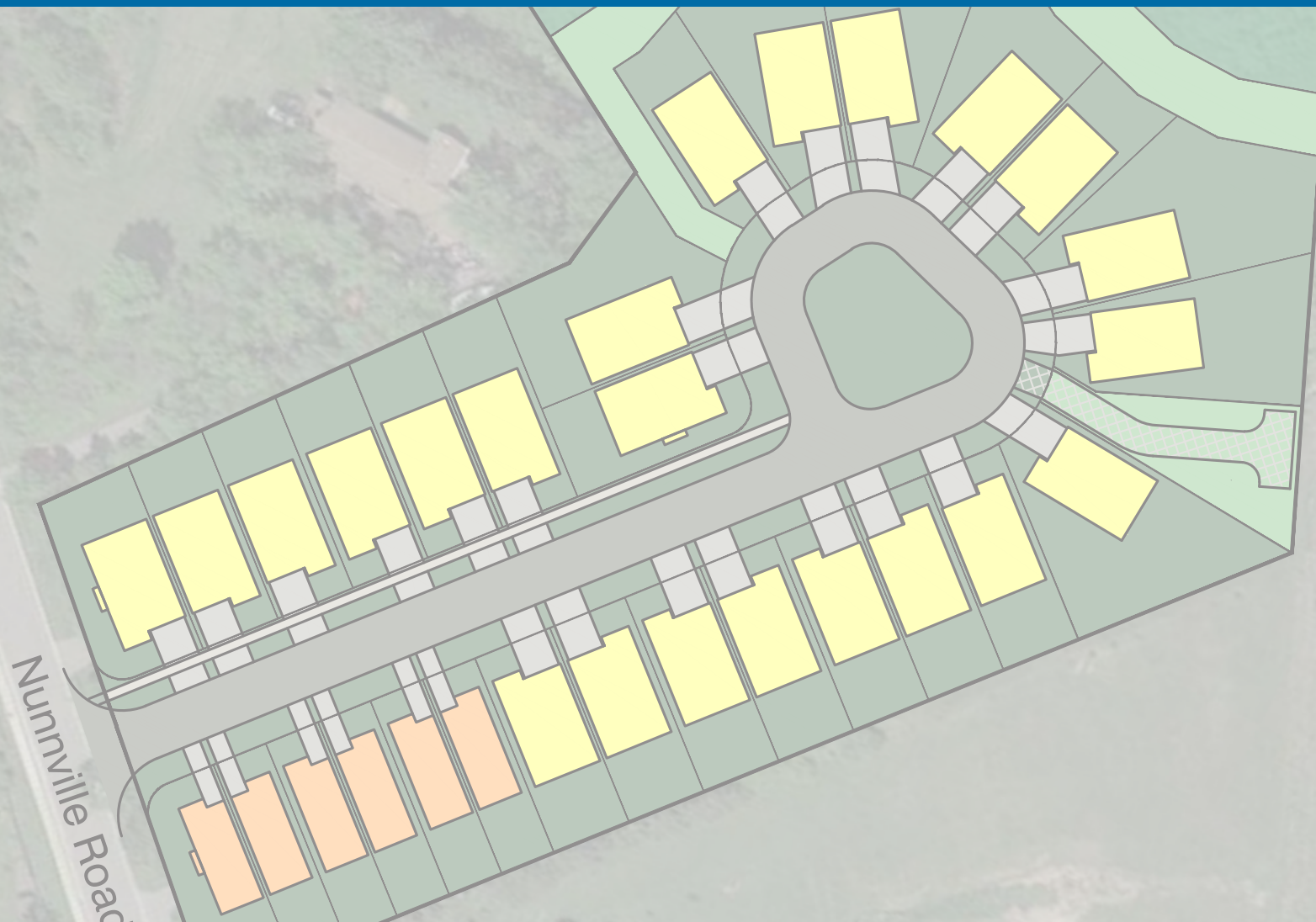


URBAN DESIGN BRIEF, ARCHITECTURAL DESIGN GUIDELINES & COMMUNITY DESIGN ASSESSMENT

13247 & 13233 Nunnville Road, Bolton



January 2020





2020-01-30

Sam Morra
Bolton Midtown Developments Inc.
6198 Tremaine Court
Mississauga, ON
L5V 1B5

Dear Mr. Sam Morra:

A revised Urban Design Brief (UDB) has been prepared for the proposed residential development located at 13247 and 13233 Nunnville Road in the Town of Caledon. The UDB addresses comments received from John G. Williams Limited Architect on September 19, 2019 as follows:

- On page 11, a paragraph was added to provide a rationale for precluding linkages to adjacent lands to address comment number 4b.
- On page 17, a line was added referencing the Functional Servicing Report for more details on Low Impact Development (LID) measures that may be considered for the development to address comment number 5.
- On page 21, section 4.6.1, a sixth bullet was added to discuss the treatment of stairs accessing the main entry of the proposed dwelling to address comment number 6.
- On page 23, section 4.6.4, first bullet, a line was added stating that stucco and vinyl siding is permitted on a limited basis as a secondary accent material to address comment number 7.
- On page 24, section 4.6.6, second bullet, a line was added stating that double wide garage doors would be adopted on a limited basis to address comment number 8.
- On page 32, the Priority Lot Plan has been updated according to the provided mark-up addressing comment number 9.

The following addresses the comments received from the Town of Caledon comment review meeting held on January 10, 2020:

- On page 1, section 1.1, the project description was updated.
- On page 2, section 1.4, the project description was updated.
- On page 11, section 3.1, the concept plan was updated.
- On pages 13 through 15, the demonstration plans and concept elevations were added.



- On page 11, section 3.1, the project description was updated.
- On page 17, section 3.5, the street section was updated.
- On page 26, section 4.7.1, additional language was added to speak to corner design treatment.
- On page 28, section 4.7.3, photo was added to demonstrate rear elevation treatment adjacent to open spaces.
- On pages 18 through 28, section 4.0, multiple sections and additions have been included to be more akin to Architectural Design Guidelines. Additional images have also been included.
- On page 32, the following note “*Where dense vegetation, steep grade conditions and solid fencing block the public view, architectural upgrades are not required.” was added.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Valentina Chu'.

Valentina Chu, MCIP, RPP
Project Planner and Urban Designer

CBJB/VC

TABLE OF CONTENTS

1.0	INTRODUCTION	1	4.0	ARCHITECTURAL DESIGN GUIDELINES	18
1.1	Introduction	1	4.1	Built Form Principles	18
1.2	Location	1	4.2	Buildings Relationship to Street & Open Space	19
1.3	Purpose	2	4.3	Built Form Massing Within Streetscape	19
1.4	Policy Context	2	4.4	Crime Prevention Through Environmental Design (CPTED)	19
2.0	DESIGN OBJECTIVES & VISION	8	4.5	Streetscape Variety	20
2.1	Opportunities and Constraints	8	4.6	Architectural Details and Features	21
2.2	Structuring Elements	9	4.6.1	Porches & Entry Features	21
	2.2.1 Transportation Network	9	4.6.2	Windows	21
	2.2.2 Neighbourhood Character	9	4.6.3	Roofs	22
	2.2.3 Natural Heritage, Open Space, and Pedestrian Connections	9	4.6.4	Exterior Cladding Materials	23
2.3	Vision	10	4.6.5	Architectural Details	23
3.0	DEVELOPMENT DESIGN CONSIDERATIONS	11	4.6.6	Garages	23
3.1	Site Design & Proposed Plan	11	4.6.7	Residential Driveway Treatments	24
3.2	Architectural Design	12	4.6.8	Front-Loaded Garage Grading Conditions	24
	3.2.1 Materials	12	4.6.9	Utility Meters	25
	3.2.2 Windows	12	4.6.10	Cul-de-Sac Island	25
	3.2.3 Garages	12	4.7	Priority Lot Dwellings	26
	3.2.4 Fencing	12	4.7.1	Corner Lot Dwellings	26
	3.2.5 Accessibility	12	4.7.2	View Terminus Dwellings	27
3.3	Pedestrian Circulation	16	4.7.3	Dwellings Adjacent and Backing onto Open Space Areas	27
3.4	Vehicular Circulation	17	5.0	NUNNVILLE ARCHITECTURAL CONTROL PROCESS	29
3.5	Public Realm & Streetscape	17	5.1	Preliminary Review	29
3.6	Sustainability	17	5.2	Final Review and Certification	29
			5.2.1	Working Drawings	29
			5.2.2	Site Plans	29
			5.2.3	Streetscape Drawings for Residential Dwellings	29
			5.2.4	Exterior Colour Packages	30

5.3 Submission Requirements	30
5.4 Town of Caledon Approval	30
5.5 Monitoring for Compliance	30
5.6 Dispute Resolution	31
 6.0 CONCLUSION	 31

Figures

Figure 1: <i>Subject Site Location</i>	1
Figure 2: <i>Peel Region Official Plan - Schedule D - Regional Structure</i>	2
Figure 3: <i>Town of Caledon Official Plan - Schedule C-2 - Bolton South Hill Land Use Plan</i>	2
Figure 4: <i>Opportunities and Constraints Map</i>	8
Figure 5: <i>Concept Plan</i>	11
Figure 6: <i>Pedestrian and Vehicular Circulation</i>	13

APPENDIX 1 - Priority Lot Plan	32
---------------------------------------	-----------

1.0 INTRODUCTION & SITE CONTEXT

1.1 Introduction

WSP has been retained by Bolton Midtown Developments Inc. to prepare this Urban Design Brief (UDB) for the subject site located at 13247 and 13233 Nunnville Road, in Bolton in the Town of Caledon (Fig. 1). The UDB is developed to support applications for amendments to the Official Plan (OPA) and Zoning By-law (ZBLA), as well as a Draft Plan of Subdivision.

The subject site is a total of 3.3 hectares in size and the proposed development will consist of 29 single-detached dwelling units.

1.2 Location

The subject site is currently split between two properties located in the northwest quadrant of Nunnville Road and Albion Vaughan Road. The surrounding context includes:

- North: To the north of the subject site is a natural heritage woodlot and estate residential dwellings.
- East: The subject site is bound by Albion Vaughan Road to the east. Further east is the Township of King and includes the Humber River and natural heritage landscapes.
- South: To the south of the subject site are estate single-detached residential dwellings.
- West: To the west of the subject site is a suburban single-detached residential neighbourhood.



Figure 1: Subject Site Location



1.3 Purpose

The purpose of this UDB is to provide guidance on the proposed built form and architectural character, general landscaping, and pedestrian connections within the subject site. It will ensure that the community has a unique and identifiable appearance that fits within the context of Bolton. This document will help to demonstrate the desired built form, architecture and urban character, the public and private realm elements and relationship to adjacent open space.

1.4 Policy Context

Region of Peel Official Plan (Office Consolidation December 2016)

The subject site is designated “Rural Service Centre” in the Region of Peel Official Plan (Fig. 2). It is the primary focus for growth within the rural system. The proposed development will contribute to the growth of Bolton by proposing 29 single-detached dwelling units on the subject site which currently only has two dwelling units.

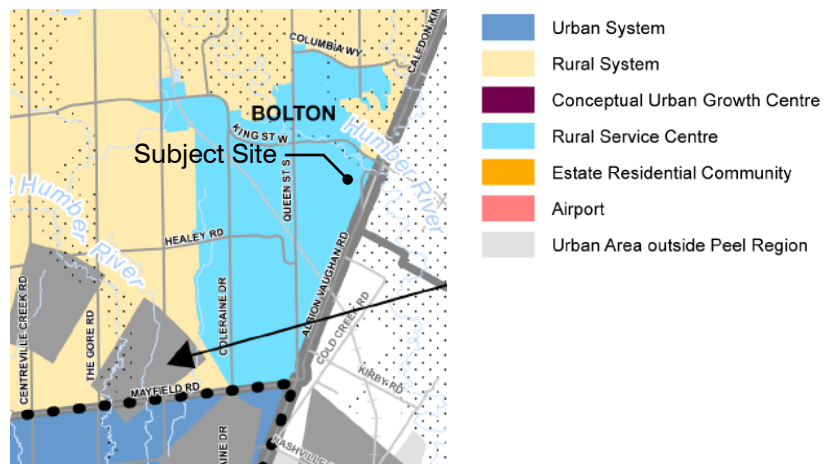


Figure 2: Peel Region Official Plan - Schedule D - Regional Structure

Town of Caledon Official Plan, 1979 (Office Consolidation April 2018)

The subject site is designated “Special Residential” and “Environmental Policy Area” in the Town of Caledon Official Plan (Fig. 3). Redevelopment within Special Residential designations may be considered by an Amendment to the Official Plan subject to the preparation of additional studies to address servicing, appropriate uses and their demand, transportation issues, and other areas Council may request.

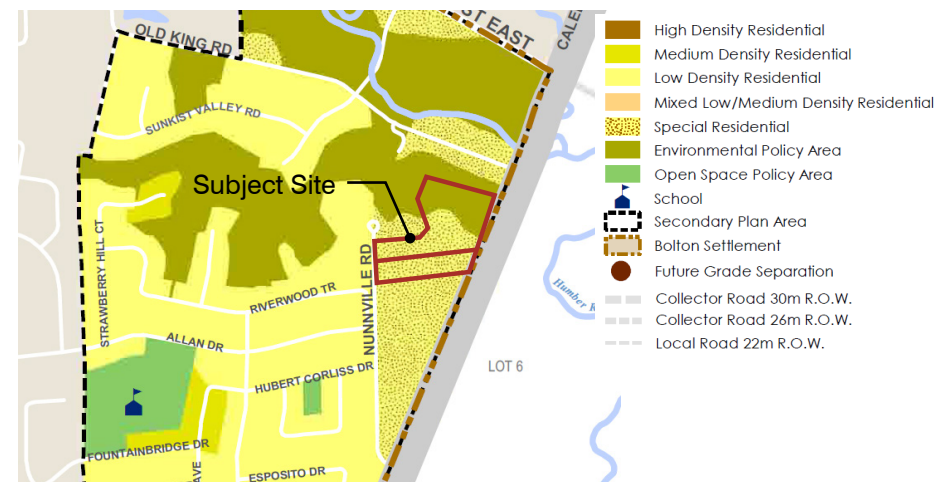


Figure 3: Town of Caledon Official Plan - Schedule C-2 - Bolton South Hill Land Use Plan

Town of Caledon Comprehensive Town-Wide Design Guidelines (TWDG), 2017

The Town of Caledon TWDG (2017) operate alongside the Town of Caledon Official Plan. It offers urban design recommendations for rural and urban areas. The intent of the guidelines is to protect and enhance the natural environment, while accommodate future development. The guidelines indicate that infill development shall be compatible with the established community character and provide an effective layering of the history of the Town of Caledon.

The following section lists out the applicable TWDG guidelines and how the proposed development will address each.

Applicable Design Guideline	Proposed Development
Section 4.1 Design Considerations for Infill Development	
Infill development should allow for a layering of history, whilst ensuring compatibility with existing architectural styles and elements of surrounding buildings. For example, imitations of historic architectural styles should be avoided.	The proposed development will be of traditional style, compatible with the architectural style of the surrounding neighbourhood.
Infill development must positively contribute to the image of the streetscape.	The proposed development will be of high quality and will enhance and improve the image of the streetscape. The dwelling designs will ensure that garages are flush or behind the porch/portico face.

Respect the topography and existing landscape of the site. The Town promotes the preservation of vegetation, including opportunities for transplanting versus complete removal. The preservation of existing trees is given priority over replacement. Trees shall be replanted at a ratio of 2:1 with native species to minimize the amount of trees that are lost overall to preserve urban canopy cover.

The proposed development will work with the existing landscape and preserve the natural heritage features that exist within the subject site including providing a buffer to the woodlot feature to the northwest edge.

Employ environmentally-friendly and sustainable building techniques, through energy conservation, green buildings and the use of sustainable materials.

The proposed development will promote Low Impact Development (LID) techniques, where feasible. Please refer to the Functional Servicing Report for more details.

Section 6.2 Edges & Gateways

6.2.d) Incorporate high quality and low maintenance design into gateway and edge features, including well articulated architectural façades, and high quality landscaping treatments (i.e. special paving, signage, lighting, seating and/or fencing). Strong architectural elements must be coordinated with landscape features (in terms of colours, materials and textures).

The proposed dwellings located at corners and edges will have well articulated façades and landscaping to enhance and improve their visibility from the public realm. Building façades visible from public areas shall incorporate appropriate massing proportions. For corner units, both street facing elevations shall be given similar levels of architectural treatment.

6.2.e) Accent planting including flowering shrubs and native trees, ornamental grasses and perennials are encouraged at these locations.

Accent plantings and native trees will be planted at the edges of corner lots, where feasible.

Section 6.3 Community Streetscapes

6.3.1 a) Sidewalks shall be designed to be barrier free to promote accessibility. Sidewalks shall be continuous, with a minimum clear width of 1.5 metres, and made of a hard concrete pavement that has a non-slip finishing.	The sidewalk provided within the proposed development will be designed to have a minimum width of 1.5 metres and shall meet all AODA requirements.
6.3.1 h) On most local streets, provide sidewalks on one side, being the side with most frontages, least interruptions, and direct access to amenities. Always locate sidewalks along the frontages of laneway homes, parks and trailway connections.	A sidewalk will be provided on the north side of the street up to the cul-de-sac.
6.3.1 o) Explore opportunities to incorporate LID measures into sidewalks and various components of the streetscape (ex: permeable paving).	LID measures will be incorporated, where feasible. Please refer to the Functional Servicing Report for more details.
6.3.3 b) Plant trees that are hardy, salt-tolerant, and high branching, of deciduous varieties and can tolerate street environments.	Proposed street trees will be hardy and salt-tolerant.

6.3.3 c) Plant trees in the public boulevard with sufficient room to allow the trees to mature and flourish. Where there are space limitations, plant smaller deciduous tree species.	Sufficient room will be provided for trees within the boulevard, where possible.
6.3.3 l) Native species are preferred, where possible. Avoid tree species that are affected by invasive insects.	Native species will be proposed at the discretion of the Town. Trees that are affected by invasive insects will not be selected.
6.3.4 a) All street lighting shall be LED (light emitting diode) and Dark Sky compliant, and follow the Town's outdoor LED lighting standards and RP-8, current ANSI/IES RP-8.	All street lighting within the proposed development will follow the Town's LED lighting standards.
6.3.4 d) Enhance night and seasonal visibility and safety by ensuring that the placement of street lighting is consistent with the principles of CPTED.	A Street Lighting Plan will be prepared that will ensure night and seasonal visibility is enhanced and allow for casual surveillance.
6.3.4 e) Ensure that the design of light standards is consistent with the community character and reflects an established theme and style for other street furniture throughout the community.	The street lights in the proposed development will be consistent with the character of the community and be in keeping with those provided in the adjacent residential areas.

6.3.4 f) Provide pedestrian scaled lighting on streets with sidewalks on both sides of the street, and within walkway blocks. In all other areas street lighting should be of standard local street height.	The street lights in the proposed development will be of standard local street height.
6.3.6 d) Plant high-branching trees to ensure visibility and clear sight lines at the intersection.	Proposed street trees at the intersection shall be high-branching trees.

Section 6. 4 Neighbourhood Blocks

6.4 c) Provide active frontages on public streets (or on public open space) to encourage casual surveillance.	The proposed dwellings will be oriented towards the street to provide casual surveillance or “eyes on the street”.
6.4 f) Maintain a consistent rhythm (established through consistent front, side and rear yard setbacks) with some variation to provide visual interest in the streetscape and break up monotony.	The proposed dwellings will create a visually consistent streetscape setback which may include some variation to provide visual interest.

Section 6.5 Priority Lots

6.5.3 c) Break up the roofline by incorporating wall plane changes or projecting bays along with gable features.	Corner lots will have articulated façades that will include gable features.
6.5.3 d) Locate the driveway and garage on the front elevation at the interior property line, as far from the intersection as possible.	The proposed driveways of the two dwelling units flanking directly onto Nunnville Road will be located as far from the intersection as possible closest to the internal sideyard.

6.5.3 e) Recess the garage from the front of the building, away from the main entry and intersection.	Garages will either be flush with the main wall of the dwelling or located behind the porch face.
6.5.3 f) Where the main entry is located on the shorter side of the lot, the design of the flankage face should incorporate a secondary entrance projecting bay, wrap-around porch or other appropriate feature.	The two corner lots proposed flanking Nunnville Road will have main entries fronting towards Nunnville Road with appropriate design attention provided towards the flankage wall that may include secondary entrances, wrap-around porches, or articulated wall face.
6.5.3 g) Privacy fencing should be provided, through consultation with Town, Staff to screen the rear yard amenity space from publicly exposed view.	Privacy fencing will be provided on the corner lots of the proposed development and noise fencing for lots backing onto Albion Vaughan Road. Any additional privacy fencing will be provided in consultation with the Town.
6.5.3 h) Locate utility meters on the interior side yard elevation, or integrated into rear elevations on a laneway, at least 1.2 metres away from the front of the house, and subject to utility company regulations (refer to Section 8.3, page 90).	Utility meters will be placed on the interior side yard elevation, where feasible and subject to utility company regulations.
6.5.6 a) Present a consistent level of architectural detailing, quality and fenestration in the design of all publicly exposed elevations.	A consistent elevation detail will be provided where exposed to public view.

Section 7.1 Sustainable Building Practices

7.1 b) Ensure buildings are set back appropriately from natural systems and existing trees to maximize their use; provide space for hard and soft landscaping features, and allow the sun to penetrate to the sidewalk.	A setback of 10 metres is provided from the natural heritage woodlot located on the northeast edge of the subject site.
Builders are required to provide consumers with an accessible house design, to be posted in the sales office. Sustainable building add-ons and options are also encouraged through this process.	The builder will provide consumers with the option of an accessible house design. The house plan will be posted in the sales office.
7.1 e) Encourage south facing construction to take advantage of passive solar heating, and strategic tree planting on east facing windows to allow for free cooling and shade protection in the summer months.	The proposed development is southeast facing which will allow for some passive solar heating.

Section 8.1.1 Built Form - General Guidelines

8.1.1 General Guidelines - Built Form	Specific Guidelines with respect to architectural design and built form are provided in section 4.0 of this design brief that address Design Standards and Design requirements of section 8.1.1.
---------------------------------------	--

Section 8.1.2 Single-Detached & Semi-Detached Housing

8.1.2 Single-Detached & Semi-Detached Housing	Specific Guidelines with respect to architectural design and built form are provided in section 4.0 of this design brief that address Design Standards and Design requirements of section 8.1.2.
---	--

Section 8.1.4 Garages with Street Access

8.1.4 Garages With Street Access	Specific Guidelines with respect to architectural design and built form are provided in section 4.0 of this design brief that address Design Standards and Design requirements of section 8.1.4.
----------------------------------	--

Section 8.2 Landscape Design (Site Planning)

8.2 a) Installation of plantings and hardscaping materials shall be designed to withstand weather conditions, traffic impacts and maintenance.	Where required and applicable, plantings and hardscaping materials will be of a design that withstands weather conditions and be of low maintenance.
8.2 f) Strategically plant to protect residents and visitors from the elements.	Street trees will be planted to protect residents and visitors from the elements, where possible.
8.2 g) Naturalized, drought-tolerant and low maintenance native planting are recommended, where appropriate.	Where required and applicable, the proposed development will include naturalized, drought-tolerant and low maintenance plantings.

8.2.1 a) A black vinyl chain link fence (or approved equal) will be required to protect the rear yards and side yards of residential lots adjacent to parks, valleylands, woodlots and open space. Soft landscaping treatments are recommended to delineate property boundaries.	Chain link fences will be provided at the rear and/or side of lots where they are adjacent to woodlot/TRCA areas in consultation with the Town.
--	---

Section 8.3 Utilities

8.3 a) Place utilities away from the public realm, in underground locations, internally, or in the rear or flankage elevation (within the building mass where feasible), where feasible. Utility providers are to be consulted to determine the appropriateness of locating utilities on private property.	Utilities will be placed away from the public realm where possible. Where utility meters must be located on flanking walls exposed to public view, they will be set within a wall recess, screened architecturally or with landscaping to reduce their visibility from the street, as appropriate.
--	--

2.0 DESIGN OBJECTIVES & VISION

2.1 Opportunities and Constraints

The design objectives and vision for the proposed development were established by undertaking an opportunities and constraint analysis, reviewing the existing urban structure of the subject site and identifying the influences on the future development of the area. This analysis was critical to fully understand the potential and limitations of the subject site (see Fig. 4). The opportunities and constraints are as follows:

Opportunities

- Located within 500 metres or a 5-minute walk from a neighbourhood park;
- Located within the built boundary and in proximity to an established low-rise residential neighbourhood;
- Close proximity to Albion-Vaughan Road, an arterial road which allows for better access to the subject site;
- Close proximity to a walking trail through, and associated with, a natural heritage area just north of the subject site connecting to Old King Road and a multi-use trail;
- Existing pedestrian access to Hubert Corless Park south of the subject site from Nunnville Road.

Constraints

- Albion Vaughan Road is a hard edge to the subject site and treatment may be further required for mitigating noise;
- Minimal direct pedestrian and vehicular connections to adjacent residential neighbourhood to the west;
- Woodlot to the north of the subject site requires setback to minimize impact from the proposed development;
- The number of public parks is limited and not directly accessible to the subject site except for some minor and informal pedestrian links; and
- Reverse frontage required due to steep slopes and hydro line which preclude direct frontage onto Albion Vaughan Road.

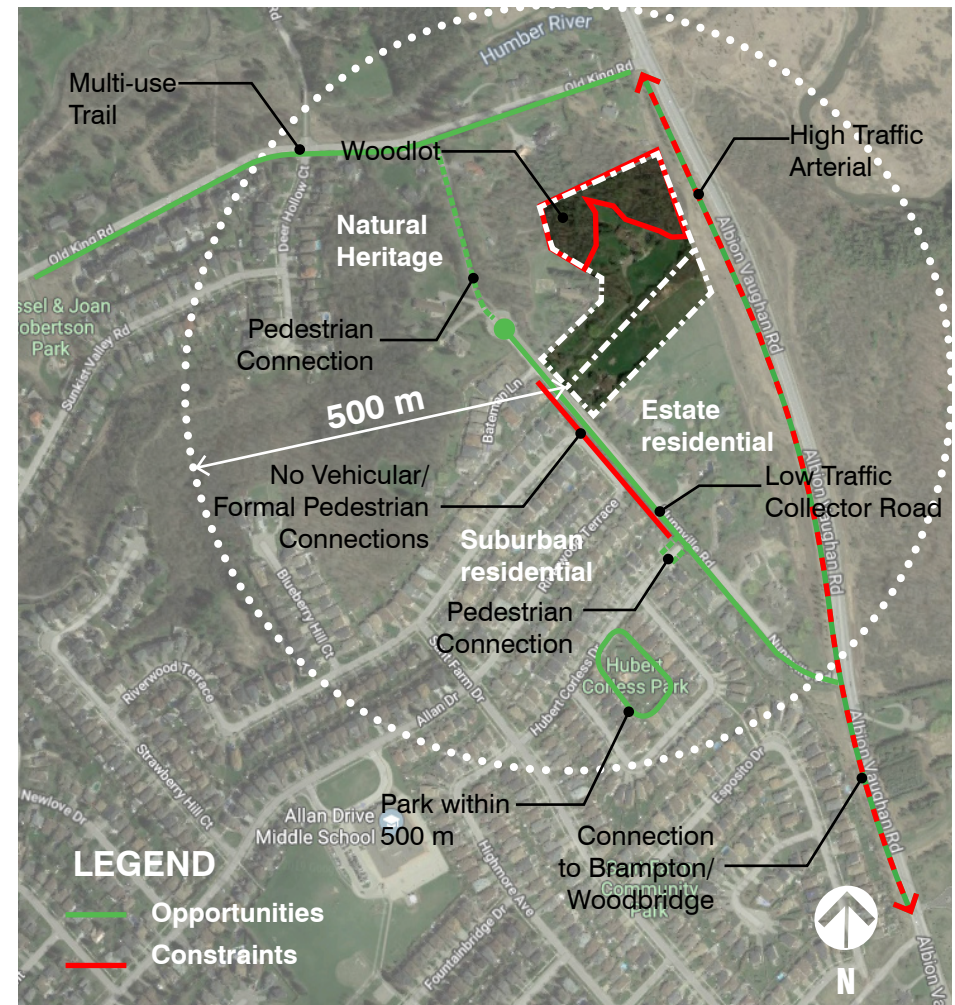


Figure 4: Opportunities and Constraints Map

2.2 Structuring Elements

The surrounding neighbourhood character, transportation network, built form and natural heritage features will influence the layout and access to this neighbourhood. The following outlines the key structuring elements that were used when developing the plan for the proposed development.

2.2.1 Transportation Network

The subject site is bound by Albion Vaughan Road towards the eastern edge of the property. Albion Vaughan Road is an arterial road that is considered to be part of the Bolton by-pass.

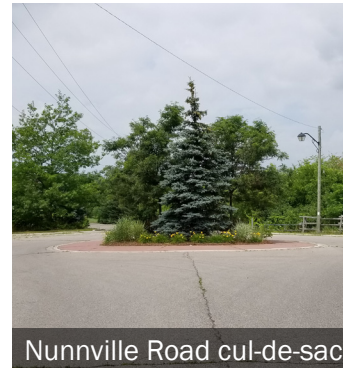
Nunnville Road branches northwest off of Albion Vaughan Road and provides access to the subject site. Nunnville Road is a low traffic collector road terminating at a looped cul-de-sac and would be the main road access to the subject site.

2.2.2 Neighbourhood Character

The surrounding neighbourhood is characterized by low density estate residential dwellings on large lots to the south of the subject site and suburban residential neighbourhoods to the west. The primary housing type in the surrounding area are single-detached dwellings. To the west of the subject site is a condominium development consisting of single detached bungalows and bungalows with lofts.

2.2.3 Natural Heritage, Open Space, and Pedestrian Connections

There is a natural heritage feature to the north of the subject site consisting of a woodlot. Hubert Corless Park is a neighbourhood park within 400 metres or a 5-minute walk from the subject site. A few blocks west of the park is Allan Drive Middle School which provides for an outdoor sports field. There is an established pedestrian connection from Nunnville Road to Hubert Corless Park provided by a pedestrian access through Hubert Corless Drive, south of the subject site. Another pedestrian access is also provided at the end of Nunnville Road which giving access to Old King Road. There are informal pedestrian connections that lead to Riverwood Terrace providing access to Allan Drive Middle School from Nunnville Road however no direct formal pedestrian access points are provided.



Nunnville Road cul-de-sac



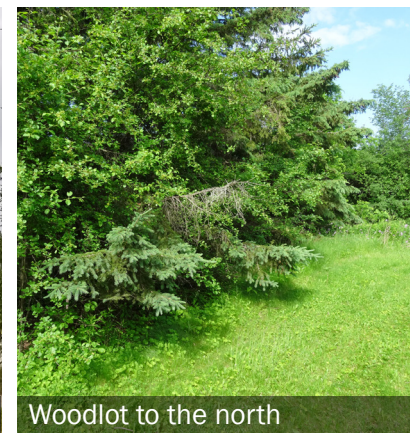
Low-density residential to southwest



One and half storey bungalow dwellings to west



Pedestrian access from Nunnville Road



Woodlot to the north

2.3 Vision

The vision for the proposed development will be for an urban residential infill neighbourhood comprised of single-detached dwelling units. The development will be an attractive, safe and sustainable community that easily connects with the surrounding residential uses and natural features. To achieve this, the development shall provide strategic pedestrian connections from the proposed development to the surrounding pedestrian network. The internal street will include a sidewalk and appropriate street trees to create a comfortable and pedestrian-scaled environment. The architectural design proposed within the development will be of high quality traditional design, that will address public views in its elevation treatments and will contribute to the overall attractiveness and sense of place in this part of Bolton.

3.0 DEVELOPMENT DESIGN CONSIDERATIONS

3.1 Site Design & Proposed Plan

The proposed development includes a total of 29 single-detached dwellings fronting onto a street terminating as a looped cul-de-sac (see Fig. 5). The proposed single-detached lot frontages range from 30 to 43 feet (9 to 13.1 metres). The lots with smaller frontages are located closer to the entrance of the development at Nunnville Road. The lots with larger frontages and lot depths are located around the cul-de-sac. Access into the development is provided off of Nunnville Road. Lots located in the northwest corner of the development plan back onto a natural heritage woodlot.

There is a low-density residential subdivision directly across from the subject site to the west, which consists of bungalow style single-detached dwellings. The properties to the south of the subject site consist of estate single-detached residential dwellings.



One and half storey bungalow dwellings to west



Estate single-detached residential to south



Figure 5: Concept Plan

The proposed development pattern precludes opportunities for future linkages to adjacent lands as it would not be an efficient use of land. There is a single property towards the northwest of the subject site which is not sufficient in size to justify proposing a public roadway access. The property to the south has no intention of redeveloping in the near future. Proposing a roadway access towards the south would restrict the layout of any development that is to be proposed there in the future. Furthermore, there is sufficient frontage onto Nunnville Road towards the south to adequately accommodate any future connections that may be required.

3.2 Architectural Design

The architectural design quality of this design proposal shall take into consideration the following (see sample elevations for 30' and 43' units in the following pages):

3.2.1 Materials

The proposed single-detached dwellings will be of traditional design. The building materials to be used will be of high quality. The predominant wall cladding material will be brick however they will also include other materials such as stone and siding for architectural accents and detailing. All materials will be selected with the objective of a harmonious blend of materials and colours.

3.2.2 Windows

Ample fenestration, consistent with the dwelling's architectural style will enhance the dwelling's appearance and promote a quality streetscape and casual surveillance of the street from within the dwelling. Consistent window treatment and details will be present on windows visible to the public realm.

3.2.3 Garages

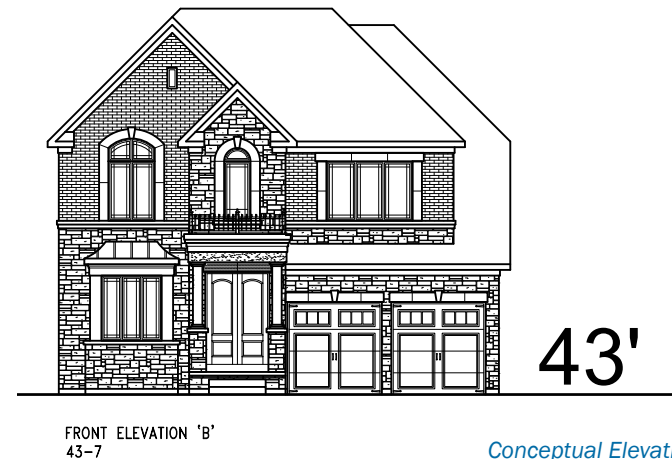
The proposed development will minimize the presence of the garage on the streetscape by minimizing its dominance within the massing of the dwelling. The garages will be integrated into the main massing of the house and will be flush or behind the main front wall of the building or the porch. The 30' (9 m) lots will have single-car garages while the 43' (13.1 m) lots will include double garages. Where double garages are proposed, a masonry pier is proposed as a vertical break to the horizontal scale of the double-car garage.

3.2.4 Fencing

Lot privacy fencing will be provided by the developer or builder at corner lot dwellings and where agreed to in consultation with the Town. Noise fences will be required for lots backing onto Albion Vaughan Road per the Noise Feasibility Study.

3.2.5 Accessibility

The builder will provide consumers with the option of a universal designed house design. The house plan will be posted in the sales office.



Conceptual Elevations

URBAN DESIGN BRIEF

13247 & 13233 Nunnville Road, Bolton



30'

FLANKAGE ELEVATION 'A'
30-1

FRONT ELEVATION 'A'
30-1

ELEVATION 'A'
30-2

ELEVATION 'B'
30-3



43'

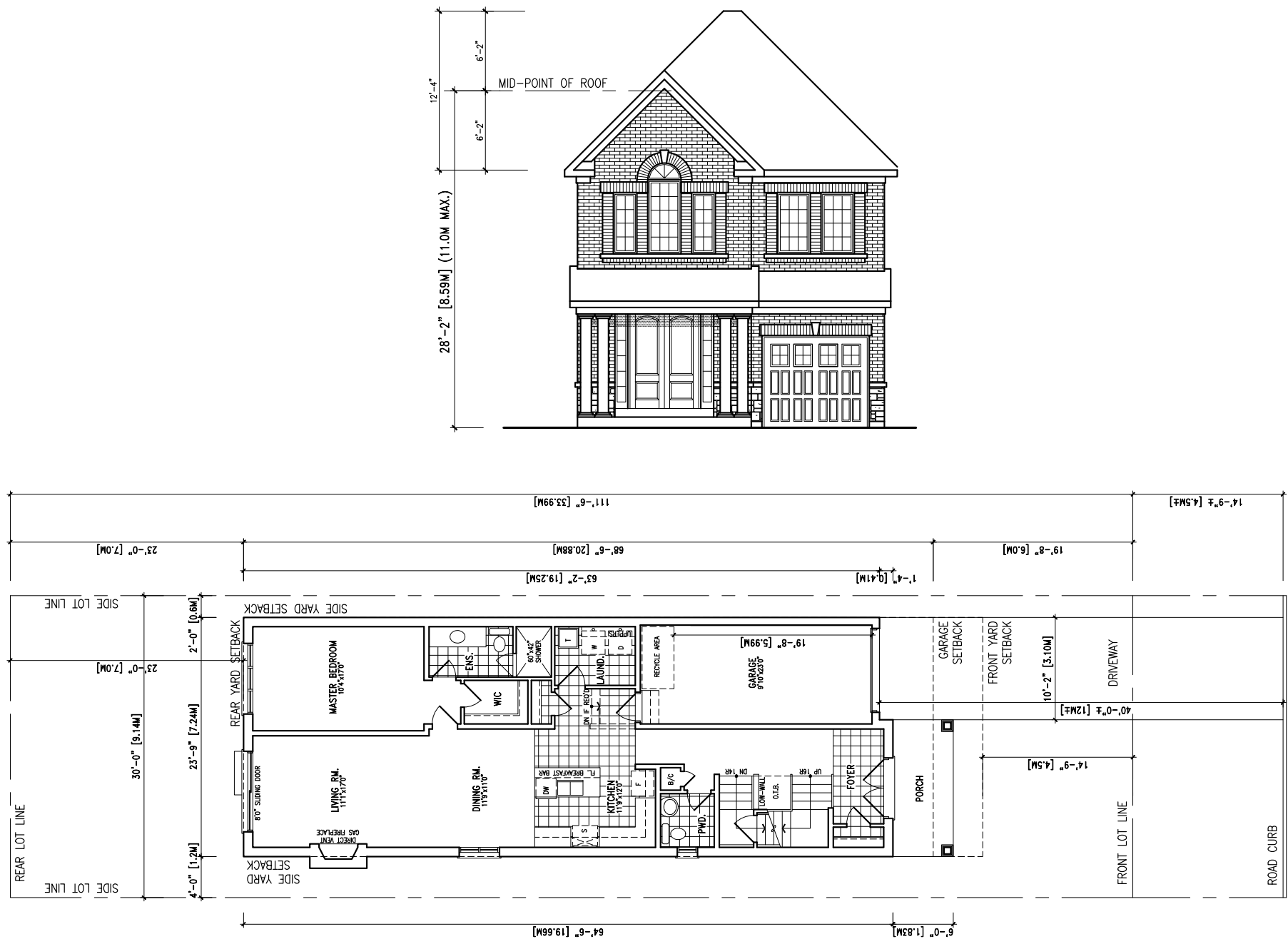
ELEVATION 'A'
43-4

ELEVATION 'B'
43-5

FRONT ELEVATION 'A'
43-6

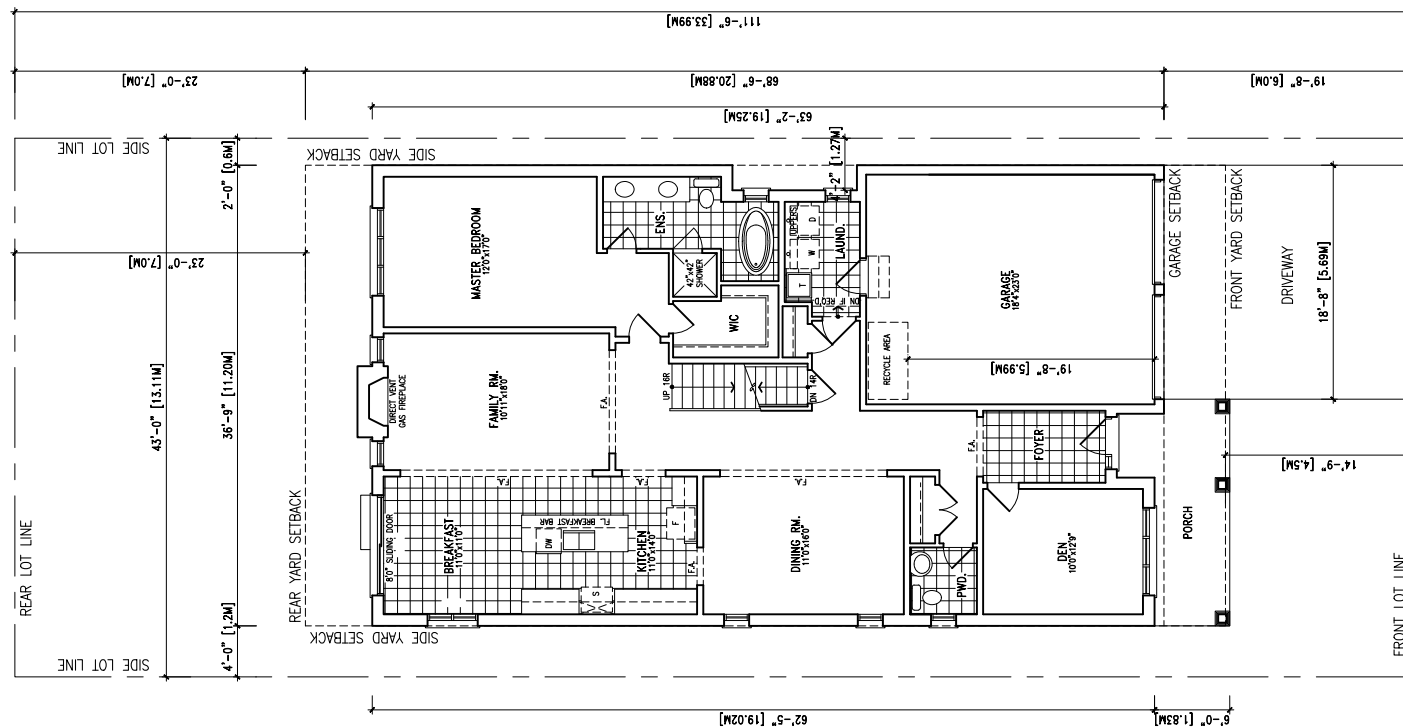
FRONT ELEVATION 'B'
43-7

Conceptual Streetscape Elevations



Example of Front Elevation and Ground Floor Plan for 30' Dwellings

13247 & 13233 Nunnville Road, Bolton



Example of Front Elevation and Ground Floor Plan for 43' Dwellings

3.3 Pedestrian Circulation

There will be a sidewalk provided on the north side of the proposed street up to the cul-de-sac (see Fig. 6). The development will provide an access to the trail just north of Nunnville Road towards Old King Road which is used as a multi-use trail. Further north, there is also an off-road walking route. Other potential access points may be provided through Riverwood Terrace to access Allan Drive Middle School.

An existing pedestrian connection is provided south of the subject site from Nunnville Road to Hubert Corless Drive, which provides access to Hubert Corless Park. This park is within a 5-minute walk from the proposed development.

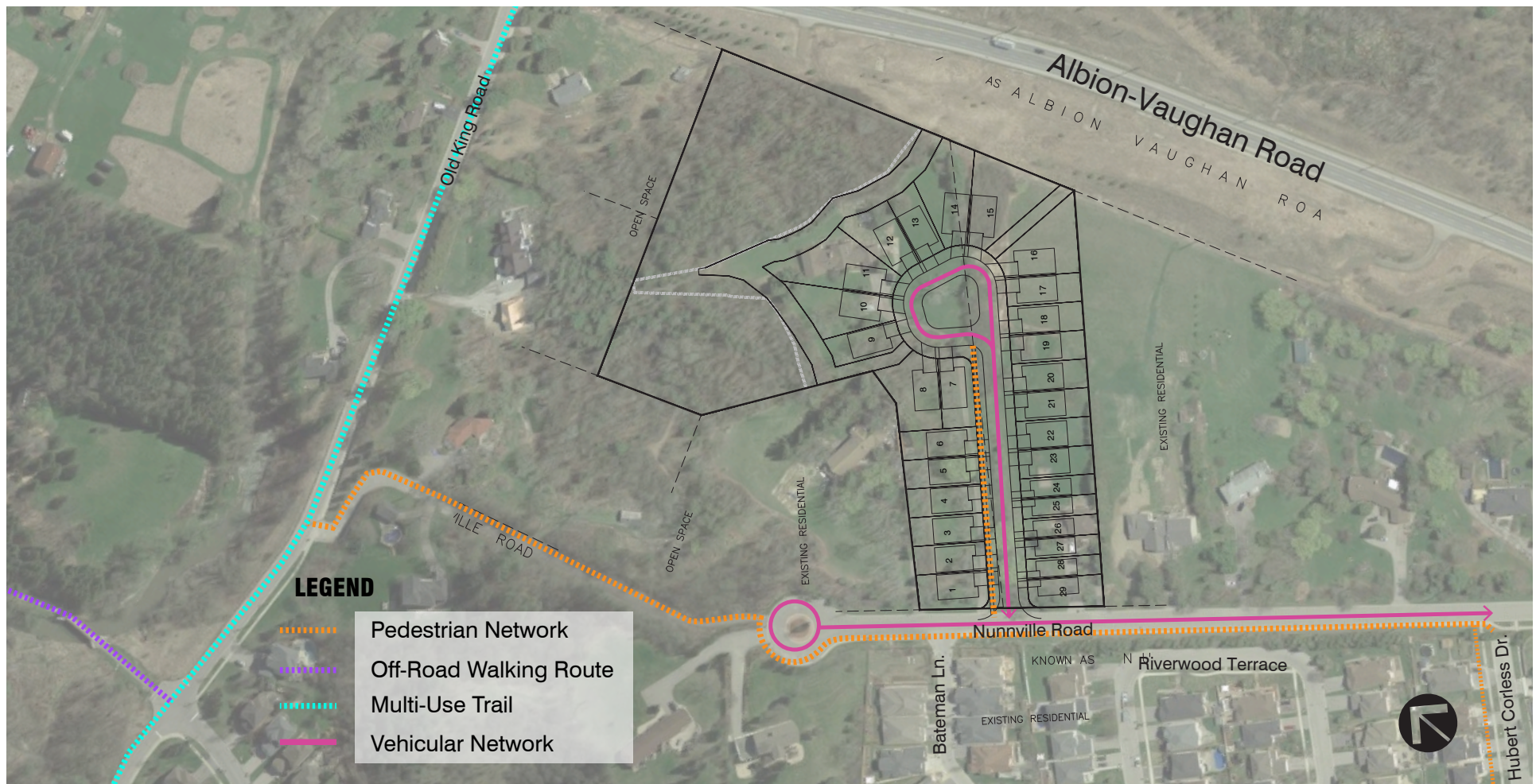


Figure 6: Pedestrian and Vehicular Circulation

3.4 Vehicular Circulation

Access into the proposed development is provided through Nunnville Road (see Fig. 6) which is a low traffic collector road that branches off from Albion Vaughan Road. The proposed development has a single access that terminates into a looped cul-de-sac, therefore, it will be for local access only.

3.5 Public Realm & Streetscape

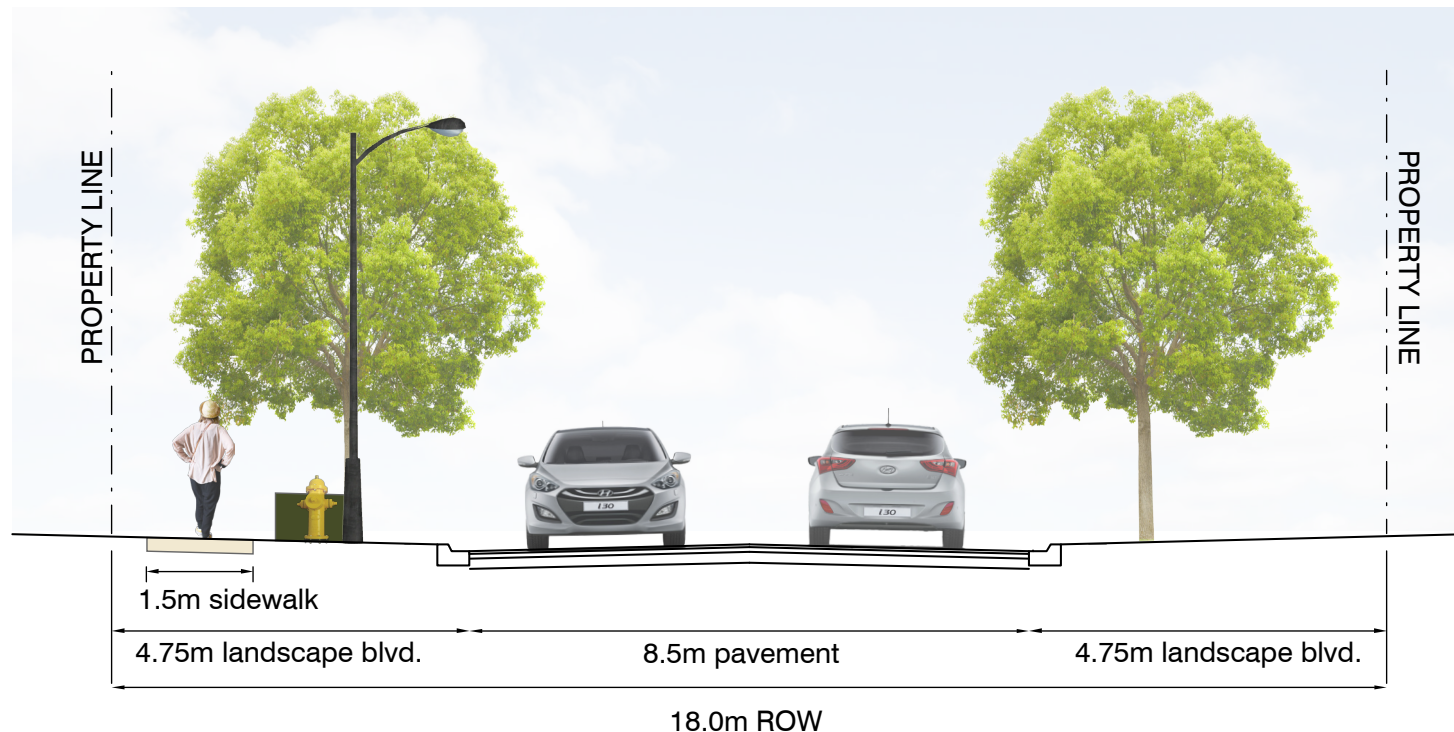
The proposed street will have low traffic as it is a cul-de-sac street and will be used primarily by local traffic of residents in the development and their visitors. A 1.5m wide sidewalk will be provided on the north side of the street for pedestrian access. Street trees and street lighting

will be provided in accordance to Town of Caledon standards to protect pedestrians from the elements and provide visibility at night, and for casual surveillance.

The placement of utility meters will be carefully designed to ensure they are discretely located away from public view, where possible. Utility company standards for access will also be considered as part of the design process.

3.6 Sustainability

The proposed development will seek to minimize its impact on the environment through implementing Low Impact Development (LID) standards, where appropriate. Please refer to the Functional Servicing Report for more details.



Conceptual Street Section

4.0 ARCHITECTURAL DESIGN GUIDELINES

The purpose of this section is to provide more specific design guidelines that build on the principles noted in the Town's urban design policies and to provide guidance to builders with respect to the development of the site. The objectives of the following architectural design guidelines build upon the urban design vision indicated in section 2.3 which include:

- Encouraging harmonious, attractive streetscapes through attention to the building façade architectural quality to animate the street;
- Creating a high standard of architectural detail and styling that enhances the overall character and vision of the community;
- Encouraging a range and mix of housing and lot type variety to respond to a broad set of residential needs; and,
- Mitigating the visual prominence of garages and utilities within the residential landscape.

The following guidelines provide criteria with respect to building details and design requirements based on their location within the development.

4.1 Built Form Principles

The following general built form principles shall be encouraged for the development of 13247 and 13233 Nunnville:

- Primary building entrances shall be clearly visible, located on a public road or public open spaces;
- Architectural styles of individual units and blocks should be complementary to each other. They could include distinctive architecture, involving traditional and contemporary influences.
- A variety of architectural elements such as wall plane articulation, entry porches, canopies, columns and material detailing will be employed to create a distinctive character for block streetscapes in the community.



- More prominent building massing and articulation should be provided at corners. This added treatment highlights the significance of these locations, specifically at Nunnville Road as it frames the entry to the development.
- Front-loaded garages should be set further back from either the front wall face or behind the front face of a porch.
- The visual impact on public views of utility meters should be mitigated through its placement, integration into building wall faces, landscaping, or other screening measures.

4.2 Buildings Relationship to Streets & Open Spaces

- Buildings will be aligned parallel to a public road with siting and massing that provides a consistent building relationship.
- Buildings located on corner lots will be sited and massed to address the front and flanking roads.
- Buildings located adjacent to, or at the edge of open spaces, will be designed, sited and massed to address the open space and where possible provide opportunities for overlook.
- Site plans should be coordinated with all streetscape elements and utilities located within the street right-of-way, to ensure there are no conflicts between the dwelling, driveway, walkway or other site plan components.
- Dwellings with front loaded garages shall be designed to de-emphasize the garage face in relation to the habitable portion of the dwelling.
- Projections into the front yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged in order to provide pedestrian-scaled streetscape interest.

4.3 Built Form Massing Within the Streetscape

Building siting and arrangement within the street plan is a key component in providing an attractive streetscape. Appropriate massing of these buildings will also provide for comfortable pedestrian-scaled environments. The following design criteria shall be observed to ensure appropriate massing within the streetscape:

- Buildings adjacent to or opposite one another shall be compatible in massing and height. Extreme variation in massing shall be avoided. For example:
 - Where bungalows or raised bungalows are sited amongst 2-storey dwellings they shall be comprised of groupings of at least 2 adjacent units; and
 - 2-storey dwellings sited amongst bungalows shall comprise groupings of at least 2 adjacent units.
- Bungalow style buildings should be avoided at corner lots. Where this is unavoidable, a 1-1/2 storey bungalow design should be sited to provide a visual “anchor” at this important location.

4.4 Crime Prevention Through Environmental Design (CPTED)

The development will encourage safe, pedestrian-friendly streetscapes by promoting the principles of CPTED by considering the following measures:

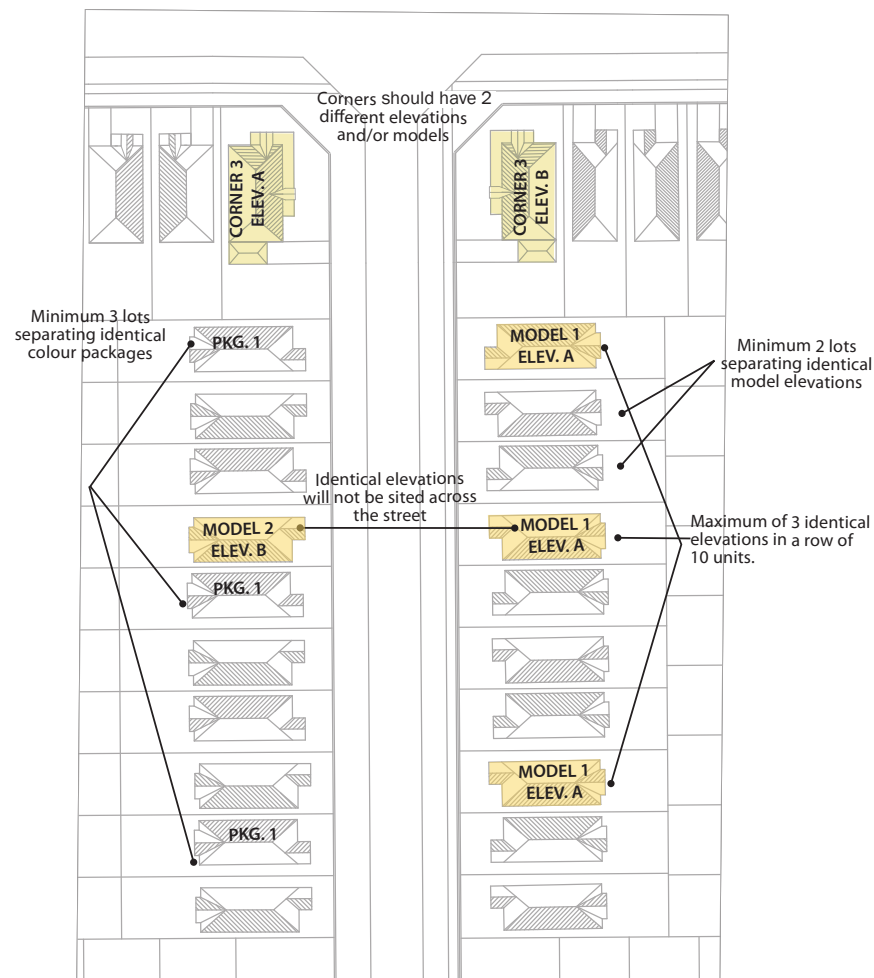
- Clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Dwellings should be designed and sited to maximize observation of public areas (streets, open spaces and recreation areas).

- Ample fenestration facing public areas should be incorporated into dwelling designs to foster natural surveillance.
- The front door should be fully visible from the street or walkway. All entrances to the dwelling and garage should be well lit.
- Walkways on the lot should be located to provide clear and direct pedestrian routes to the front entrance from the sidewalk and/or driveway are required.
- Garage projection within the streetscape should be limited, providing for better visibility of the street from within the dwelling.
- Useable front porches are encouraged, where appropriate to the dwelling style, to promote interactive outdoor spaces.
- Municipal addresses should be prominently displayed on the dwelling in a well-lit location.

4.5 Streetscape Variety

Appropriate siting of residential units, variety of elevations, built form massing, and appropriate separation of identical elevations contributes to overall streetscape quality (see adjacent figure). Given the modest size of the proposed development, the following guidelines should be considered to ensure streetscape variety and appropriate massing:

- Placement of dwelling units with identical elevations and colour treatment next to each other is not permitted.
- Identical unit elevations shall be separated by a minimum of 2 dwellings and have different colour packages.
- Identical exterior colour/material cladding packages shall be separated by a minimum of 3 dwellings.



Colour package and elevation siting separation

- Each model design should have 2 distinctly different elevations.
- Identical corner lot designs may be considered at the entrance to the development at Nunnville Road to act as a gateway into the development.

4.6 Architectural Details and Features

4.6.1 Porches & Entry Features

- Porches on detached dwelling units shall be deep enough to allow a seating area (a minimum of 1.5m in depth).
- Main entrances should be directly visible from the street and be well lit.
- Where railings are required, they shall be of a design appropriate to the style of the dwelling with pickets between top and bottom rails.
- The size of the porch/portico and its components (columns, piers, brackets or moldings) shall be proportional to the scale of the dwelling.
- Porch/portico roofs shall generally be supported on a continuous frieze resting on columns or with brackets.
- Main entry steps should be poured in place concrete with exposed sides clad to match the surrounding masonry material.
- Recessed entries should be no deeper than 1.5m in order to comply with CPTED principles by avoiding hiding places.

4.6.2 Windows

- Window sizes should have proportions and details consistent with the architectural style of the dwelling.
- Windows on low exposure elevations may be horizontal sliders provided the glass is set within a sash.
- Window sills and lintels should be consistent with the architectural style of the dwelling.



- The use of fake windows or “black glass” windows is discouraged. Where they are used, they shall only be used within gable or dormer features and be trimmed consistently with other windows on the elevation.

4.6.3 Roofs

A variety of roof configurations is encouraged along with accent gables and dormers that could include decorative details and materials.

- Roofs shall generally have a minimum front to back pitch of 6:12 if enhanced elements such as gables and dormers are utilized. If enhanced elements are not proposed, generally a roof pitch of 8:12 is encouraged.
- Side slope roof pitches on hip roof styles should be minimum of 10:12, however lower side slopes will be considered based on dwelling architectural style.
- Flat roofs are generally not encouraged except for porches, however, they will be considered where appropriate to dwelling architectural style.
- On sloped secondary roofs such as porch and garage roofs, a minimum pitch of 4:12 should be provided.
- Soffits should have a consistent minimum overhang of between 225 mm (9") and 300 mm (12").
- Roof vents and flues should be located on the roof slope least visible to public view and prefinished to match or complement the roof colour.
- Asphalt shingles (e.g. 20 year warranty) or other high quality roofing material should be used with a variation in roof colour to provide visual variety.



4.6.4 Exterior Cladding Materials

- A variety of materials are encouraged, with brick and precast stone being the predominant materials. Stucco and siding (e.g. vinyl, composite wood or fibre-cement boards) are also permitted on a limited basis as a secondary accent material.
- On interior lots, where stone is used on the front elevation and there is no logical termination point on the side elevations, an architectural transitioning detail to brick should be incorporated or it should be returned a minimum 4'-0" (1.2m).
- Detail materials may be used around windows and doors (trim, stone sets, rock face brick, etc.) to articulate elevations.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation.
- Flankage or rear façades exposed to public spaces should have materials and details consistent with that of the front façade.
- The base of a building should have wall cladding to within 250 mm of finished grade. Where grade conditions apply, the brick/stone shall be stepped to within this same range.



4.6.5 Architectural Details

- Each building design should include materials and architectural detailing appropriate to the style of the dwelling.
- Where a masonry band or plinth occurs on the front elevation, it must return a minimum of 1200 mm along the side elevations or to a logical stopping point such as an opening, downspout or change in plane.
- A frieze board should be provided on all elevations exposed to the public, returning a minimum of 1200 mm along the side wall elevations or to a logical stopping point such as an opening, downspout or change in plane.



4.6.6 Garages

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. Therefore, the design and material of attached garages shall complement, not dominate, the main dwelling to create a cohesive streetscape. The garage relationship in the proposed development shall be front-loaded. The following guidelines will apply:

- Attached garages must be a natural extension of the design, massing, and materials of the main dwelling and be flush or recessed behind the main front wall or porch/portico face.
- A variety of garage styles should be provided. In the instance of double car garages, two single garage doors separated by a masonry pier shall be provided. For full double door garages, styles with the appearance of 2 single bay doors shall be adopted on a limited basis, single 8'-0" wide doors are preferred.
- Providing a staggered garage face, staggered garage doors and recessed garage doors are encouraged to provide additional visual variety along the streetscape.
- Garage doors shall be sectional, roll-up types with a variety of glazed top panels.
- Coach lamps should be provided to ensure ample light at entrances to the garage. Fixtures can be mounted either beside the garage door or above the garage door where space permits.

4.6.7 Residential Driveway Treatments

- For individual driveway access for dwelling units with double car garages, the maximum width of a driveway shall not exceed the width of the garage door by more than 400 mm on either side.
- All driveways shall be finished with a hard surface paving material. Driveways designed with materials other than asphalt must be reviewed and approved.
- Driveways for dwellings adjacent to intersections, open spaces, and walkways, shall be located as far from the adjacent uses as possible.
- Adjacent driveways at the outside curvature of a street elbow shall be designed to eliminate potential overlap at the curb.

- Driveways located at a view terminus should be located to the outside of the pair of dwellings which terminate the view, where possible.
- Driveway slopes between garage and street should be as shallow as permitted by Town of Caledon municipal standards.

4.6.8 Front Loaded Garage Grading Conditions

Where severely sloping grade conditions occur, the builder shall provide dwelling types which are adapted to suit the site. Lots with a severe grading differential generate a need for excessive steps and lower the garage slab exposing excessive masonry above the garage. Such lots require special elevation design treatments to address this condition, and may include:

- Where the slab of the garage drops more than 600 mm (2'-0") below what is indicated on the working drawings, additional design treatment may be required and be submitted for architectural design review.
- Suggested design treatments to reduce the visual impact of a taller garage include:
 - Increase the garage door height;
 - Lower the garage roof and/or increase the roof pitch;
 - Provide additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding;
 - Provide transom lights above the garage doors; and,
 - Install coach lamp fixtures above the garage doors.
- Garages are encouraged to be located on the high side of the lot where possible to reduce the extent which the garage is dropped.
- Integrate groups of steps into the front walkway over the length of the front yard.

4.6.9 Utility Meters

- Utility meters or service connections for hydro, water, natural gas, telephone should be placed away from the public realm.
- Where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess, screened architecturally or with landscaping to reduce their visibility from the street.



4.6.10 Cul-de-Sac Island

A roundabout island is proposed for the cul-de-sac in the development. It is intended to calm traffic and to accommodate and direct vehicular traffic within the development. This island will also serve as a landscaped feature that provides both aesthetic value and adds character to this enclave of residential lots.

- The cul-de-sac Island should be treated as a significant landscape feature in the public realm, as well as traffic calming feature. Landscaping proposed for it shall not impair safe sight lines.
- The design of the cul-de-sac Island shall ensure ease of snow removal and maintenance and location for snow storage.
- The cul-de-sac Island will serve as an important development feature and shall be planted with low maintenance native plant species.
- Dwellings facing or adjacent to the cul-de-sac Island are encouraged to incorporate built form features that addresses this feature (e.g. full width porches, second storey facing balconies, etc.).

4.7 Priority Lot Dwellings

Priority Lot Dwellings, in the proposed development, occur in visually prominent locations such as corners and lots adjacent to open spaces. The building design on these lots should include architectural detailing to address public views.

Given the modest size of the proposed development, the number of priority lots is limited to corner lot and flanking elevation upgrades and potential rear architectural upgrades where building elevations may be exposed. The priority lots are indicated in Appendix 1 (Priority Lot Plan).

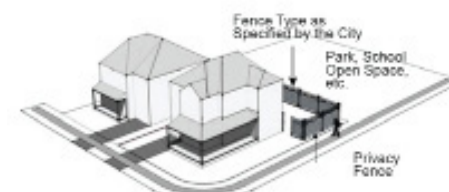
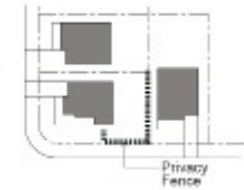
4.7.1 Corner Lot Dwellings

Corner Lot Dwellings are located at the entry to the proposed development adjacent to the existing residential units to the south. These dwellings anchor the street and act as architectural entry points.

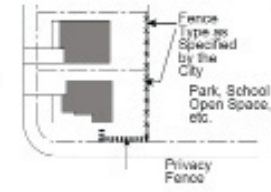
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwellings' massing, height, roof lines, apertures, materials and details.
- Unit designs are encouraged to provide an architectural feature at the corner.
- Utility meters and a/c units should be located on the interior side elevation of detached units or in the rear yard.
- Where possible the main entry to the dwelling should be located on the long elevation facing Nunnville Road. Where this is not possible, wall articulation and gable features will be provided to address this view. A wrap around porch along the exterior side yard should be provided on Nunnville Road.
- A privacy fence should be provided to enclose the rear yard of the corner lot dwellings.



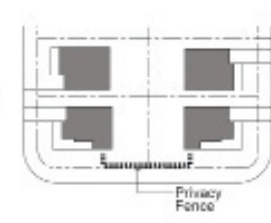
Condition One: Backing onto Side Lot Line of Adjacent Dwelling



Condition Two: Backing onto Other Land Uses



Condition Three: Back to Back Corner Lots



4.7.2 View Terminus Dwellings

View terminus dwellings in this development are located at the terminus of the access road (Lots 14 & 15). Depending on the landscaping in the cul-de-sac roundabout island, dwellings terminate an axial view corridor and are encouraged to address the view.

- Lots with a terminating view along the access road are encouraged to have enhanced design or architectural detailing, giving them visual interest within the streetscape with façade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements.
- Driveways for paired view terminus dwellings should be located on the outside of the lots, where possible, and where there is no conflict with services to the dwellings. This is to provide a view terminus more toward the active portion of the built form and less to the garage frontage.



4.7.3 Dwellings Adjacent and Backing onto Open Space Areas

Although it does not appear that many lots will require rear and side upgrades, as identified in Appendix A, additional requirements can be determined during the review of the submission. Lots that have not been identified for rear and side upgrades, are currently heavily vegetated property edges and will not be as visible from the public realm. Where a dwelling's side or rear elevation is highly visible from the public realm, it will require enhanced design treatment, consistent with the street facing elevation as detailed below.

- Side and rear elevations exposed to active public space, including open spaces, should address them through any combination of fenestration, bay windows, cladding material accents, roof gables and/or dormers to achieve the objective.
- The design of dwellings flanking open space areas and public walkways should incorporate features that provide emphasis to the corner of the structure and its side elevation.



- Where a dwelling's rear elevation backs onto open space, and is highly visible to the public view, it should have details, architectural features and window type/style consistent with the street facing elevation.



5.0 NUNNVILLE ARCHITECTURAL CONTROL PROCESS

The Town's Control Architect will perform the required design review duties to implement these Architectural Design Guidelines. The architectural control review and certification process generally includes the following steps:

- Orientation meeting with the developer or builder prior to any submissions;
- Model review and certification;
- Review and certification of exterior materials and colours;
- Review and certification of house sitings; and,
- Periodic site monitoring for compliance with approved drawings.

5.1 Preliminary Review

- Preliminary model design sketches which are in conformity with these guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted for review.
- Sale of residential models cannot commence until after preliminary certification by the Control Architect.
- Preliminary grading plans and elevations for individual lot sitings should be submitted for review prior to submission of drawings for final certification.

5.2 Final Review and Certification

5.2.1 Working Drawings

- Working drawings must depict exactly what the Developer and/or Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- A master set of all front, flanking and corner lot rear elevations which have been given final certification is to be submitted to the Control Architect once model certification is given. These should be on 1 sheet per dwelling type.

5.2.2 Site Plans

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets or by e-mail in a PDF format.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
 - Model and elevation type;
 - Lane/Driveway locations and road connections; and
 - A note indicating rear or side upgrades, where applicable.

5.2.3 Streetscape Drawings for Residential Dwellings

- To assist in the review process a streetscape drawing must accompany each request for siting certification.
- In the review of streetscapes, minor elevation changes may be required.

5.2.4 Exterior Colour Packages

- Prior to the submission of site plans, the developer or builder will be required to submit typed colour schedules and sample boards, which include the colour, type and manufacturer of all exterior materials, for review by the Control Architect.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

5.3 Submission Requirements

- The developer or builder is required to submit to the Control Architect for final review and certification, the following:
 - Engineer approved site plans;
 - Working drawings;
 - Streetscapes (ground-related dwellings);
 - Colour and material schedule; and,
 - Colour sample board (to be returned to the builder);
- The number of copies for the final review shall be confirmed with the Town and the developer or builder. The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final certifications of submissions.
- Any revisions to an existing certification requested by the developer or builder will be considered on their merits and if acceptable will be subject to recertification by the Control Architect.
- It is the developers' or builders' responsibility to ensure that all drawings and plans submitted for certification fully comply with these Guidelines and all applicable Town regulations and requirements including zoning and building code provisions.

- The developer or builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office.

5.4 Town of Caledon

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and certification by the Control Architect and the project engineer (site plans only), as required, prior to submission to the Town of Caledon for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Certification stamp of the Control Architect and project engineer (site plans only).
- Certifications by the Control Architect and the project engineer do not release the builder from complying with the requirements and approvals of the Town of Caledon and/or any other governmental agency.

5.5 Monitoring for Compliance

- The Control Architect will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the Control Architect to not be in compliance with these Guidelines will be reported in writing to the developer or builder and the Town.
- The Builder will respond to the design control consultant in writing within 7 days of notification of their intention to rectify the problem after which the Town will be informed of the developer or builder's response or lack of response.
- The Town may take appropriate action to secure compliance.

5.6 Dispute Resolution

Where there is a dispute between the Control Architect and the developer or builder concerning the interpretation or application of these guidelines or the failure to process plans expeditiously, then the following dispute resolution procedure shall apply:

- The aggrieved party shall notify the Control Architect and the Town of Caledon of the specific reasons and basis for the dispute.
- The Control Architect shall respond in writing to the Town of Caledon and the aggrieved party.
- Where Town staff feels there is reasonable cause for concern, the dispute and related correspondence will be referred to an alternate Control Architect acceptable to the developer or builder and the Town.
- The alternate Control Architect, whose decision will be final, will promptly review the dispute, make all necessary decisions and advise in writing all parties concerned of the reasons and actions decided upon.
- The fees for the alternate Control Architect will be paid directly by the developer or builder.

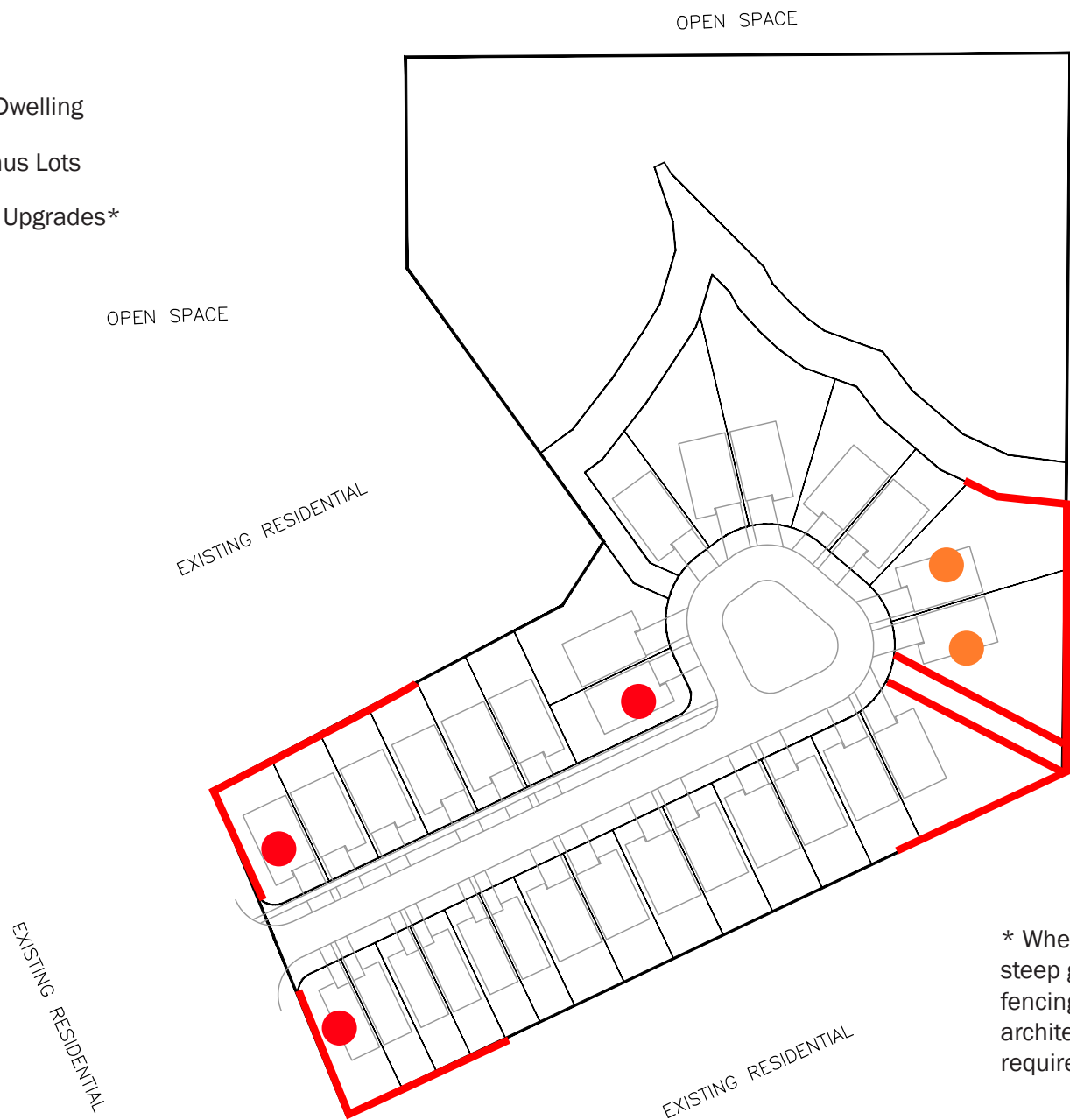
6.0 CONCLUSION

The proposed 29 single-detached dwellings have met the design objectives and principles envisioned for the subject site located at 13247 and 13233 Nunnville Road. The architectural style of the proposed dwellings will be of traditional design using high quality materials that are consistent with the look and character of the surrounding neighbourhood. The public realm is addressed through minimizing the presence of the garage, providing trees and street lights and a sidewalk along one side of the street. For these reasons, this brief is in support of the proposed development.

APPENDIX 1 - Priority Lot Plan

LEGEND

- Corner Lot Dwelling
- View Terminus Lots
- Rear / Side Upgrades*



* Where dense vegetation, steep grade conditions and solid fencing block the public view, architectural upgrades are not required.