards, upgraded pedestrian crossings, and traffic calming measures (e.g. raised medians, traffic circles or other appropriate approaches)

**Figure 5** Aberfoyle Aerial View (2006)





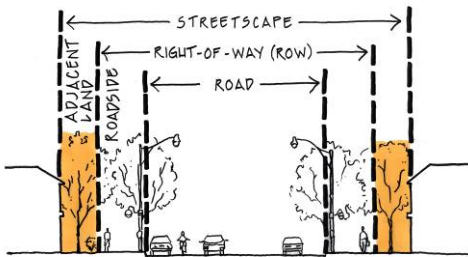
# A2

## Aberfoyle Streetscape

### Objectives



To provide physical definition to streets and public spaces.

To provide enhanced building design along Brock Road.



### Adjacent Land

Private property between face of building and property line

DESIGN GUIDELINE	SAMPLE
<p>A2.1 <input type="checkbox"/> Minimize building setbacks from Brock Road (WR 46) and locate parking behind building to define the street edge.</p>	
<p>A2.2 <input type="checkbox"/> Provide enhanced building design where fronting or visible from Brock Road (WR 46). Building facades should be strongly articulated through architectural detailing and changes in building materials, wall projections and windows.</p> <p><input type="checkbox"/> Awnings and other elements which provide shade and animate the streetscape are encouraged.</p> <p><input type="checkbox"/> Use of wood (e.g. board and batten, siding, cedar shingles), brick (e.g. red, yellow) and stone (e.g. limestone, granite or similar) is encouraged.</p>	

# A2

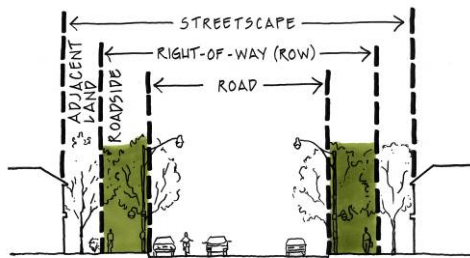
## Aberfoyle

### Streetscape

#### Objectives




To improve existing pedestrian facilities on Brock Road.

To improve the profile and visibility of Aberfoyle for the travelling public.



#### Roadside

The strip of public property beside a road typically used to provide sidewalks, street trees, signs, drainage and amenities.

DESIGN GUIDELINE	SAMPLE
<p>A2.3 <input type="checkbox"/> Provide continuous barrier curb, sidewalks, boulevards and pedestrian/street lighting within Aberfoyle. Incorporate street trees and/or landscaping where right-of-way width is sufficient.</p>	
<p>A2.4 <input type="checkbox"/> Identify entry into Aberfoyle at the intersection of Brock Road (WR 46) and WR 34 with primary gateway signage, landscaping and lighting.</p>	
<p>A2.5 <input type="checkbox"/> Identify northern and southern entry into Aberfoyle with secondary gateway signage.</p>	



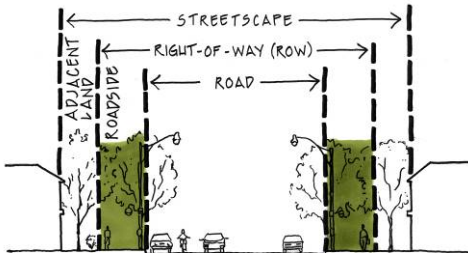
# A2

## Aberfoyle Streetscape

### Objectives

To improve pedestrian facilities on Brock Road.

To create a distinct and high quality streetscape.



## Roadside

(continued)

### DESIGN GUIDELINE

### SAMPLE

- A2.6
- Introduce a family of banners, decorative light fixtures, street signage, benches, bike racks and trash receptacles.
  - Place a priority on community centre property which houses the key institutional and recreational uses serving the Township. A professionally designed entrance incorporating banners, directional signage, etc. and enhanced landscaping along the property frontage (i.e. hedge along fence line) would improve the visibility and profile of the property.



- A2.7
- Coordinate and reduce number of road signs and provide directional signage.



# A2

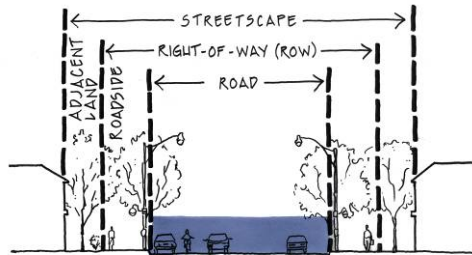
## Aberfoyle

### Streetscape

#### Objectives



To improve pedestrian facilities on Brock Road.

To create a distinct and high quality streetscape.



#### Road

The paved portion of the public right-of-way primarily used by traffic, but also includes medians and pedestrian crossings.

DESIGN GUIDELINE	SAMPLE
<p>A2.8 <input type="checkbox"/> Provide a consistently designed change in material, texture and colour for pedestrian crossings at signalized intersections.</p>	
<p>A2.9 <input type="checkbox"/> Incorporate traffic calming measures such as raised medians, traffic circles or other appropriate approaches. Include low maintenance landscape and hardscape elements (e.g. random tree groupings, drought tolerant vegetation and locally-sourced stone).</p>	



# A3

## Aberfoyle to Highway 401 Streetscape



### Strategies at a Glance: Aberfoyle to Highway 401

- 3.0 m landscaped setback along Brock Road for tree planting
- Landscaping in front of buildings and in parking areas
- Consider traffic calming measures (e.g. raised medians, traffic circles or other appropriate approaches)
- Incorporate sidewalks into bridge over Hwy 401 at time of bridge replacement

**Figure 6** Aberfoyle to Highway 401 Aerial View (2006)



### Detailed Guidelines

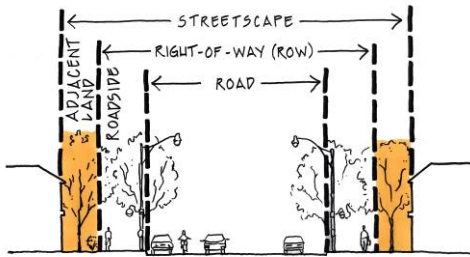
Adjacent Land .....	17
Roadside .....	18
Road.....	18

# A3

## Aberfoyle to Highway 401 Streetscape

### Objectives

To provide enhanced landscape features.



### Adjacent Land

Private property between face of building and property line.

#### DESIGN GUIDELINE

This stretch of Brock Road functions in part as a service area for Highway 401. These service commercial uses are interspersed with industrial and institutional uses. There is minimal landscaping along the road. As a result, increasing tree and landscape cover along Brock Road is the priority in this area to harmonize disparate land uses, improve aesthetics and provide passive traffic calming.

- A3.1 ☐ Provide 3.0 metre wide (minimum) perimeter landscape area abutting Brock Road measured from inside the property line to accommodate trees spaced a minimum of 10 metres on centre.



- A3.2 ☐ Provide trees, shrubs and ground cover in front of buildings and in parking areas.





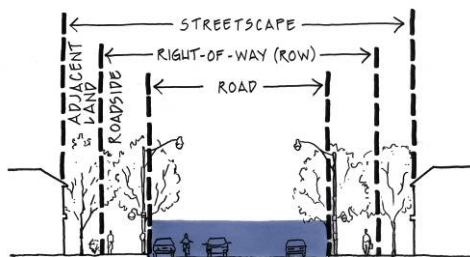
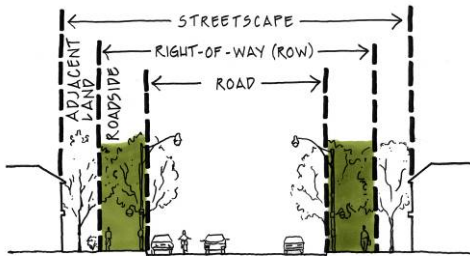
# A3

## Aberfoyle to Highway 401 Streetscape

### Objectives


To provide for a safe and efficient vehicular transportation system.

To create a distinct and high quality streetscape.



### Roadside

The strip of public property beside a road typically used to provide sidewalks, street trees, signs, drainage and amenities.

DESIGN GUIDELINE		SAMPLE
A3.3	□ Minimize the impact of driveways by designing to the minimum width necessary and combine and/or eliminate entrances where feasible.	
A3.4	□ Promote thematic plantings of bulbs and/or non-invasive perennials on the banks of roadside ditches along Brock Road where grades permit.	
A3.5	□ Add sidewalks to bridge over Highway 401 at time of bridge replacement.	

### Road

The paved portion of the public right-of-way primarily used by traffic, but also includes medians and pedestrian crossings.

DESIGN GUIDELINE	
A3.6	□ Incorporate traffic calming measures such as raised medians, traffic circles or other appropriate approaches. Include low maintenance landscape and hardscape elements (e.g. random tree groupings, drought tolerant vegetation and locally-sourced stone).

# A4

## Morrison Streetscape



### Detailed Guidelines

Adjacent Land .....	20
Roadside .....	21
Road.....	23

## Strategies at a Glance: Morrison

- Minimize building setbacks from Queen Street (Highway 6 S) to define street edge
- Enhanced building design where fronting or visible from Queen Street (Highway 6 S)
- Primary and secondary gateways
- Banners, pedestrian lighting, street furniture and directional signage
- Consider addition of continuous barrier curb, sidewalks and boulevards, upgraded pedestrian crossings and traffic calming measures (e.g. raised medians, traffic circles and other appropriate approaches)

**Figure 7** Morrison Aerial View (2006)





# A4

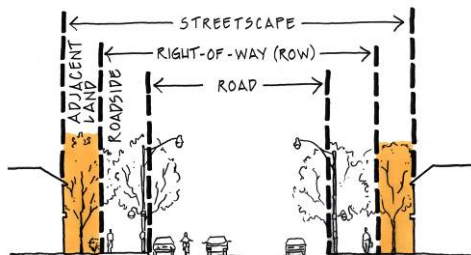
## Morrison

### Streetscape

#### Objectives




To create a 'street wall' setback of buildings, appropriate infill building heights and enhanced building design along Queen Street.

To provide physical definition to streets and public spaces.



### Adjacent Land

Private property between face of building and property line.

DESIGN GUIDELINE	SAMPLE
<p>A4.1 <input type="checkbox"/> Locate new commercial buildings in the designated Central Business District (County Official Plan) at a 0 to 0.3 m setback from Queen Street (Highway 6 S) and locate parking behind building to define the street edge.</p>	
<p>A4.2 <input type="checkbox"/> Provide enhanced building design where fronting or visible from Queen Street (Highway 6 S). Building facades should be strongly articulated through architectural detailing and changes in buildings materials, wall projections and windows.</p> <p><input type="checkbox"/> Awnings and other elements which provide shade and animate the streetscape are encouraged.</p> <p><input type="checkbox"/> Use of wood (e.g. board and batten, siding, cedar shingles), brick (e.g. red, yellow) and stone (limestone, granite or similar) is encouraged.</p>	
<p>A4.3 <input type="checkbox"/> Provide building heights which match or complement the pre-existing building heights of adjacent developments on Queen Street (Highway 6 S).</p>	

# A4

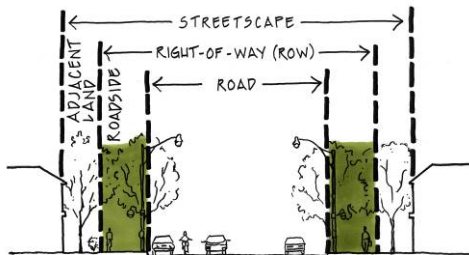
## Morrison

### Streetscape

#### Objectives


To improve existing pedestrian facilities on Queen Street.

To improve the profile and visibility of Morrison for the travelling public.



#### Roadside

The strip of public property beside a road typically used to provide sidewalks, street trees, signs, drainage and amenities. Guidelines identified are to be implemented subject to reclassification of road.

DESIGN GUIDELINE	SAMPLE
<p>A4.4 <input type="checkbox"/> Provide continuous barrier curb, sidewalks, boulevards and pedestrian/street lighting within Morrison. Incorporate street trees and/or landscaping where right-of-way width is sufficient.</p>	
<p>A4.5 <input type="checkbox"/> Identify entry into Morrison at southern entry with primary gateway signage, landscaping and lighting.</p>	
<p>A4.6 <input type="checkbox"/> Identify entry into Morrison south of Highway 401 with secondary gateway signage.</p>	



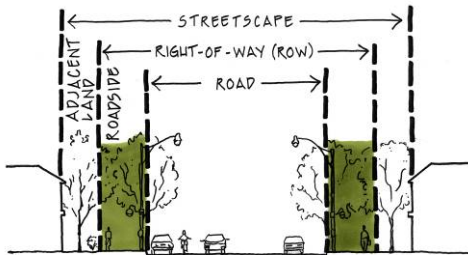
# A4

## Morrison Streetscape

### Objectives

To improve pedestrian facilities on Queen Street.

To create a distinct and high quality streetscape.



## Roadside (continued)

### DESIGN GUIDELINE

- A4.7
- Introduce a family of banners, decorative light fixtures, street signage, benches, bike racks and trash receptacles.
  - Consider improvements to the 'Historic Corner Block' at the northwest corner of Queen Street and Church Street to improve the visibility, profile and use of this public park.



- A4.8
- Coordinate and reduce number of road signs and provide directional signage.



# A4

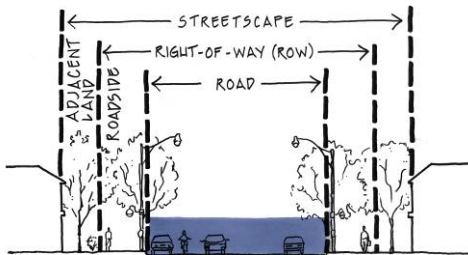
## Morrison

### Streetscape

#### Objectives


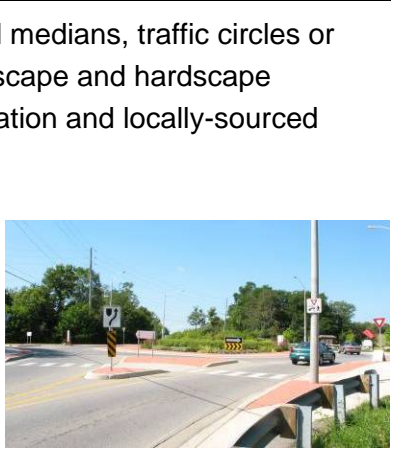
To improve pedestrian facilities on Queen Street.

To create a distinct and high quality streetscape.



#### Road

The paved portion of the public right-of-way primarily used by traffic, but also includes medians and pedestrian crossings. Guidelines identified are to be implemented subject to reclassification of road.

DESIGN GUIDELINE	SAMPLE
<p>A4.9 <input type="checkbox"/> Provide a consistently designed change in material, texture and colour for pedestrian crossings at signalized intersections.</p>	
<p>A4.10 <input type="checkbox"/> Give consideration to traffic calming measures such as raised medians, traffic circles or other appropriate approaches. Include low maintenance landscape and hardscape elements (e.g. random tree groupings, drought tolerant vegetation and locally-sourced stone).</p>	



# A5

## Highway 6 N (Guelph to WR 34) Streetscape



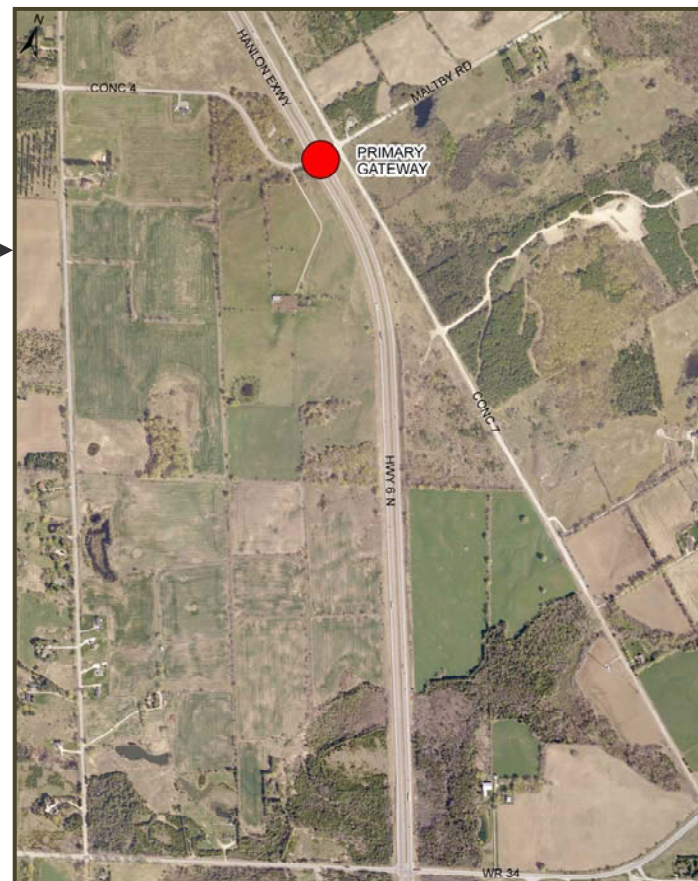
### Detailed Guidelines

Adjacent Land .....	25
Roadside .....	25

## Strategies at a Glance: Highway 6 N (Guelph to WR 34)

- Enhanced building design
- Orient building entrances and office components to the highway
- No outdoor storage
- Primary gateway

**Figure 8** Highway 6 N Aerial View (2006)



# A5

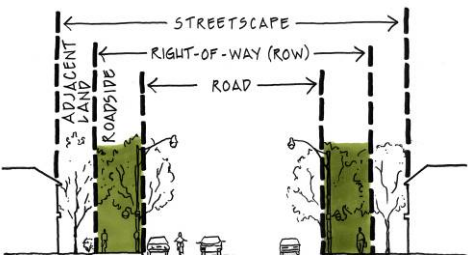
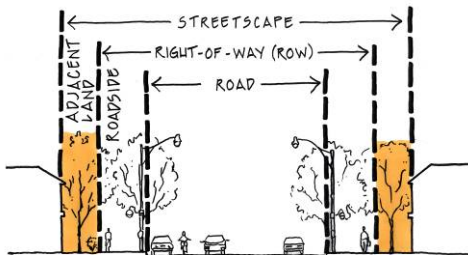
## Highway 6 N (Guelph to WR 34) Streetscape

### Objectives

To provide enhanced building design along Highway 6 North.

To provide a sense of place and prestige.

To improve the profile and visibility of the Puslinch Highway 6 industrial area for the travelling public.



### Adjacent Land

Private property between face of building and property line.

#### DESIGN GUIDELINE

- A5.1 ☐ Design buildings with Highway 6 N (Hanlon Expressway) frontage to give prominence to the location and a sense of prestige. Orient building entrances and office components to face the highway.

#### SAMPLE



- A5.2 ☐ Outdoor storage shall not be permitted.

### Roadside

The strip of public property beside a road typically used to provide sidewalks, street trees, signs, drainage and amenities.

#### DESIGN GUIDELINE

- A5.3 ☐ Identify entry into Puslinch from the City of Guelph at Concession 4/Maltby Road with primary gateway signage, landscaping and lighting.

#### SAMPLE





## Putting it all Together

### Right-of-way Improvement Strategies

- Traffic calming measures (raised medians, traffic circles or other appropriate approaches) to slow traffic
- Continuous sidewalks, boulevard and barrier curb in villages, where feasible
- Change in material, texture and colour for pedestrian crossings at signalized intersections in the villages
- Family of banners, decorative light fixtures, street signage, benches, bike racks and trash receptacles in villages
- Primary and secondary gateway signage in strategic locations
- Coordinated directional signage for parking and local amenities
- Mass plantings along roadside ditches
- Roadside bicycle lanes from Guelph to Aberfoyle

### Building Placement and Design Strategies

- 30 metre development setback between Guelph and Aberfoyle to preserve/enhance natural setting
- 3 metre development setback between Aberfoyle and Highway 401 for trees and other landscaping
- Enhanced building design where fronting or visible from Brock Road/Queen Street and Highway 6 North
- Minimal street setback to define street edge in two villages

### Heritage Road Recognition

- Recognition of heritage aspects of Brock Road/Queen Street and the key role of the road in the settlement of Morriston and Aberfoyle as part of gateway signage.



## **B Promoting Quality Development**

These guidelines apply primarily to the Brock Road/Queen Street Mixed Use Corridor, the Highway 6 North Industrial Corridor, and sites with highway/county road visibility or frontage. The guidelines are divided into the following sections.

- B1 Commercial, Industrial and Institutional Uses
- B2 Corner Sites and Gateways
- B3 Pedestrians and Cyclists
- B4 Vehicles, Parking and Service Areas
- B5 Signs





# B1

## Commercial, Industrial and Institutional Uses

### Objectives

To provide strong articulation of building facades.

### Priorities

Sites with highway or county road frontage/visibility.

DESIGN GUIDELINE	SAMPLE
<p>B1.1</p> <ul style="list-style-type: none"> <li>□ Provide additional architectural detailing such as variations in colour and material, windows and surface articulation.</li> <li>□ Blank or single material facades are not permitted parallel to the public street or in other locations visible to the public. Use building materials and detail design to express the base, middle and top of a building facade.</li> </ul>	
<p>B1.2</p> <ul style="list-style-type: none"> <li>□ Design buildings with highway or county road visibility to give prominence to the location and a sense of prestige. Orient building entrances and office components to face highway or county road frontage.</li> <li>□ Outdoor storage shall not be permitted on sites with highway visibility, shall be screened with a combination of berms, landscaping and fencing from county roads, and shall otherwise be screened from off-site view.</li> </ul>	

# B2

## Corner Sites and Gateways

### Objective

To provide a high level of design for corner buildings in prominent locations.

### Priorities

Aberfoyle: Intersection of Brock Road (WR 46) and WR 34

Morrison: Intersection of Queen St (Hwy 6 S) and Badenoch.

Other identified gateways.

### DESIGN GUIDELINE

- B2.1 ☐ Incorporate details such as wall projections, material variation and articulated building elements (e.g. dormers, bays) to enhance the visibility of buildings at gateways and intersections of other major roads.

### SAMPLE



- B2.2 ☐ Connect the proposed development to the public street with entry features incorporating landscaping, street furniture, special paving, low walls, etc.
- ☐ Provide walkways from buildings and parking areas which connect to the public sidewalk or planned public sidewalk.





# B3

## Pedestrians and Cyclists

### Objectives

To enhance the pedestrian environment.

To support other modes of transportation in addition to vehicular transportation.

### Priorities

Developments within Aberfoyle and Morriston.

#### DESIGN GUIDELINE

#### SAMPLE

- B3.1 ☐ Incorporate accessible walkways to building entrances and within parking areas.



- B3.2 ☐ Provide bicycle parking facilities for customers and staff.



# B4




## Vehicles, Parking and Service Areas

### Objective

To minimize the impact of service, delivery and parking areas.

### Priorities

Sites with highway or arterial road frontage/visibility.

DESIGN GUIDELINE	SAMPLE
B4.1 <input type="checkbox"/> Incorporate landscaping (planting strips and landscaped traffic islands) in parking areas.	
B4.2 <input type="checkbox"/> Screen parking, loading, service areas and equipment (e.g. mechanical, electrical, etc.) from public view through architectural screening, landscape buffering, berms or a combination.	
B4.3 <input type="checkbox"/> Use cut-off lighting fixtures to minimize glare. Ensure that site lighting does not infringe upon adjacent property, including roads.	



# B5

## Signs




### Objectives

To minimize the impact of signs.

### Priorities

Sites within Aberfoyle and Morriston.

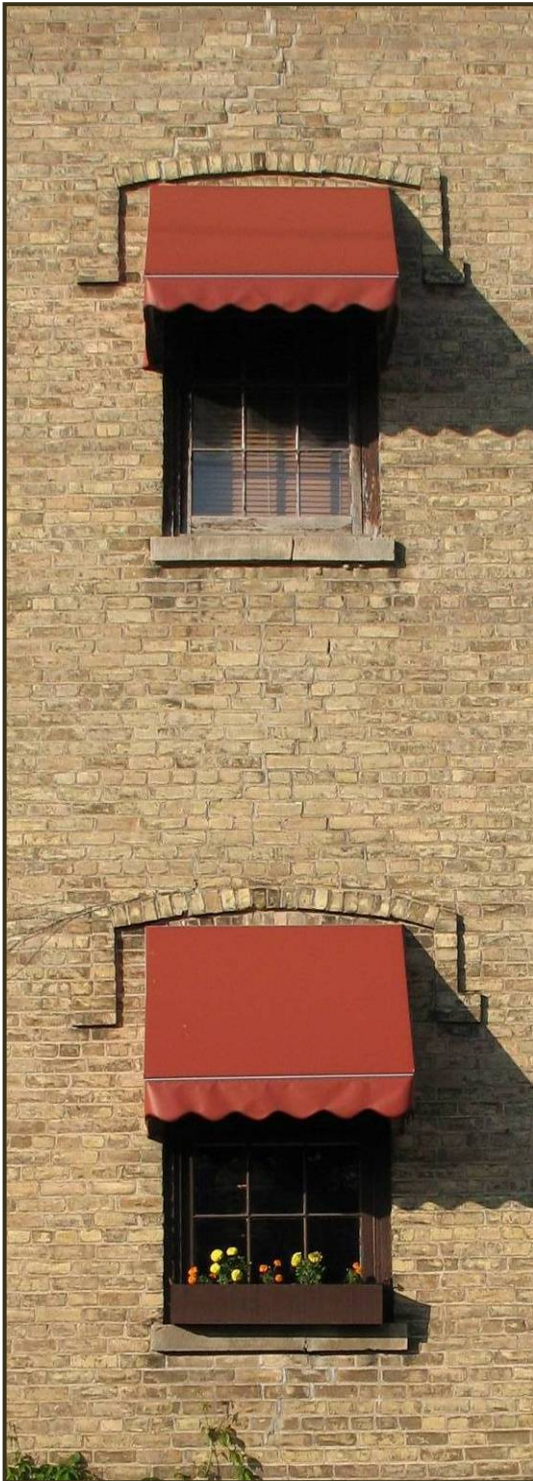
Sites with highway or arterial road frontage/visibility.

DESIGN GUIDELINE	SAMPLE
<p><b>B5.1 Free Standing Signage in Aberfoyle and Morriston</b></p> <ul style="list-style-type: none"> <li>□ Use materials, structural sign components and a proportional size for free-standing signage which complements the main building. Externally lit, low profile monument-style signage situated in a landscaped base is strongly preferred.</li> </ul>	
<p><b>B5.2 Wall Signage in Aberfoyle and Morriston</b></p> <ul style="list-style-type: none"> <li>□ Blend wall or fascia signage with the architectural elements of the building. Externally lit or non-illuminated signage is strongly preferred.</li> </ul>	
<p><b>B5.3 Free Standing Signage in Puslinch</b></p> <ul style="list-style-type: none"> <li>□ Monument-style signage which incorporates elements of the building design and materials is encouraged and preferred over pylon-type signage.</li> </ul>	
<p><b>B5.4 Brock Rd (WR 46) between McLean Rd and Hwy 401</b></p> <ul style="list-style-type: none"> <li>□ Incorporate landscape buffer planting with pylon-type signage if considered for properties with frontage on Brock Road (WR 46) between McLean Road and Highway 401.</li> </ul>	

## **C** Respecting Established Character

These guidelines are divided into the following sections.

- C1 Landmarks
- C2 Heritage Resources
- C3 Natural Heritage Resources
- C4 Development Next to Residential Areas
- C5 Site Landscaping



# C1

## Landmarks

### Objectives

To preserve the Aberfoyle Mill and pond, a historically significant and highly visible local landmark.

### DESIGN GUIDELINE

#### Aberfoyle Mill

Aberfoyle is known for its early rural mill which operated under various owners to manufacture oatmeal and flour. Now known for its restaurant and scenic grounds, the mill remains a landmark for residents and travelers alike. The Aberfoyle Mill is a significant built heritage resource.

#### Mill Pond

The mill pond and open space in front of it also dates back to the early operation of the mill. Together with the mill, these features form a larger area of heritage value.

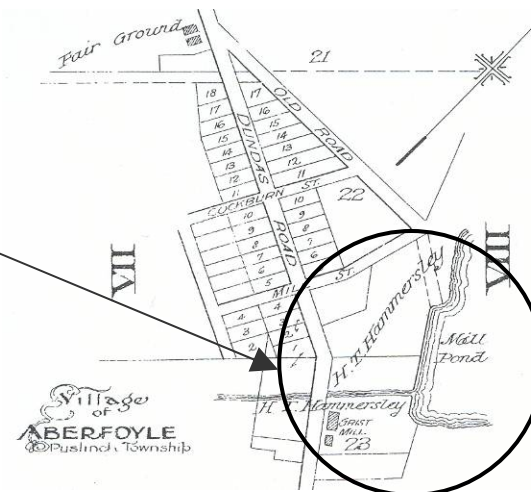
C1.1 The Aberfoyle Mill and mill pond shall be conserved.

### SAMPLE



**Figure 9** Village of Aberfoyle  
circa 1906  
Source: Historical Atlas of  
Wellington County

Grist Mill and Mill Pond






# C2

## Heritage Resources

### Objectives

To respect the historic character of buildings identified as part of the Township's Heritage Inventory.






DESIGN GUIDELINE	SAMPLE
<p>C2.1</p> <ul style="list-style-type: none"> <li>□ Conserve and restore heritage buildings as a priority. Of note are remaining former hotels and taverns which are an important reminder of what was once an essential part of early commerce on Brock Road.</li> <li>□ Complement heritage building attributes when developing or altering adjacent properties.</li> </ul>	
<p>C2.2</p> <ul style="list-style-type: none"> <li>□ Incorporate elements of the architectural heritage of Puslinch into new development. This heritage is most prominent in the early farmhouses throughout the Township which include:             <ul style="list-style-type: none"> <li>• Materials such as fieldstone, limestone, granite, brick (yellow, red) and wood (board and batten, log)</li> <li>• Architectural elements such as gables (with gothic, arched, or chapel window), dormers, and porches</li> <li>• Details such as stone or brick soldier and arched lintels, quoins, gingerbread trim</li> <li>• Small paneled windows, front entrance transom and sidelights</li> </ul> </li> </ul>	

# C3

## Natural Heritage Resources

### Objectives

To preserve, enhance and integrate natural heritage resources.



DESIGN GUIDELINE	SAMPLE
<p>C3.1    <input type="checkbox"/> Make nature visible by site configurations which maximize visibility and, where appropriate, accessibility to natural features.</p>	
<p>C3.2    <input type="checkbox"/> Preserve rural landscapes, including rolling topography, ponds, hedgerows, trees, bush, etc.</p> <div data-bbox="850 732 1215 924">  </div> <div data-bbox="1241 732 1610 924">  </div> <div data-bbox="1633 638 2003 924">  </div>	

# C4

## Development Near Residential Uses

### Objectives

To minimize the impact of new development on established residential uses.

DESIGN GUIDELINE	SAMPLE
C4.1    □ Design buildings to complement the scale, proportion and materials of residential uses nearby.	
C4.2    □ Locate site service, delivery and parking areas away from residential uses and provide buffers to screen undesirable uses (also see guideline C5.6).	



# C5

## Site Landscaping

### Objectives

To encourage landscape design in sympathy with the distinct character of the rural and urban areas of the Township.

To improve the aesthetic quality of development and screen less attractive elements of a site.

### DESIGN GUIDELINE

#### C5.1 Brock Road Trees

- Provide an average of one tree for every 10 metres of Brock Road frontage. Street trees are not to be accommodated within the road allowance, but are to be provided on private property close to the road allowance.

#### □ List of Recommended Trees

American Hophornbeam ( <i>Ostrya virginiana</i> )	Pin Cherry ( <i>Prunus pensylvanica</i> )
American Mountain Ash ( <i>Sorbus Americana</i> )	Red Ash ( <i>Fraxinus pennsylvanica</i> )
Austrian Pine ( <i>Pinus nigra</i> )	Red Maple ( <i>Acer rubrum</i> )
Bitternut Hickory ( <i>Carya cordiformis</i> )	Red Oak ( <i>Quercus rubra</i> )
Basswood ( <i>Tilia americana</i> )	Red Pine ( <i>Pinus resinosa</i> )
Black Cherry ( <i>Prunus serotina</i> )	Shagbark Hickory ( <i>Carya ovata</i> )
Black Walnut ( <i>Juglans nigra</i> )	Showy Mountain Ash ( <i>Sorbus decora</i> )
Blue Beech ( <i>Carpinus caroliniana</i> )	Sugar Maple ( <i>Acer saccharum</i> )
Bur Oak ( <i>Quercus macrocarpa</i> )	Silver Maple ( <i>Acer saccharinum</i> )
Downy Serviceberry ( <i>Amelanchier arborea</i> )	White Ash ( <i>Fraxinus americana</i> )
Green Ash ( <i>Fraxinus pennsylvanica</i> var. <i>subintegerrima</i> )	White Birch ( <i>Betula papyrifera</i> )
London Planetree ( <i>Platanus x acerifolia</i> )	White Cedar ( <i>Thuja occidentalis</i> )

- 
- #### C5.2
- Provide tree plantings in parking areas and on the perimeter of the property.
- 

- #### C5.3
- Minimum acceptable sizes for trees are as follows  
Deciduous trees: 60 mm caliper, 3 to 3.5 metre height  
Coniferous trees: 1.5 metre height
-

# C5

## Site Landscaping

### Objectives

To encourage landscape design in sympathy with the distinct character of the rural and urban areas of the Township.

To improve the aesthetic quality of development and screen less attractive elements of a site.

### DESIGN GUIDELINE

#### C5.4 Shrubs and Ground Covers

- Use shrubs and ground covers in large masses for lower maintenance and seasonal planting. Place special emphasis on early spring colour, fall colour, and September flower.
- Use shrubs to define and control pedestrian circulation and to screen undesirable views.
- List of Recommended Shrubs and Groundcovers

#### Shrubs

Alternate-leaved Dogwood (*Cornus alternifolia*)  
 Chokecherry (*Photinia*)  
 Grey Dogwood (*Cornus racemosa*)  
 Highbush Cranberry (*Viburnum trilobum*)  
 Nannyberry (*Viburnum lentago*)  
 Narrow-leaved meadowsweet (*Spiraea alba*)  
 Pussy Willow (*Salix discolor*)  
 Red Elderberry (*Sambucus racemosa*)  
 Red-osier Dogwood (*Cornus sericea*)  
 Running strawberry bush (*Euonymus obovata*)  
 Shubby cinquefoil (*Dasiphora floribunda*)  
 Smooth wild rose (*Rosa blanda*)  
 Staghorn Sumac (*Rhus typhina*)  
 Winterberry (*Ilex verticillata*)  
 White Elderberry (*Sambucus gaudichaudiana*)

#### Evergreen

Ground Hemlock (*Taxus canadensis*)  
 Junipers (*Juniperus* sp.)  
 Mugo Pine (*Pinus mugo*)

#### Perennials

Purple Cone Flower (*Echinacea purpurea*)  
 Daylily (*Hemerocallis* sp.)  
 Black-Eyed Susan (*Rudbeckia hirta*)  
 Autumn Joy Sedum (*Sedum*)

- #### C5.5
- Minimum acceptable sizes for shrubs are as follows  
60 cm to 100 cm in height

# C5

## Site Landscaping

### Objectives

To encourage landscape design in sympathy with the distinct character of the rural and urban areas of the Township.

To improve the aesthetic quality of development and screen less attractive elements of a site.

---

### DESIGN GUIDELINE

---

- |      |  |
|------|--|
| C5.6 | <ul style="list-style-type: none"> <li>□ Provide buffers to screen undesirable views. Buffers may consist of architectural screening, landscaping, berming or a combination.</li> <li>□ Where landscaping is used, planting is to consist of shrubs and trees, with 50% being coniferous planting. Site-specific circumstances may warrant continuous coniferous planting.</li> <li>□ Where berming is used, the berm should be 1 metre high minimum, with maximum 33% side slopes and planted with shrubs and coniferous trees.</li> <li>□ List of Recommended Trees for Buffer Planting</li> </ul> |
|      | <p>Austrian Pine (<i>Pinus nigra</i>)</p> <p>Balsam Fir (<i>Abies balsamea</i>)</p> <p>Colorado Blue Spruce (<i>Picea pungens</i> 'Glauca')</p> <p>Eastern Hemlock (<i>Tsuga canadensis</i>)</p> <p>Red Pine (<i>Pinus resinosa</i>)</p> <p>Norway Spruce (<i>Picea abies</i>)</p> <p>White Cedar (<i>Thuja occidentalis</i>)</p> <p>White Pine (<i>Pinus strobus</i>)</p> <p>White Spruce (<i>Picea glauca</i>)</p>   |
-



# PART 3

## Making it Happen

### Contents

Road and Roadside Improvements .....	41
Commercial, Industrial and Institutional Development.....	42
Financial Considerations .....	44
Where to Start.....	45





## Making it Happen

The Puslinch Design Guidelines apply to the following:

- Enhancing the streetscapes on Brock Road (WR 46)/Queen Street (Highway 6 S) and Highway 6 N (Hanlon Expressway); and
- Commercial, industrial and institutional development/redevelopment and associated planning applications.

Implementation of the streetscape guidelines dealing with road and roadside improvements will differ from those which impact private property. This section outlines key implementation tools and also addresses financial considerations and starting points to put the guidelines into practice.

## Road and Roadside Improvements

The range of improvements promoted by the streetscape design guidelines for the Brock Road right-of-way are an important step toward addressing some of the quality of life issues facing those who live and work in Puslinch. Figure 10 identifies small scale improvements and the associated County and Township roles and responsibilities.

**Figure 10** Small Scale Brock Road Improvements

Small Scale Improvements	Roles and Responsibilities
<ul style="list-style-type: none"> <li>• Gateway signage</li> <li>• Roadside plantings</li> <li>• Banners</li> <li>• Benches, bike racks and trash receptacles</li> <li>• Directional signage</li> </ul>	<ul style="list-style-type: none"> <li>• County of Wellington has jurisdiction over road, which is administered by the Engineering Services Department</li> <li>• Township would be responsible for initiating these types of improvements (subject to County acceptance) and for cost of upgrades</li> </ul>



Figure 11 identifies large scale improvements and the associated County and Township roles and responsibilities.

**Figure 11** Large Scale Brock Road Improvements

Large Scale Improvements	Roles and Responsibilities
<ul style="list-style-type: none"> <li>• Traffic calming measures (e.g. raised medians, traffic circles, etc.)</li> <li>• Roadside bicycle route from Maltby Rd to Aberfoyle</li> <li>• Barrier curb, sidewalks and boulevards in villages</li> <li>• Pedestrian/street lighting in villages</li> <li>• Change in material for signalized pedestrian crossings in villages</li> <li>• Sidewalks on bridge over Highway 401</li> </ul>	<ul style="list-style-type: none"> <li>• design guidelines should be applied by County engineering staff for design and construction projects impacting the Brock Road right-of-way</li> <li>• feasibility of improvements need to be carefully considered within the context of the functional requirements of the road, the aesthetic requirements of the Township and the need to accommodate pedestrians and cyclists</li> </ul>

The implementation of streetscape design guidelines for the road right-of-way in Morriston is contingent upon the Highway 6 realignment. Until the Highway 6 improvements are completed, the road through Morriston will remain under Ministry of Transportation jurisdiction. This section of the document, dealing with roles and responsibilities, should be reviewed and updated when Queen Street is no longer under the jurisdiction of the Ministry of Transportation.

## Commercial, Industrial and Institutional Development

For development outside of the road right-of-way, the design guidelines apply to commercial, industrial and institutional development. Key development applications which may be used to implement the design guidelines include:





- Site Plan Control
- Zoning By-law Amendments
- Minor Variances
- Sign Variances

The design guidelines will be mainly implemented through site plan review, as most commercial, industrial and institutional development would fall under the Township's site plan control by-law. Section 41(4) of the *Planning Act* lays out what information may be included on the plans and drawings approved by Council. Some of the information may only be required with a site plan submission if there are corresponding Official Plan policies and site plan control by-law references. A County Official Plan amendment and site plan control by-law amendment would be necessary to broaden the Township's authority to require the type of information to be included in a site plan submission as identified in Figure 12.

**Figure 12** Site Plan Information requiring amendments to County Official Plan Amendment and Site Plan Control By-law

Type of Information	Examples
Exterior Design	<ul style="list-style-type: none"> <li>• Character, scale, appearance and design features of buildings</li> </ul>
Sustainable Design Elements (improvements to municipal boulevard adjoining development sites)	<ul style="list-style-type: none"> <li>• Trees, shrubs, hedges, plantings, ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, bicycle parking facilities, Township banners and directional signage</li> </ul>

The five year review of the County Official Plan is expected to commence February, 2010. Policies enabling exterior design and sustainable design elements will be considered as part of that process. Until the County Official Plan is amended and corresponding changes are made to the Site Plan Control By-law, design guidelines which address these topics may be implemented on an advisory basis.



## Financial Considerations

Many of the design guidelines dealing with the Brock Road streetscape represent increased standards and are likely to result in higher construction and maintenance costs. Depending on the type of infrastructure involved, some or all of the cost will need to be borne by the Township. Recognizing that public funds are limited, the Township should work closely with the County Engineering Services Department to determine the design feasibility of various improvements and the cost implications to the municipality. These costs will need to be given consideration relative to other Township capital planning priorities.

Through partnerships with community groups, the Township may be in a position to obtain grants under various programs (see Figure 13).

**Figure 13** Potential Grant Programs

Program	General Criteria	Amount
TD Friends of the Environment Foundation	<ul style="list-style-type: none"> <li>Supporting urban renewal such as environmental projects to rejuvenate "main streets"</li> </ul>	Varies
Wal-Mart – Evergreen Green Grants	<ul style="list-style-type: none"> <li>Support efforts to restore and steward local green spaces in cities and towns</li> </ul>	Up to \$10,000
The Home Depot – Evergreen Rebuilding Nature Grant	<ul style="list-style-type: none"> <li>Environmental stewardship projects in cities and towns</li> </ul>	Up to \$8,000

These programs are geared toward smaller community projects that benefit the environment, but may assist in kick-starting some of the smaller scale initiatives such as roadside plantings and landscape enhancements at the Community Centre in Aberfoyle or the Historic Corner Block in Morriston.





It is important to get the ball rolling by implementing small-scale improvements that can be accomplished in a short time and that immediately benefit community livability....As longer-range projects are put in place, the community will already be enjoying the fruits of these initial improvements.

Projects for Public Spaces, Inc. 73

## Where to Start

1. Site Plan Control
  - Amend application materials to include references to design guidelines
  - Encourage preconsultation concerning design guidelines early in the process
  - Ensure that site plan applications are accompanied by building elevations, sign details, landscape plans, grading and drainage plans
  - Support County Official Plan amendment to allow exterior design and sustainable design elements to be included on plans/drawings and amend site plan control by-law accordingly
2. Brock Road Improvement Group
  - Provide an opportunity for community members to partner with the Township to plan and complete small scale roadside components (e.g. mass plantings along roadside ditches, gateway landscaping, fundraising, etc.)
  - Contact Landscape Architecture Community Outreach Centre at the University of Guelph for possible design assistance
3. Gateway Signage
  - Select a priority location to install primary or secondary gateway signage
  - Construct and install a professionally designed primary or secondary gateway sign which incorporates a theme or characteristics representative of Puslinch
  - Contact Landscape Architecture Community Outreach Centre at the University of Guelph for possible design assistance
4. Zoning By-law Review
  - Conduct a review of Township's zoning by-law to ensure consistency with design guidelines and where appropriate, translate guidelines into zoning regulations (e.g. build-to lines in villages)
5. Sign By-law Review
  - Conduct a review of Township's sign by-law to ensure consistency with design guidelines



# APPENDICES

## Contents

- A Works Cited ..... 46
- Further Reading .. 46
- B Photo Index..... 48



## Works Cited

Canada Mortgage and Housing Corporation (2001). Research Highlight: Regional Road Corridor Design Guidelines. Revised 2005, 2007.

County of Wellington. *County of Wellington Official Plan*. May, 1999.

Historical Atlas Publishing Co. *Historical Atlas of Wellington County*. Toronto, 1906.

## Further Reading

### Local Documents

CH2M Gore & Storrie Limited. *Mill Creek Subwatershed Plan*. June 1996.

City of Guelph and County of Wellington. *Gordon Street Wellington Road 46 Class Environmental Assessment*. December 2000.

Wellington Accessibility Partnership. 2005 Facility Accessibility Design Manual. June, 2005.

County of Wellington. *County of Wellington Official Plan*. May, 1999.

County of Wellington. *Green Legacy Building Guidelines*. January 23, 2008.

Eagles, P., Elrick, W., Foster, D., Muirhead, S., Stewart, M., Van de Hulst, J. & Waterston, C. *South Wellington Environmentally Sensitive Areas Study*. Centre for Resources Development, Publication No. 79. 1976.

Historical Atlas Publishing Co. *Historical Atlas of Wellington County*. Toronto, 1906.

Township of Puslinch. Sign By-law 9/91. December 19, 1990.

Township of Puslinch. Zoning By-law 19/85. July 17, 1985 (OMB Approval May 12, 1986. January 2009 Consolidation.

Project for Public Spaces, Inc. *Streets as Places*. New York, 2008.

Region of Ottawa-Carleton. *Regional Road Corridor Design Guidelines*. July 2000.

### Design Guidelines

Brook McIlroy Planning + Urban Design. *The Regional Municipality of Niagara Model Urban Design Guidelines*. Niagara Region, 2005.

City of Ottawa. *Urban Design: A Reference to Creating Great Places and Great Spaces*. Summer 2007.

City of Ottawa. *Urban Design Guidelines for Development along Arterial Main Streets*. May 2006.

City of Ottawa. *Urban Design Guidelines for Development along Traditional Main Streets*. May 2006.

Ministry of Housing. *Main Street Planning & Design Guidelines*. February 1980.

Ministry of Municipal Affairs and Housing. "Highway Commercial Areas Design Guidelines", *Community Improvement Series*, vol. 5, April 1988.

Region of Ottawa-Carleton. *Regional Road Corridor Design Guidelines*. July 2000.

## Further Reading (continued)

### Healthy Communities

- Jackson, Richard J., "Solving the Public Health Crisis with Smarter City Planning", *The Planning Report*, February 2007.  
[www.planningreport.com/article/1223](http://www.planningreport.com/article/1223).
- Ontario Professional Planners Institute. "Healthy Communities: Sustainable Communities", Fall 2007 Paper.
- Halton Region Health Department. Creating Walkable and Transit-Supportive Communities in Halton. Oakville, 2009.
- Walaszczyk, Magda and Christian Huggett, "City of Toronto Green Initiatives Build on OPPI's Healthy Communities", *Ontario Planning Journal*, vol. 23, no. 4, July/August 2008, 8-9.

### Roads

- Canada Mortgage and Housing Corporation (2001). Research Highlight: Regional Road Corridor Design Guidelines. Revised 2005, 2007.
- Collings, John C. "Applying Context Sensitive Design to the Innovative Development of Major Highway Projects", Transportation Association of Canada Conference Presentation, Quebec, 2004.
- Hill, Stephen and Steve Disher. "Transportation Reframed: Creating the Case for Complete Street Policies", *Plan Canada*. Winter 2009, 30-33.
- Project for Public Spaces, Inc. *Great Corridors, Great Communities*. New York, 2008.  
[www.pps.org](http://www.pps.org).
- Project for Public Spaces, Inc. *Streets as Places*. New York, 2008.  
[www.pps.org](http://www.pps.org).
- Transportation Association of Canada. *Achieving Livable Cities*. November, 1998 Briefing.

### Rural Character and Design

- Arendt, Randall. *Rural by Design: Maintaining Small Town Character*. Washington, DC: American Planning Association, 1994.
- Hall, Kenneth B. Jr. & Gerald A. Porterfield. *Community by Design*. Toronto: McGraw-Hill, 2001.
- Segedy, Jim & Tom Daniels. "Small Town Design: Getting it Right", *Planning*, June 2007, 36-39.

### Sustainable Communities

- Leeming, Dan and Diane Riley. "Sustainable Communities: Part 2, LEED-ND: From the Margins to the Mainstream", *Ontario Planning Journal*, vol. 23, no. 4. July/August 2008, 11-15.



## Photo Index

### Cover

Aberfoyle Mill, Puslinch  
Accents for Living, Puslinch  
Brock Road (Aberfoyle), Puslinch

### Contents

Cook's Mill Road, Puslinch.....	i
Aberfoyle Mill, Puslinch .....	ii

## PART 2 The Design Guidelines

Aberfoyle Mill, Puslinch

### A Enhancing the Streetscape

Main Street, Erin .....	5
Queen Street, Puslinch .....	6
A1.1 Brock Road south of Maltby Road, Puslinch.....	8
A1.2 Parker, Mapleton.....	8
A1.3 County of Wellington Hwy 401 Gateway Signage, Puslinch.....	9
A1.4 Hanlon Expressway, Guelph.....	9
A1.6 Gordon Road South, Guelph .....	10
A2.1 Main Street, Erin .....	12
A2.2 Accents for Living, Puslinch .....	12
A2.3 Main Street, Milton .....	13
A2.4 Guelph Gateway Signage, Gordon Street, Guelph.....	13
A2.5 Centre Wellington Gateway Signage .....	13
Mapleton Gateway Signage .....	13
Erin Gateway Signage .....	13
A2.6 MacDonald Stewart Art Centre, Guelph.....	14
Millennium Garden, Puslinch .....	14
Lowville Banner, Burlington.....	14
Waterdown Street Furniture, Hamilton.....	14
A2.7 Elora Directional Signage, Centre Wellington.....	14
A2.8 Guelph Line, Milton .....	15

## PART 1 About the Design Guidelines

Calfass Road, Puslinch

The Bird's Nest, Puslinch .....	1
WR 34 & 35, Puslinch .....	2
Ellis Chapel, Puslinch.....	3
Calfass Road, Puslinch .....	4

A2.9 Traffic circle, Cambridge .....	15
A3.1 Cambridge .....	17
A3.2 Parking Lot Landscape Island, Guelph .....	17
Parking Area Plantings (Fergus), Centre Wellington .....	17
Plantings in front of Building, Guelph .....	17
A3.4 Hanlon Expressway, Guelph.....	18
A4.1 Envers/Bank Building, Puslinch .....	20
A4.2 What's Cookin', Erin.....	20
A4.3 James Fryett Architect Inc., Centre Wellington.....	20
A4.4 Main Street, Milton .....	21
A4.5 Guelph Gateway Signage, Gordon Street, Guelph.....	21
Centre Wellington Gateway Signage .....	21
Mapleton Gateway Signage .....	21
Erin Gateway Signage .....	21
A4.7 MacDonald Stewart Art Centre, Guelph.....	22
Millennium Garden, Puslinch .....	22
Lowville Banner, Burlington.....	22
Waterdown Street Furniture, Hamilton.....	22
A4.9 Guelph Line, Milton .....	23
A4.10 Main Street, Milton .....	23
A4.11 Traffic Circle, Cambridge .....	23
A5.1 Hwy 401, Milton.....	25
A5.2 County of Wellington Hwy 401 Gateway Signage, Puslinch.....	25
MacDonald Stewart Art Centre .....	26
Waterloo Road, Guelph.....	26

## Photo Index (continued)

### B Promoting Quality Development

	Parker, Mapleton.....	27
B1.1	Edinburgh Road Plaza, Guelph .....	28
	Gordon Street Plaza, Guelph.....	28
	Green Horizons, Woolwich.....	28
B1.2	Hwy 401, Milton.....	28
B2.1	Parker, Mapleton.....	29
B2.2	Edinburgh Optometry Clinic, Guelph .....	29
	One Stone Road, Guelph.....	29
	Stone Road, Guelph.....	29
B3.1	Parking Lot Landscaping, Guelph.....	30
	Parking in front of Building, Guelph .....	30
B3.2	Edinburgh Road Plaza, Guelph .....	30
	Edinburgh Optometry Clinic, Guelph .....	30
	Main Street, Erin .....	30
B4.1	Stone Road, Guelph.....	31
B4.2	Fergus, Centre Wellington .....	31
B4.3	Edinburgh Road, Guelph.....	31
B5.1	North America Construction, Puslinch .....	32
B5.2	Carver's Block, Erin.....	32
	Erin Chiropractic Clinic, Erin .....	32
	Artisan Interiors, Fergus, Centre Wellington .....	32
	Tintagels, Erin Village, Erin .....	32
B5.3	Tim Hortons, Kitchener .....	32
	Sorbara Law, Guelph .....	32

### C Respecting Established Character

	Aberfoyle Mill, Puslinch .....	33
C1.1	Aberfoyle Mill and Pond, Puslinch .....	34
C2.1	Former Hotel, Puslinch.....	35
C2.2	Victoria Street, Puslinch .....	35
	Brock Road, Puslinch .....	35
	Brock Road, Puslinch .....	35
	Victoria Street, Puslinch .....	35
	Brock Road, Puslinch.....	35
	Victoria Street, Puslinch .....	35
	Highway 6 South, Puslinch .....	35
C3.1	Brock Road south of Maltby Road, Puslinch.....	36
C3.2	Southeast corner, Brock & Maltby Road, Puslinch .....	36
	Calfass Road, Puslinch .....	36
	Southwest corner, Brock & Maltby Road, Puslinch.....	36
C4.1	Gilbert MacIntyre & Son Funeral Home, Guelph .....	37
C4.2	Fergus, Centre Wellington .....	37

## PART 3 Making it Happen

	North America Construction, Puslinch	
	Envers/Bank Building, Puslinch .....	41
	Turning Circle, Cambridge .....	42
	North America Construction, Puslinch .....	43
	Millennium Garden, Puslinch .....	44
	Hanlon Expressway, Guelph.....	45