



Puslinch Development Design Guidelines

A Framework for Renewal, Reinvestment and Community Building

June 2026



Puslinch Development Design Guidelines

Final Report

September 16th, 2026 received by Council

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This project is funded in part by Wellington County and the Ontario Ministry of Agriculture, Food and Agribusiness. Any views expressed therein are views of the Township of Puslinch and do not necessarily reflect those of the Province or Wellington County.

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Section 1:

Introduction



This section provides background information including existing conditions, and overview of the study area, guidance on how to navigate the document and use the Guidelines, and a community engagement summary. This section sets a foundation for the Guidelines and development design concepts demonstrations.

Guiding Principles



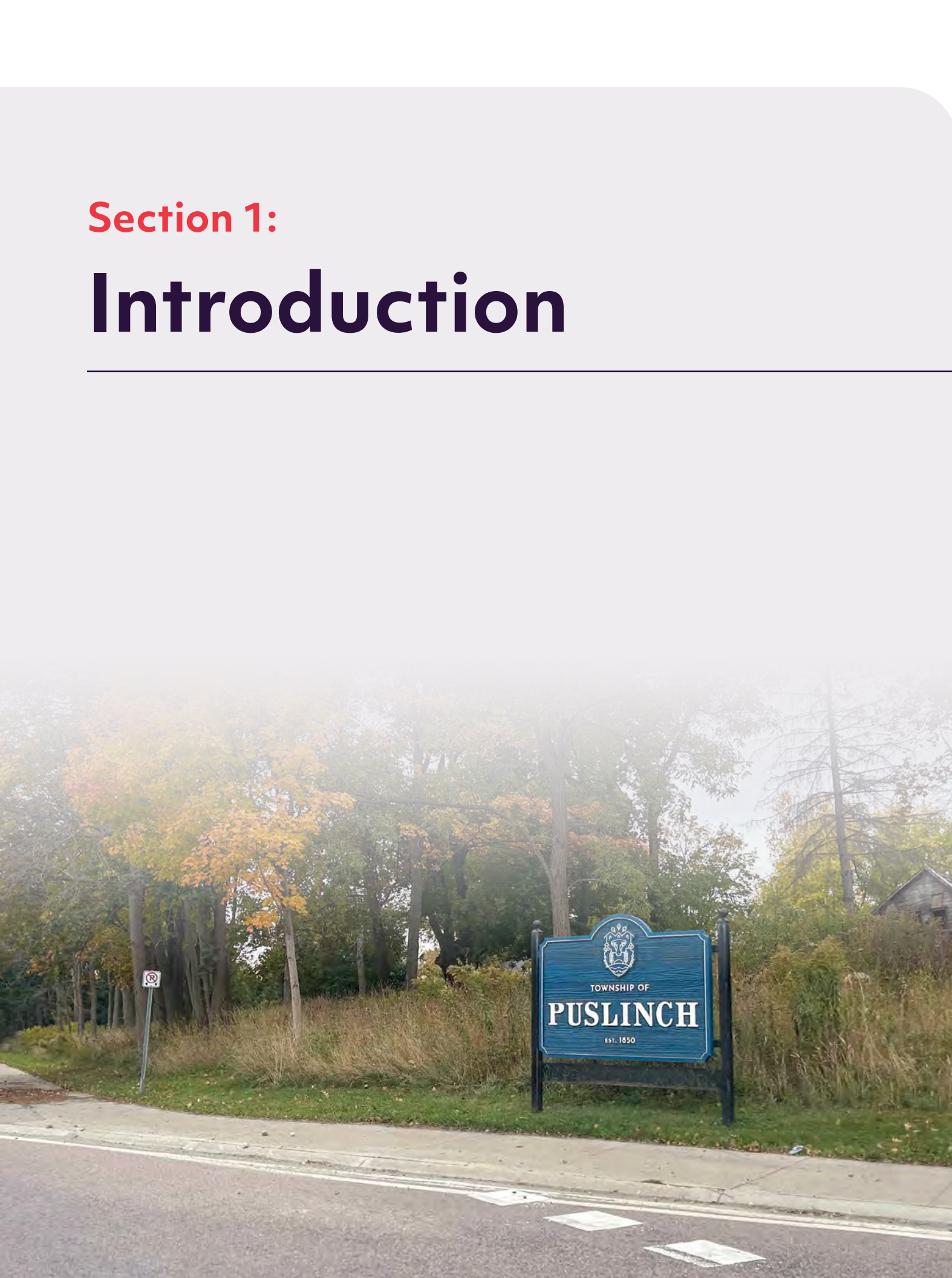
Convey a clear design direction for the Township.



Reinforce the rural character of the Township and its three settlement areas.



Provide a practical and accessible document for implementation.



Background

Origin

With commercial, industrial and institutional development and redevelopment activity occurring throughout the Township of Puslinch (Township), and experienced in prestige rural employment areas informed through the recent key employment land/Aberfoyle boundary expansion study *Puslinch by Design – Employment Lands Study*, in addition to the *Supporting Local Business in Puslinch: A Township-wide Community Improvement Plan*, the Township identified a need to update its design guidelines. These guidelines are applicable throughout the Township, and seek to enhance the streetscapes, improve the quality of site design, and to protect what makes Puslinch unique. They focus on the Township, and extend key considerations for Aberfoyle, Morriston, and Arkell.

Role and Scope

The Puslinch Development Design Guidelines (Guidelines) are aimed at ensuring that the Township’s physical environment, both built and natural, meets the needs and aspirations of its residents, guests and visitors, and enables Township goals and decisions to be realized.

The Guidelines will be supportive of implementing new rural and urban-centered development and renovation projects in its settlement areas, inform rural employment areas, and for maintaining and preserving existing infrastructure throughout the Township. It will also provide a means for articulating a common purpose across the Township with a focus on both its urban and rural areas, and for communicating it to the Township and the community at large. While the information and design demonstrations contained within the Guidelines will be aimed at these areas, they support other key documents, by-laws, and development/site plan approval processes, and contain insight and ideas applicable to the extended Township.

The form of the Township’s rural and urban-focused areas in Aberfoyle, Morriston and Arkell, cannot be determined by a single planner or designer, as is the case when designing a building, a civic space, or other identifiable project. The Township’s rural and urban areas are comprised of a ‘family of projects’ implemented over time, and therefore a fixed blueprint representing a construction scenario, at a single point in time, is inappropriate. The Guidelines must be firm about essentials, but flexible about details, particularly those which can only be defined by future project programs developed to meet the needs which cannot, at present, be foreseen except in broad outline.

Communal Action

The Guidelines direct action so that the physical rural and urban environment suit the community’s needs, meets Township goals, and is a joy to be a part of. Its existence and content are a clear message that the rural and urban environment is an invaluable asset.

Community Tool

The Township is a host to a community of homeowners, businesses, employers, repeat long-term visitors, and guests passing through. An important component in the development of the Guidelines is authentic engagement that permits the community to shape the Guidelines, ensuring a realistic vision and appropriate development guidance are realized.

Guidelines Interaction

There are many pieces to a municipal planning process; these Guidelines can contribute. In response to growth and change, the Township has updated and added to its roster of planning documents in recent years. Adopted documentation includes, but is not limited to:

- *Supporting Local Business in Puslinch: A Township-wide Community Improvement Plan 2026*
- *County of Wellington Official Plan*
- *Development Charges Study 2024*
- *Municipal Development Standards*
- *Puslinch by Design 2025*
- *Recreation and Parks Master Plan*
- *Roads Management Plan 2023*
- *Strategic Plan 2026-2030*

While each document focuses on a different topic, they are highly interdependent. The decisions of one exercise influence, and/or respond to the conclusions of another, as they are developed and implemented. The exceptional characteristic of the Guidelines is that its content can usually outlive and complement a series of Township planning documents.

Fiscal Reality

To be successfully implemented, the Guidelines need to consider current fiscal realities. The Guidelines set realistic expectations that can be achieved over time through creative implementation practices, sound planning, and funding sources.

Principal Audiences

The Guidelines are targeted at two principal audiences, the first being the Township, represented by Council, staff, and residents alike. The Township is meant to use the Guidelines as a guideline manual for the physical development and redevelopment of its

urban and rural areas. Included in this targeted audience are the Township's departments who participate in the initiating, guiding and executing rural and urban-focused development projects.

The second principal audience is comprised of the various partners that help to fund and support, or cooperate, with the Township. This may include, but is not limited to, the Provincial and Federal Governments, and developers. The Guidelines illustrate the Township's intentions and provide guidance for expectation and funding action.

Guidelines

The Guidelines contain a series of rural and urban design guidelines that define intent, but not necessarily, final form. They guide physical change to ensure that general objectives are met but are flexible enough to accommodate specific needs as they arise, as well as the requirements of other supportive planning documents previously noted.

Communal & Constituent Projects

The Guidelines can be implemented through two types of projects; communal and constituent. Communal projects are the public works; the connections that tie the rural and urban areas together. They may include, but are not limited to streets, walkways, landscapes, utilities, and to a degree, facilities, that serve the community. Constituent projects are specifically undertaken by Township initiatives, jurisdictional authorities such as the County of Wellington or Ministry of Transportation, etc., commercial enterprises (services and shops), private developers, focus groups, and other community partners of the Township. While these projects should meet their own needs; they should also consider and contribute to the public good of the Puslinch Community – these are community improvement initiatives.

Reinforce & Repair

The Guidelines support, and in specific instances, identify the existing and forthcoming urban and rural parts of the Township that are successful and make it ‘Puslinch.’ Likewise, the Guidelines identify areas that could benefit from improvement. It is understood that much of the existing ‘public realm’ infrastructure within the urban corridor has been incrementally developed over time. The Guideline seeks to enhance the positive aspects, while focusing on opportunities.

Implementation Horizon

The Guidelines are projected ideally to support the long-term planning horizon, i.e., the 20-to-30-year period of the County’s Official Plan. Appropriate adjustment to reflect the updates to the Official Plan, i.e., every 10 years after a new Comprehensive Plan is prepared or every 5 years after an amendment, would be necessary. This ensures that the plans and guidelines align with current provincial legislation and community priorities.

In the shorter term, these Guidelines can be used to inform established projects which are in programming, design, or implementation phases. However, it also includes contemplated projects which reflect current and projected needs but have not yet been identified. This approach is firmly based on present realities but extends far enough into the future to adequately be useful to upcoming improvement and development decisions.

Application Beyond the Urban Corridor

The urban corridor will continue to accommodate residents, their guests, visitors, and travelers alike, facilitate commercial and civic opportunities, and possibly even host events. In its incredibly direct position within the core areas of Morriston and Aberfoyle, their surrounding communities, and in some instances some unique natural areas, it will continue to be a defining aspect of the Township. However, this document has been prepared to broaden design guidelines beyond the corridor to the full extent of the Township, and future enhancement will, therefore, occur through either addition, renovation, or replacement of existing built urban and rural form and landscapes.

Section 2:

Taking Stock



This section provides background information including existing conditions, and overview of the study area, specifically character definition and subsequent focus areas within Aberfoyle, Morriston, Arkell, the Employment Lands, and a community engagement summary. This section provides context and sets a foundation for the Guidelines and urban design concepts.



Existing Conditions

A variety of images show existing conditions captured between November 2025 and June 2026. These images provide an overview of roads and public right-of-way conditions, rural and urban character, pedestrian environments, signage, crosswalks, landscaping, and more. All of which will be addressed through the Guidelines in the following section.

Guelph to Aberfoyle



Aberfoyle to Highway 401



Aberfoyle



Morrison



Existing Conditions

A variety of images show existing conditions captured between November 2025 and June 2026. These images provide an overview of roads and public right-of-way conditions, rural and urban character, pedestrian environments, signage, crosswalks, landscaping, and more. All of which will be addressed through the Guidelines in the following section.

Arkell



Employment Lands



Highway 401 Frontage to Concession Road 7



The Study Area Context

The study area depicted in Figure 1 is divided into six (6) distinct focus areas, as outlined below. The Guidelines in the following section are organized by these focus areas.

- A** Focus Area A: Guelph to Aberfoyle
- B** Focus Area B: Aberfoyle Streetscape
- C** Focus Area C: Aberfoyle to Highway 401
- D** Focus Area D: Morriston Streetscape
- E** Focus Area E: Arkell Streetscape
- F** Focus Area F: Employment Lands Streetscape

Puslinch Boundary

Settlement Area

Rural Employment Lands

Greenbelt Area

Taken From: Official Plan - Schedule A7 - Puslinch

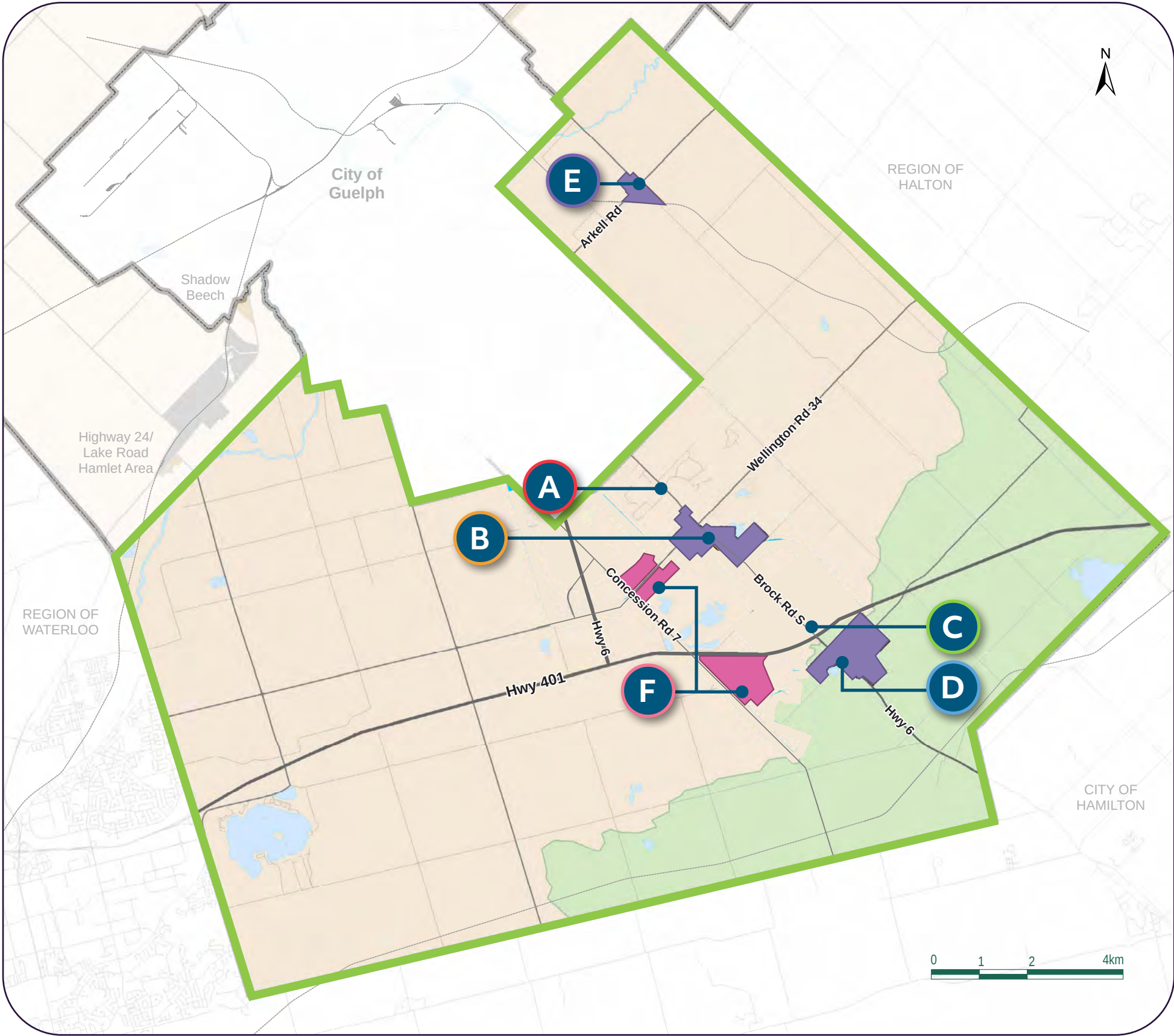


Figure 1. Township Context

The Study Area

The study area depicted below is along Brock Rd / Highway 6, stretching from Guelph (Maltby Rd) down to Morriston. The study area is divided into four (4) distinct focus areas along the corridor, as outlined below. The Guidelines in the following section are organized by these focus areas.

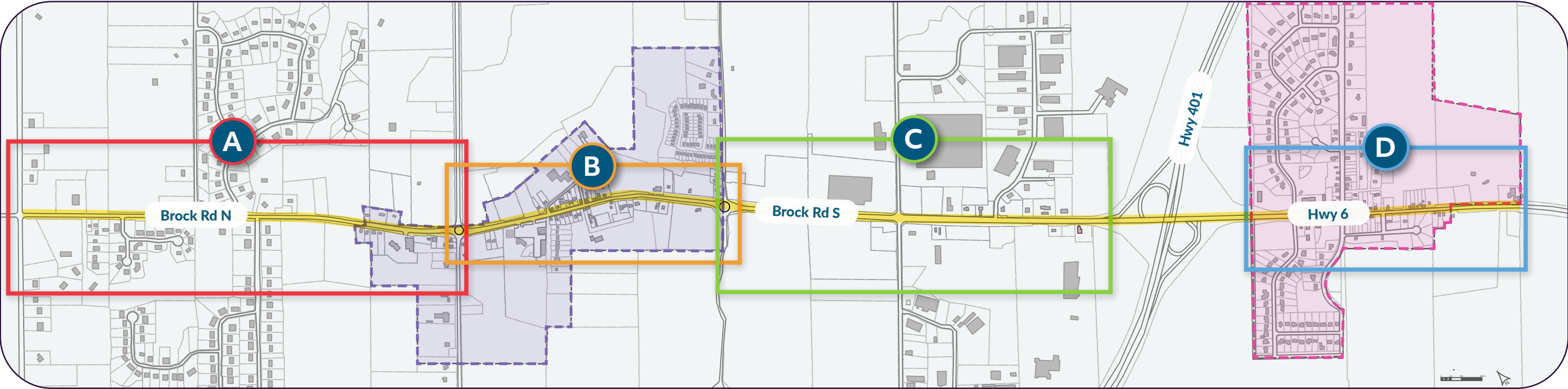


Figure 2. Focus Areas A, B, C, D Overview

	Urban Corridor		Focus Area A: Guelph to Aberfoyle	see page 15
	Aberfoyle Settlement Boundary		Focus Area B: Aberfoyle Streetscape	see page 17
	Morriston Settlement Boundary		Focus Area C: Aberfoyle to Highway 401	see page 19
			Focus Area D: Morriston Streetscape	see page 21

The Study Area Continued

The study area below showcases the last two (2) distinct focus areas , the first along Arkell Road and the second along Concession Road 7, as outlined below. The Guidelines in the following section are organized by these focus areas.

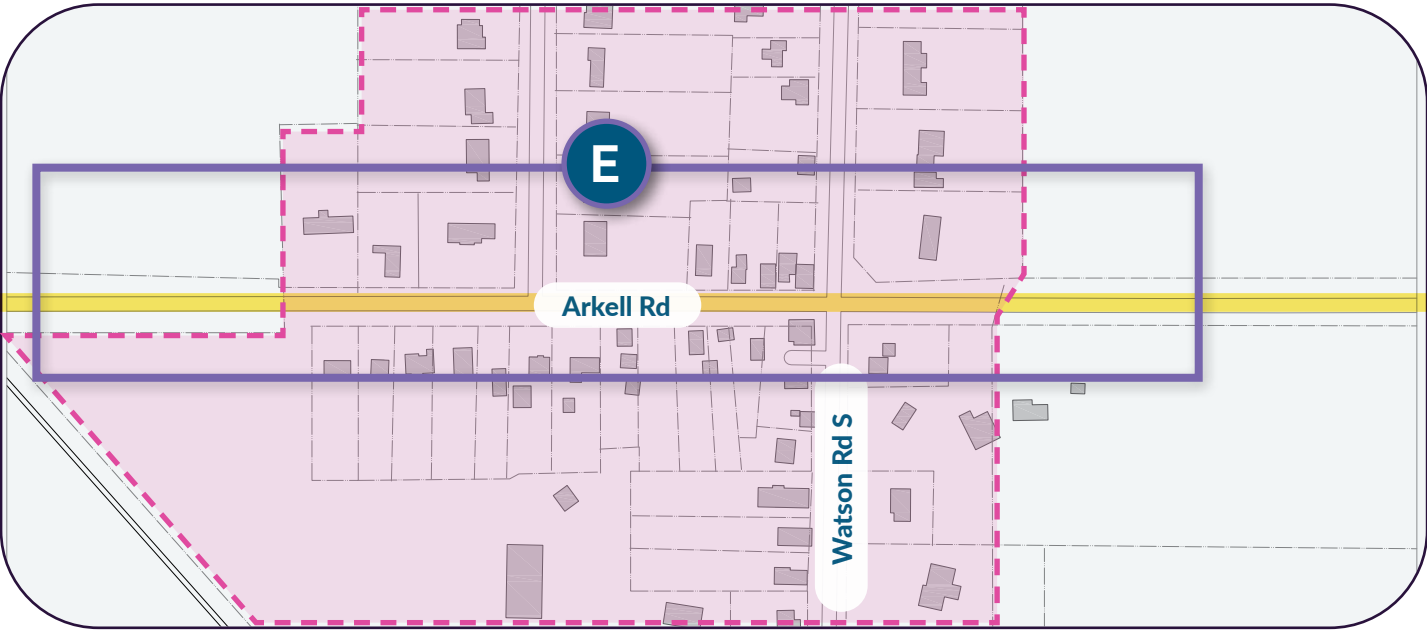


Figure 3. Focus Area E Overview

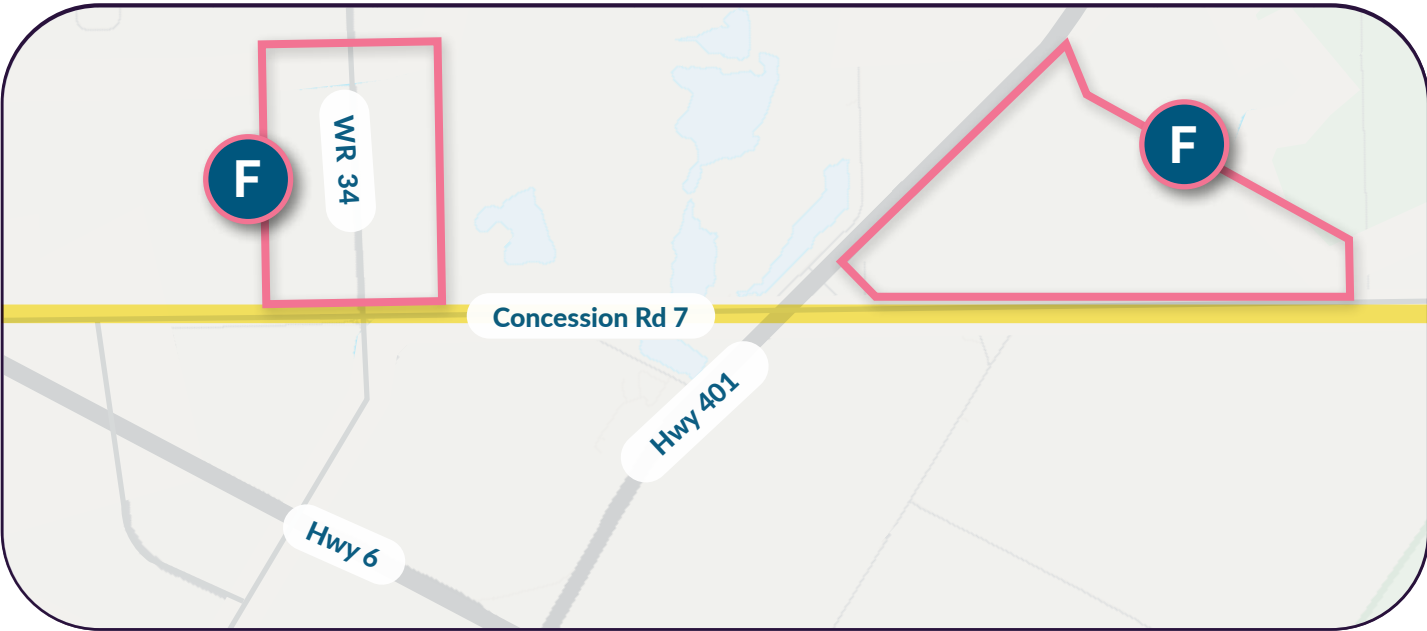


Figure 4. Focus Area F Overview

-  Rural Corridor
-  Arkell Settlement Boundary

-  Focus Area E: Arkell Streetscape see [page 23](#)
-  Focus Area F: Employment Lands see [page 25](#)

Defining Character

A

Guelph to Aberfoyle



Heading south on Brock Rd N / WR 46.
Pictured: Ren's Pets Depot

B

Aberfoyle Streetscape



Heading south on Brock Rd S / WR 46.
Pictured: Aberfoyle Mill Restaurant

C

Aberfoyle to Hwy 401



Heading south on Brock Rd S / WR 46.
Pictured: Service stations and Duff's Presbyterian Church

D

Morrison Streetscape



Heading south on Queen St / Hwy 6.
Pictured: entering Historic Downtown Morrison

Corridor Length			
2.0 km	1.25 km	1.75 km	1.25 km
Right-of-Way Width (Approx.)			
14 - 24 m	16 - 20 m	16 - 20 m	15 - 20 m
Speed			
Fast, 70 km/h	Slow, 50 km/h	Slow, 50 km/h	Very Slow, 50 km/h
Environment			
Vehicular	Vehicular/Pedestrian	Vehicular	Vehicular/Pedestrian
Keywords			
Rural Commercial	Community Commercial	Commercial Industrial	Commercial Downtown

Defining Character

E

Arkell Streetscape



Heading North East on Arkell Rd.
Pictured: Flow State Bike Co.

F

Employment Lands



Heading North West on Concession Rd 7.

Corridor Length	
0.45 km	4.5 km
Right-of-Way Width (Approx.)	
14 - 20 m	9-12 m
Speed	
Slow, 50 km/h	Fast, 60km/h
Environment	
Vehicular/Pedestrian	Vehicular
Keywords	
Rural Community	Rural Agricultural

Community Engagement Summary

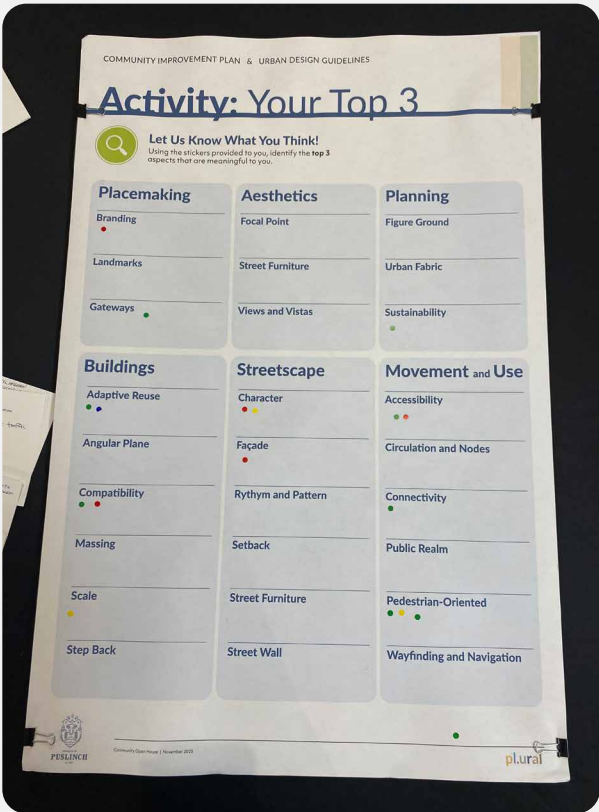
What was Provided

Community Open House 1:

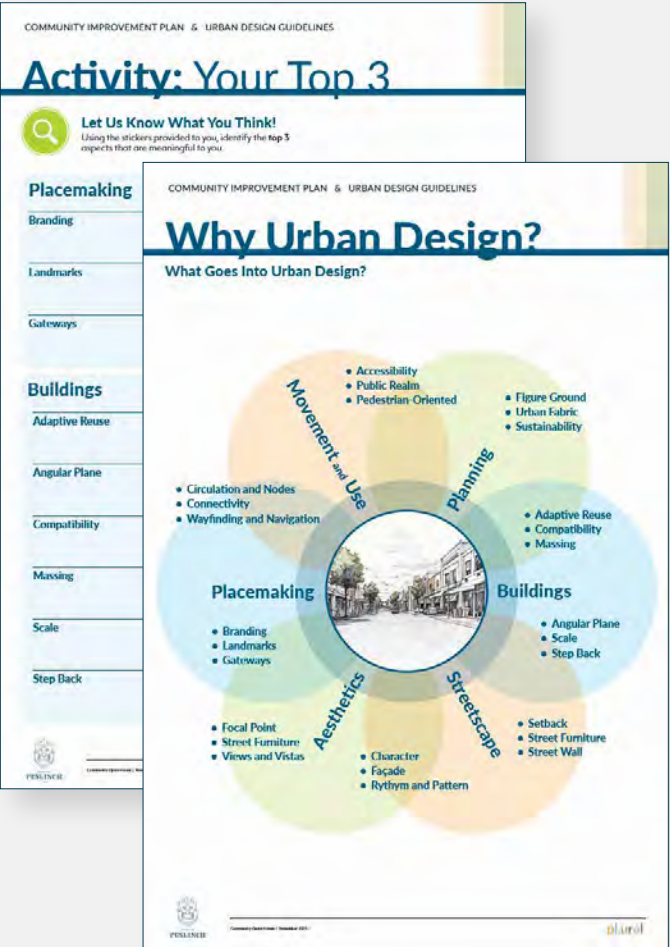
November 26, 2025
20 participants



Participants at the Open House 1



Urban Design Activity Panel



Preview of Urban Design Panels

Community Open House 2:

March 4, 2026
15 participants



Participants at the Open House 2



Urban Design Activity Panel



Preview of Urban Design Panels

What We Heard

General Comments

- Needs to be more walkable. Include more sidewalks. Pedestrians are not safe on streets.
- Heritage Character encouraged for buildings. Character for façades.
- Maintain character of the ‘village’.
- Trees to hide the gravel pit and ponds.

Open House 1

Activity results showed the most important urban design aspects:

1. Pedestrian-oriented
2. Accessibility
3. Compatibility
4. Adaptive Reuse
5. Façade
6. Branding
7. Gateways
8. Sustainability
9. Connectivity
10. Scale

Open House 2

Activity results showed desirable theming for streetscape treatments:

Pavements

- Rustic, Eco/Green

Lighting

- Traditional, Arts and Cultural

Greening

- Traditional, Rustic

Site Furnishings

- Traditional

Signage and Identity

- Modern

What is Working



- Concentration of ‘built form’ defining core areas.
- Beautiful ‘fabric’ buildings having historic cues.
- Beautiful ‘landmark’ buildings such as the Aberfoyle Mill.
- Ample sidewalk width (Morrison).
- Scale conducive to pedestrian activity.

What is Not Working



- Volume of through traffic, especially through Morrison and Aberfoyle.
- Emphasis on vehicular thoroughfare rather than community pedestrian environments.



B

C

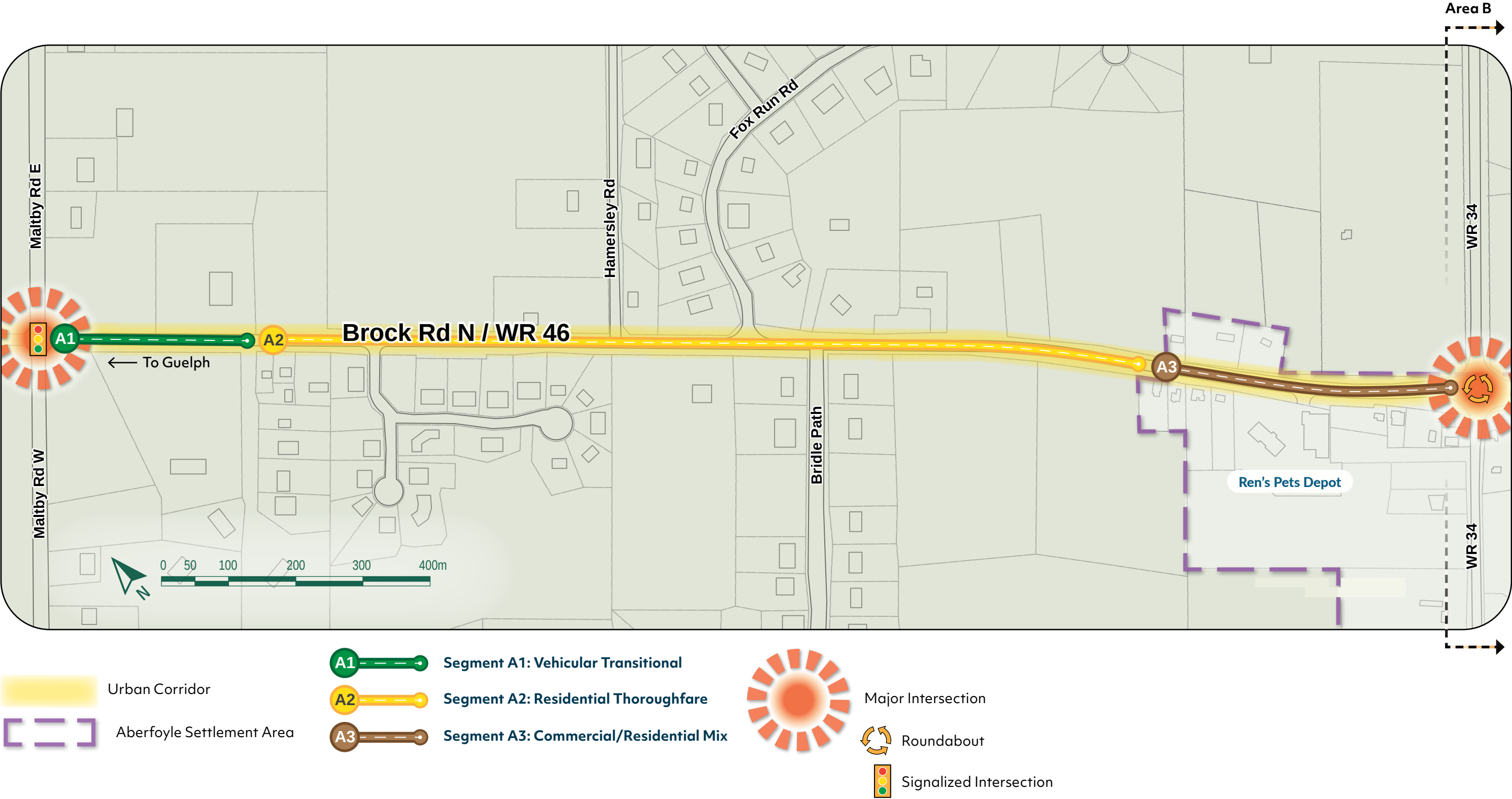
D

E

F

Focus Area A: Guelph to Aberfoyle

Figure 6. Focus Area A





Focus Area A: Guelph to Aberfoyle

Streetscape Components:

Adjacent Land

Private or public property, which may include **building façades, height, and setbacks, parking,** as well as **landscaping** as typically defined through zoning.

Roadside

The strip of **public** property beside a road typically used to provide **sidewalks, street trees, signs, amenities (i.e. pedestrian realm),** in addition to **drainage** and **utilities.**

Road

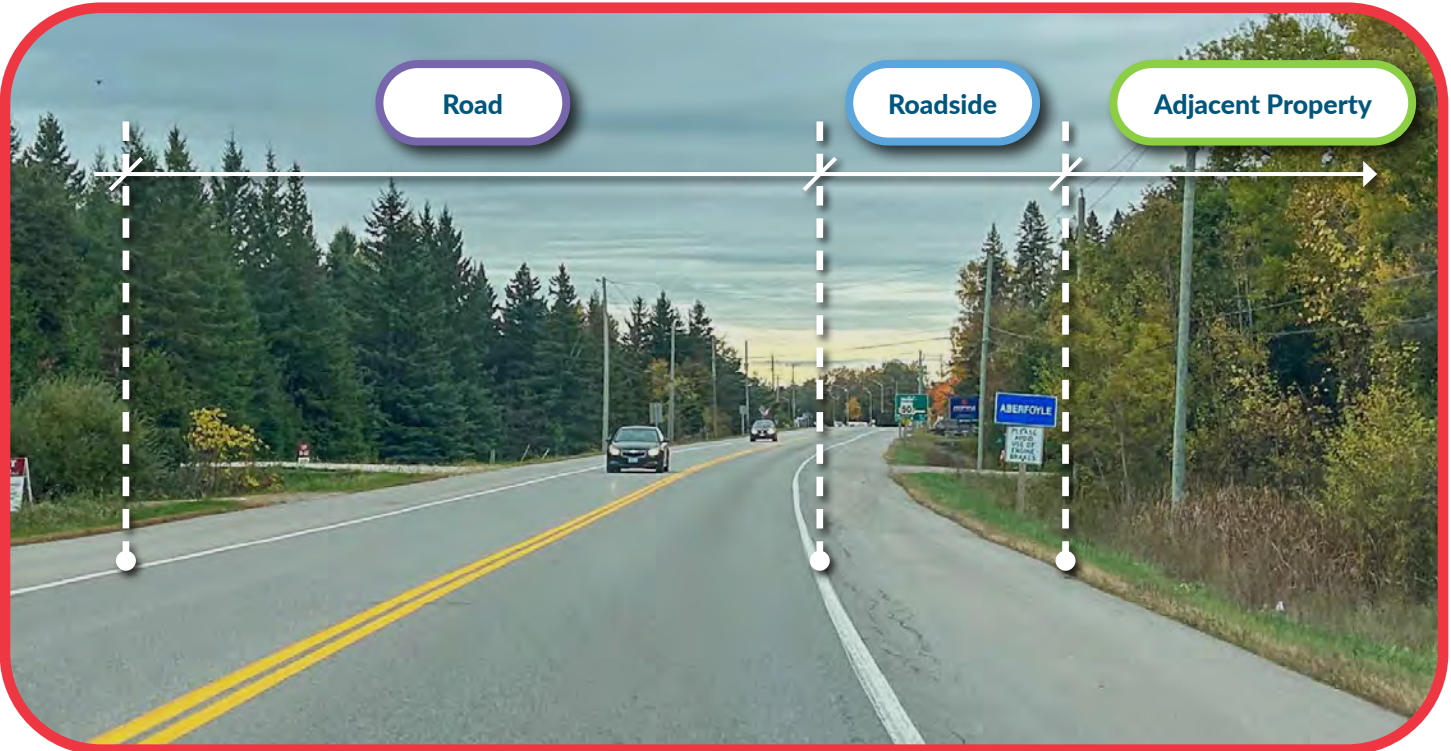
The portion of the **public** right-of-way primarily used by vehicular traffic, but may also include **medians, pedestrian crossings** and **bicycle lanes.**

First, the Guidelines are organized by segment, then further organized by the following streetscape components. This page provides an overview of the existing character of **Area A** streetscape components.



Adjacent Land

Adjacent lands in Focus Area A generally consists of natural landscaping, rural and residential frontage, and larger setbacks from the roadside to buildings.



Heading south on Brock Rd N / WR 46. Pictured: standard MTO community sign, approaching a roundabout.



Roadside

Roadsides in Focus Area A consist of large paved shoulders with no pedestrian amenities or accommodations.



Road

Roads in Focus Area A are posted at 70 km/h and have two lanes, with some turning lanes into residential neighbourhoods.

A

B

C

D

E

F

Focus Area B: Aberfoyle Streetscape

Figure 7. Focus Area B



B

Focus Area B: Aberfoyle Streetscape

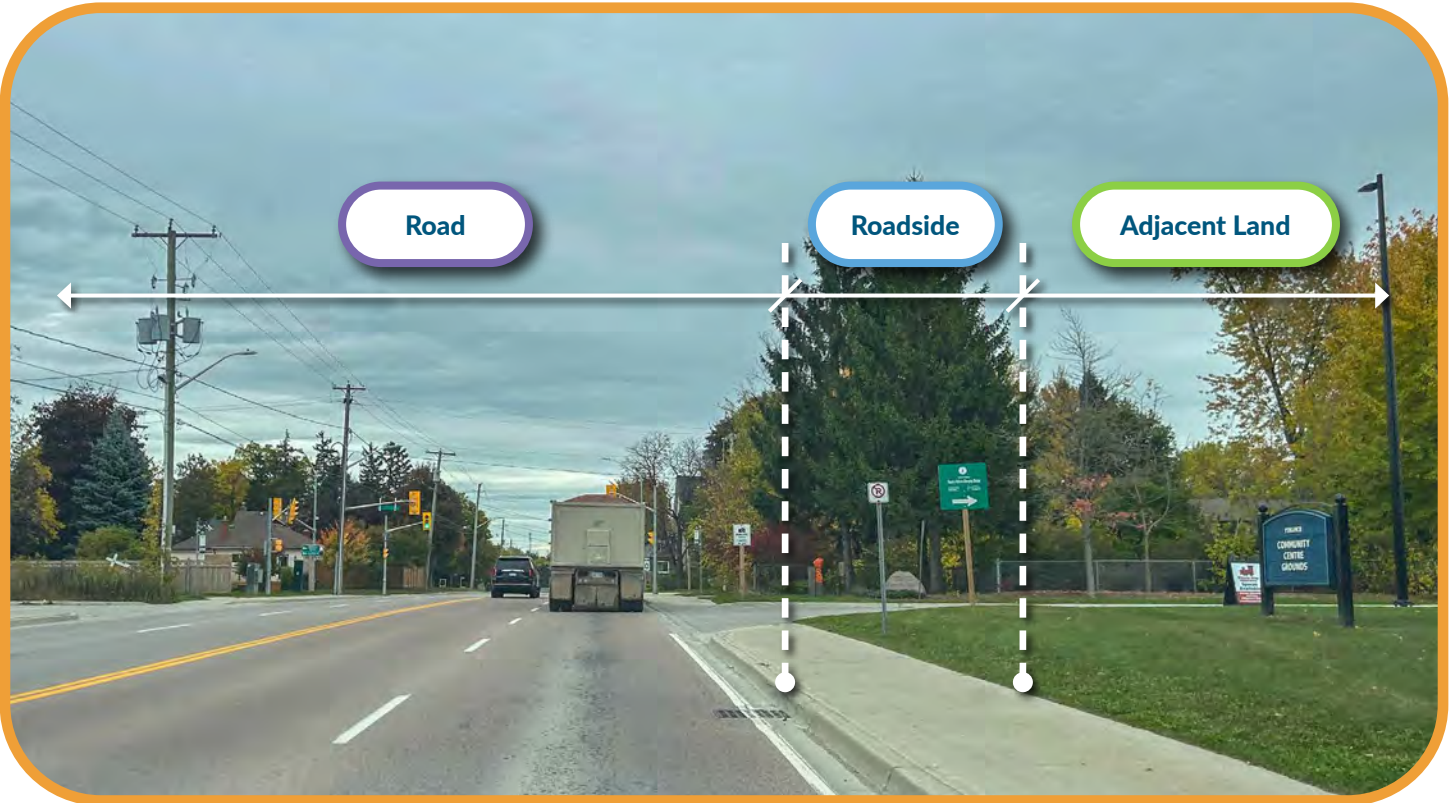
Streetscape Components:

Adjacent Land
Private or public property, which may include **building façades, height, and setbacks, parking**, as well as **landscaping** as typically defined through zoning.

Roadside
The strip of **public** property beside a road typically used to provide **sidewalks, street trees, signs, amenities (i.e. pedestrian realm)**, in addition to **drainage** and **utilities**.

Road
The portion of the **public** right-of-way primarily used by vehicular traffic, but may also include **medians, pedestrian crossings** and **bicycle lanes**.

First, the Guidelines are organized by segment, then further organized by the following streetscape components. This page provides an overview of the existing character of **Area B** streetscape components.



Heading south on Brock Rd S / WR 46. Pictured: entrance to Community Centre Grounds on right.



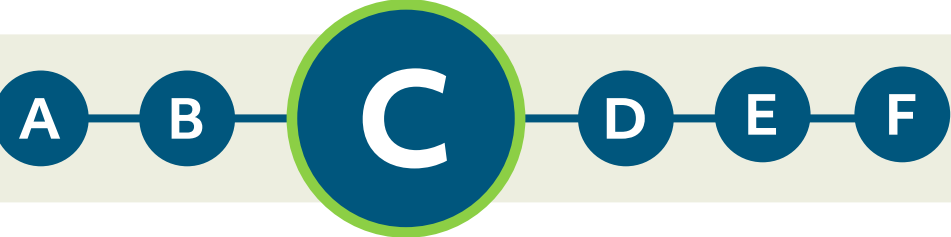
Adjacent Land
Adjacent lands in Focus Area B feature a mix of residential, institutional, and commercial property frontage.



Roadside
Roadsides in Focus Area B feature a mix of sidewalks and paved shoulders.

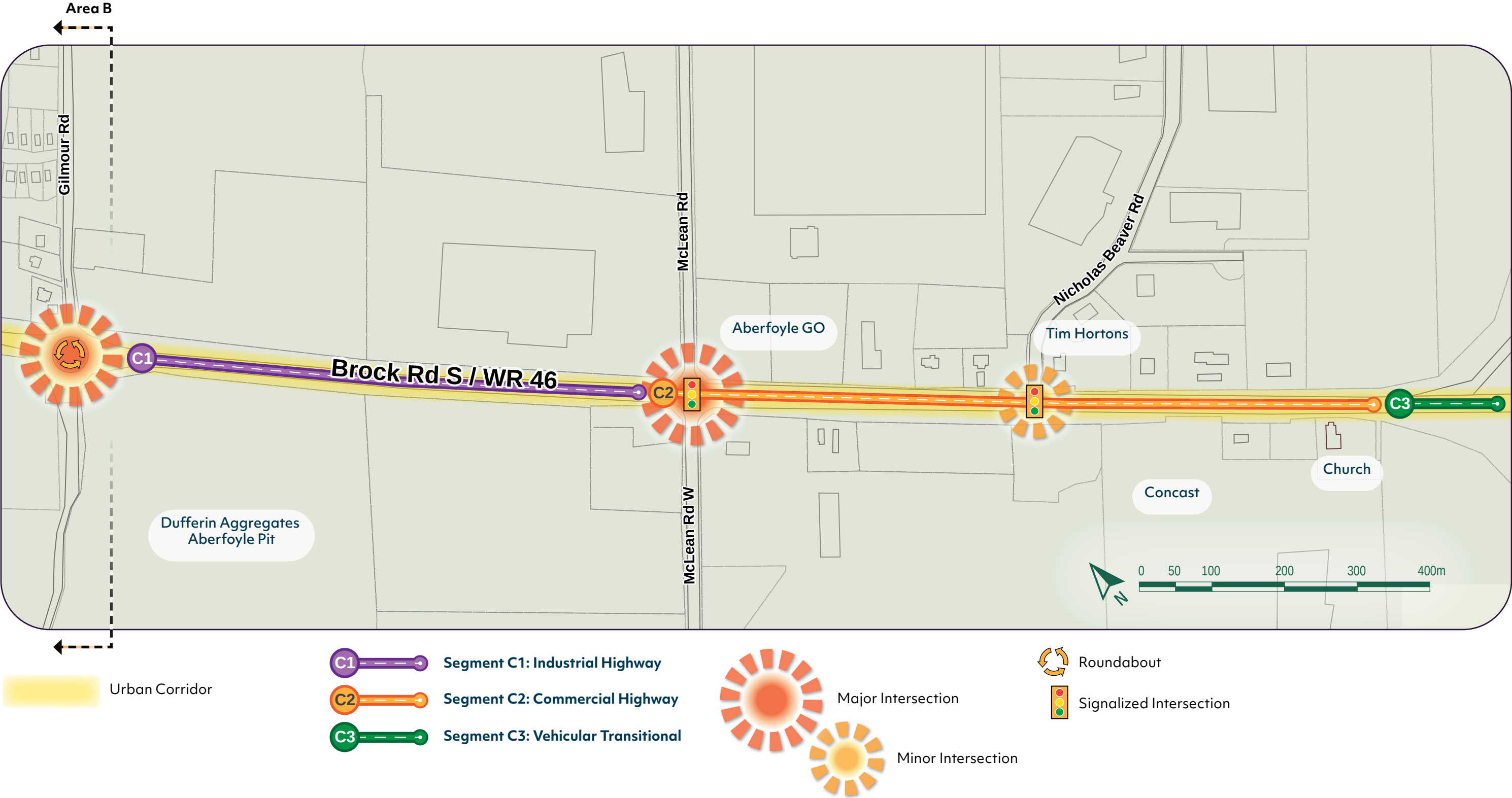


Road
Roads in Focus Area B are posted at 50 km/h and have four lanes of traffic, two roundabouts and one main signalized intersection.



Focus Area C: Aberfoyle to Highway 401

Figure 8. Focus Area C





Focus Area C: Aberfoyle to Highway 401

Streetscape Components:

Adjacent Land

Private or public property, which may include **building façades, height, and setbacks, parking,** as well as **landscaping** as typically defined through zoning.

Roadside

The strip of **public** property beside a road typically used to provide **sidewalks, street trees, signs, amenities (i.e. pedestrian realm),** in addition to **drainage** and **utilities.**

Road

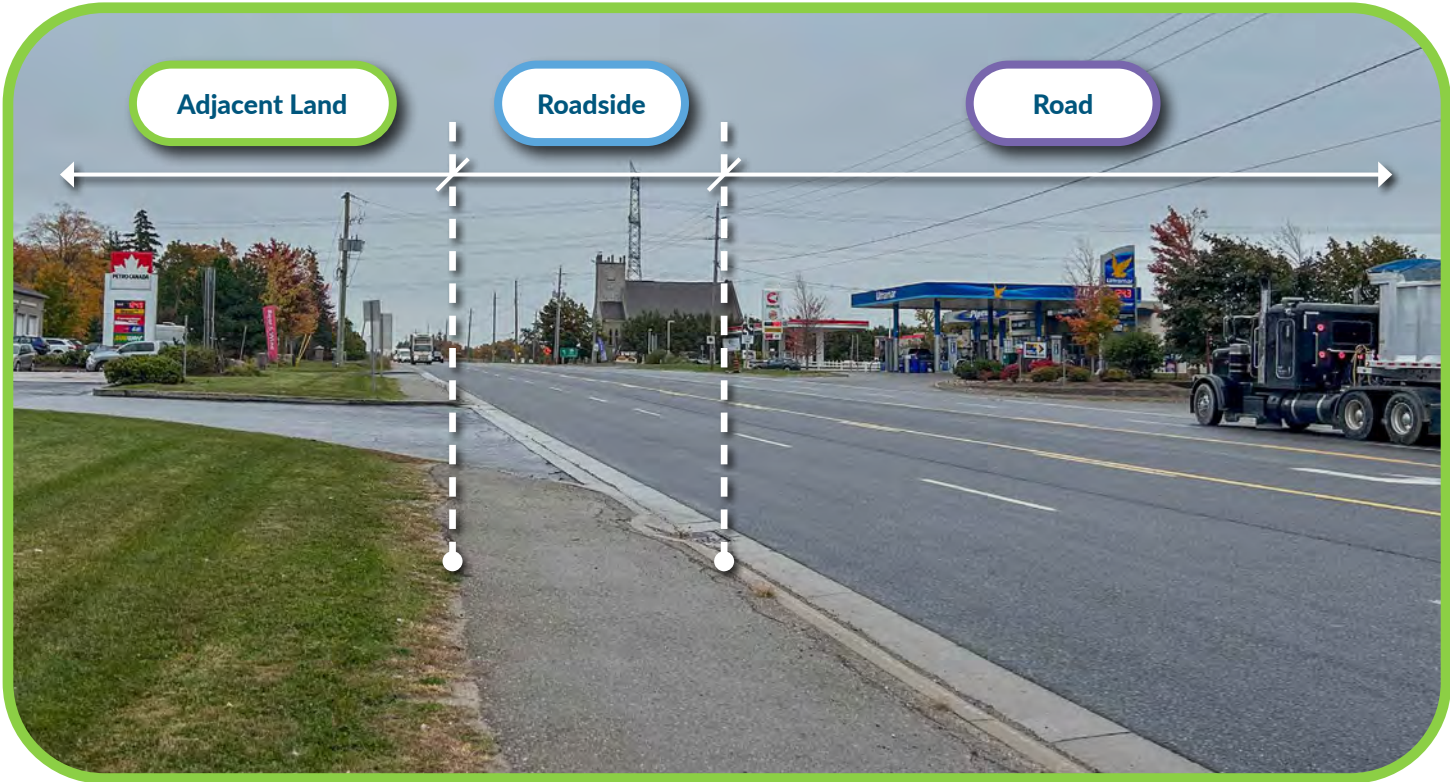
The portion of the **public** right-of-way primarily used by vehicular traffic, but may also include **medians, pedestrian crossings** and **bicycle lanes.**

First, the Guidelines are organized by segment, then further organized by the following streetscape components. This page provides an overview of the existing character of **Area C** streetscape components.



Adjacent Land

Adjacent lands in Focus Area C feature a mix of primarily commercial and industrial property frontage, with larger setbacks from the roadside to buildings.



Heading south on Brock Rd S / WR 46. Pictured: Service stations and Duff's Presbyterian Church



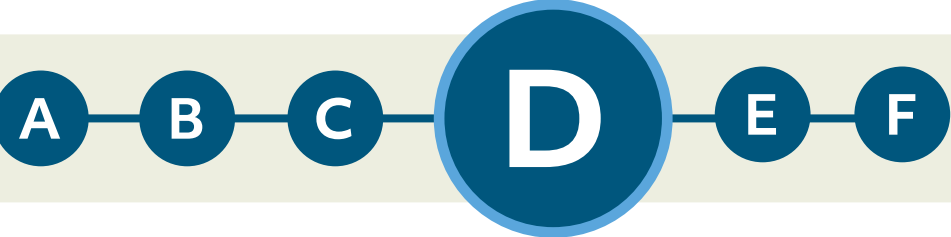
Roadside

Roadsides in Focus Area C are mainly paved shoulders with some sidewalks for pedestrian use. There are also multiple wide driveway entrances to commercial and industrial properties.



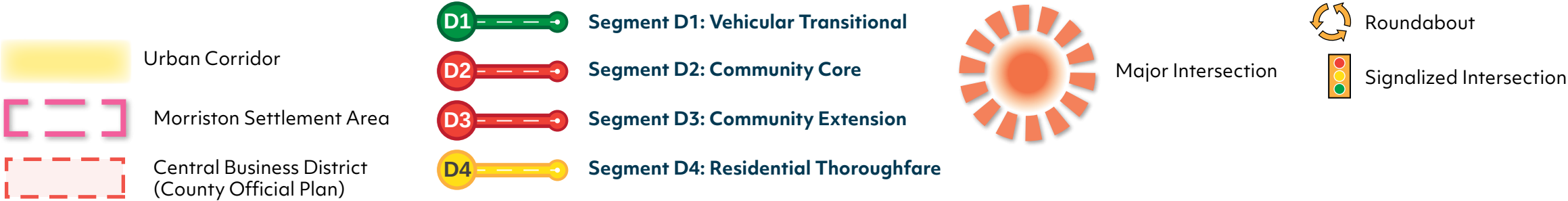
Road

Roads in Focus Area C are posted at 50 km/h and have four lanes of traffic plus a turning lane and two signalized intersections.



Focus Area D: Morriston Streetscape

Figure 9. Focus Area D



D

Focus Area D: Morriston Streetscape

Streetscape Components:

Adjacent Land

Private or public property, which may include **building façades, height, and setbacks, parking**, as well as **landscaping** as typically defined through zoning.

Roadside

The strip of **public** property beside a road typically used to provide **sidewalks, street trees, signs, amenities (i.e. pedestrian realm)**, in addition to **drainage** and **utilities**.

Road

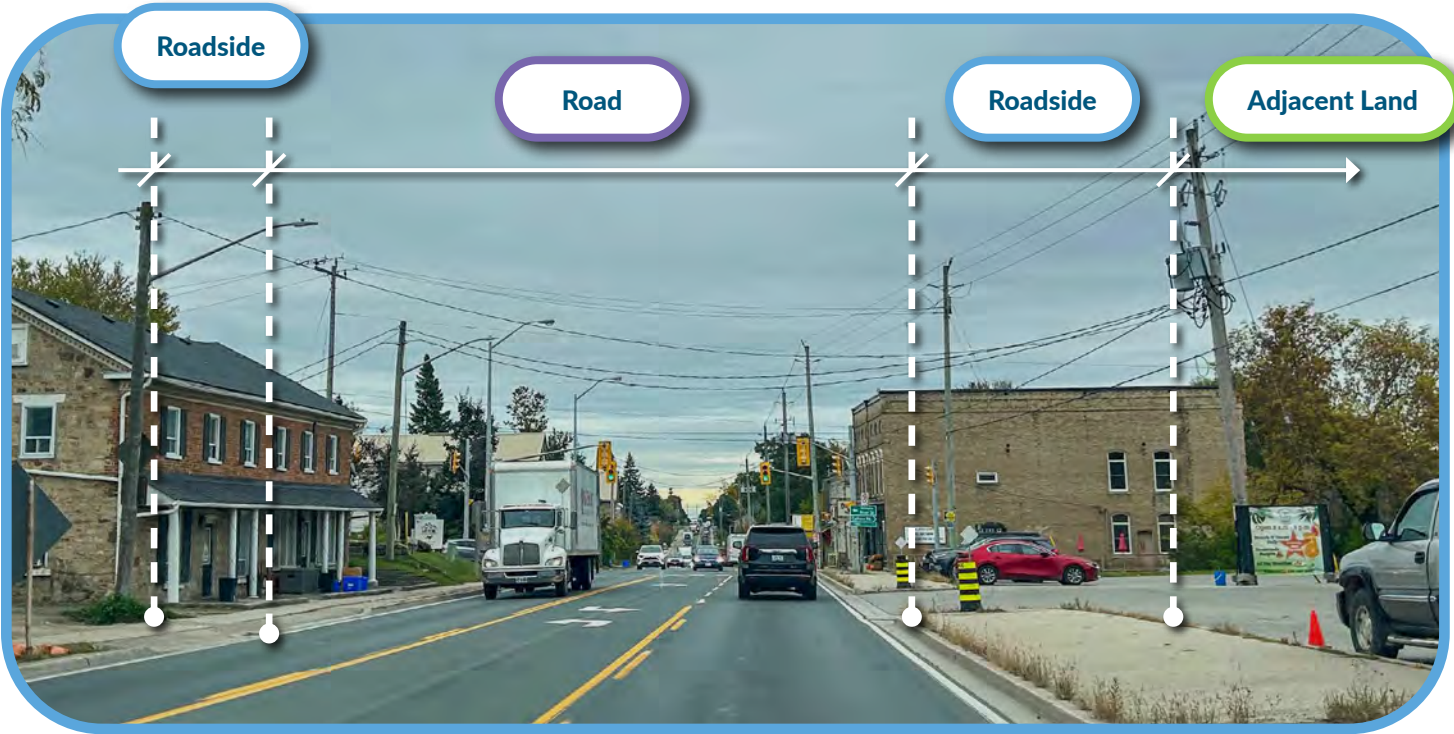
The portion of the **public** right-of-way primarily used by vehicular traffic, but may also include **medians, pedestrian crossings** and **bicycle lanes**.

First, the Guidelines are organized by segment, then further organized by the following streetscape components. This page provides an overview of the existing character of **Area D** streetscape components.



Adjacent Land

Adjacent lands in Focus Area D feature a mix of residential and commercial property frontage. Commercial adjacent land is minimal with some buildings abutting the property line.



Heading south on Queen St / Hwy 6. Pictured: entering Historic Downtown Morriston



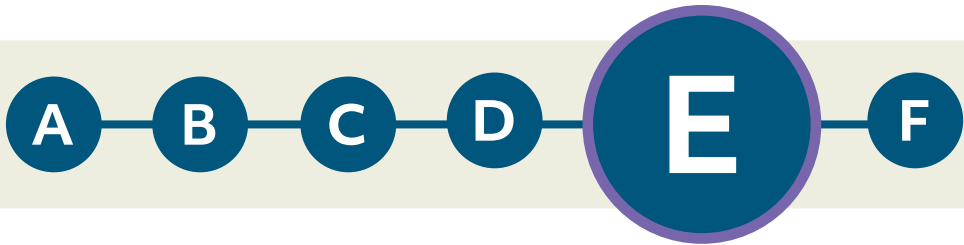
Roadside

Roadsides in Area D feature a mix of sidewalks and paved shoulders in varying conditions to support pedestrian activity.



Road

Roads in Focus Area D are posted at 50 km/h and have two lanes of traffic with a turning lane and one main signalized intersection.



Focus Area E: Arkell Streetscape

Figure 10. Focus Area E



- Rural Corridor
- Arkell Settlement Area

- Segment E1: Vehicular Transitional
- Segment E2: Residential Thoroughfare
- Segment E3: Community Core/Residential Mix
- Segment E4: Vehicular Transitional



Signalized Four-way Stop Intersection



Focus Area E: Arkell Streetscape

Streetscape Components:

Adjacent Land

Private or public property, which may include **building façades, height, and setbacks, parking,** as well as **landscaping** as typically defined through zoning.

Roadside

The strip of **public** property beside a road typically used to provide **sidewalks, street trees, signs, amenities (i.e. pedestrian realm),** in addition to **drainage** and **utilities.**

Road

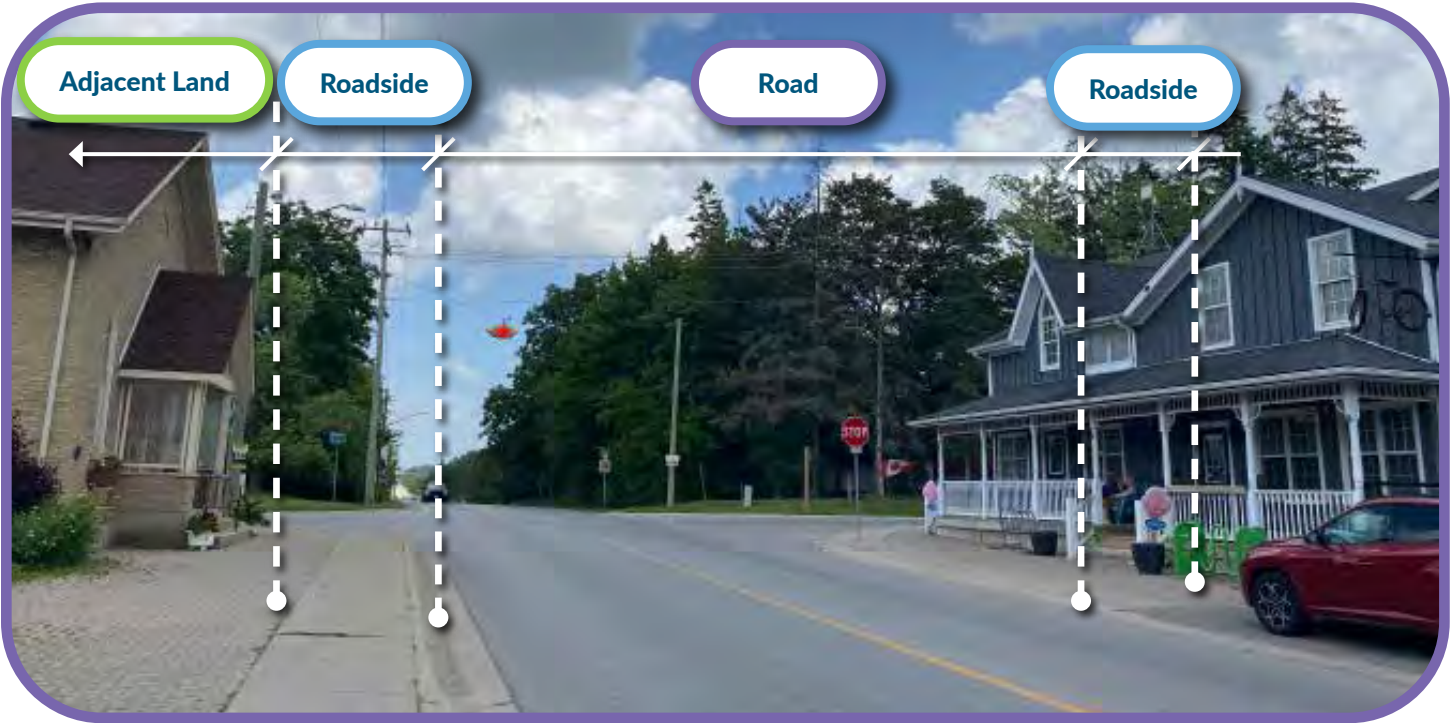
The portion of the **public** right-of-way primarily used by vehicular traffic, but may also include **medians, pedestrian crossings** and **bicycle lanes.**

First, the Guidelines are organized by segment, then further organized by the following streetscape components. This page provides an overview of the existing character of **Area E** streetscape components.



Adjacent Land

Adjacent lands in Focus Area E feature a mix of residential and commercial property frontage. Commercial adjacent lands are minimal with the majority of Arkell being residential.



Heading North East on Arkell Rd ; Pictured: entering Arkell Community Core



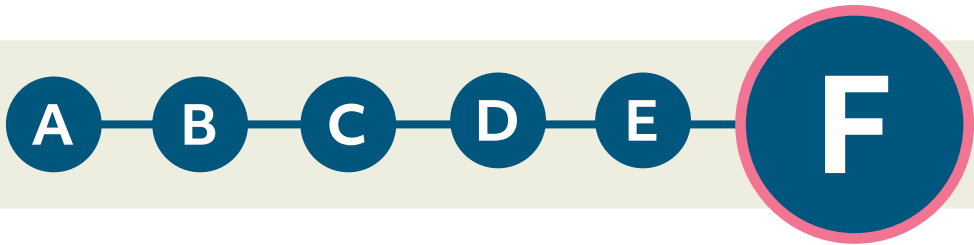
Roadside

Roadsides in Area E feature a mix of sidewalks and paved shoulders in varying conditions to support pedestrian activity.



Road

Roads within Focus Area E are posted at a speed limit of 50 km/h and consist of two-lane roadways with one primary four-way stop-controlled intersection.



Focus Area F: Employment Lands

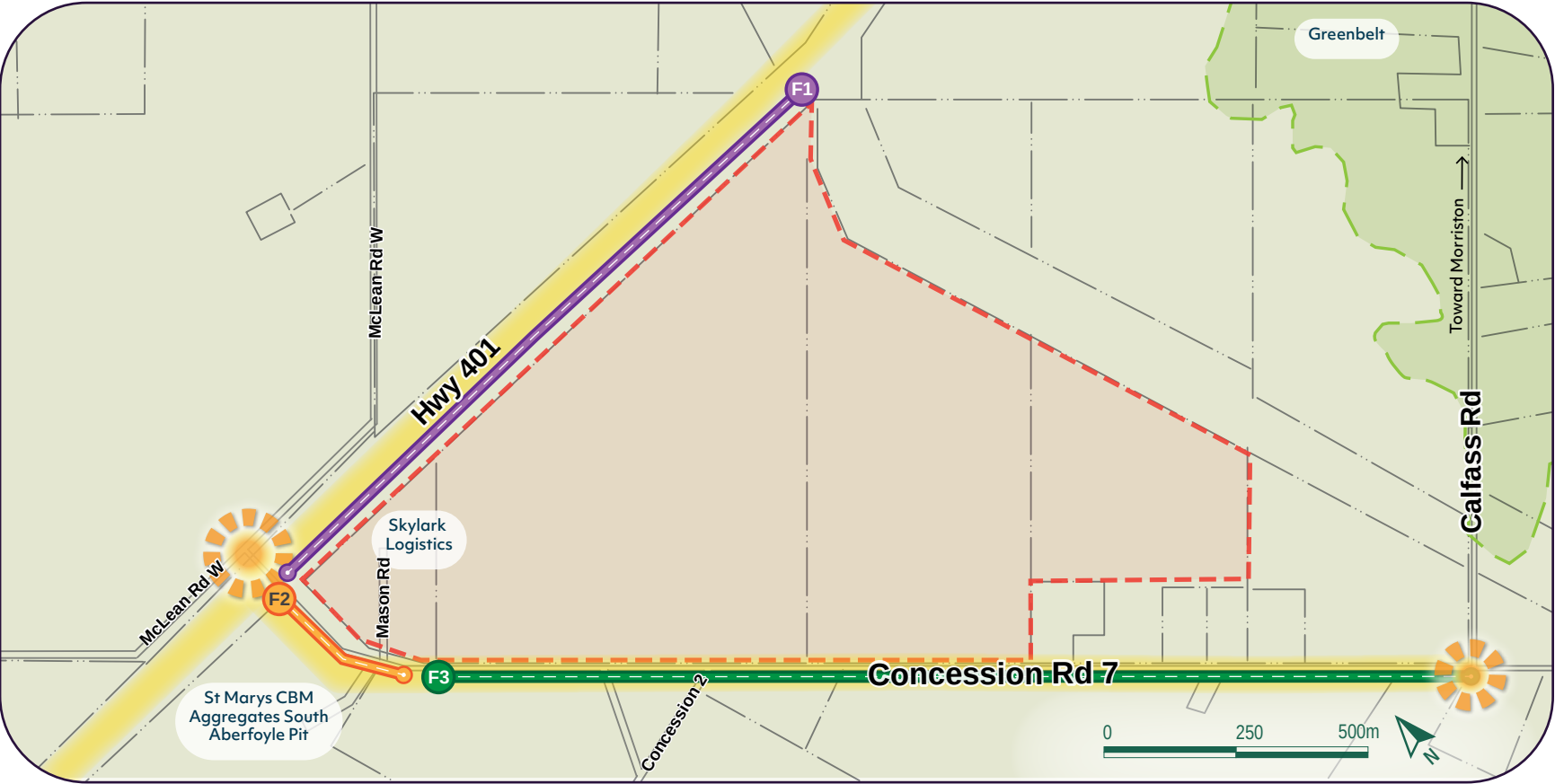
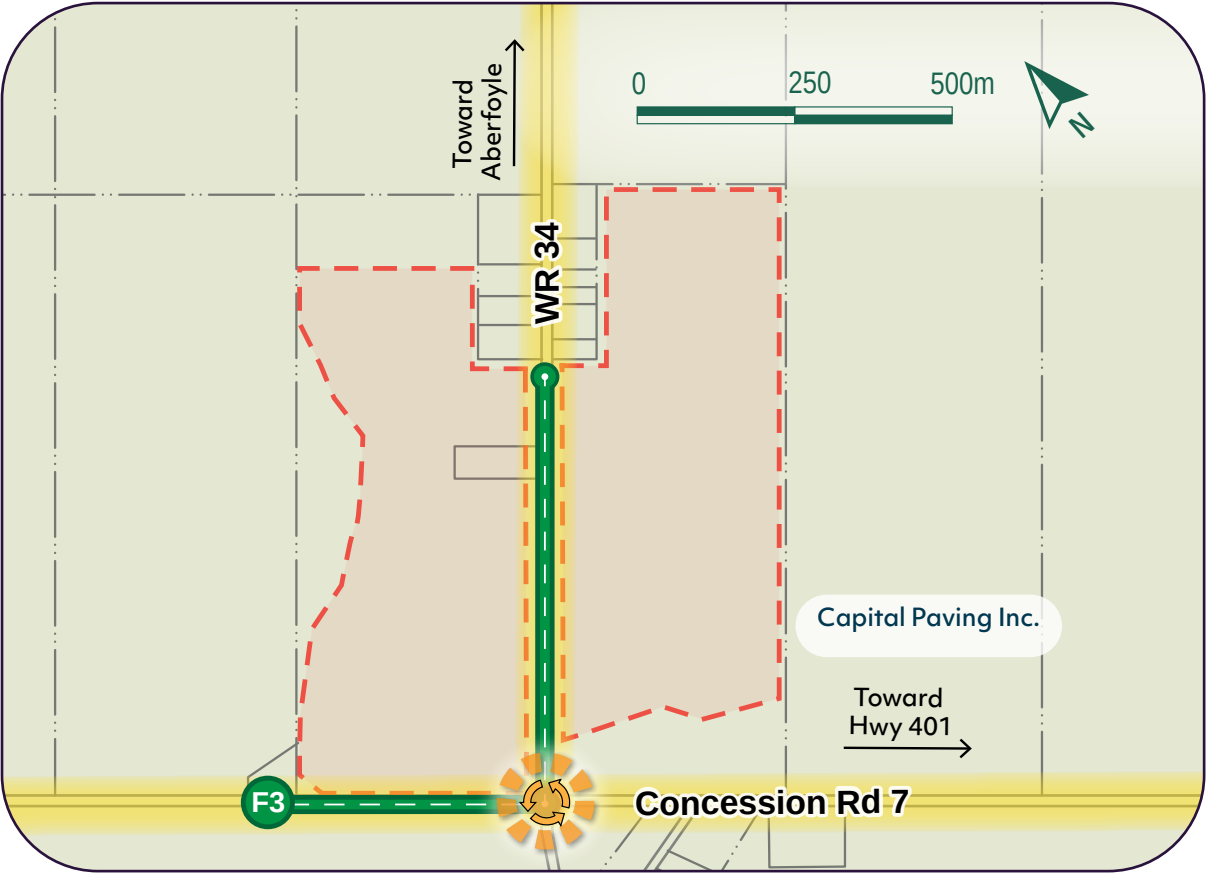
Figure 11. Focus Area F

Through the **Puslinch By Design: Employment Land Study (2025)**, the Township has recommended several new Rural Employment Areas, including three (3) options seen below:

North of Wellington Rd 34, East of Concession Rd 7 (Refer to Option G of Land Study)

South of Wellington Rd 34, East of Concession Rd 7 (Refer to Option H of Land Study)

South of Highway 401 and East of Concession Rd 7 (Refer to Option D of Land Study)



F

Focus Area F: Employment Lands

Streetscape Components:

Adjacent Land
Private or public property, which may include **building façades, height, and setbacks, parking,** as well as **landscaping** as typically defined through zoning.

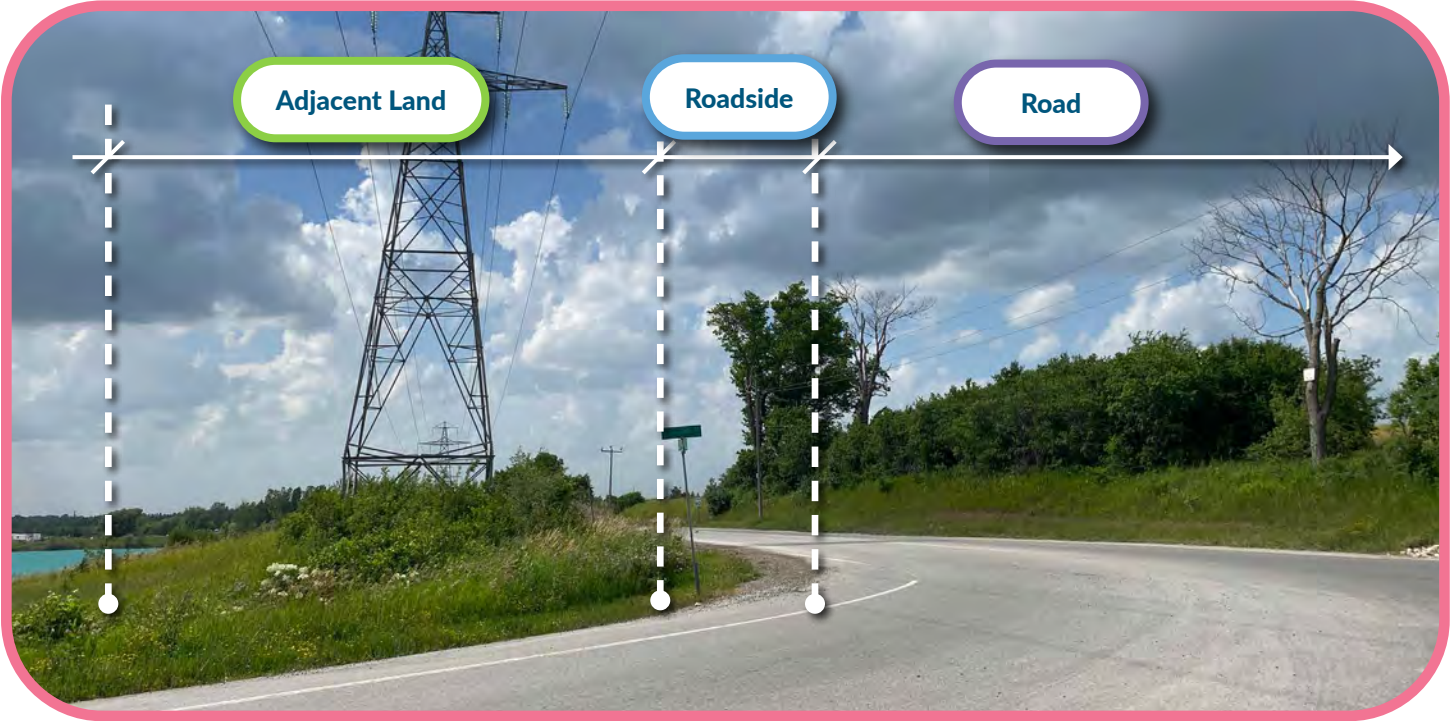
Roadside
The strip of **public** property beside a road typically used to provide **sidewalks, street trees, signs, amenities (i.e. pedestrian realm),** in addition to **drainage** and **utilities.**

Road
The portion of the **public** right-of-way primarily used by vehicular traffic, but may also include **medians, pedestrian crossings** and **bicycle lanes.**

First, the Guidelines are organized by segment, then further organized by the following streetscape components. This page provides an overview of the existing character of **Area F** streetscape components.



Adjacent Land
Adjacent lands in Focus Area F feature a mix of residential and commercial property frontage. This land is inclusive of a portion of the Greenbelt and agricultural lands.



Heading North East on Concession 2. Pictured: Turning left onto Concession Rd 7



Roadside
Roadsides in Area F feature a mix of gravel shoulders in varying topography conditions; with no support for pedestrian activity.



Road
Roads in Focus Area F are posted at 60 km/h and have two lanes of traffic.

Section 3:

The Design Guidelines



The Guidelines are organized by the following focus areas and then further grouped by road segments. This structure will assist with efficient project planning.

Focus Area A: Guelph to Aberfoyle	see page 15
Focus Area B: Aberfoyle Streetscape	see page 17
Focus Area C: Aberfoyle to Highway 401	see page 19
Focus Area D: Morriston Streetscape	see page 21
Focus Area E: Arkell Streetscape	see page 23
Focus Area F: Employment Lands	see page 25

Planning Principles: A Foundation for Good Urban Design

The following is of particular relevance to the Guidelines and reflect the significant findings of the analysis, as summarized in Section Two: Taking Stock, as well as the valuable input from residents, businesses, property owners, and Township staff. Guidelines for renewal, reinvestment and community building throughout the Township and within the Aberfoyle, Morriston and Arkell settlement areas are served by several considerations:

1. Responding to Planning Principles, which guide development, investment and decision-making toward long term community building;
2. Understanding the Streetscape Components, which describes the street classification within the focus areas and establishes a hierarchy of treatments (typically pavements, lighting, greening, and site furnishings) specifically in consideration to adjacent lands, roadside and road influences, and
3. Promoting reasonable Development Design possibilities, which includes these Guidelines, identifying areas of Stability and Change, and demonstrating Development Design Concepts illustrating “what it could be like.”

These all provide supportive recommendations to guide the evolution of the Aberfoyle, Morriston, Arkell and employment lands focus areas’ main urban and rural elements. Guidelines provide specific performance criteria to guide elements of the built environment to ensure the creation of a high-quality pedestrian environment and an attractive mixed use main street that is compatible with adjacent neighbourhoods and appropriate to the provision of a supportive environment within the focus areas.

This also pursues an “intentional public realm,” which includes benefits for public and private open spaces that will contribute to a cohesive and vibrant streetscape.

Specific streetscape improvement, intended to strengthen the character and amenity of the area contributes to a high-quality “place,” and ideally encourages desired private sector

reinvestment throughout the focus areas and the Township.

Planning Principles: Working Towards Good Urban Design

These principles have guided the creation of the vision and will be used by the Township to inform the transformation of the focus areas in Aberfoyle, Morriston and Arkell over the coming years. Many of these principles also build on established Township and heritage asset goals.

Creating a true mixed-use vibrant main street by encouraging people to be on and live in proximity of the “main street” within the Aberfoyle and Morriston focus areas.

Main street patronage and living is essential for creating a safe, animated, active and economically prosperous main street. While typically experienced in more populous areas, significant opportunities remain possible for mixed use residential infill and intensification within the core areas of rural communities. Understanding the present conditions and anticipating the future, changes to the focus areas of Aberfoyle and Morriston can enable mixed use intensification that can better support commercial growth and diversification, as well as community building and renewal.

Creating a great pedestrian friendly, high quality and distinctive streetscapes

A critical component of any healthy pedestrian environment is the quality and amenity of the public realm: the places where people walk, shop, meet, conduct business and socialize. The focus area corridors in both Aberfoyle and Morriston need new streetscapes to ‘calm’ the street and re-balance as a place where pedestrians and vehicular movement have equal emphasis. The existence of the regional Go Bus transit-way presents a significant opportunity to put in place a distinctive and enduring streetscape to re-image the corridor

and encourage private sector renewal. Additionally, considerations for the usage of lane reduction treatments (Road Diet) are especially opportune for specific segments of the Aberfoyle corridor, ie, reducing the number or width of travel lanes by converting the four-lane undivided road into three lanes, i.e., two through lanes plus a central left turn lane. The outcome is a space to better serve all users and improving overall corridor livability. Note, decisions concerning these treatments should include engineering judgment; considering speeds, turning volumes, pedestrian/bike activity, and parallel routes.

Utilize every development opportunity to repair the gaps in the urban fabric and enhance the urban character of the street.

Much of Aberfoyle and Morriston are characterized by a significant vehicular corridor with a predominance of one- and two-story buildings with various set back distances from the street. This has created a less appealing environment which is uninviting to pedestrians and traditional main street commercial activities. Additionally, in several locations, the setback of existing development is out of balance with the width of the street, and in many instances, has limited pedestrian opportunity. Consequently, street definition is weak – existing buildings and the scale of the street are mixed and imbalanced. There is significant potential to address these conditions and improve the character and definition of the area, and pedestrian environments, through new mixed-use development appropriately blending the old with the new. Conversely, Arkell poses a different character having a strong neighbourly atmosphere supporting a pedestrian-friendly scale. Development opportunities should strive to maintain this character.

Creating new and celebrating existing parks on the side streets as important places for meeting and gathering.

While the street frontage is the primary address and civic seam of Aberfoyle and Morriston, they establish the immediate first impression of the community; opportunities such as Morriston’s Historic Block park and side streets have a unique role to play in the future of the areas. Lower volumes of traffic and narrower street widths make the side streets in general attractive locations for meeting, gathering, and engaging in outdoor communal pursuits.

There are a number of opportunities to introduce new (or re-establish) green spaces, parkettes and plazas which can take advantage of southern corner locations, and provide distinct places for families, friends, residents and visitors.

Safeguard, expand and diversify the commercial retail sector.

Retail and commercial uses act as key economic drivers for many main streets. Much of the Township’s retail spending is directed to locations outside the study area, and in many cases these developments have eclipsed the traditional commercial retail function of its focus areas’ commercial street segments. Where appropriate, there is strong potential to evolve a distinct commercial role for the streets comprised of specialty retail concentration catering to niche markets, including food, lifestyle and boutique stores as well as neighbourhood and convenience shopping for the surrounding population. New retail development will come in the form of revitalization of existing structures and through future mixed-use developments adding a main street population to support and strengthen commercial vitality.

Promote a connected open space system.

A linked network of attractive streetscapes, parks, civic spaces and open space connections is a defining characteristic of all good rural and urban places. Proximity to the Puslinch Community Centre, Morriston Meadows Park, Boreham Park, and Starkey Hill, etc., is an asset; opportunities to effect improvements to the total open space resource, including parks, streets, streetscapes, trail linkages and pedestrian connections, and to adjacent destinations (Starkey Hill Conservation Area), will better link people and neighbourhoods to the focus area street segments in Arkell, Aberfoyle and Morriston, its commercial activities and regional transit opportunities.

Protect and strengthen core assets – distinctive places and heritage resources.

The Township has many unique assets, heritage and open space resources and other amenities which demonstrate “stability” and make the area a great place to live, work and play. Protecting and enhancing these assets will reinforce the unique identity and character of the area while enabling these locations to contribute to the overall success of main street

renewal by acting as notable destinations or anchors for new development. There are a number of potential “change” sites that can enhance core assets and strengthen the sense of place and identity of the area.

Promote a high quality of design excellence.

Securing a successful, livable and meaningful vision for the future of the Township and its communities in Aberfoyle, Arkell and Morriston is as much about the quality and execution of its physical design as it is about the commitment of those who will oversee the implementation of the vision over many years. A high quality of design excellence and attention to the public environment, parks, streets, squares, trails, public buildings, signage and exterior architecture will ensure that the vision for the future of the Township is achieved and that each project fully contributes to community building and positive renewal. Specific streetscape and built form design criteria will ensure that future development is executed to the highest standards.

Organize shared parking and promote the development of a connected system of rear drive laneways to free up the main thoroughfares for people, parks, buildings and activity.

While regional transit can bring new pedestrian traffic to support commercial uses along the main thoroughfares in each of the Township’s settlement areas, the provision of parking is important to the success of most commercial main streets, especially those situated in rural communities. Both re-development and development processes provide opportunity to reorganize parking toward shared parking and access solutions. As available, these service functions will be situated toward the rear of the properties and free up high value primary frontage for people, public space, buildings and activity.

Regional Transit is an important catalyst for positive change, renewal and reinvestment along the corridor.

Regional transit has the potential to improve access for people and business, offer an alternative to automobile usage, reduce congestion, improve and green the street and pedestrian environment, renew interest in development and re-investment along Aberfoyle’s and Morriston’s focus areas, and provide a rationale for appropriate intensification to support transit use. Township investment in spaces that support regional transit infrastructure should be paired with development intensification to fully capture the benefits transit can provide.

The Township and the County have the power to make change happen.

The implementation of the Township’s Guidelines work with its other defining “planning” documents and can have a tremendously positive impact on the image and character of the focus areas in the short term. Through development and redevelopment processes, strategic development agreements, and the use of innovative tools for implementation, the Township can advance elements of the vision to make a significant contribution toward improving existing core assets and other elements of the public and civic realm.

Enhancing Focus Areas

Segments Overview

The six (6) focus areas are divided into distinct segments, determined by the context and unique character of each road segment. All segments are illustrated on the Focus Area Inventory Plans for reference.

Area A: Guelph to Aberfoyle

- A1 Vehicular Transitional
- A2 Residential Thoroughfare
- A3 Commercial/Residential Mix

Area B: Aberfoyle Streetscape

- B1 Vehicular Transitional
- B2 Community Core
- B3 Community Extension
- B4 Commercial/Residential Mix

Area C: Aberfoyle to Highway 401

- C1 Industrial Highway
- C2 Commercial Highway
- C3 Vehicular Transitional

Area D: Morriston Streetscape

- D1 Vehicular Transitional
- D2 Community Core
- D3 Community Extension
- D4 Residential Thoroughfare

Area E: Arkell Streetscape

- E1 Vehicular Transitional
- E2 Residential Thoroughfare
- E3 Community Core/Residential Mix
- E4 Vehicular Transitional

Area F: Employment Lands

- F1 Highway Frontage
- F2 Industrial Thoroughfare
- F3 Rural Vehicular

Aspects of Urban Design

The Guidelines address key aspects of development design across the following topic areas.

Aesthetics

- Beautification/Planters
- Character
- Family of Elements/Furnishings/Amenities
- Landscaping/Planting
- Lighting
- Murals
- Street Trees

Buildings

- Building Design
- Building Height and Scale
- Setbacks
- Street Wall

Note: Some segments may not include applicable guidelines due to their non-urban characteristics and will be identified as “None.”

Movement and Use / Circulation

- Crosswalks
- Pedestrian Realm/Sidewalks
- Traffic Calming/Medians

Placemaking and Navigation

- Branding and Identity
- Gateway/Entry
- Landmarks
- Signage



Focus Area A: Guelph to Aberfoyle

Design Guidelines by Segment

Note: These design guidelines intend to conform with the applicable County Official Plan policies and the Township Zoning By-laws, as they prevail, and should uphold the overall design vision and guiding principles established for the focus area and its subsequent segments.

A1 Segment A1: Vehicular Transitional

Adjacent Land

- A1.1** Adhere to the minimum development setback from Brock Rd /WR 46 to preserve existing rolling topography, mature vegetation, and ponds.
- A1.2** Provide landscaping enhancements appropriate to the rural setting (e.g., informal groupings and plant material that is not heavily manicured).

Roadside

- A1.3** Identify entry into the Township from the City of Guelph at Brock Rd/WR46 and Maltby Rd with primary gateway signage, landscaping and lighting

A2 Segment A2: Residential Thoroughfare

None.

A3 Segment A3: Commercial/Residential Mix

Adjacent Land

- A3.1** Provide enhanced building design where fronting on or visible from Brock Rd/WR 46; Incorporate natural materials, building elements and architectural character that complement the rural setting.

Roadside

- A3.2** Highlight entry into Aberfoyle at the intersection (roundabout) of Brock Rd/WR 46 and WR 34 with primary gateway signage, landscaping, and lighting.



Focus Area B: Aberfoyle Streetscape

Design Guidelines by Segment

Note: These design guidelines intend to conform with the applicable County Official Plan policies and the Township Zoning By-laws, as they prevail, and should uphold the overall design vision and guiding principles established for the focus area and its subsequent segments.

B1 Segment B1: Vehicular Transitional

None.

B2 Segment B2: Community Core

Adjacent Land

- B2.1** Minimize building setbacks from Brock Rd/WR 46 to define the street edge.
- B2.2** Ensure building heights match or complement the pre-existing building heights of adjacent developments on Brock Rd/WR 46.
- B2.3** Incorporate consistent landscaping, including native plantings, street trees, and layered vegetation, to reinforce Aberfoyle’s rural character and enhance the pedestrian experience.

- B2.4** Encourage driver-oriented signage that suits the rural character of the area; municipal signage should reflect the Township brand to support a cohesive identity, while private commercial signage should clearly identify business properties.

Roadside

- B2.5** Enhance pedestrian realm by providing continuous barrier curb, sidewalks, boulevards, and pedestrian/street lighting within Aberfoyle. Incorporate street trees and/or landscaping where right-of-way width is sufficient.
- B2.6** Improve and maintain visibility to key properties, such as the Puslinch Community Centre
- B2.7** Introduce a family of elements, including decorative light fixtures, wayfinding signage, planters, benches, bike racks, and waste receptacles. See **Family of Elements on page 44.**

B3 Segment B3: Community Extension

Same as B2

B4 Segment B4: Commercial/Residential Mix

Adjacent Land

- B4.1** Provide enhanced building design where fronting on or visible from Brock Rd/WR 46; Incorporate natural materials, building elements and architectural character that complement the rural setting.

Segment B2/B3 Optional

Consider a lane reduction treatment by reducing the number and/or width of travel through the Aberfoyle corridor by converting the four-lane undivided road into three lanes (two through lanes plus a central left turn lane). See **Alternative ROW Consideration on pages 56, 58 and 59.**



Focus Area C: Aberfoyle to Highway 401

Design Guidelines by Segment

Note: These design guidelines intend to conform with the applicable County Official Plan policies and the Township Zoning By-laws, as they prevail, and should uphold the overall design vision and guiding principles established for the focus area and its subsequent segments.

C1 Segment C1: Industrial Highway

Adjacent Land

C1.1 Provide landscaping enhancements appropriate to the rural setting (e.g., informal groupings and plant material that is not heavily manicured).

Roadside

C1.2 Minimize the visual impact of commercial and industrial driveways by designing to the minimum width necessary and combine or eliminate entrances where feasible. (Refer to *Wellington County Official Plan*).

C1.3 Identify entry into the Township from the 401 into Aberfoyle with primary gateway signage, landscaping and lighting.

C2 Segment C2: Commercial Highway

Adjacent Land

C2.1 Provide a (minimum) perimeter landscape area abutting Brock Road measured from inside the property line to accommodate trees spaced a minimum at the required 'on centre' spacing minimum (refer to Site Plan Control).

C2.2 Provide landscaping such as native/non-invasive trees, shrubs, perennials, and groundcover in front of buildings and in parking areas.

Roadside

C2.3 Minimize the visual impact of commercial and industrial driveways by designing to the minimum width necessary and combine or eliminate entrances where feasible. (Refer to *Wellington County Official Plan*).

C2.4 Introduce a family of elements, including decorative light fixtures, wayfinding signage, and planters. See **Family of Elements on page 44**.

Road

C2.5 Provide a consistently designed change in material, texture and colour for pedestrian crossings at signalized intersections.

C3 Segment C3: Vehicular Transitional

None.



Focus Area D: Morriston Streetscape

Design Guidelines by Segment

Note: These design guidelines intend to conform with the applicable County Official Plan policies and the Township Zoning By-laws, as they prevail, and should uphold the overall design vision and guiding principles established for the focus area and its subsequent segments.

D1 Segment D1: Vehicular Transitional

None.

D2 Segment D2: Community Core

Same as D3

D3 Segment D3: Community Extension

Adjacent Land

- D3.1** Locate new commercial buildings in the designated Central Business District (*Wellington County Official Plan*) at the prescribed setback from Queen St/Hwy 6. Locate parking behind commercial buildings to define the street edge.
- D3.2** Ensure buildings heights match or complement the pre-existing building heights of adjacent developments on Queen St/Hwy 6.

- D3.3** Provide enhanced building design where fronting on or visible from Queen St/Hwy 6; Building façades should be strongly articulated through architectural detailing and building materials, wall projections, and windows.
- D3.4** Incorporate coordinated planters and hanging baskets throughout the Morriston streetscape to add seasonal colour, reinforce community pride, and enhance the pedestrian experience along the main street.
- D3.5** Incorporate murals and public art installations on prominent building façades and within the streetscape to celebrate Morriston’s history, rural character, and community identity.

Roadside

- D3.6** Enhance pedestrian realm by providing continuous barrier curb, sidewalks, boulevards, and pedestrian/street lighting within Morriston. Incorporate street trees and/or landscaping where right-of-way width is sufficient.
- D3.7** Improve and maintain visibility to key properties, such as the Historic Corner Block (sight lines, pathways, signage, other amenities)
- D3.8** Introduce a family of elements, including decorative light fixtures, wayfinding signage, planters, benches, bike racks, and waste receptacles. See **Family of Elements on page 44.**



Focus Area D: Morriston Streetscape

D3.9 Highlight entry into Morriston at the both the northern and southern entry points with gateway signage, landscaping, and lighting.

Road

D3.10 Provide a consistently designed change in material, texture and colour for pedestrian crossings at signalized intersections.

D4 Segment D4: Residential Thoroughfare

None.



Focus Area E: Arkell Streetscape

Design Guidelines by Segment

Note: These design guidelines intend to conform with the applicable County Official Plan policies and the Township Zoning By-laws, as they prevail, and should uphold the overall design vision and guiding principles established for the focus area and its subsequent segments.

E1 Segment E1: Vehicular Transitional

None.

E2 Segment E2: Residential Thoroughfare

None.

E3 Segment E3: Community Core/Residential Mix

Adjacent Land

- E3.1** Locate new commercial buildings in the designated Central Business District (*Wellington County Official Plan*) at the prescribed setback from Arkell Rd/Watson Rd S. Locate parking behind commercial buildings to define the street edge.
- E3.2** Provide enhanced building design where fronting on or visible from Arkell Rd/Watson Rd S; Building façades should be strongly articulated through architectural detailing and building materials, wall projections, and windows.

- E3.3** Incorporate coordinated planters and hanging baskets throughout the Arkell streetscape to add seasonal colour, reinforce community pride, and enhance the pedestrian experience along the main intersection streets.
- E3.4** Incorporate public art installations on prominent building façades and/or within the streetscape to celebrate Arkell’s history, rural character, and community identity.

Roadside

- E3.5** Enhance pedestrian realm by providing continuous barrier curb, sidewalks, boulevards, and pedestrian/street lighting within Arkell. Incorporate landscaping and greening where right-of-way width is sufficient.
- E3.6** Improve and maintain visibility to key properties, such as the Arkell United Church (sight lines, pathways, signage, other amenities).
- E3.7** Introduce a family of elements, including decorative light fixtures, pavement treatments, wayfinding signage, mobile planters, and hanging plant baskets. See **Family of Elements on page 44.**
- E3.8** Highlight entry into Arkell at both the northwestern and southeastern entry points with gateway signage.

Road

- E3.9** Provide a consistently designed change in material, texture and colour for pedestrian crossings at signalized intersections.

E4 Segment E4: Vehicular Transitional

None.



Focus Area F: Employment Lands

Design Guidelines by Segment

Note: These design guidelines intend to conform with the applicable County Official Plan policies and the Township Zoning By-laws, as they prevail, and should uphold the overall design vision and guiding principles established for the focus area and its subsequent segments.

Through the **Puslinch By Design: Employment Land Study (2025)**, the Township has recommended several new Rural Employment Areas including:

- **South of Highway 401 and East of Concession Rd 7**
(Refer to Option D of Employment Lands Study)
- **North of Wellington Rd 34, East of Concession Rd 7**
(Refer to Option G of Employment Land Study)
- **South of Wellington Rd 34, East of Concession Rd 7**
(Refer to Option H of Employment Land Study)

These areas are proposed to be implemented through Official Plan Amendment 131 (OPA 131) and shown in Schedule A7 and B7 of the County of Wellington Official Plan. Refer to Section 5.3, Page 58-65 of the Puslinch by Design - Employment Lands Study - Recommended Land Option and Land Use Report for respective design guidelines, as noted below for each segment.

F1 Segment F1: Highway Frontage

Refer to **Section 5.3, Page 58-65** of the Puslinch by Design - Employment Lands Study - Rural Employment Area Design Guidelines for design guidelines.

F2 Segment F2: Industrial Thoroughfare

Refer to **Section 5.3, Page 58-65** of the Puslinch by Design - Employment Lands Study - Rural Employment Area Design Guidelines for design guidelines.

F3 Segment F3: Rural Vehicular

Refer to **Section 5.3, Page 58-65** of the Puslinch by Design - Employment Lands Study - Rural Employment Area Design Guidelines for design guidelines.

Established Character Meets Opportunity

Areas of Change and Stability

The three main subject areas for the Guidelines are Aberfoyle, Morriston, and Arkell.

The following plans schematically illustrate opportunities for enhancement while respecting established character. These illustrations may be used to suggest and inform future projects and redevelopment and development opportunities in the three specific focus areas.

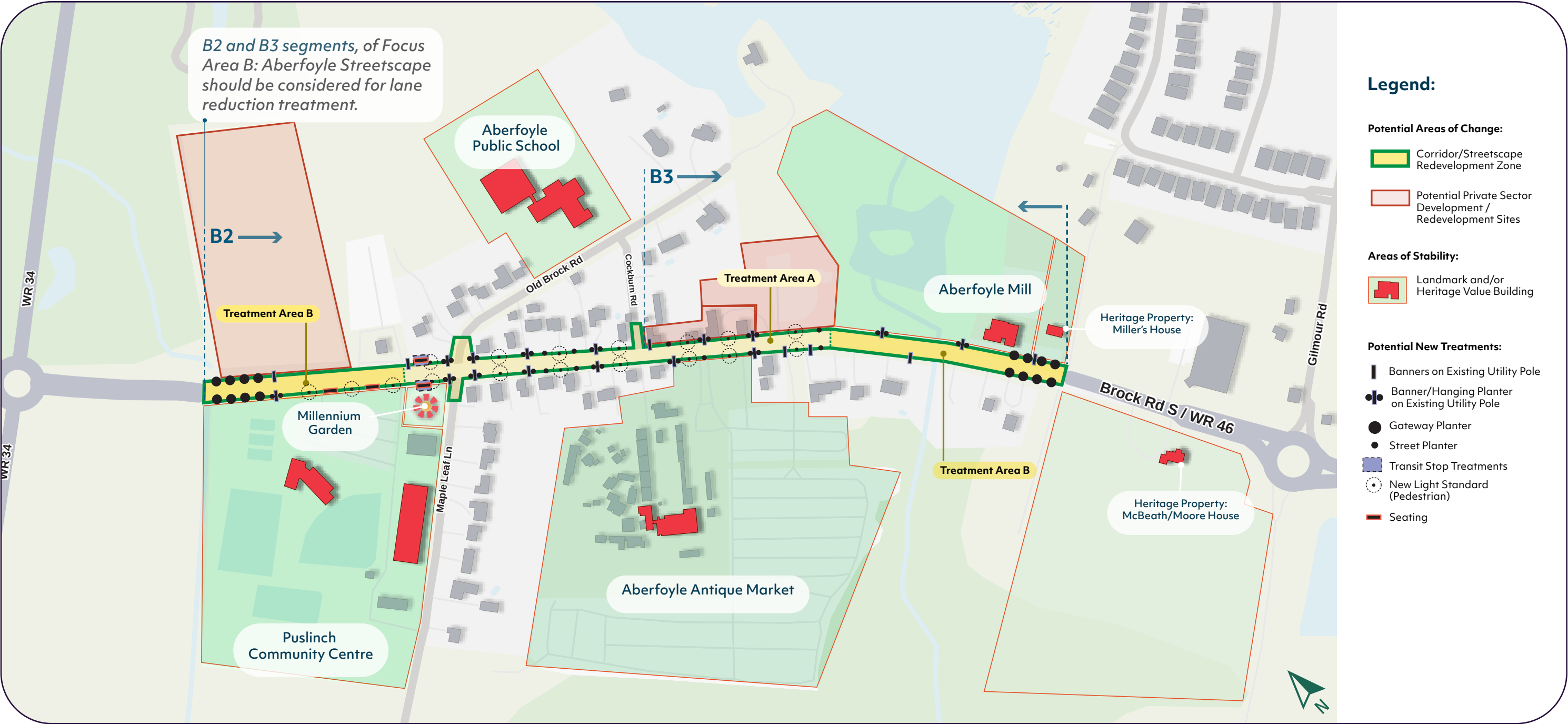
Generally, landmarks and surroundings, built and natural heritage, and development next to residential areas are important community resources to consider in the application of the Guidelines.

B

Focus Area B: Aberfoyle Streetscape

Figure 12. Focus Area B: Areas of Change and Stability

Areas of Change and Stability



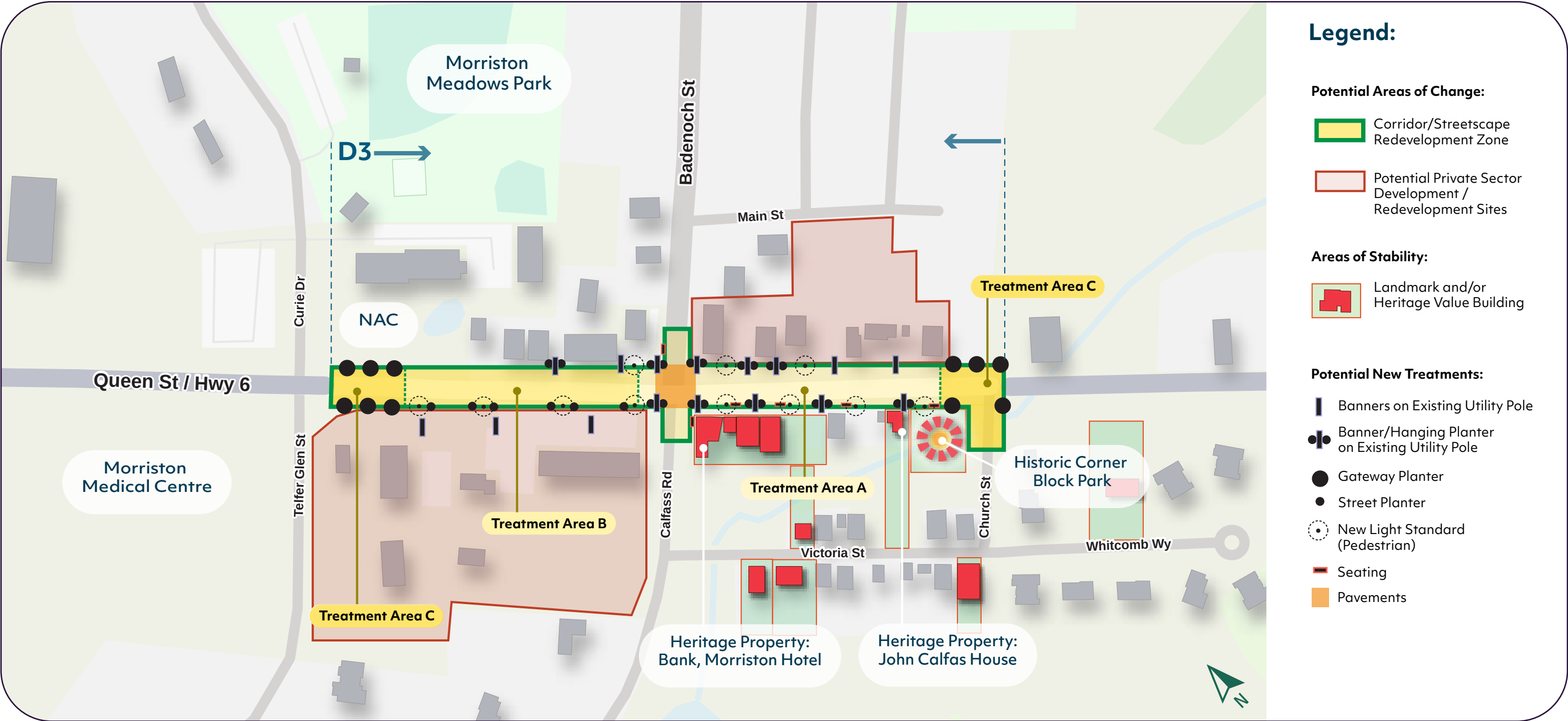
Note: This demonstration is an illustrative rendition only. Illustrations may be used to suggest and inform future projects and redevelopment and development opportunities.



Focus Area D: Morriston Streetscape

Figure 13. Focus Area D: Areas of Change and Stability

Areas of Change and Stability



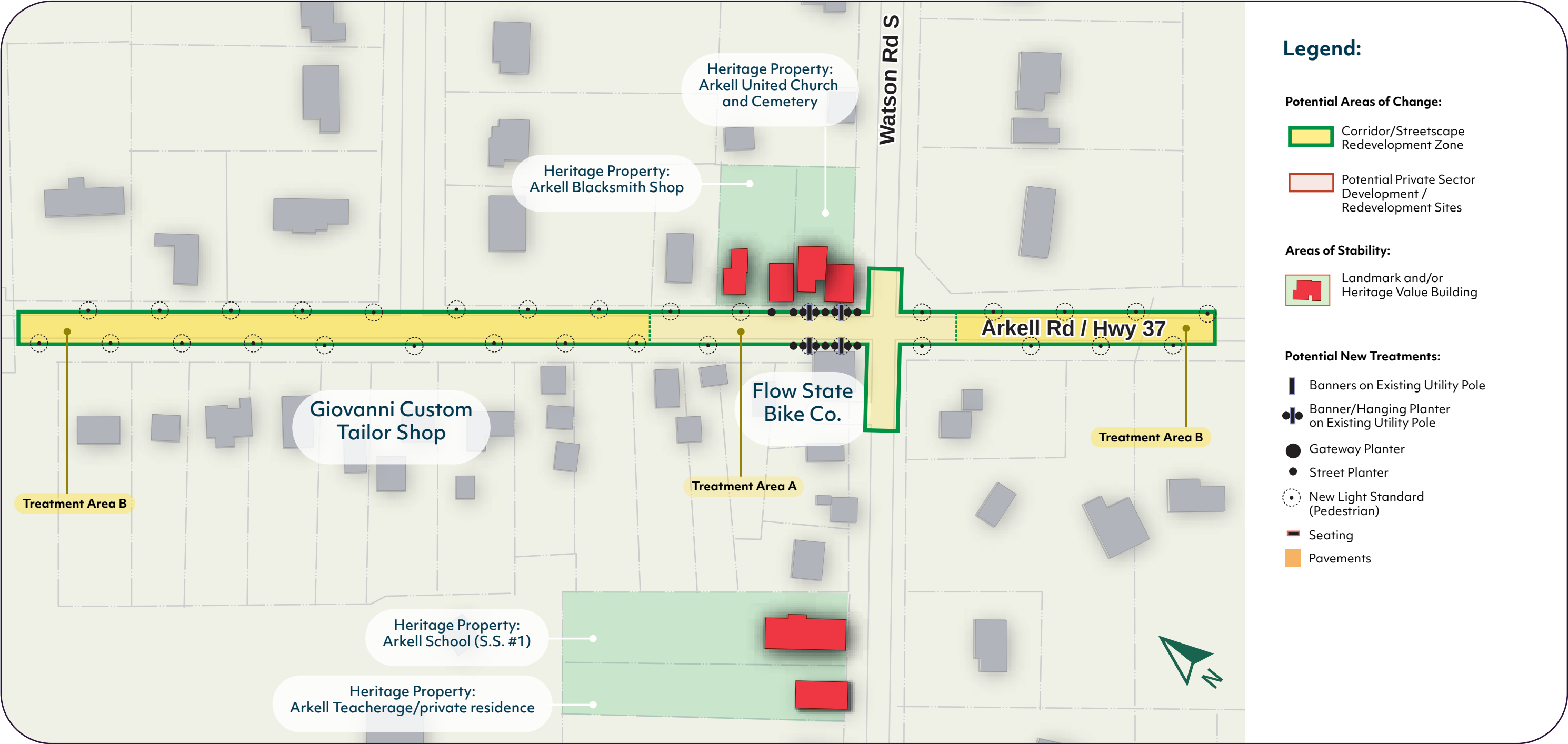
Note: This demonstration is an illustrative rendition only. Illustrations may be used to suggest and inform future projects and redevelopment and development opportunities.



Focus Area E: Arkell Streetscape

Figure 14. Focus Area E: Areas of Change and Stability

Areas of Change and Stability



Note: This demonstration is an illustrative rendition only. Illustrations may be used to suggest and inform future projects and redevelopment and development opportunities.

Promoting Quality Development

The Five Treatments

The means of promoting quality development having safe and inclusive treatments and improving development design in the Township can be organized into the following five categories:

Note, Images below are for visual reference only and are based on precedent works, not necessarily proposed treatments for the Township.



Site Furnishings

- Benches (variety to support accessibility)
- Waste receptacles
- Bike racks



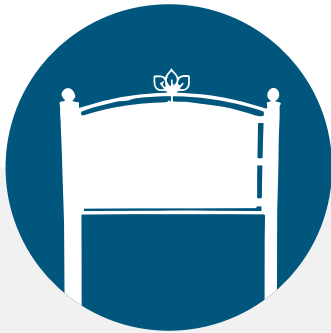
Lighting (DarkSky Compliant)

- Street lamps
- Decorative light fixtures



Greening

- Landscaping
- Shade/Street Trees
- Planters
- Hanging baskets



Signage and Identity

- Gateway signage
- Identity signage
- Public Art/Murals



Pavements

- Sidewalks
- Crosswalks
- **Permeable solutions as applicable*



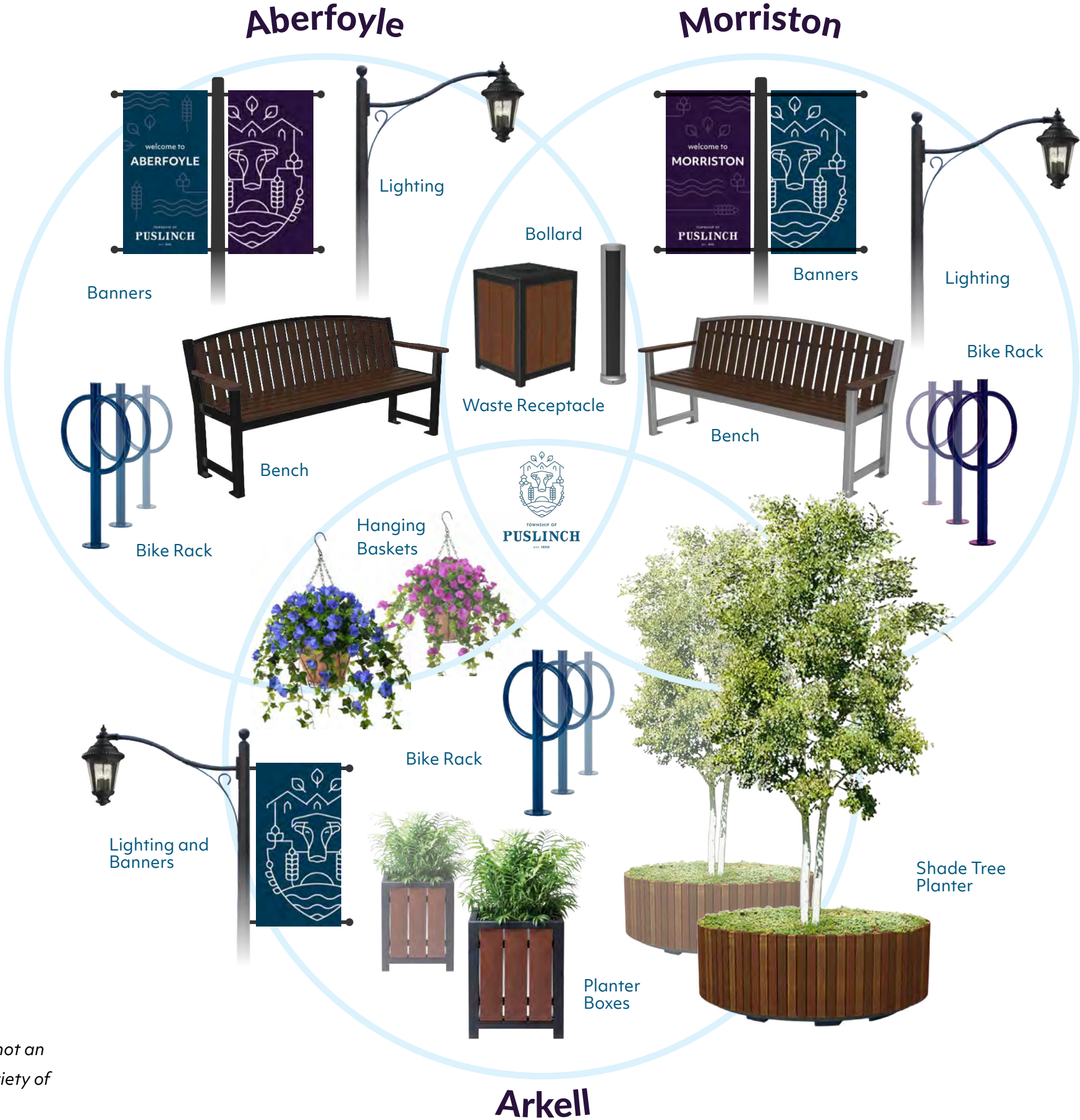
Family of Elements

The selection of a Family of Elements (right) is shown as an example only to guide future product selection. Elements have been chosen to reflect an appropriate character for the Township while providing a subtle degree of differentiation between the Aberfoyle, Arkell and Morriston communities.

Considerations for choosing streetscape elements and furnishings:

- Matching colours and materials to coordinate different types of elements
- Intent is to provide a variety of seating options to be inclusive, ie, with backs, backless, with arms, with single arm, etc.
- Varying colours or materials between the same types of elements to strengthen identity of a specific area
- Choose materials (e.g., wood, steel, stone, etc.) that reflect the character of the Township and complement existing architecture.
- When appropriate, choose colours for materials or plantings to align with the Township brand and reinforce identity

Note, the product specification is a suggested functional/aesthetic approach and not an endorsement of one manufacturer or model; equals are available throughout a variety of manufacturers and can be managed on an 'approved equal' procurement basis.



Product Selection

Note that wood selection, powder coating, and vinyl wrapping can customize the look of each piece below.

Bench



Steel backed bench with wood or composite slats, frame finished in 'black'. Township to seek seating variety having backs, no backs, arm rests an no arm rests, etc, to best serve accessibility. Placement to be strategic to user group and effects of climate.

Waste Receptacle



Steel framed waste receptacle with wood or composite slats, frame finished in 'black'.

Planter Box (Street)



Steel framed planter with wood or composite slats, frame finished in 'black'.

Street Tree Planter Box (Gateway)



Large planter with 'black' container and wood or composite 'tan' slats.

Bike Rack



Single steel bike rack finished in 'black'.

Bollard



Steel bollards, finished in 'black', with wood or composite slat details.

Street Lighting



Traditional luminaire pendant mounted to a decorative scroll arm, finished in 'black'. All new lighting should adhere to DarkSky standards.

Materials

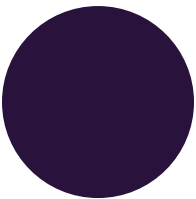


Powder-coat steel in 'black'

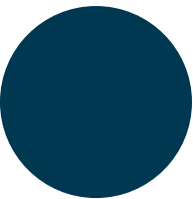


Wood with 'dark, natural' stain

Township Brand Colours



Purple
Pantone 2765



Blue
Pantone 302



Site Landscaping

The overall objectives of site landscaping is to encourage landscape design in consideration of the distinct character of the rural and urban areas of the Township, and to improve the aesthetic quality of development and screen less attractive elements of a site.

Site Landscaping Guidelines

Trees

- 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.
- Provide tree plantings in parking areas and on the perimeter of the property
- Minimum acceptable sizes for trees:
 - Deciduous trees: 60 mm caliper, 3-3.5 m height
 - Coniferous trees: 1.5 m height
- Choose trees with salt/urban tolerance to withstand harsh roadside conditions.
- Choose native plants when possible. Ensure all plants are non-invasive.
- Consider the trees full growth habit when locating trees (e.g., plant smaller trees under hydrolines, ensure full crown width will not obstruct sightlines, etc.)

List of Recommended Trees

- | | |
|--|---|
| <ul style="list-style-type: none">• American Hop-Hornbeam (<i>Ostrya virginiana</i>) N• American Mountain Ash (<i>Sorbus americana</i>)• Bitternut Hickory (<i>Carya cordiformis</i>) N• Basswood (<i>Tilia americana</i>) N• Black Cherry (<i>Prunus serotina</i>) N• Bur Oak (<i>Quercus macrocarpa</i>) N• Freeman Maple (<i>Acer x Freemanii</i>)• Ginkgo biloba* (Maidenhair Tree)• Hackberry (<i>Celtis occidentalis</i>) N• Honeylocust (<i>Gletitsia triacanthos</i> var <i>inermis</i>)• Ivory Silk Lilac (<i>Syringa reticulata</i> 'Ivory Silk')• Kentucky Coffee Tree* (<i>Gymnocladus dioicus</i> 'Espresso') N• Littleleaf Linden (<i>Tilia cordata</i>) | <ul style="list-style-type: none">• London Planetree (<i>Platanus x acerifolia</i>)• Ohio Buckeye (<i>Aesculus glabra</i>) N• Pin Cherry (<i>Prunus pensylvanica</i>) N• Red Oak (<i>Quercus rubra</i>) N• Shagbark Hickory (<i>Carya ovata</i>) N• Showy Mountain Ash (<i>Sorbus decora</i>)• Serviceberry (<i>Amelanchier canadensis</i> - tree form) N• Smooth Serviceberry (<i>Amelanchier laevis</i> - tree form) N• Swamp White Oak (<i>Quercus bicolor</i>) N• White Elm 'Valley Forge' (<i>Ulmus americana</i> 'Valley Forge') N |
|--|---|

Notes: * male species

N - Native

Shrubs and Groundcovers

- Use shrubs and groundcovers 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.
- Minimum acceptable sizes for shrubs:
 - 60-100 cm in height

List of Recommended Shrubs and Groundcovers

Shrubs

- | | |
|---|--|
| • American Elderberry (<i>Sambucus canadensis</i>) N | • Pussy Willow (<i>Salix discolor</i>) N |
| • Alternate-leaved Dogwood (<i>Cornus alternifolia</i>) N | • Red-osier Dogwood (<i>Cornus sericea</i>) N |
| • Black Chokeberry (<i>Aronia melanocarpa</i>) N | • Shrubby Cinquefoil (<i>Potentilla fruticosa</i>) N |
| • Chokecherry (<i>Prunus virginiana</i>) N | • Smooth Wild Rose (<i>Rosa blanda</i>) N |
| • Fragrant Sumac (<i>Rhus aromatica</i>) N | • Staghorn Sumac (<i>Rhus typhina</i>) N |
| • Grey Dogwood (<i>Cornus racemosa</i>) N | • Winterberry (<i>Ilex verticillata</i>) N |
| • Highbush Cranberry (<i>Viburnum trilobum</i>) N | |
| • Meadowsweet (<i>Spiraea alba</i>) N | |
| • Nannyberry (<i>Viburnum lentago</i>) N | |

Evergreen Shrubs

- Junipers (*Juniperus sp.*)
- Mugo Pine (*Pinus mugo*)

- Choose shrubs and groundcovers with salt/urban tolerance to withstand harsh roadside conditions.
- Choose native plants when possible. Ensure all plants are non-invasive.

Perennials, Grasses and Groundcovers

- | | |
|--|---|
| • Autumn Joy Sedum (<i>Sedum</i>) | • Purple Cone Flower (<i>Echinacea purpurea</i>) N |
| • Big Bluestem (<i>Andropogon gerardii</i>) N | • Running Strawberry Bush (<i>Euonymus obovata</i>) N |
| • Black-Eyed Susan (<i>Rudbeckia hirta</i>) N | • Russian Sage (<i>Perovskia atripicifolia</i>) |
| • Catmint (<i>Nepeta faassenii</i>) | • Side-oats Grama (<i>Bouteloua curtipendula</i>) N |
| • Cranesbill (<i>Geranium sp.</i>) | • Switchgrass (<i>Panicum virgatum</i>) N |
| • Daylily (<i>Hemerocallis sp.</i>) | • Tickseed (<i>Coreopsis sp.</i>) |
| • Ladies Mantle (<i>Alchemilla mollis</i>) | • Yarrow (<i>Achillea millefolium</i>) |
| • Little Bluestem (<i>Schizachyrium scoparium</i>) N | • Wild Geranium (<i>Geranium maculatum</i>) N |
| • Oak Sedge (<i>Carex pensylvanica</i>) N | |
| • Prairie Dropseed (<i>Sporobolus heterolepis</i>) N | |

Notes: N - Native

Buffer Planting

- Provide buffers to screen undesirable views. Buffers may consist of architectural screening, landscaping, berming, or a combination.
- 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.
- Where berming is used, the berm should be 1 m high minimum, with maximum 33% side slopes and planted with shrubs and coniferous trees.
- Choose shrubs and groundcovers with salt/urban tolerance to withstand harsh roadside conditions, where applicable.
- Choose native plants when possible. Ensure all plants are non-invasive.

List of Recommended Trees for Buffer Planting

- Colorado Blue Spruce (*Picea pungens* ‘Glauca’)
- Eastern Hemlock (*Tsuga canadensis*) N
- Red Pine (*Pinus resinosa*) N
- Norway Spruce (*Picea abies*)
- White Cedar (*Thuja occidentalis*) N
- White Spruce (*Picea glauca*) N

Notes: N - Native



Landmarks

Objective: Preserve the Aberfoyle Mill and pond, a historically significant and highly visible local landmark.

Aberfoyle Mill

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

Mill Pond

- The Mill Pond and adjacent open space also dates back to the early operation of the mill. Together with the Mill, these features form a larger area of heritage value.



Aberfoyle Mill



Heritage Resources

Objective: Respect the historic character of buildings identified as part of the Township's Heritage Inventory.

Conserve and Restore

- 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.
- Complement heritage building attributes when developing or altering adjacent properties.

Incorporate Heritage Elements

- Incorporate elements of the architectural heritage of the Township into new development. This heritage is most prominent in the early farmhouses throughout the Township, which includes, but is not limited to:
 - Materials such as fieldstone, limestone, granite, brick (yellow, red), and wood.
 - Architectural elements such as gables (Gothic or arched; chapel window), dormers, and porches
 - Details such as stone or brick soldier, arched lintels, quoins, and gingerbread trim
 - Small paneled windows, front entrance transom, and side lights



Natural Heritage Resources

Objective: Preserve, enhance and integrate natural heritage resources.

Visibility

- Make nature visible by site configurations that maximize visibility and, where appropriate, accessibility to natural features.

Preservation

- Preserve rural landscape, including rolling topography, ponds, hedgerows, trees, etc.



Morriston Pond



Development Next to Residential Areas

Objective: Minimize the impact of new development on established residential uses.

Complement

- Design new buildings to complement the scale, proportion and materials of nearby residential uses.

Locating and Screening

- Locate site service, delivery and parking areas away from residential uses, and provide buffers to screen undesirable uses.



Aerial View of Morriston



Traffic Calming

Sourced from: *Canadian Guide to Traffic Calming – Second Edition (2018)*

Objective: Preserve the pedestrian experience, enhance safety, and reduce speeding, with all measures considered in accordance with the Township’s Roads Management Plan and the Township’s guiding document for traffic-calming interventions.

Note: Provincial, county, or municipal thoroughfares have a variety of ‘traffic calming’ measures available; the following are techniques that may be useful dependent on jurisdiction/approval.

Road Speed Interventions

- Integrate **Speed Display Devices** as necessary. Speed display devices are most effective on single-lane roads, providing drivers with immediate feedback on their speed.
- Explore **Vertical Centreline Treatment**, which incorporates vertical elements like flexible post-mounted delineators or raised pavement markers to form a central median. This setup gives drivers the impression of a narrower lane and induces a sense of constriction, ultimately leading to lower operating speeds.
- Consider the usage of **lane reduction treatments** (Road Diet). Often a low cost treatment, especially when implemented during resurfacing (mainly line repainting), ‘road diets’ reduce the number or width of travel lanes. Most reduction treatments commonly convert a four lane undivided road into three lanes, i.e., two through lanes plus a central left turn lane. They are a proven safety countermeasure that reallocates existing roadways to improve safety, calm traffic, and reallocate space for bike lanes,

sidewalks, parking, or transit uses. The outcome is a space to better serve all users and improving overall corridor livability. Note, decisions concerning these treatments should include engineering judgment; considering speeds, turning volumes, pedestrian/bike activity, and parallel routes.

Paint Treatments

- Optimize the spacing between line paint interventions to create the illusion that a motorist’s speed is increasing or that the lane is narrowing, a method to alert drivers that they are entering a rural or urban community.
- Consider the usage of **line treatment techniques** such as Converging Chevrons, Dragons Teeth, Full-Lane Transverse Bars, or Peripheral Transverse Bars.

Medians & Buffers

- Consider **raised median islands**, a physical barrier placed in the middle of a road, separating traffic moving in opposite directions, often seen on two-way streets. Optimize the median islands to help narrow the roadway, encouraging drivers to slow down, also providing a safe haven for pedestrians crossing the road.
- Integrate **speed cushions**, which are similar to speed humps but are narrower and placed in the center of each travel lane. Optimize their placement to reduce passenger-vehicle speeds while allowing larger vehicles, such as emergency services vehicles and buses, to pass without obstruction.

Intersection Treatments

- Consider implementing **raised crosswalks** or entirely **raised intersections**. Make sure that the height and width of the raised crosswalk align with the sidewalk entries on both sides of the road. These enhancements are applicable to all kinds of crosswalks, including unsignalized, midblock, and intersection crosswalks.
- Incorporate textured, coloured, or multiple material **surfaces for pavements and crosswalks**. The variation in texture is designed to notify drivers that they need to slow down.



View of Arkell Intersection

Section 4:

The Design Concepts



The Guidelines are applicable throughout the Township, however the design concepts in this section provide additional details for Aberfoyle, Morriston and Arkell. The following section provides a proposed family of elements, and demonstrations of guideline application.

These concepts may be used to inspire and inform future projects and developments in the Township, and several may be under authority other than the Township, i.e., County, MTO, etc., yet within the extents of the Township; noting not each and every segment or situation has been demonstrated.



Aberfoyle

Streetscape Treatments Overview

Streetscape treatment icons correspond to The Five Treatments on page 43.



Site Furnishing



Lighting



Greening



Signage and Identity



Pavements



Aberfoyle Community Gateway Sign Placement:

Sign 1 Location: See Illustration Below

Sign 2 Location: Wellington Rd 34 – Southwest Aberfoyle Settlement Boundary

Sign 3 Location: See Illustration Below

B2:



B3:



Figure 15. Aberfoyle Streetscape Treatments Overview

Aberfoyle — Segment B2

Streetscape Demonstration

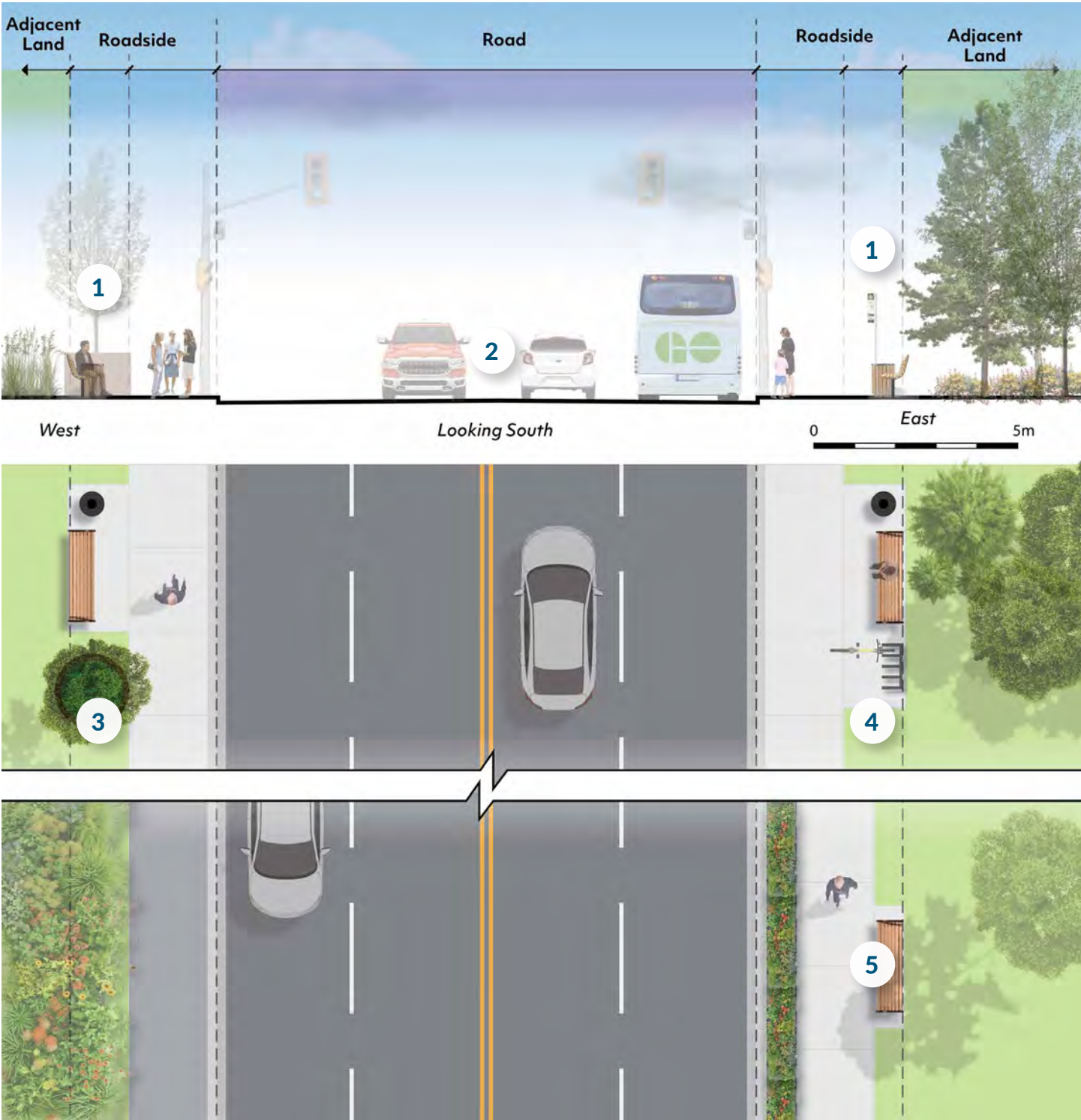


Figure 16. Aberfoyle, Segment B2 Streetscape Demonstration with Streetscape Furnishings: Section and Plan View

Specific Suggestions for B2

1. Place streetscape furnishings at gathering points, such as regional transit stops.
2. Crosswalks to be located at main intersections for safe pedestrian crossing.
3. Place street trees along the roadside where space allows; ensure trees are placed as not to obstruct important sight lines (e.g., regional transit stops, intersections, driveways, etc.).
4. Locate amenities where they are likely to be used most (e.g., regional transit stops, near major destinations, along pathways with highest use, etc.).
5. Amenities, such as benches, are placed intermittently along the pedestrian realm.

Aberfoyle

Streetscape Demonstration



Figure 17. Aberfoyle, Segment B2 Streetscape Demonstration with Crosswalk:
3D Perspective Rendering

Alternative ROW Consideration (Road Diet)



Note: This demonstration is an artist rendition only

Aberfoyle — Segment B2

Streetscape Demonstration

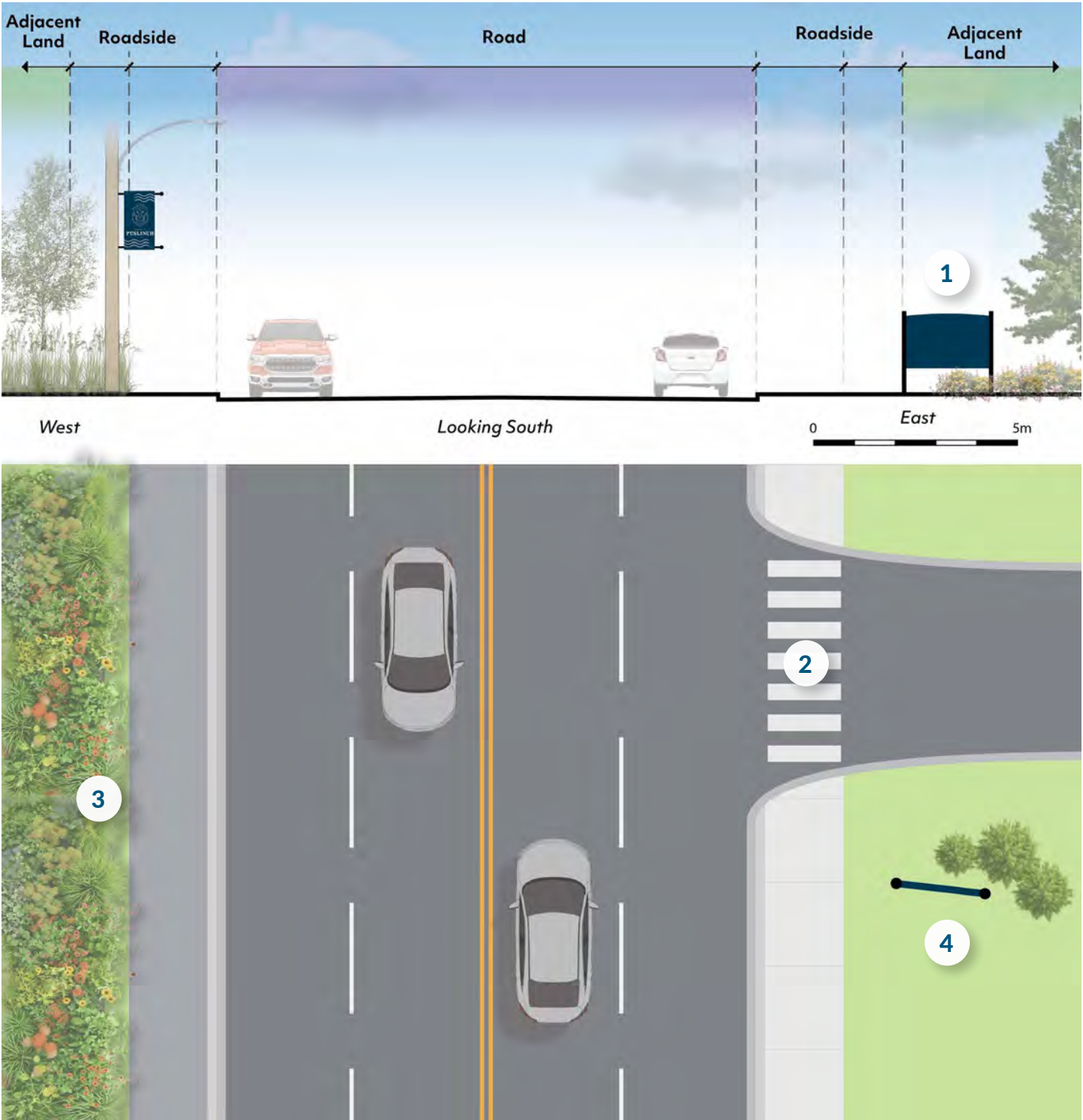


Figure 18. Aberfoyle, Segment B2 Streetscape Demonstration with Crosswalk: Section and Plan View

Specific Suggestions for B2

1. Signage is perpendicular to the road for optimal view as driver approaches/passes the signed destination.
2. Crosswalks to be located at busy intersections/driveways for safe pedestrian crossing.
3. Vegetated utility strip (unmanicured, non-lawn) along naturalized adjacent lands.
4. Sign is angled for optimal view and to reduce glare; landscaping behind the sign strengthens presence and adds visual interest.

Aberfoyle

Streetscape Demonstration



Figure 19. Aberfoyle, Segment B2 Streetscape Demonstration with Crosswalk:
3D Perspective Rendering

Note: This demonstration is an artist rendition only

Aberfoyle

Streetscape Demonstration



Alternative ROW Consideration (Road Diet)



Figure 20. Aberfoyle, Segment B3 Streetscape Demonstration with Gateway Planters:
3D Perspective Rendering

Note: This demonstration is an artist rendition only

Morrison

Streetscape Treatments Overview



Morrison Community Gateway Sign Placement:

- Sign 1** Location: See Illustration Below
- Sign 2** Location: Badenoch St - Northeast Morrison Settlement Boundary
- Sign 3** Location: Queen St / Hwy 6 - Southeast Morrison Settlement Boundary

Streetscape treatment icons correspond to The Five Treatments on page 43.

Site Furnishing	Lighting	Greening
Signage and Identity	Pavements	

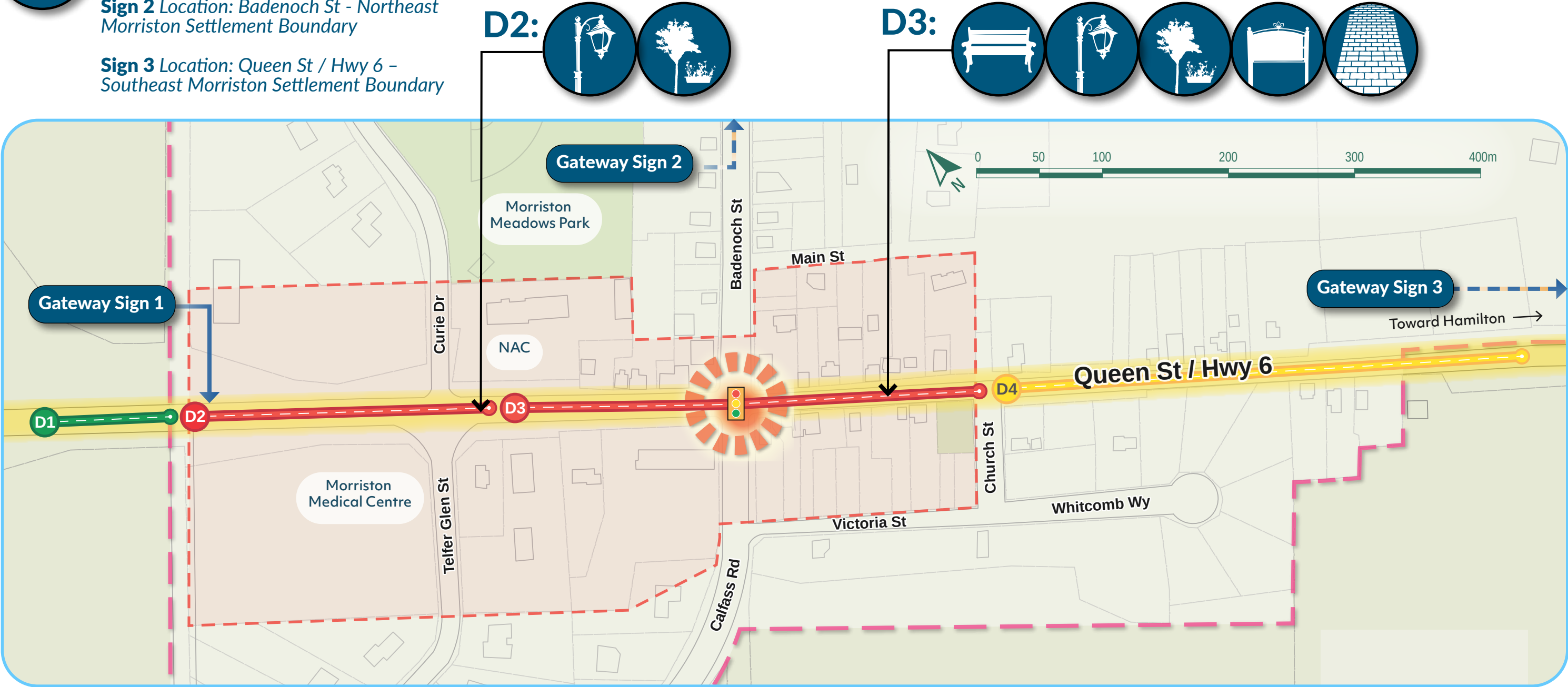


Figure 21. Morrison Streetscape Treatments Overview

Morrison — Segment D3

Streetscape Demonstration



Figure 22. Morrison, Segment D3 Streetscape Demonstration: Section and Plan View

Specific Suggestions for D3

1. Business signage located on the building or within the roadside.
2. Crosswalks to be located at main intersections for safe pedestrian crossing.
3. Concrete sidewalk should be clear for pedestrian traffic; paved utility section may include amenities such as benches, waste receptacles, and bike racks.
4. Amenities may be placed at intervals along the roadside; configuration of elements may vary depending on site context and conditions.
5. Where appropriate, low vegetated buffer for pedestrian safety and greening.
6. Street trees promote traffic calming and improves greening in an urban environment; planting them in moveable planters allows them to be easily relocated.

Morrison

Streetscape Demonstration



Figure 23. Morrison, Segment D3 Streetscape Demonstration with Streetscape Amenities: 3D Perspective Rendering

Note: This demonstration is an artist rendition only

Morrison

Streetscape Demonstration



Figure 24. Morrison, Segment D3 Streetscape Demonstration at Main Intersection: 3D Perspective Rendering

Note: This demonstration is an artist rendition only

Arkell

Streetscape Treatments Overview



Arkell Community Gateway Sign Placement:

Sign 1 Location: Watson Rd S - Northwest Settlement Arkell Boundary

Sign 2 Location: Watson Rd S / Guelph Junction Line

Streetscape treatment icons correspond to The Five Treatments on page 43.



Pavements



Lighting



Signage and Identity



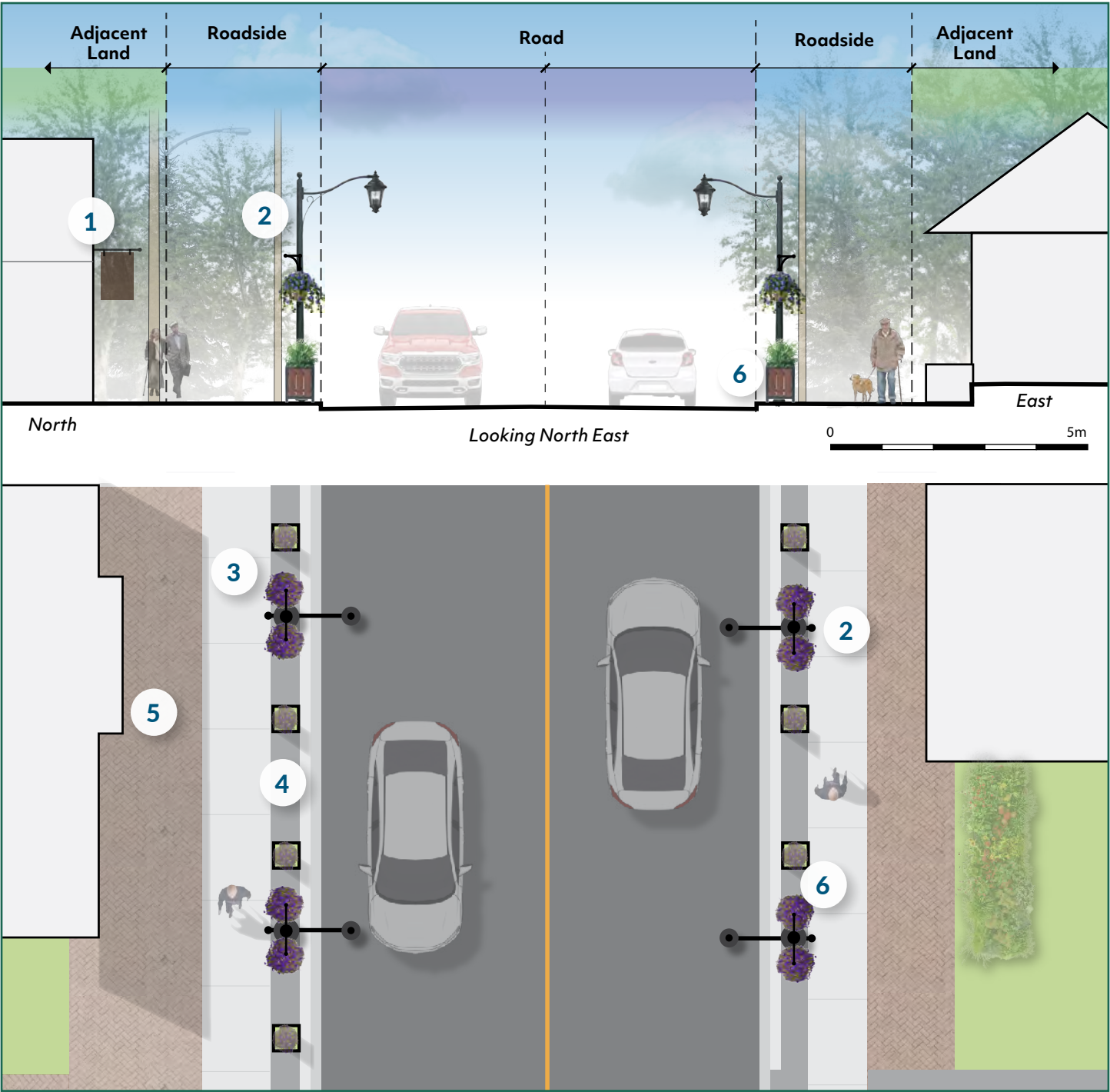
Greening



Figure 25. Arkell Streetscape Treatments Overview

Arkell — Segment E3

Streetscape Demonstration



Specific Suggestions for E3

1. Business signage located on the building or within the roadside.
2. Hanging planter baskets are incorporated onto new light poles.
3. Concrete sidewalk should be clear for pedestrian traffic; paved utility section may include amenities such as benches, waste receptacles, and bike racks.
4. Amenities may be placed at intervals along the roadside; configuration of elements may vary depending on site context and conditions.
5. Where appropriate, unit pavers can enhance the character of the streetscape and clearly highlight the pedestrian traffic.
6. Planter baskets and planters can promote traffic calming and improves greening in an urban environment; planting them in moveable planters allows them to be easily relocated.

Figure 26. Arkell, Segment E3 Streetscape Demonstration: Section and Plan View

Arkell

Streetscape Demonstration



Figure 27. Arkell, Segment E3 Streetscape Demonstration: 3D Perspective Rendering

Note: This demonstration is an artist rendition only

Section 5:

Implementation



Making it Happen

The Guidelines apply to the following:

- Enhancing the streetscapes on Brock Rd / WR 46 and Queen St / Hwy 6; and
- Commercial, industrial and institutional development/redevelopment and associated planning applications throughout the Township.

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

Road and Roadside Improvements

The range of improvements promoted by the Guidelines for the Brock Rd/ WR 46 right-of-way are an important step toward improving the quality of life for those who live and work in the Township.

The following chart identifies small scale improvements and the associated County and Township roles and responsibilities:

Small Scale Improvements	Roles and Responsibilities
• Gateway signage • Directional and parking signage • Roadside plantings • Site furnishings: Benches, bike racks, waste receptacles • Stationary planters and hanging baskets	• County of Wellington has jurisdiction over road, which is administered by the Engineering Services Department. • Township would be responsible for initiating these types of improvements (subject to County acceptance) and cost for upgrades.

The following chart identifies large scale improvements and the associated County and Township roles and responsibilities:

Large Scale Improvements	Roles and Responsibilities
• Community murals • Pedestrian crosswalks • Barrier curbs, sidewalks and boulevards • Sidewalks on bridge over Hwy 401 • Pedestrian and street lighting in villages • Traffic calming measures (e.g., raised medians, roundabouts, etc.) • Roadside bicycle route from Maltby Rd to Aberfoyle	• Guidelines should be applied by County engineering staff for design and construction projects impacting the Brock Rd / WR 46 right-of-way. • 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.

Roadway Jurisdiction

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 realignment is completed, the road through Morriston will remain under Ministry of Transportation (MTO) 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 MTO.

Similarly, several roads within the Township boundary are technically roadways owned/ managed by the County of Wellington. It is expected that ‘common ground’ efforts to pursue desired function, safety and placemaking can be successfully achieved through partnership, where road ownership and associated adjacent lands are complicated.

Commercial, Industrial and Institutional Development

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

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

The Guidelines will be mainly implemented through site plan control, 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.

Financial Considerations

Many of the Guidelines dealing with the Brock Road / WR and Queen St / Hwy 6 public streetscapes represent increased standards and are likely to result in higher construction and maintenance costs. Depending on the type of infrastructure involved and jurisdictional authority, some or all of the cost will need to be partnered/supplied 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, and operating planning priorities.

The following chart identifies various potential grant programs.

Potential Grant Programs and Funding Opportunities

Federal and Provincial

Enabling Accessibility Fund (EAF)

<https://www.canada.ca/en/employment-social-development/programs/enabling-accessibility-fund.html>

Enhancing Access to Spaces for Everyone (EASE) Grant

<https://www.ontario.ca/page/enhancing-access-spaces-everyone-ease-grant>

Green Municipal Fund (GMF)

<https://greenmunicipalfund.ca/funding>

Natural Infrastructure Fund (NIF) - Small Projects Stream

<https://housing-infrastructure.canada.ca/nif-fin/index-eng.html#details>

Rural Ontario Development (ROD, formerly RED) Program

<https://www.ontario.ca/page/rural-ontario-development-program>

Tourism Growth Program in Southern Ontario

<https://feddev-ontario.canada.ca/en/funding-southern-ontario/tourism-growth-program-southern-ontario>

Regional and Local

Township of Puslinch Supporting Local Business in Puslinch: A Township-wide Community Improvement Plan

<https://puslinch.ca/doing-business/community-improvement-plan/>

Regional Tourism Organization (RTO) 4 Partnership Program

<https://rto4.ca/2025-2026-rto4-partnership-program-launch/>

Wellington County Grant Programs

<https://www.wellington.ca/business-development/business-resources/community-improvement-funding>

Where to Start

1. Site Plan Control

- Amend application materials to include references to Guidelines.
- Encourage pre-consultation concerning the 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. Community Engagement

- 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.).

3. Streetscape Furnishings

- Select priority locations to install streetscape furnishings to improve the pedestrian environment, such as benches, bike racks, and waste receptacles.
- Install furniture that is suitable to the character of the Township.

4. Community Signage

- Select priority locations to install primary and secondary gateway signage
- Construct and install professionally designed signage, and ensure designs correspond with existing signage.
- Conduct a review of the Township's sign by-law to ensure consistency with the Guidelines.

5. Zoning By-law Review

- Conduct a review of the Township's zoning by-law to ensure consistency with the Guidelines and where appropriate, translate Guidelines into zoning requirements.