



**Conformity to the
Town of Blue Mountains
Community Design Guidelines**

**Blue Meadows Development
March 2022**



Introduction

Blue Meadows is a proposed 5.2-hectare mixed use development in the Town of Thornbury. The subject lands currently consist of open lots and two existing homes, one fronting onto Arthur Street and the other fronting onto Lansdowne Street. The Little Beaver Creek is located to the west with moderate tree cover. The creek traverses the site from south to north.



On February 19, 2021, the Town of Blue Mountains Planning, Building, and Development Services provided commentary to a Conceptual Site Plan by Plan Wells Associates date 2020-12 2021, a second submission. Some of the comments provided regarding the design were:

- “The revision in the 2nd Submission to remove the public road and make all internal streets private is not supported”.
- “Significant attention is still required on the area road/intersection network, pedestrian bicycle accessibility, onto and within the site. Please refer to our Community Design Guidelines for additional direction.”
- “Planning Staff do not support the removal of Commercial lands.”
- “The removal of the Louisa Street Road Allowance in its entirety is not supported.”
- “A new public road is preferred for local traffic distribution.”
- “Streetlight illumination to be designed to Town Engineering Standards.”
- “Arthur Street and Lansdowne Street upgraded to Town Urban Standards including the extension of the Arthur Street sidewalks and standard street lighting will be required along Lansdowne Street.”
- “Concept Plan must give consideration of Parkland Dedication.”
- “Canada Post will provide mail delivery service to the development through centralized Community Mail Boxes.”
- “Trail opportunity connection from Arthur Street South along Beaver River Corridor.”
- Create public gathering space next to commercial buildings”.
- “Commercial Building elevation details to compliment Thornbury. Create street presence”.
- “Redesign required with a focus on pedestrian and non-motorized users access and flow. Connections to area sidewalks with internal walkways are required. Priority is given to walkability vs. vehicle access.”
- “The most recent Concept Plan does not appear to address the Town of the Blue Mountains Community Design Guidelines. In particular, the guidelines should be reviewed in detail prior to preparing the next Concept Plan. The Planning Justification Report should speak to how the guidelines were considered in the latest concept plan, in particular section 2,4,5,6.”

After the February 19, 2021 comments were received, the developer (Skekhar Dalal) realized that a redesign was required.

This firm was then hired to redesign the development.

Before any design began, the following occurred:

- Reviewed all correspondence from the Town's Planning Department
- Reviewed comments received from the Town and County of Grey
- Reviewed the Town's Zoning Bylaw
- Reviewed the past concepts
- Reviewed the Community Design Guidelines
- Walked the streets of Thornbury and reviewed the existing site

Then research into the history of Thornbury and its namesake, a market town in Gloucestershire, England, occurred.



It became apparent from the existing scale of the Town, that a new urbanism approach to the design was required. It's a planning and development approach based on historical principles of how towns had been built and how they grew with walkable blocks, and streets, with housing, shopping, and work all in close proximity. New urbanism avoids low-density single-use sprawling development, which is typical of post WW11, where the automobile is the central focus. We also decided on a form of English-style row houses, with a park central to the development. Commercial Townhouses with a single-use residential component above, echoing of times past of one having a shop on the ground floor with their residence above, were employed to separate the

residential rowhouses from the commercially designated front of the property (facing Arthur Street).



The types of buildings and their uses have been placed on the site in a particular order.

Two medium-sized commercial buildings with residential above were planned to act as gateway buildings to the main entrance to the development from Arthur Street.

This redesign addresses the Town's constructive comments of February 19 by the following:

- Public streets continuing the existing street pattern are employed
- Boulevard streetscape with sidewalks on both sides of all streets have been added
- Commercial lands remain and conform to the Towns Zoning Bylaws
- The same street lights that are used on Bruce Street have been designed for this development
- Arthur and Lansdowne will be upgraded to the Town's Urban Standards
- A park has been introduced as a significant central element
- Community mailbox locations have been co-ordinated with Canada Post and have been shown on the concept plan
- Connection to the Beaver Creek corridor is implemented

- The parking area courts that separate the commercial buildings from the commercial townhouses are planned as gathering and market spaces

By implementing the Town's comments into the design, Blue Meadows now becomes a compact pedestrian-friendly mixed-use development within walking distance of most of Thornbury.

The streets within Blue Meadows are considered public spaces that are to serve multiple social and economic functions.

The compact urban form of this development proposes 98 residential rowhouses, 18 commercial townhouses, two commercial buildings containing 17 commercial units, and 75 residential units.

The applicable sections from the Community Design Guidelines for this development proposal are Commercial Design, Greenfield Design, Streetscape Design, and Sustainable Design.

Streetscape Design is considered the most important design element as it sets up the design characteristics for the entire development

Streetscape Design

Complete streets are more than crosswalks, sidewalks, and vehicle lanes; they are buildings that engage the people in the right of way. Well-designed plazas and green spaces are framed by landscape design and architecture related to local culture.



The tree-lined streets with sidewalks on both sides are designed for people rather than just cars to accommodate multimodal transportation.

The development conforms to the following streetscape design criteria.

- The street pattern shown continues the gridded street pattern in Thornbury with rectangular residential and commercial blocks
- The street pattern shown maximizes the number of blocks/lots with south-facing exposures
- Sidewalks are wide enough to allow at least two people to walk side by side
- Sidewalks are shaded at times with street trees
- On street parking shown serves as a buffer for people walking and dining. This also helps reduce vehicle speeds
- Focal points are incorporated into the street design
- All entry points to the development are landscaped with vegetation and architectural identifiers
- At pedestrian crossings of the streets, special surface treatment is incorporated
- Boulevards are provided along all streets and are landscaped at the Commercial Development
- Trees and plantings specified to conform to Section 5.5 of the guidelines
- Light standards shown in the streetscape will be consistent with the streetlights installed on Bruce Street in Thornbury
- Bicycle racks, pedestrian benches, and waste receptacles will be located on the site-specific plans

Commercial Design

The overall goal for the design of commercial buildings in this development is to continue and extend the form and character in a modern context of the core area of Thornbury.



The classical principles of scale and proportion are employed.

Compatibility between building and place, in the sense that the buildings shown have a specific intention in a particular location in the fabric of this development.

The idea for the design of the commercial buildings is to make them visually appealing of an appropriate scale, in close proximity, with a variety of retail experiences, and spaces so that people will walk to them rather than drive a car.



Although the space between the commercial, residential townhouses and the commercial building (with residential units above) facing Hwy. #26 is primarily used for parking; it will also be designed as a gathering place.

The development conforms to the following:

Commercial Design Guidelines:

- Continuous building façade edge that frames Hwy. No. 26 and Street 'A' aides in a strong pedestrian environment.
- Design treatments will be durable and easily maintained.
- Commercial Buildings Design follows/adheres to subsections 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.8, 2.9, 2.10, 2.12, 2.14, 2.16, 2.17, 2.18.
- No wall murals are planned.
- The building locations shown are to define the public realm of which is for people. Most car parking is between the commercial buildings, and no out-front parking lots are provided, reflecting a strip mall ethos.

Greenfield Design

The development plan notes and will implement the following criteria that are relevant to this site.

- No development will occur past the top of the slope of the Little Beaver Creek on the north side of the property.
- Any existing trees that are in a location where a building is planned that can be transplanted will be.
- Linear pathways are proposed on the site plan to link the open space to the north with the proposed parks and streets.

Sustainable Design

The following design criteria will be implemented.

- Landscaping that minimizes resource requirements will be implemented
- Comfortable outdoor spaces will be provided
- Development on this site is compact, and care will be taken not to damage the surrounding ecosystem
- Energy-saving technologies along with many of the requirements of LEED will be employed in the design, construction, and maintenance of the buildings on this site
- Sustainable landscape materials and site maintenance will be employed
- Native and adaptive plants have been specified

Healthy Community Checklist

The current concept plan of the Blue Meadows development abides by the Healthy Community Checklist by the following:

- The placement of this development next to the Little Beaver Creek environment corridor by nature conforms to the natural environment statement. The design of pedestrian-friendly streets in close proximity to shopping conforms to the social and built environments.
- Attainable housing forms are present in this development
- The development will be a compact, walkable community, with cycling infrastructure and open space areas.
- The form of the residential component and the tenure provided will appeal to a range of buyers of various ages and abilities.
- Mixed land use is present by integrating a variety of residential development within 800m of retail, recreation, parks, and public spaces.
- Minimizing the potential for vandalism and maximizing public safety has been achieved thru effective streetlight design and clear site lines on the gridded network of streets.
- Street furniture and urban art will be provided in the commercial development area.
- Since no basements will be provided in this development, radon exposure will be minimized, and flooding will have potential.
- The existing trees along the Beaver Creek will be preserved.
- Native tree species that flower and provide different colors at various times of the year will be placed in the street corridor system.
- An open space area has been provided for public gardens.
- Porous and light-colored pavement materials will be specified in certain areas of the commercial development.

