

# “STYLUX OF CALEDON”

## URBAN & ARCHITECTURAL DESIGN GUIDELINES



PROPOSED RESIDENTIAL DEVELOPMENT

CALEDON, ONTARIO

28 FEBRUARY, 2020

**TABLE OF CONTENTS:**

**1.0 DEVELOPMENT**

- 1.1 Introduction
- 1.2 Stylux of Caledon
- 1.3 Caledon East Secondary Plan
- 1.4 Community Design Objectives
- 1.5 Town of Caledon Community Design and Architectural Design Guidelines

**2.0 URBAN DESIGN**

- 2.1 – The Site
- 2.2 – The Site Plan
- 2.3 – Proposed Lot Sizes and House Design
- 2.4 – 47' Front-Loaded Lots
- 2.5 – 18' Rear-Lane Towns

**3.0 ARCHITECTURAL DESIGN**

- 3.1 – Built Form and Massing
- 3.2 - Building Articulation
- 3.3 – Character and Image
- 3.4 – Architectural Treatment

**4.0 CONCLUSION**

**5.0 FIGURES**

- Figure 1- Site Survey*
- Figure 2- Site Location and Context.*
- Figure 3- Streetscape of the new sub-division to the east*
- Figure 4- Detached homes in the immediate vicinity.*
- Figure 5- Proposed Site Plan*
- Figure 6- Typical Lot Dimensions for the 14.35m Units*
- Figure 7- Typical Lot Dimensions for the 5.5m Units*
- Figure 8- Typical Unit Lot Arrangement*
- Figure 9- Proposed Priority Lot Plan*

## 1.0 DEVELOPMENT

The intent of this Document is to introduce the proposed development and to outline the Design Guidelines in respect to the Town of Caledon’s guiding documents and principles.

### 1.1 Introduction:

Stylux Developments has assembled an infill development site at Old Church Road in northeast Caledon. The parcel consists of approximately 1.755 hectares (4.386 acres) of land. The assembly comprises 6 existing residential lots around Russel Mason Court with some frontage on to Old Church Road. The Legal description of the assembly is Lot 6, Registered Plan 519 and Part Lot 21, Concession 1, Town of Caledon.

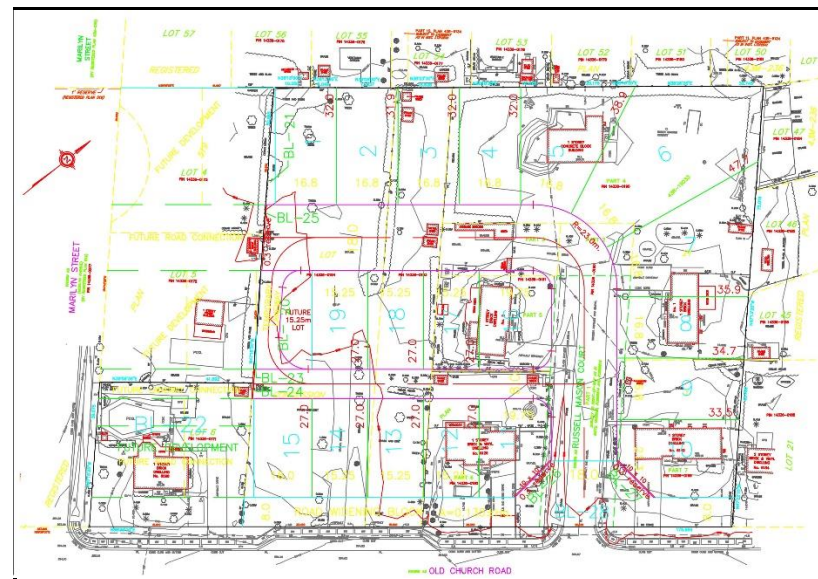


Figure 1- Site Survey

### 1.3- Caledon East Secondary Plan

The Town of Caledon’s Caledon East Secondary Plan provides a detailed framework for the development of the Caledon East community with the emphasis on the provision of good urban design. Relevant design criteria that applies to the proposed Stylux Caledon subdivision includes the following;

Community Design

Good community design is important to successfully integrate the new growth projected for Caledon East while maintaining and potentially enhancing the character of the community as a rural small town.

Residents of Caledon East have expressed their strong interest in community design as a means of retaining the aspects of Caledon East that they value. Through the public consultation process, the following values were expressed by the community:

1. Maintaining the historic character and desire for a traditional "main street" commercial area with appropriate (and preferably traditional) architectural style;
2. The preservation and enhancement of natural features;
3. The integration of common open space within the community;
4. Streetscapes that are greener, pedestrian friendly and safe;

5. Further development of the railway system including improved and new connections to link all neighbourhoods, community facilities and services and open space;

6. Integration of housing types;

7. Good architectural design, particularly for medium density development, safety and crime prevention through design;

8. Gateway entrance features to the community.

9. Maintaining views of valued landscape features and the night sky.

**1.4- Community Design Objectives**

Additional good Urban Design objectives that relate to this development to create a community that fosters pedestrian activity, connectivity and social interaction, will include;

The street and lot layout in plans of subdivision and condominiums should allow for sufficient views into parks, schools and significant natural features and landmarks.

*Street layout should respect the natural contours of the land and minimize grading.*

*An interconnected local road network is preferred. Cul-de-Sacs should be avoided.*

*The open space system should be used as an organizing element in subdivision design. The street layout, block pattern and building orientation should enhance connections to the open space system.*

*Blocks should generally be no longer than 250m to promote an efficient road network.*

The proposed development has been designed with the above noted criteria in mind and this will be addressed by both the development plan and the following Sections in the Urban Design Report.

### **1.5- The Town of Caledon Community Design and Architectural Design Guidelines**

The Town of Caledon adopted the "Community Design and Architectural Design Guidelines, Caledon East", prepared by Viljoen Architect Inc. and approved by Council 16<sup>th</sup> October, 2000. Under Section 4.2, "Lot Size and Building Types", the following guidelines are provided that relate to the

proposed development and the development Draft Plan.

*To create a community that provides housing options for a variety of lifestyles, the following guidelines apply;*

4.2.1 *A mix of lot sizes and housing types is encouraged for each development site.*

4.2.2 *A mix of housing types and lot types are encouraged in each development block.*

4.2.3 *All lot dimensions and setbacks will be in accordance with the Zoning By-law for the Town of Caledon East.*

4.2.4 *All housing units must accommodate three parking spaces. These must be provided in accordance with the Caledon East Department of Infrastructure standards. Based on this criteria, the following housing types are encouraged:*

- *Townhouses (freehold) min. 7.5m frontage*
- *Semi-Detached houses- min. 9.0m frontage*
- *Single Detached Houses- Min. 15.0m frontage*

*(For single detached houses, a lot size of 13.7m is permitted in medium density designations where the lot fronts onto a public road.)*

Under Section 4.3 garage, Driveway Size and Orientation the following guidelines are provided.

*4.3.1 Garages may be either integral to the building or detached.*

*4.3.2 Access to the garage will be from a driveway from the front, exterior side or rear lot line (abutting a Local Road)*

Under Section 5.3 Garages, the following criteria apply;

*5.3.1 Garages are strongly encouraged to be flush or recessed behind the front wall and entry of the house, detached and situated at the rear of the lot, or attached at the rear of the house.*

*5.3.2 Garages will be setback a minimum of 6.0m or as specified in the enacting zoning by-law.*

*5.3.3 Generally, garages should not occupy more than 50% of the front width of a detached house. Where the 50% cannot be achieved due to front lot*

*limitations, the garage must be minimized, e.g. single garage.*

With regard to the Secondary Plan policy, the proposed development has been designed with the above noted criteria in mind. Where the proposal cannot meet the design criteria exactly, alternative guidelines are proposed.

The proposed development meets all relevant criteria noted above including minimum lot widths for single detached, garage access and parking requirements.

All building designs for this infill development, irrespective of the origin of the design, be they custom of builder generated, will be subject to the criteria of this document and the approval process will be determined by the Town of Caledon Planning Department.

## 2.0- URBAN DESIGN

The intent of Section 2 is to introduce the development Draft Plan and discuss how the plan responds to the Urban and Community Design criteria laid out in Section 1 of this Document.

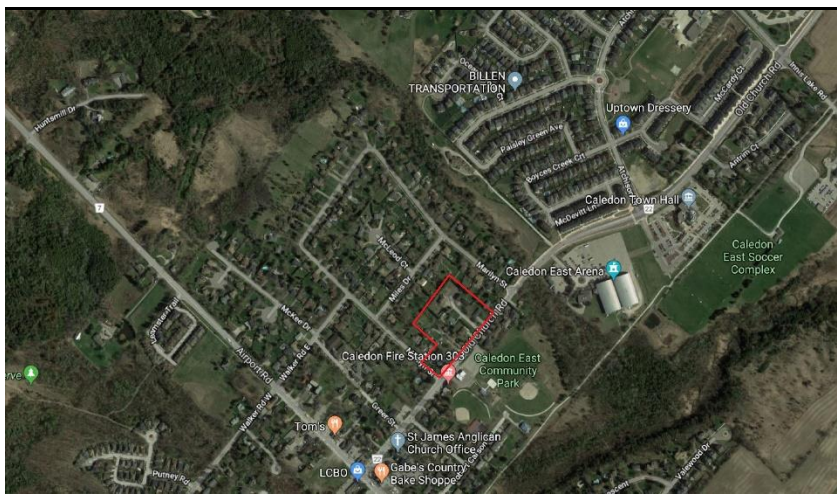


Figure 2- Site Location and Context

### 2.1 – The Site

The site at Old Church Road in the Town of Caledon East comprises approximately 1.755 hectares (4.386 acres). The site sits with a street frontage of approximately 176 meters onto the north side of Old

School Road on the fringe of the established residential area to the East of the main Town.

Its primary access point is from Old Church Road, opposite Caledon East Community Park. The temporary road pattern is based on an 18m wide municipal carriageway with an 8.0m wide municipal laneway loop. Eventually, the 18m wide road and 8.0m laneway will connect to Marilyn Road. These lands will be subject to future development applications and will be required to comply with the design guidelines of this document. The single lots (Lots 11, 12, 13, 14) will have entrances facing Old Church Road with garages accessed for the rear laneway.

There are no significant natural heritage features on the property.

The road pattern allows for views into the site from Old Church Road and the Community Park opposite.

The proposed housing lots are laid out fronting onto the streets which reinforces the typical backyard to backyard relationship prevalent in existing and new neighbourhoods in the area.

**DESIGN GUIDELINES**

Lot 10 sides onto Old Church Road and has been designed to accommodate house designs with the primary entrance on the flankage and sufficient side yard for generous landscaping.

Proposed lot widths and lot areas are comparable to those in adjoining neighbourhoods and meet the aforementioned criteria from the “Community Design and Architectural Design Guidelines, Caledon East”.

To the east, north and west of the site are existing, detached homes. A more modern subdivision exists to the east.



*Figure 3- Streetscape of the new sub-division to the east*

**“STYLUX OF CALEDON”, CALEDON, ONTARIO**



*Figure 4- Detached homes in the immediate vicinity.*

These images represent the existing built form approach that, until now has been prevalent in East Caledon. It is not the intent of these Guidelines to define or restrict the design approach to individual homes, simply to ensure that they are compatible and complementary in scale, frontages and parking solutions.

The Old Church Road frontage has been designed to complete the streetscape with the added benefit of not introducing additional driveways to this main road.



**2.2 – The Site Plan**

The site plan has been designed around the concept of a self-contained enclave with two distinct detached home sizes and garage solutions, in response to the precepts of the guiding documents noted previously and current market demands.

The Site Plan comprises 37 units with the following range of lot sizes:

- 14.35m (47') single-detached- 12 units.
- 5.5m (18') rear-lane townhouses- 25 units.

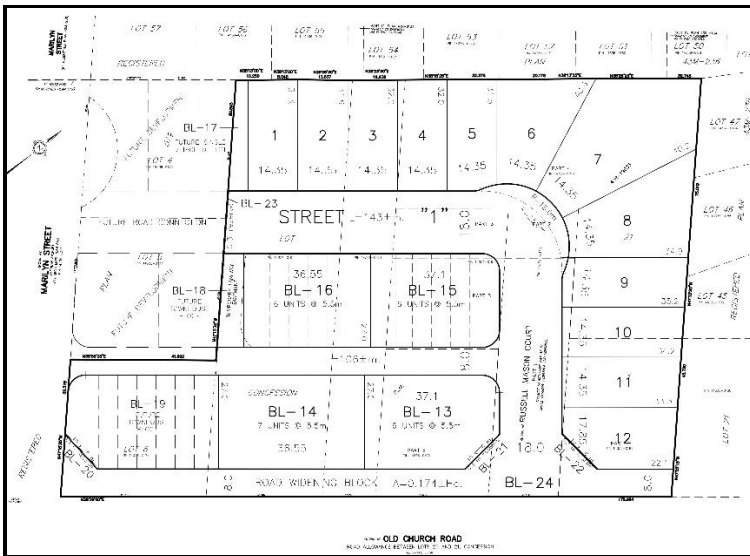


Figure 5- Proposed Site Plan

**2.3 – Proposed Lot Sizes and House Design**

As stated previously, all lot sizes of both garage solutions comply with the “Community Design and Architectural Design Guidelines, Caledon East”, and present the opportunity to develop large, family homes that will enhance and support the surrounding community.

**2.4 – 14.35m (47’) Front-Loaded Units**

These units are used to front onto the new 18m wide municipal road that replaces Russel Mason Court and are similar size and scale to the existing homes in the area.

To meet the design criteria of the “Community Design and Architectural Design Guidelines, Caledon East”, triple garage options will be available for all lot sizes with additional, double car driveways available for the 14.35m, front-loaded units.

**DESIGN GUIDELINES**

**"STYLUX OF CALEDON", CALEDON, ONTARIO**

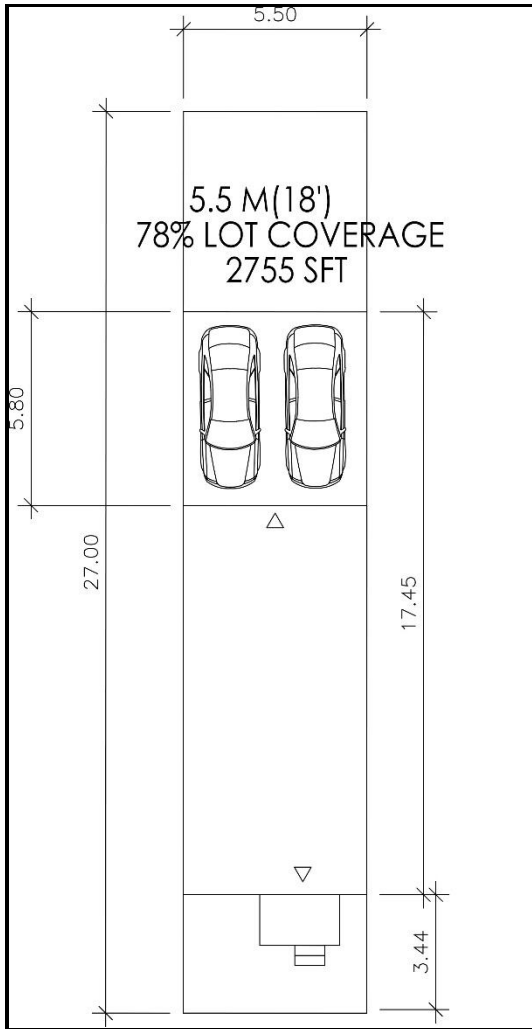


Figure 6- Typical Lot Dimensions for the 5.5m Units

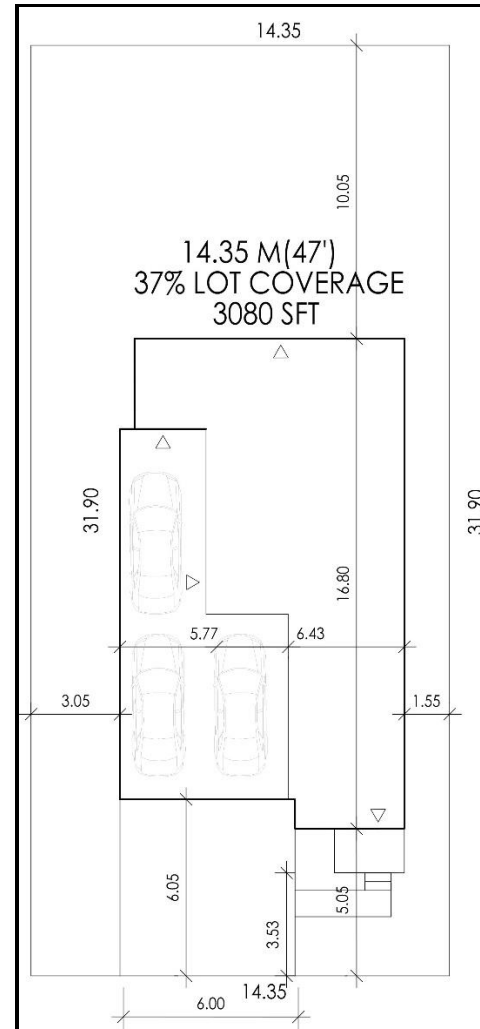


Figure 7- Typical Lot Dimensions for the 14.35m Units

### 2.5 -5.5m (18’) Rear-Lane Units

These units are used to front onto the new 18m wide municipal road that replaces Russel Mason Court and in addition, onto Old Church Road. They are similar size and scale to the new townhouse homes in the area. They are serviced by an 8.0m wide municipal laneway.

To meet the design criteria of the “Community Design and Architectural Design Guidelines, Caledon East”, double garage and double driveways will be available for all lot sizes.

Although the detached lot widths nearly comply with the 15.0m minimum lot width and the maximum 50% garage width, they will be designed with double garages set back from the porch or main wall to minimize the impact of the garages on the streetscape.

Please note that bungalows or bungalofts may be proposed for some of the lots and they will fit within the context of the proposed subdivision and the

architectural design will comply with the Caledon East Urban Design Guidelines and this document. The building footprints shown on the Concept Site Plan maximum GFA allowable under the proposed zoning however, some lots may be developed with smaller footprints.

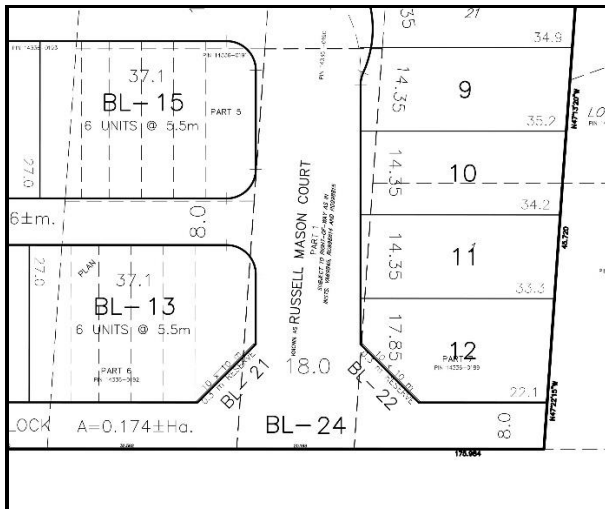


Figure 8- Typical

Unit Lot Arrangement

### **3.0-ARCHITECTURAL DESIGN**

The intent of Section 3 is to introduce the proposed architectural character of the eventual designs for development and discuss how the designs will respond to the towns CDAGs and complement existing and new developments in Caledon East.

The applicable zoning criteria for the Stylux development will be reflective of the criteria used in Town of Caledon with some specific provisions to allow for the rear-lane product.

#### **3.1- Built Form and Massing**

The development envisions two-storey single detached residences and 3 storey townhouses fronting Old Church Road. The massing of the proposed homes should be similar to that of the existing neighbourhoods in and around Caledon with higher pitched roofs, front-facing one and two storey gables and large porches to the street. The width of the homes is also similar to that of the new sub-division to the east.

The intent is to encourage and, if necessary, legislate high quality architectural design without

imposing a singular design approach be it, historical, contemporary or transitional.

#### **3.2- Building Articulation**

If appropriate to the design approach, roof slopes will be steeper to generate visual interest and character. Gables and dormers elements will be added to give relief to the roof plane. Jogs in the front wall will provide depth and break up the building mass.

#### **3.3- Character and Image**

With highly articulated building massing and with living elements of the home closer to the roads, an attractive, pedestrian scaled character will be created. Porches close to the property lines will encourage interaction with passing neighbours.

#### **3.4- Architectural Treatment**

The detailing of the front elevation will provide a level of interest. Elements such as bay windows, porches, dormers, and a variety of building materials such as brick, stone and stucco and high quality siding are proposed to provide elevations

with their own identity. This architectural treatment should be similar to that of the newer, upscale homes being built in other neighbourhoods in and around Caledon.

Exposed side elevations to Old Church Road and to the community will be detailed to match their

front elevations and the main entrance will be on the flankage elevation.

Lots backing onto existing homes will be screened with both fence and landscape buffer and all exposed elevations will be upgraded to the standard of the front elevation.

#### **4.0 Conclusion**

Given the relatively low number of lots, the articulated road and laneway arrangement, and the size and potential accommodation in the Stylux Development, it will not be necessary to impose model repetition and other siting criteria used to control streetscapes in larger sub-divisions. The proposed development will offer a range of lot and house sizes to respond to current market demands. This is in keeping with current residential development trends and the Town of Caledon Guidelines for Low Density neighbourhoods, notably;

*"Low Density Residential neighbourhoods will generally consist of a mix of lot sizes and housing types, with single dwellings predominating. Plans of subdivision should ensure compatibility of building types through consideration of appropriate scale, massing and siting."*

*"The various types of dwelling units permitted in the Low-Density Residential designation shall be visually integrated through compatible building heights, rooflines, eave heights, and window elevations."*

All of the Lots comply with the intent and the details anticipated in the "Community Design and Architectural Design Guidelines, Caledon East" authored in 2000, and therefore, should be an acceptable form of infill development in this sensitive, downtown location. Architectural review and control should be applied reasonably and in the spirit of a changing cultural and demographic landscape in the GTA.

As long as the lot sizes allow a minimum of 3 parking spaces, as per the intent of the parent Guidelines, and that the associated architecture promotes the relegation of the garage in the elevation, the proposed building footprints should be permitted as an integral design element in modern community design across Southern Ontario as it results in a more vibrant community with a range of housing options. All other design criteria contained in the "Community Design and Architectural Design Guidelines, Caledon East" will be respected in the development of the Stylux Community and all architectural designs will be subject to the Architectural Control process as required by the Town.

The Stylux Development will add to and complement the Old Church streetscape and extend the new residential options for new home purchasers in the Town of Caledon.

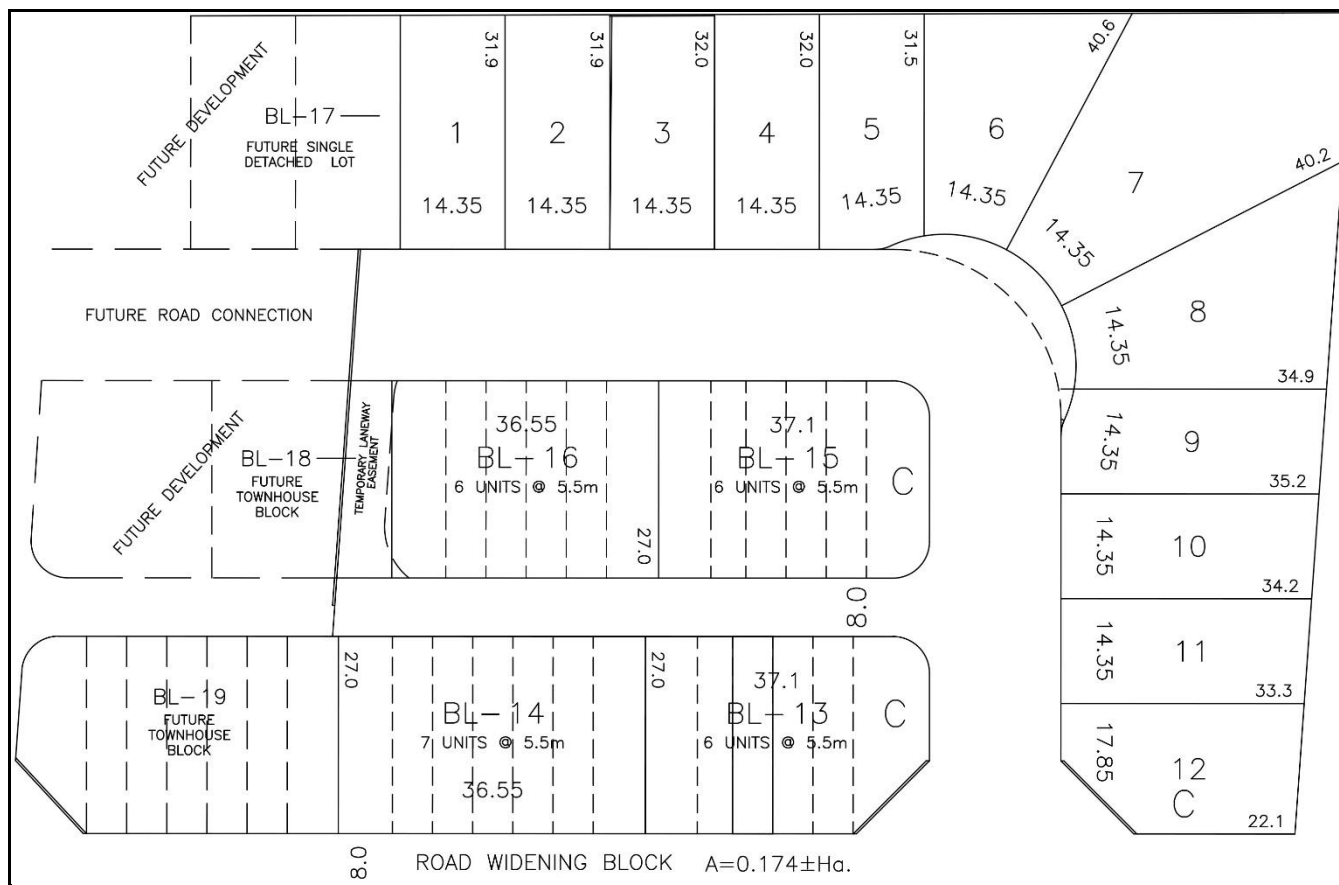


Figure 9- Proposed Priority Lot Plan

