Wildfield Village

CAVALLINO ESTATES INC. + TRINITY FIELD INC.

ARCHITECTURAL CONTROL GUIDELINES

TOWN OF CALEDON

Prepared by:

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ASSOCIATES LIMITED

Prepared for:

Cavallino Estates Inc.
Trinity Field Inc.

Dated: November 10, 2025

Project No.: P-2887'A' & P-2887'B'

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1.0 Introduction

1.1 Intent

These Architectural Control Guidelines (ACG) have been prepared on behalf of the Developers, Cavallino Estates Inc. and Trinity Field Inc., for their Draft Plan of Subdivisions located in the Wildfield Village Secondary Plan in the Town of Caledon. The ACG has been prepared in accordance with the Town of Caledon's Terms of Reference for Architectural Control Guidelines (July 2023), and is provided as a precondition to the Draft Plan of Subdivision application for the subject lands.

The main intent of the ACG is to provide built form design criteria that will be adhered to by all builders within the Cavallino Estates Inc. and Trinity Field Inc. subdivisions in order to foster an attractive and high-quality built environment with a positive and distinct identity that is designed to appropriately fit into the local context.

The ACG deal primarily with physical elements within the private realm (i.e. building design and siting criteria) and must be read in conjunction with the "Wildfield Village Community Design Guidelines" (prepared by SGL Planning & Design Inc. November 2024) and the Town of Caledon Comprehensive Town-Wide Design Guidelines (November 2017) which address the design of physical elements and landscaping within the public realm, as well as additional built form guidance. Combined, these documents will provide design guidance to shape the visual character of new development within the subject lands and the overall Wildfield Village Community.

The images and diagrams contained in this document are conceptual in nature and are meant as examples that demonstrate the design intent of the Guidelines. They should not be construed as the final product.

Promoting architectural variety, innovation and quality

1.2 Vision

The built form vision for the subject lands builds upon the vision and guiding principles established in the Wildfield Village Community Design Guidelines, which state:

> ***"Wildfield Village Secondary Plan Area's vision is to create a create a compact, well-connected and complete community. The Secondary Plan Area will offer a range of housing opportunities, commercial and community uses and access to green space. Wildfield Village will be designed to achieve excellence in community design and will strive to integrate a high-quality public realm."***

Building upon this vision, the Cavallino Estates Inc. and Trinity Field Inc. Draft Plan of Subdivisions are envisioned as comprehensively planned mixed use developments that will form an integral component of the Wildfield Village Secondary Plan. The community will derive its high-quality traditional and contemporary character through a coordinated design approach to built form and streetscapes. Each building will be designed and sited to appropriately respond to its location within the individual neighbourhoods and to generate unique, visually appealing, pedestrian-oriented streetscapes through careful attention to architectural style, building orientation, massing, articulation, materials, and site conditions. The combination of built form options tailored for modern lifestyles, quality public spaces and attractive views and vistas will contribute to the creation of vibrant new communities with distinctive identity and a strong sense of place. This design vision shall be adhered to by the developers and builders within subdivisions and shall be enforced through a mandatory architectural control review process.

Wildfield Village Design Vision : a compact, well-connected and complete community

1.3 Guiding Principles

The Wildfield Village Community Design Guidelines sets out a series of guiding principles that form the basis for the various planning decisions and design rationale for the proposed subdivisions.

Provide a wide range and mix of housing types, densities, sizes and tenures that will provide families and individuals options throughout the community.

Promote variety and choice of residential building types, sizes, and styles that will help to assist with accommodation options, placemaking, and inclusiveness within the Wildfield Village Secondary Plan

Prioritize high-quality design of the public realm and built form that fosters a strong identity and sense of place for the community.

Create safe, pedestrian-friendly and attractive streetscapes, that promote a positive sense of place through building designs that provide a strong public face.

Create a well-connected and walkable community with accessible amenities and open spaces.

Establish a linked pedestrian and cycling system together with a permeable modified-grid road pattern will promote healthy active transportation opportunities throughout the community and the various open space and amenity features.

Establish centralized mixed-use areas to support livability and community vibrancy and provide for the day to day needs of residents in proximity to their homes.

Create a permeable network of roads, sidewalks, multi use paths, and cycling routes that promote connectivity and access to the Urban Corridors within the subject lands. Uses within the Urban Corridors provide opportunities for area residents to live, work, and play within close proximity.

Protect natural features and areas and ensure proposed land uses compliment the natural heritage system.

Wildfield Village will be defined by the extensive NHS lands (Greenbelt) that help to create a 'green' community. Within the Trinity Field Inc. subdivision, the proposed built form will respect the surrounding natural heritage features and will include environmental protection blocks, public park, and stormwater management facilities to serve the recreational needs of future residents.

Provide community facilities including parks and schools, that will accommodate future growth in The Town of Caledon.

Wildfield Village will contain a series of well-distributed parks to meet the passive and recreational needs of the community and provides for school sites in prominent locations. Together, these facilities will accommodate future growth and the evolving dynamics of the community.

Foster the creation of a sustainable community through compact and resilient community design, built form and transportation networks.

Promote intensification of underutilized lands within the designated Wildfield Village Secondary Plan area by providing sustainable housing forms and mixed uses that are energy efficient and transit-supportive. Various urban design components detailed within these ACG and the CDG will serve to promote placemaking that responds to the site's context and results in a sustainable development approach.

1.4 Design Control

A privately-administered architectural control design review process will be conducted for all new low-rise housing proposals, within Wildfield Village, to ensure compliance with the requirements of these Guidelines. The review process by the Control Architect will be conducted expeditiously and fairly. A site plan approval process administered by the Town of Caledon will apply to the medium density residential and institutional proposals. Refer to Section 7 - Implementation of Architectural Control.

The Architectural Control Guidelines provide for sufficient flexibility to foster design creativity and innovation. These Guidelines are not meant to be overly prescriptive, but instead, to foster uniqueness of design, in order to avoid monotony and repetition. Proposed designs which are not in total compliance with the guidelines may be considered by the Design Control Architect, based on their merits, appropriateness of location and design, and may be approved where the spirit and intent of the guidelines is maintained.

The developer and builders shall comply with these Guidelines throughout the design, marketing and construction process. The requirements of the Guidelines are in addition to the provisions of the applicable Zoning By-laws, Conditions of Draft Approval, Subdivision Agreements and all other applicable agreements and legislation. Approvals by the Control Architect do not release the builders from complying with the requirements of the Town of Caledon or any other approval authority.

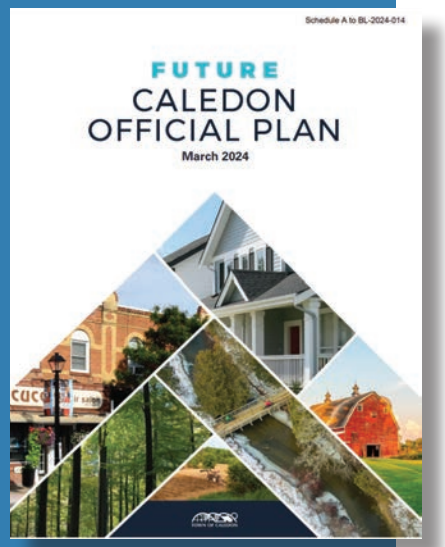
The builders shall only offer for sale dwelling designs once they have been first reviewed and approved by the Control Architect.

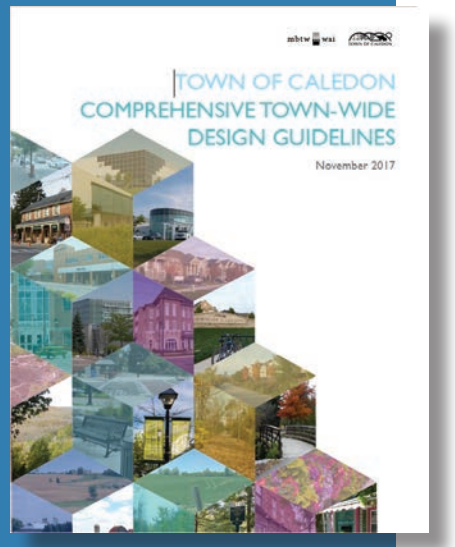
1.5 Terminology

Within these Guidelines common terms are used in reference to prescriptiveness of the guidelines. These terms have the following meaning with respect to compliance:

- **Must, Will, or Shall** - it is mandatory to comply with this Guideline, compliance is required.
- **Should** - it is highly encouraged and requires a convincing reason (i.e. not feasible) in order to not comply, in the opinion of the Control Architect, with this Guideline.
- **May, Encourage, or Recommend** - it is desirable to comply with this Guideline.

1.6 Policy Reference





1.6.1 Future Caledon Official Plan (March 2024)

The Future Caledon Official Plan identifies the Cavallino Estates Inc. and Trinity Field Inc. subdivisions as "New Community Area" as per Schedule B4, Land Use Designation and Schedule F1, Urban Systems. Section 22.2, New Community Area Designation outlines the various policy objectives, permitted uses, and land use designations for new community areas and the associated secondary plan process. Under Section 22.7.1 Neighbourhood Area Designation, the following policy objectives are provided:

"The planning objectives for the Neighbourhood Area designation are as follows:

a) provide for new housing opportunities to meet the Town's projected housing needs;

b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;

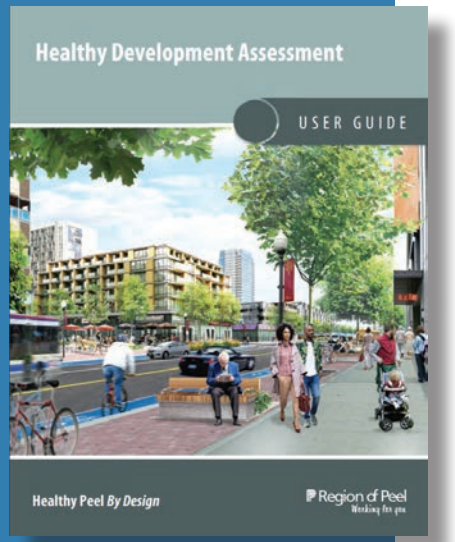
c) ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,

d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability."

In this regard, the Cavallino Estates Inc. and Trinity Field Inc. subdivisions have been comprehensively planned and designed to takes these objectives into consideration, as well as the Development Polices of Section 22.7.3. These ACG support and expand on the various policies with focus on built form within the community.

1.6.2 Caledon Comprehensive Town-Wide Design Guidelines (November 2017)

The Caledon Comprehensive Town-Wide Design Guidelines provide a starting point for a discussion about urban design, site planning, built form, and open space concepts and principles for various development situations, including new Greenfield Communities. Section 4: Design Consideration for Greenfield Communities, provides a high-level framework of design criteria for the overall identity and structure for new communities, and includes specific guidelines to direct the various uses proposed within the subdivision under Section 6.0: The Private Realm, and Section 8.0: Residential Development. The proposed design of the subdivisions, including built form will comply with the general design standards established in the Caledon Comprehensive Town-Wide Design Guidelines. The Caledon Comprehensive Town-Wide Design Guidelines, in conjunction with this ACG will be used by the Town in their review and evaluation of the various development proposals within the subject lands.



1.6.3 Town of Caledon's Green Development Standards (June 2024)

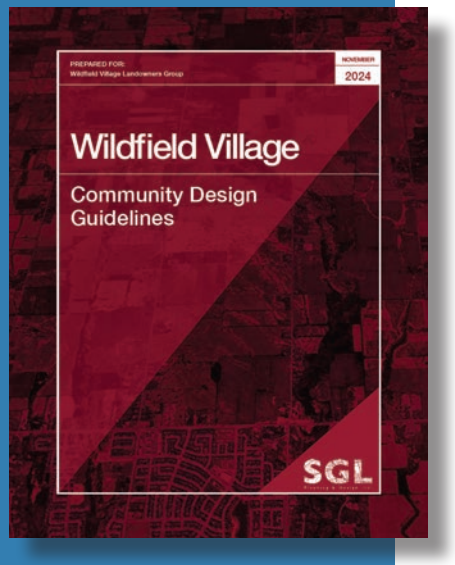
Caledon's Green Development Standards (GDS) Guidebook sets out expectations for new development to promote Caledon as a zero-emissions, resilient, and complete community. The GDS applies to Draft Plans of Subdivisions which is assessed by GDS Themes and Merics, including; ***1. Community Design and Mobility***, ***2. Green Infrastructure***, and ***3. Building and Energy***. As part of the Draft Plan of Subdivision submission requirements, the applicant will submit, under a separate cover, the Caledon Green Development Standard: Draft Plan of Subdivision Checklist. This checklist requires a detailed overview of the subdivision's compliance with GDS and meeting various targets with supporting materials and references for municipal review and approval.

1.6.4 Region of Peel Healthy Development Assessment User Guide (2016)

The Region of Peel Healthy Development Assessment (HDA) User Guide was created to assist planning and development stakeholders in creating healthy, supportive environments for Peel residents. This document is divided into several key sections that speak to Healthy Development Assessment Instructions, Key Considerations, Reporting Requirements, The Core Elements, Glossary, Appendix A - HDA for large-scale planning or development proposals (applicable for the Cavallino Estates Inc. and Trinity Field Inc. subdivisions).

Through the various Secondary Plan planning studies, including the CDG and these ACG, these reports discuss and demonstrate regard for the various Core Elements such as density, service proximity, land use mix, street connectivity, streetscape characteristics, and efficient parking.

As part of the Secondary Plan process, Appendix A - Peel Healthy Development Assessment (Large-Scale) was used to assess the plan and its various attributes, and received a **Gold** scorecard.



1.6.5 Wildfield Village Community Design Guidelines (November 2024)

The Wildfield Village Community Design Guidelines (CDG) prepared by SGL Planning & Design Inc., establish a framework of the proposed community structure and design vision for the Wildfield Village Secondary Plan Area. This includes community vision and principles, defining the structure of the community plan, establishing an active transportation network, providing general design guidance for proposed built form and public realm features, and describing sustainability approaches for the community.

Section 5, Site Design and Built Form of the CDG provide high-level design standards for the various built form typologies proposed within the subdivisions, including; single and semi-detached dwellings, townhouses, and mid-rise and high-rise buildings. Complementing and building upon these built form design standards, these ACG will supplement the CDG and provide site-specific built form and architectural design criteria to guide the proposed residential and institutional uses within the Cavallino Estates Inc. and Trinity Field Inc. subdivisions.

1.7 Surrounding Context

As demonstrated on Figures 1.6 on the following pages, the Cavallino Estates Inc. and Trinity Field Inc. subdivisions are located in the southern half of the Wildfield Village Secondary Plan. The Cavallino Estates Inc. plan is generally bounded by Centreville Creek Road to the west and existing agricultural uses (future development) to the north, east, and south. The Trinity Field Inc. site is located at the northwest corner of Mayfield Road and The Gore Road, and is bounded by exiting agricultural lands (future development) to the north and west. Both sites consist of existing agricultural uses, with the Cavallino Estates Inc. site containing an existing residence with accessory structures, all of which will be removed to facilitate the development. The Trinity Field Inc. site contains two wooded areas in the southeast, which contains a water drainage feature, and northwest portions of the site and will be preserved as Environmental Protection Blocks.

The **Cavallino Estates Inc.** site occupies an area of 10.28 hectares and is bounded by:

- **North:** Existing agricultural lands and rural residences.
- **East:** Existing agricultural lands; further east are pockets of existing rural residences and The Gore Road.
- **South:** Existing agricultural lands and rural residences; further south is Mayfield Road.
- **West:** Centreville Creek Road; opposite are agricultural lands and several pockets of existing rural residences.

The **Trinity Field Inc.** site occupies an area of 41.30 hectares and is bounded by:

- **North:** Existing agricultural lands and rural residences.
- **East:** The Gore Road and several pockets of existing rural residences; opposite of The Gore Road are agricultural lands, rural residences, and Greenbelt Plan Area.
- **South:** Mayfield Road; opposite are existing residential uses, Martin Byrne Drive, and St. Patrick Catholic Elementary School within the City of Brampton.
- **West:** Existing agricultural lands and rural residences fronting onto Mayfield Road; further west is Centreville Creek Road.

The developable portions of the subject lands are situated on generally level to gently sloping tableland; the Trinity Field Inc. site contains two environmental features within the southeast and northwest portions of the site. These environmental features are made up of two wooded areas, with the southeast wooded area containing a drainage feature.

Currently, consisting of remnant agricultural lands and rural residential use along the perimeter arterial roads, the proposed development areas have been heavily cultivated over many years. Vegetation within the subject lands is minimal and will be preserved, removed or relocated as necessary to allow for development, subject to detailed environmental assessment as submitted under a separate cover.

View of the Trinity Field Inc. site from the intersection of Mayfield Road and The Gore Road

View of lands on the south side of Mayfield Road

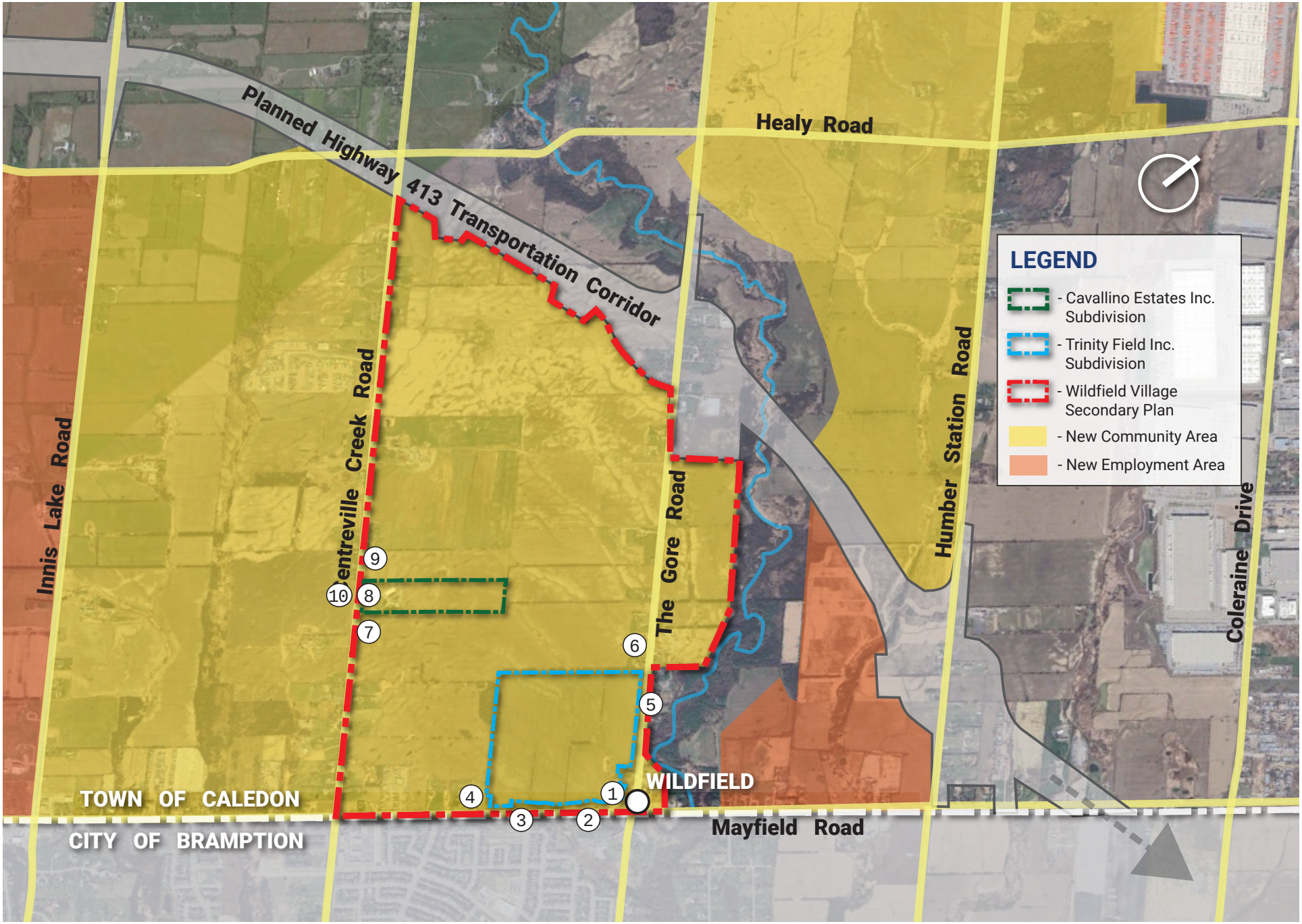


Figure 1.6: Location of the Cavallino Estates Inc. and Trinity Field Inc. subdivisions and surrounding context

View of lands on the south side of Mayfield Road - looking south along Martin Bryne Dr.

View of lands west of the Trinity Field Inc. subdivision

View of existing residential uses on the east side of The Gore Road

View of lands north of the Trinity Field Inc. subdivision

View of lands south of the Cavallino Estates Inc. subdivision

View of the Cavallino Estates Inc. lands from Centreville Creek Road

View of lands north of the Cavallino Estates Inc. site

View of lands on the west side of Centreville Creek Road

2.0
The Community Plan

2.1 Overview of the Cavallino Estates Inc. Community Plan

The structuring elements within the Cavallino Estates Inc. subdivision will serve as the main components for establishing an integrated community design within the greater Wildfield Village community. Main structuring elements include:

- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent and planned road network. This will include two collector roads, Streets 'A' and 'B', and a series of local roads that provide connections to the greater Wildfield Village community and access to Centreville Creek Road.
- Collector roads will become key community roads and will connect the various neighbourhoods, parks, open space amenities, and active transportation routes within Wildfield Village.
- Proposed local roads will branch from the collector road network to neighbourhood blocks.
- The proposed road network will facilitate pedestrian and cyclist linkages throughout the community and to adjacent areas to support active transportation.
- Community edges and entries are located along Centreville Creek Road. Within this area, the use of high-quality building architecture and landscape design is required to reflect the character of the Wildfield Village community.
- A mix of freehold residential building types are proposed, including:
    - On-street townhouse dwellings (on minimum lot frontages of 6.1m); and,
    - Double frontage townhouse dwellings (on minimum lot frontages of 6.1m).

A variety of high quality built form is envisioned for the Cavallino Estates Inc. subdivision

- Two medium density blocks are located at the southeast corner of Centreville Creek Road and Street 'A', and on the south side of Street 'A' between Streets 'B' and 'F'. Medium density sites are subject to a Site Plan Approval process and may require site-specific Urban Design Briefs prior to their development.
- Priority lot dwellings are distributed throughout the subdivision to contribute to a unique sense of place and identity, address highly public views, and help to define view corridors.
- The entirety of the Cavallino Estates Inc. subdivision is located within the Urban Corridor land use which is structured along Street 'A' between Centreville Creek Road to The Gore Road. The Urban Corridor is envisioned as a transit supportive mixed use area that provides a range of compact and more dense built forms, including commercial, office, and multi-unit residential uses. The proposed uses within the subdivision support the function of the Urban Corridor.
- Refer Figure 2.1 Cavallino Estates Inc. Community Plan below

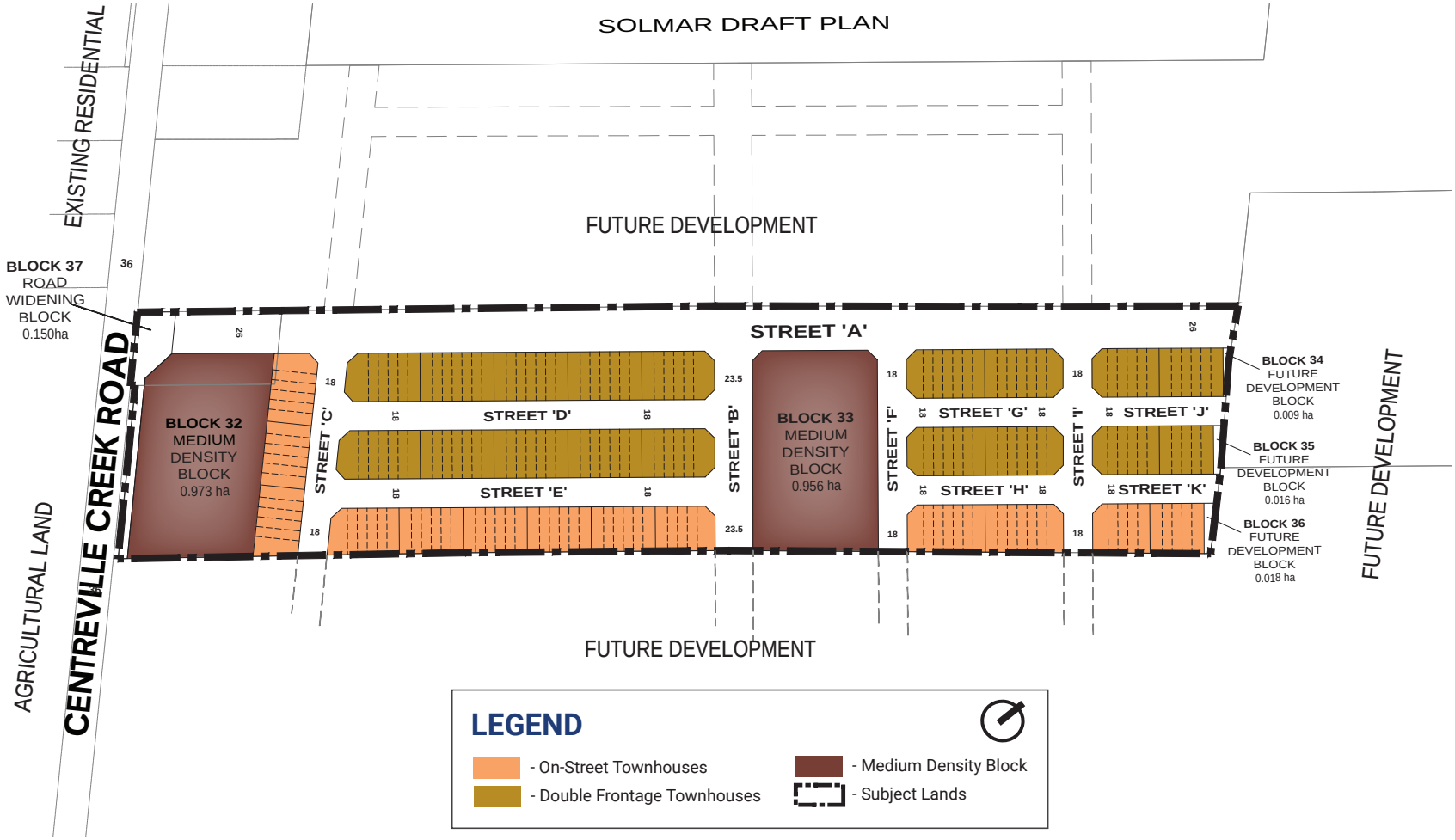


Figure 2.1: Cavallino Estates Inc. Community Plan

2.2 Overview of the Trinity Field Inc. Community Plan

The structuring elements of the Trinity Field Inc. subdivision will play a key role in shaping a cohesive and well-integrated community design within the broader Wildfield Village. The primary structuring elements include:

- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent and planned road network. This will include a series of collector roads that provide connections to the greater Wildfield Village community and access to Mayfield Road and The Gore Road.
- Collector roads, Streets 'A' and 'B', will become key community roads and will connect the various neighbourhoods, parks, open space amenities, and active transportation routes within Wildfield Village.
- Proposed local roads will branch from the collector road network to neighbourhood blocks.
- The proposed road network will facilitate pedestrian and cyclist linkages throughout the community and to adjacent areas to support active transportation.
- Community edges and entries are located along Mayfield Road and The Gore Road. Within these areas, the use of high-quality building architecture and landscape design is required to reflect the character of the Wildfield Village community.

A variety of high quality built form is envisioned for the Trinity Field Inc. subdivision

Connected network of collector and local roads with active transportation routes

A variety of open space community amenities

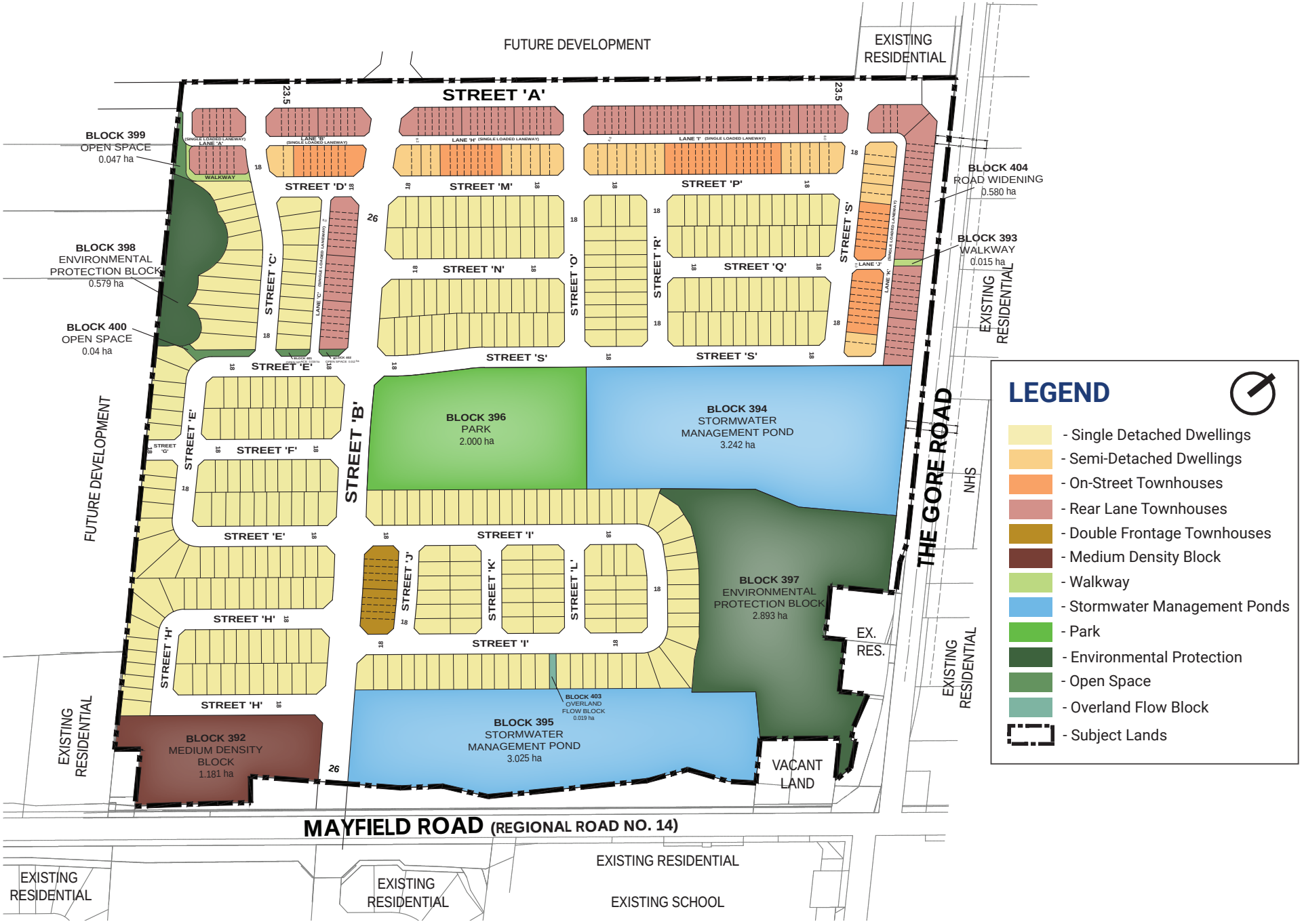


Figure 2.1b: Trinity Field Inc. Community Plan

- The subdivision will contain a variety of open space features, including:
  - two (2) environmental protection blocks of 0.58 and 2.89 hectares in the northwest and southeast portions of the site.
  - a park of 2.0 hectares centrally located at the southeast corner of Streets 'B' and 'S';
  - two (2) stormwater management (SWM) ponds along Mayfield Road and The Gore Road adjacent to the environmental protection block in the southeast portion of the subdivision;
  - four (4) an open space blocks in the northwest portion of the subdivision that facilitate access / linkages to the environmental protection block; and,
  - two (2) walkway blocks, one of which provides access to the front of rear lane townhouses facing the environmental protection block in the northwest corner of the plan, and another permitting access from Street 'S'/ Lane 'J' to The Gore Road.
- A mix of freehold residential building types are proposed, including:
  - Single detached dwellings (on minimum lot frontages of 11.0m to 12.5m);
  - Semi-detached dwellings (on minimum lot frontages 16.8m, or 8.4m/ unit); and,
  - On-street townhouse dwellings (on minimum 6.1m lot frontages);
  - Double frontage townhouse dwellings (on minimum 6.1m lot frontages); and,
  - Rear lane townhouse dwellings (on minimum 6.1m lot frontages).
- A medium density block is proposed at the northwest corner of Mayfield Road and Street 'B'. Medium density sites are subject to a Site Plan Approval process and may require site-specific Urban Design Briefs prior to their development.
- Priority lot dwellings are distributed throughout the subdivision to contribute to a unique sense of place and identity, address highly public views, and help to define view corridors.
- As identified on the Wildfield Village land use plan, lands along Mayfield Road are identified as part of the Urban Corridor which is envisioned as a transit supportive mixed use area that provides a range of compact and more dense built forms, including commercial, office, and multi-unit residential uses. The proposed uses within the subdivision align with the land use plan and support the function of the Urban Corridor.
- Refer Figure 2.2 Trinity Field Inc. Community Plan on the previous page.

2.3 Community Circulation

The Cavallino Estates Inc. and Trinity Field Inc. subdivisions within the Wildfield Village Community provides a defined hierarchy of new and existing streets designed to accommodate walking, cycling and vehicular movement. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment that provides for public connectivity throughout the development.

2.3.1 Provisions For All Streets

- Site circulation will be facilitated through a coherent network of public roads and sidewalks for the safe and convenient movement of pedestrians, vehicles and cyclists and to reinforce the vision of a pedestrian-oriented neighbourhood with multiple linkage opportunities.
- On-street parking will occur on public streets, wherever feasible, to reduce vehicle speeds, animate the street and serve as a buffer between pedestrians and moving vehicles.
- Street elements such as light standards, street furnishings and signage should be combined and coordinated where appropriate, to create consistency and continuity both in design and placement.
- In order to create a continuous and uniform canopy on both sides of the street, street trees and planted boulevards shall be provided in accordance with Town of Caledon standards.
- Street name signage shall be incorporated to facilitate orientation and wayfinding.
- All elements of streets shall be designed in accordance with the Region of Peel and Town of Caledon standards, where applicable.
- Ensure pedestrian-scaled lighting for all streets.

2.3.2 Road Hierarchy and Active Transportation Routes

The following road hierarchy and circulation facilities are present or proposed within the Cavallino Estates Inc. and Trinity Field Inc. subdivisions:

Arterial Roads

- Centreville Creek Road, Mayfield Road, and The Gore Road are arterial roads. Centreville Creek Road frames the western edge of the Cavallino Estates Inc. subdivision, and Mayfield Road and The Gore Road frame the south and east edges of the Trinity Field Inc. subdivision.
- Centreville Creek Road is planned as a 4-lane Town Arterial Road that will have a physically separated cycling facility and sidewalk on both sides.
- Mayfield Road is planned as a 5-lane Regional Arterial Road that will include a sidewalk and multi-use path.
- The Gore Road is planned as a 4-lane Regional Arterial Road that will contain sidewalks on both sides.

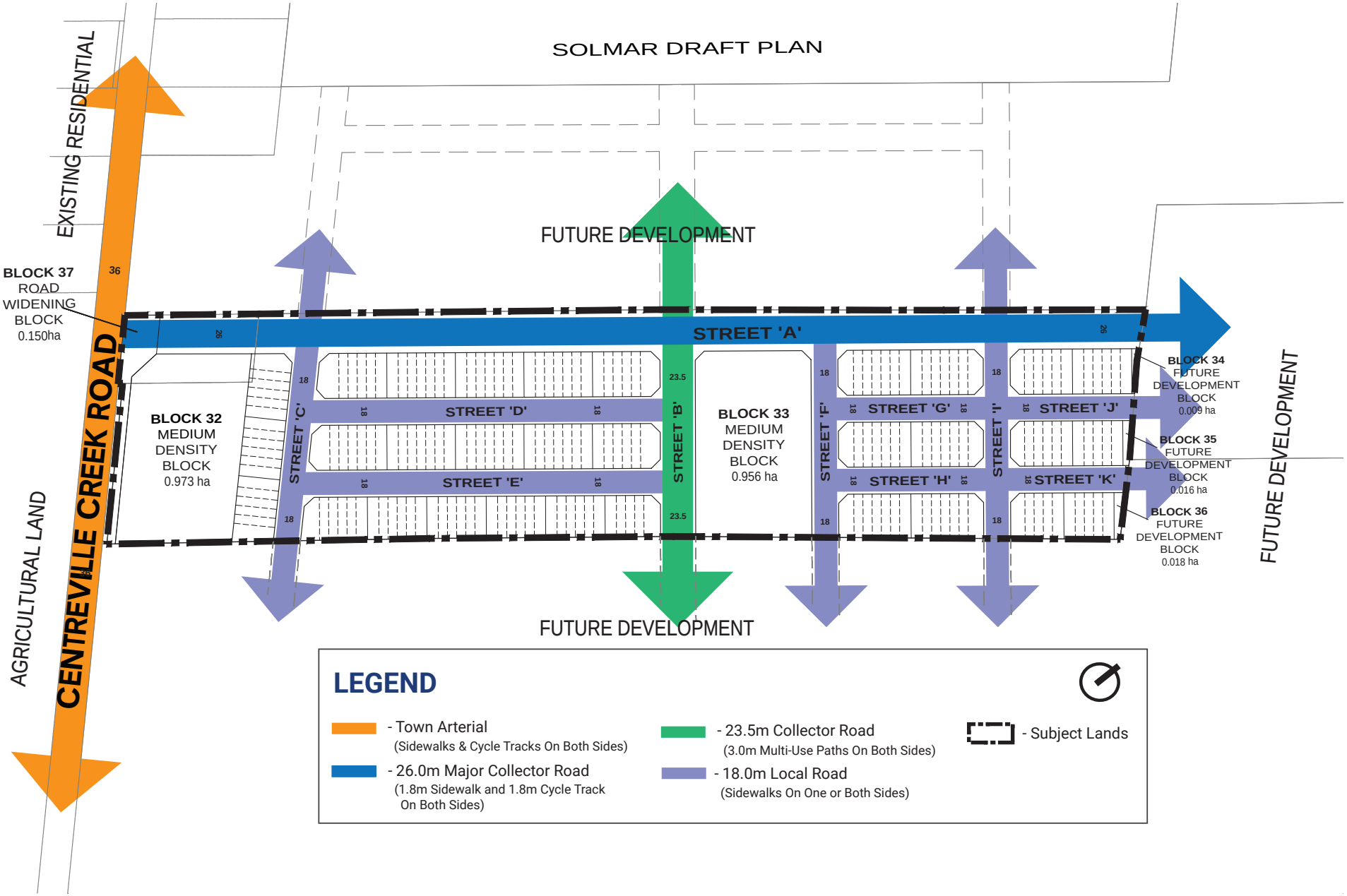


Figure 2.2a: Cavallino Estates Inc. Circulation Plan

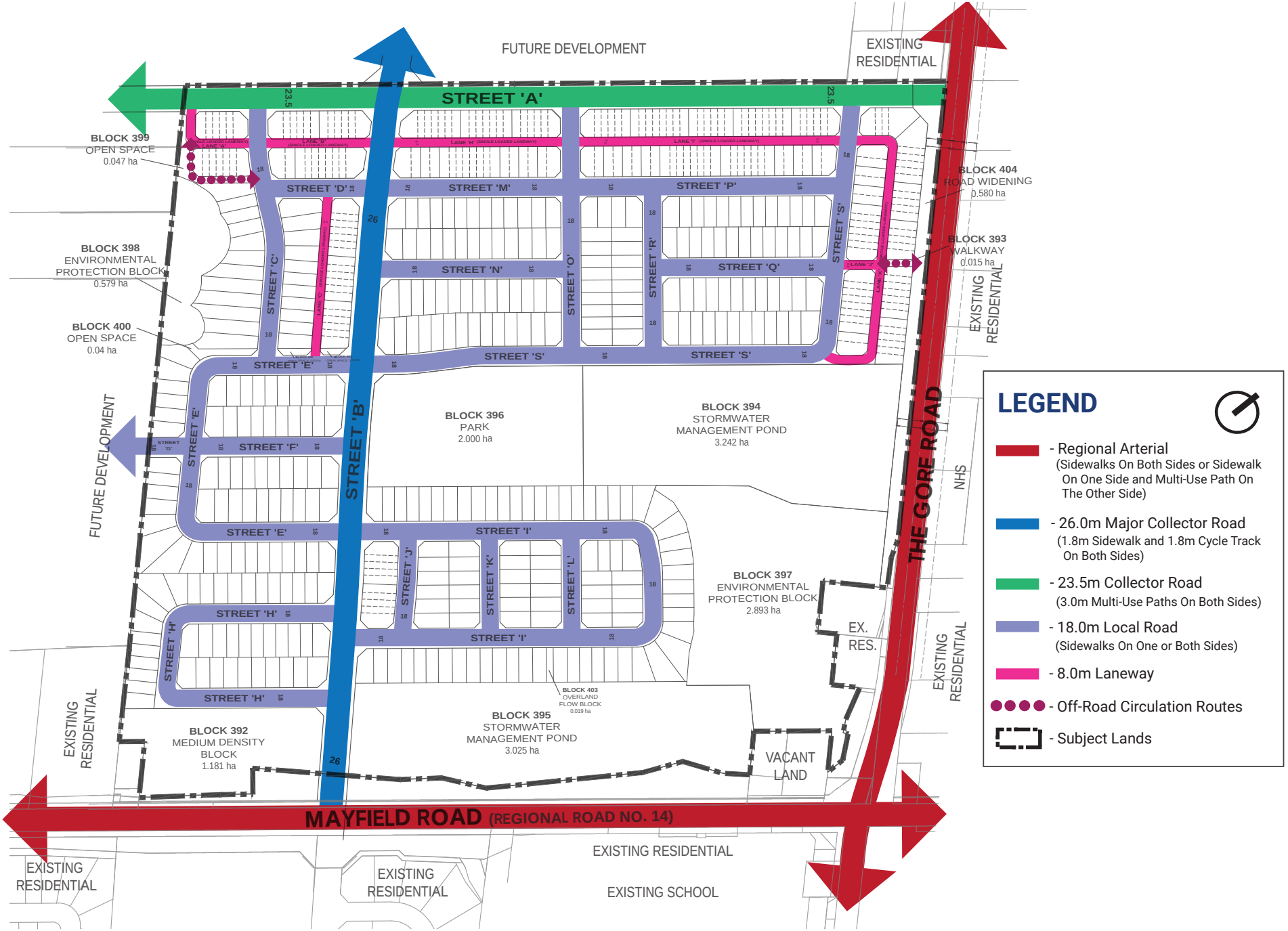


Figure 2.2b: Trinity Field Inc. Circulation Plan

Collector Roads

- Collector roads of 23.5m and 26.0m are proposed within the subdivisions and connect to the perimeter arterial roads and future developments surrounding the sites.
- The 23.5m collector road will include:
  - 2 through lanes and on-street parking on both sides;
  - 3.0m wide multi-use paths on both sides to facilitate pedestrians and cyclists; and,
  - 2.55m planted boulevards.
- The 26.0m major collector road (Urban Corridor) will include:
  - 2 through lanes and on-street parking on both sides;
  - 1.8m sidewalks on both sides to facilitate pedestrians;
  - 1.8m wide cycle tracks on both sides to facilitate cyclists; and,
  - 3.20m planted boulevards.

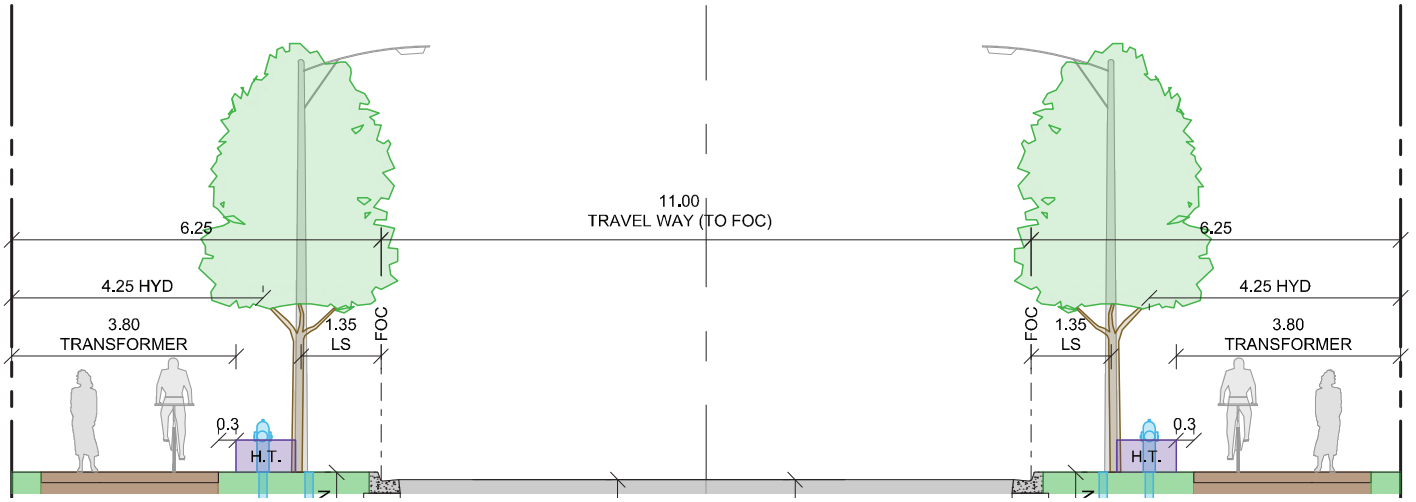


Figure 2.2c: 23.5m collector road

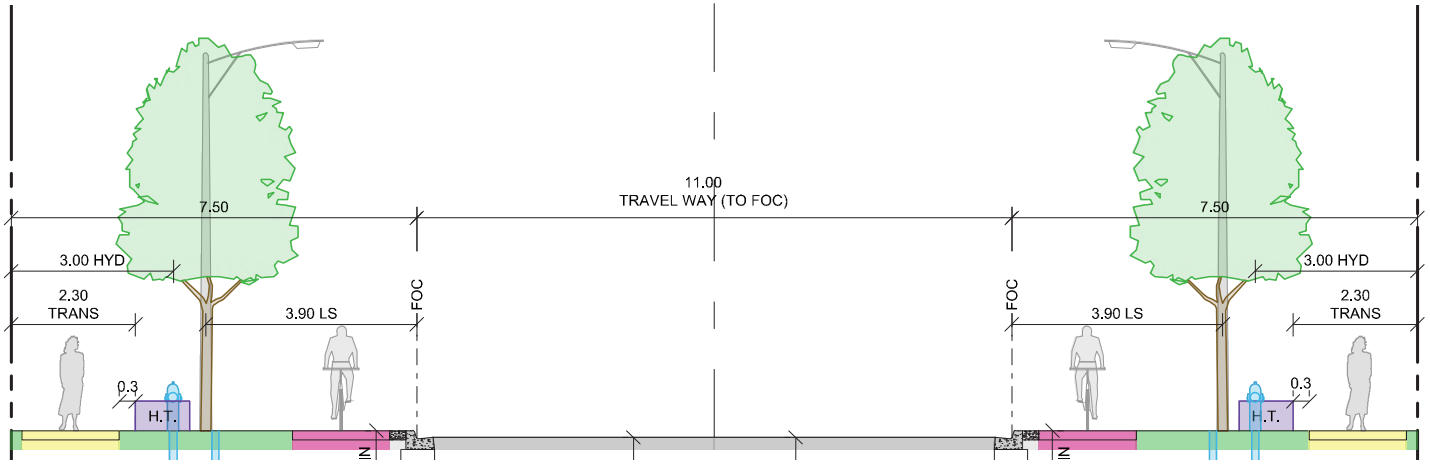


Figure 2.2d: 26.0m major collector (urban corridor) road

Local Roads

- Local roads of 18.0m are proposed within the subdivisions.
- 18.0m wide local roads are the primary road type located throughout the subdivisions, and consist of:
  - 2 through lanes and on-street parking (pavement widths may vary between 8.0 to 8.5m);
  - 1.8m wide sidewalks on one or both sides (sidewalks should be provided on both sides in high priority pedestrian area, generally within 800m of a school), and,
  - 2.55 - 2.80m planted boulevards dependant on the pavement width applied.

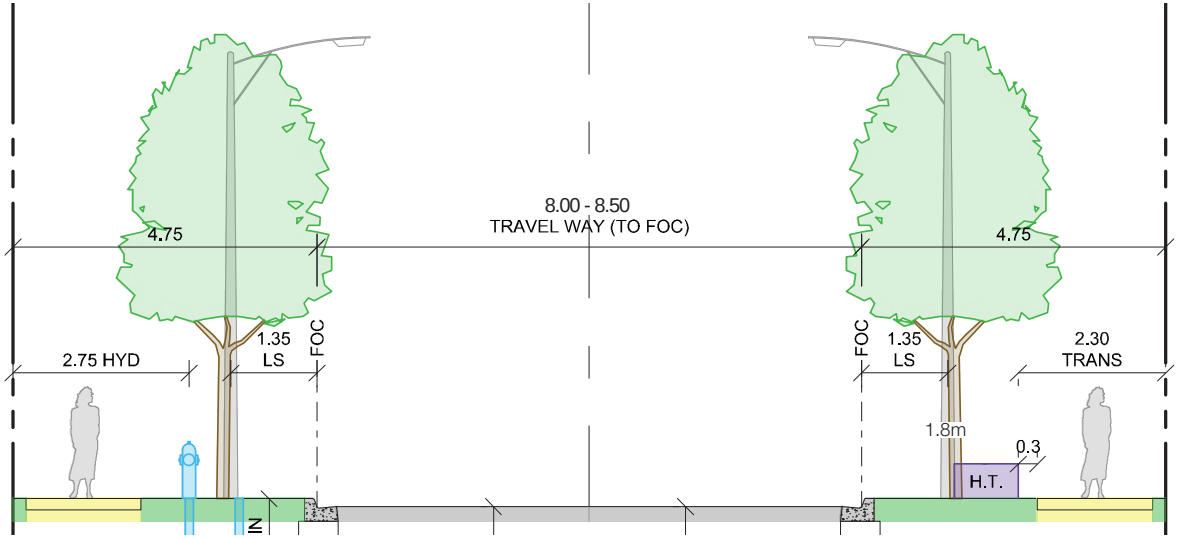


Figure 2.2e: 18.0m local road with sidewalks on both sides (8.0m to 8.5m pavement width)

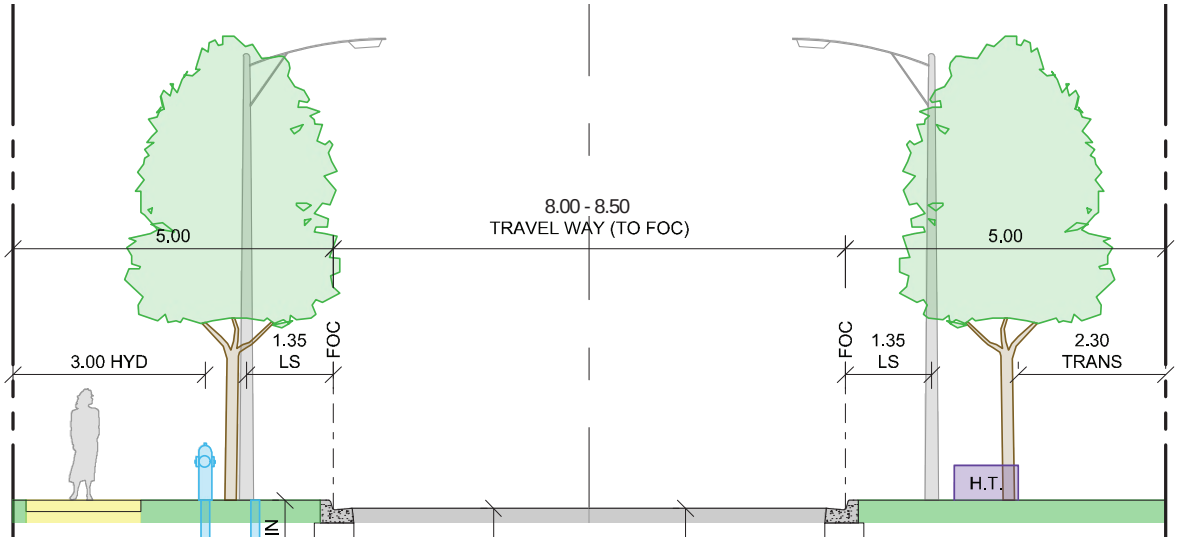


Figure 2.2f: 18.0m local road with sidewalk on one side (8.0m - 8.5m pavement width)

Laneways

- 8.0m wide laneways are proposed in key areas of the Trinity Field Inc. subdivision in close proximity to The Gore Road and community collector roads (Streets 'A' and 'B'), and include:
  - 2 through lanes;
  - a 0.8m wide driveway apron.

- Additional information can be found in Section 3.2, Street Hierarchy in the CDG.

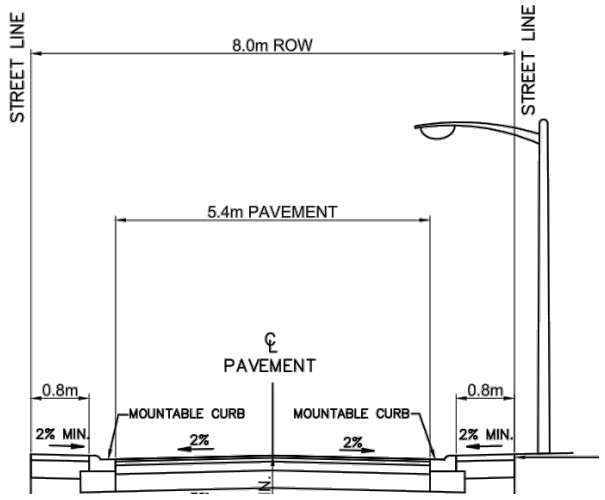


Figure 2.2g: 8.0m laneway

3.0
Community Design

3.1 Community Character Areas

Community Character Areas can foster a unique ‘sense of place’ within the neighbourhood. This can be realized by promoting identifiable landmarks and streetscapes that will assist in defining the overall identity of Wildfield Village. Built form and landscape treatments within these important locations will have heightened public visibility, providing opportunities to express and support a unifying character theme for the neighbourhood.

Accentuating an architectural character that complements the surrounding landscape treatment and creates a distinct streetscape or landmark shall be explored during the building design / architectural control review processes.

Opportunities to establish community character areas include:

- Community Gateways;
- Urban Corridors;
- Community Collector Roads;
- Neighbourhood Park; and,
- Stormwater Management Facilities.

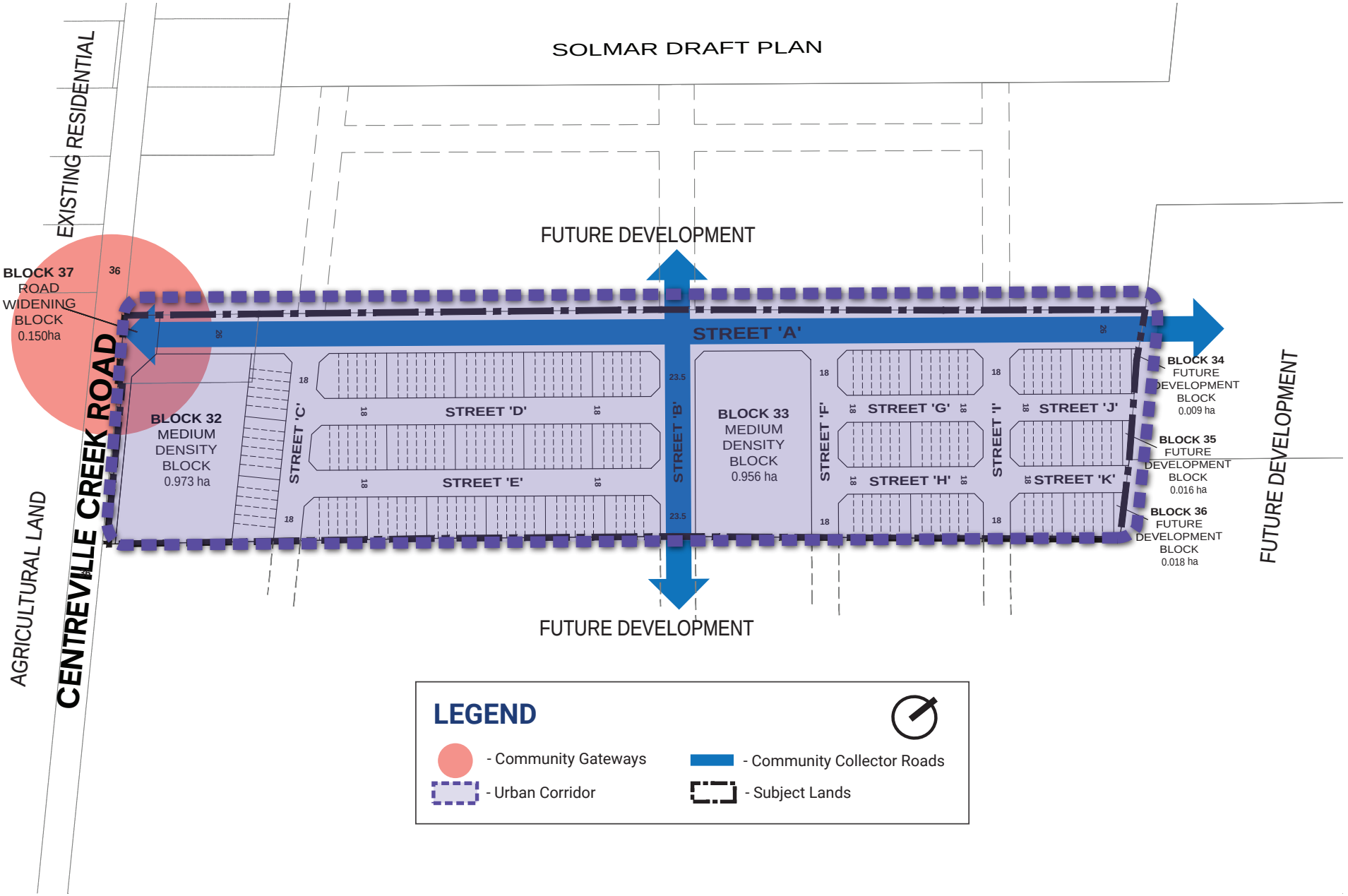


Figure 3.1a: Cavallino Estates Inc. Character Areas Plan

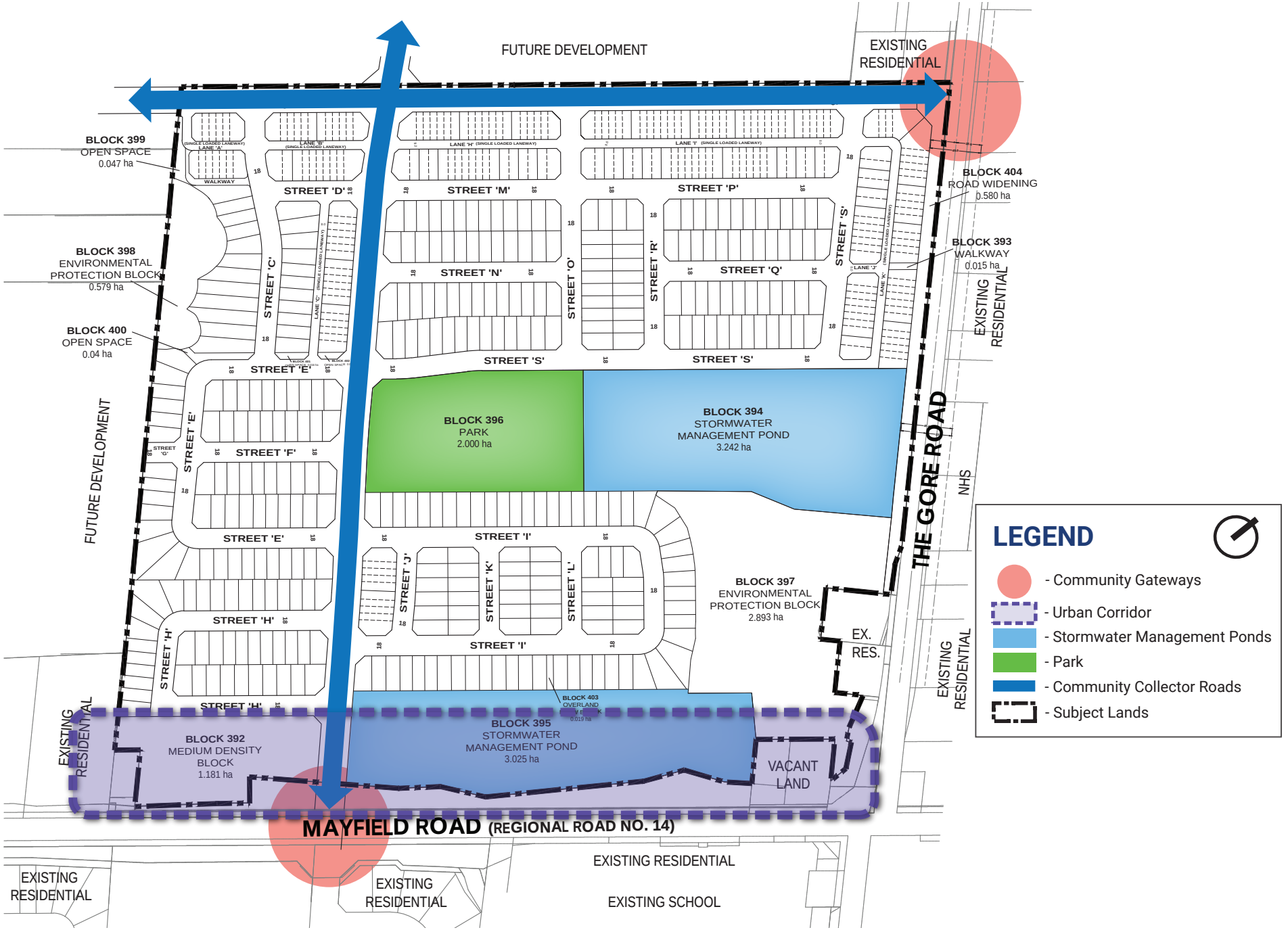


Figure 3.1b: Trinity Field Inc. Character Areas Plan

3.1.1 Community Gateways

Community gateways provide a sense of identity and arrival, and serve as placemaking and wayfinding features within the neighbourhood. These areas will combine enhanced landscape features together with upgraded built form to define the character of the Cavallino Estates Inc. and Trinity Field Inc. subdivisions within Wildfield Village.

Gateway buildings shall be designed to serve as community landmarks. Buildings in these areas should display a minimum three storey massing and should have the entry feature oriented towards the higher order road (e.g. facing the arterial road). Publicly exposed elevations shall be highly articulated with consistent detailing and upgraded materials that contribute to the overall character envisioned for Wildfield Village. For gateway building guidelines, refer to Section 3.4.2.

Example of community gateways

3.1.2 Urban Corridors

The entirety of the Cavallino Estates Inc. subdivision, and lands adjacent to Mayfield Road within the Trinity Field Inc. subdivision, are identified as Urban Corridor. These areas are envisioned as community focal areas characterized by a mixture of primarily high intensity, transit-supportive forms of development, including retail and service commercial uses, offices and residential apartments, and community facilities.

Within the subdivisions, these areas includes a variety of uses, including medium density blocks and various townhouses typologies. These higher density, transit-supportive residential building forms are appropriate in establishing an active urban character through emphasized height and massing where intensity of use is desired. Parking within these blocks should be underground or located to the side or rear of the proposed buildings, and generally screened from Mayfield Road, Centreville Creek Road, and the community collector roads.

Development within the medium density blocks will be subject to a Site Plan Approval process and may require a separate Urban Design Brief prior to development.

Conceptual images of potential built form within the Urban Corridor

Conceptual image of built form along community collector roads

Example of a neighbourhood park

Conceptual image of a stormwater management facility and adjacent built form

3.1.3 Community Collector Roads

Community collector roads should reflect an urban streetscape treatment that promotes a comfortable pedestrian scale with built form that frames the road and enhanced building flankages.

Built form along community collector roads will consist of single detached, semi-detached, on-street townhouses, double frontage townhouses, rear lane townhouses dwellings, and buildings proposed within the medium density sites. To create a sense of enclosure and to reinforce a pedestrian friendly environment, built form along community collector roads should display a minimum two to three storey massing. The use of well-articulated, high quality architectural treatments, high quality materials, and entry features will define the community collector roads in addition to the soft and hard landscape treatments within the boulevard.

3.1.4 Neighbourhood Park

The neighbourhood park is a common open space feature within the community which provides opportunities for active and passive recreation, children to play, and residents to socialize. The neighbourhood parks will provide a landmark features within the Wildfield Village Community which contributes to the definition of the character of the Trinity Field Inc. subdivision. For neighbourhood park guidelines, refer to Section 4.3 of the CDG.

Dwellings facing the neighbourhood parks will be highly visible within the public realm and shall display a high degree of architectural detailing, appropriate massing, and high quality cladding materials. The use of prominent and appropriately sized porches and porticos are encouraged to face the neighbourhood parks to promote social engagement and overlook of the parks. For park facing dwelling guidelines, refer to Section 3.4.7.

3.1.5 Stormwater Management Facilities

Stormwater management facilities are located in a highly visible areas within the Trinity Field Inc. subdivision, along Mayfield Road and The Gore Road, providing naturalized focal points for the community. The proposed SWM facilities will provide both quality and quantity stormwater controls while providing visual and recreational amenities for the Wildfield Village community.

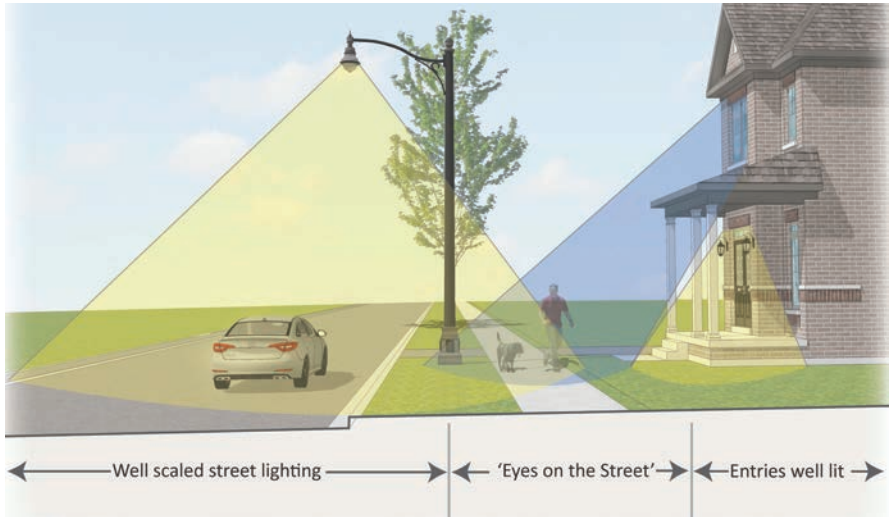
Architectural upgrades to rear and/or side elevations backing or flanking onto the SWM facilities will be required, since these dwellings will have a high degree of public visibility. For upgraded rear and side architecture guidelines, refer to Section 3.4.5.

3.2 Community Safety

A sense of community motivates residents to work together to improve neighbourhood appearance and deter criminal activity. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Site planning and building design should allow for visual on-look of public spaces.
- Maintain safe sightlines at all intersections.
- Active pedestrian street life and building orientation adds 'eyes on the street' to strengthen citizens' sense of security.
- Ample fenestration facing public areas (streets, open spaces, walkways, etc.) should be provided to promote casual surveillance or "eyes on the street".
- Adequate lighting should be provided along streets, laneways, parking areas (including underground parking structures and stairwells), and public walkways to ensure pedestrian comfort and safety.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses and help maintain a dark nighttime sky to the extent feasible.
- All entries to dwellings and buildings should be well lit.
- Main entrances should generally be visible from the street and clearly defined.
- Concepts of "Territorial Reinforcement" include the ample usage of front porches that create a transitional area between the street and the home.
- Main entrances should be connected to the street, sidewalk, or driveway by a hard surface walkway.
- The presence of the garage within the streetscape should be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible.
- The habitable portion of the dwelling is encouraged to be located closer to the street than the garage.

The presence of garages and parking areas within the streetscape should be de-emphasized



Buildings and streetscapes should be designed to promote an active and safe pedestrian friendly community

3.3 Residential Siting Design

3.3.1 Building And Street Relationship

A well-defined street edge contributes to a pedestrian-oriented and scaled community. Attractive streetscapes typically consist of a landscaped (sodded and treed) boulevard adjacent to a defining edge of private front yards and carefully sited, well-designed dwellings.

DESIGN GUIDELINES:

- The front façade of the dwelling shall directly relate to the street.
- Housing should be ground-related with a minimum number of stairs to access the main entrance to reinforce a pedestrian friendly neighbourhood. Dwellings with elevated entrances are generally discouraged, subject to site grading conditions.
- Building setbacks should define the street edge and create a visually ordered streetscape. Siting houses close to the minimum required front setback is recommended unless otherwise stated for any special areas within the community. Notwithstanding this objective, variation in building plane setback may be desirable on long, straight street blocks to provide visual relief, where lot depths permit.
- Buildings shall be designed to create harmonious massing within the streetscape.
- Primary building entrances should be clearly visible and identifiable from the street. Ground related entries are preferred to minimize the negative visual impact of large concentrations of stairs.
- Projection into the front or flankage yard by porches, porticos and/or bays are encouraged for their beneficial impact on the streetscape.
- Corner buildings shall be designed to address both street frontages in an equally enhanced manner with consistent architectural treatment.
- Buildings located at a view terminus should have an enhanced design to promote visual interest and address views.
- Garages should be subordinate to the overall home façade to contribute to a comfortable pedestrian environment by minimizing its visual presence.
- Rear yard amenity areas should be screened from street views. Privacy fencing will be required for all corner dwellings and should not extend beyond the rear corner of the dwelling more than approximately 1.5m so that the flankage facade is not obscured.

Buildings shall be designed and sited to relate positively with the street

3.3.2 Facade Variety In The Streetscape

Varied, attractive, and harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The visual appeal of streetscapes is enhanced when the arrangement of the dwellings is ordered with respect to model variety, massing, height and repetition within the group.

DESIGN GUIDELINES:

- Variety of architectural expression among publicly exposed façades shall occur within each street block.
- Publicly exposed elevations shall incorporate adequate articulation, proportions, wall openings and massing variety to avoid large, blank façades.
- Individual buildings shall combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements.
- Models shall be designed with 2 distinctly different elevations. Popular models may require additional façade treatments to avoid monotony within the streetscape.
- Identical elevations shall not occur more than 3 times within a row of 10 single detached dwellings.
- To further promote visual diversity along each street, a minimum of 2 detached dwellings must occur between identical elevations of the same model.
- Identical dwelling elevations will not be permitted directly adjacent or directly opposite one another.
- Identical colour packages shall be separated by a minimum of 2 dwellings.

Variety of architectural expression shall be provided within each street block to foster placemaking

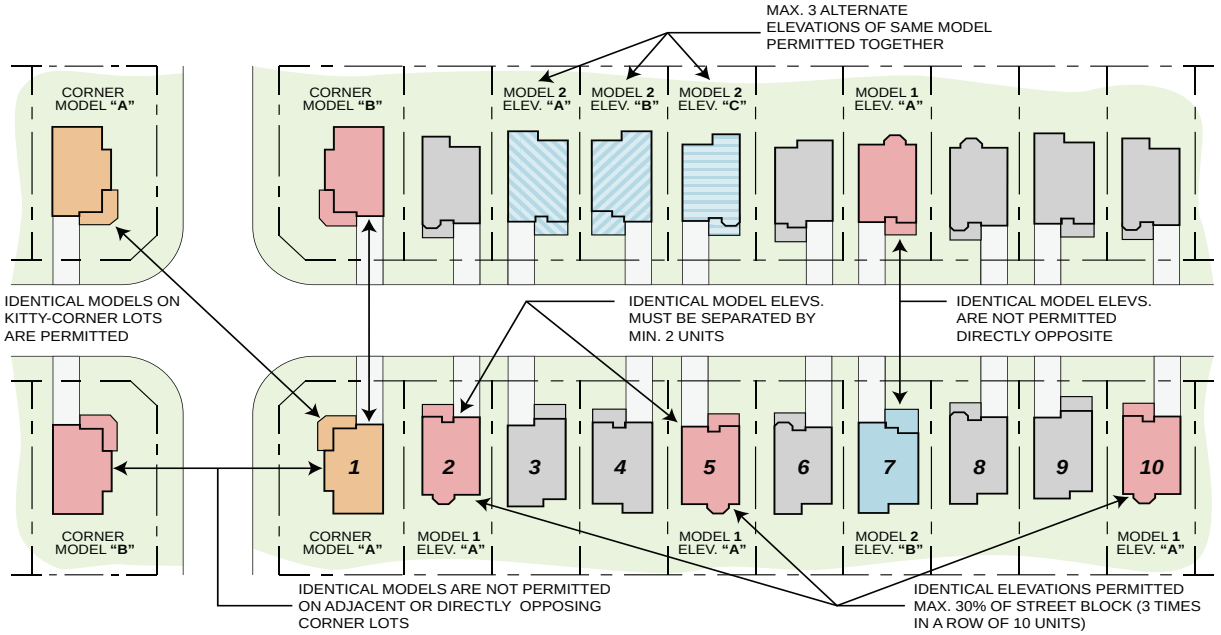


Figure 3.3.2 : Model repetition and façade variety criteria

- A maximum of 3 alternative elevations of the same model may be sited adjacent one another. There must be at least 3 different model designs (having a different building footprint and floor plan) within each group of ten dwellings.
- For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite. Identical kitty-corner elevations are permitted.
- The above design criteria is applicable primarily for single detached housing forms and may not apply to townhouse building forms within the community where repetition of facade treatments may be desirable. Townhouse building forms will be evaluated on the merits of their façades, the overall streetscape composition and their location relative to neighbouring buildings.

3.3.3 Streetscape Massing

The arrangement of buildings within the street block is a key component in providing an attractive streetscape. The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling.

DESIGN GUIDELINES:

- The scale, height and massing of buildings within the streetscape should seamlessly connect to the adjacent street, creating a well-balanced, human scale massing that encourages pedestrian activity.
- Adjacent buildings should be compatible in massing and height. Extreme variation in massing should be avoided. For example: where bungalows, raised bungalows or 1-1/2 storey dwellings are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units.

Example of appropriate massing within the streetscape

- Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side gabled) is employed to provide an acceptable visual transition between these house types.
- It is recommended that 3-storey dwellings not be sited next to a bungalow.

3.3.4 Residential Built Form Typologies

3.3.4.1 Single Detached Dwellings

Single detached housing with front-loaded garages will occur throughout the Trinity Field Inc. subdivision on minimum lot frontages of 11.0m and 12.5m.

DESIGN GUIDELINES:

- A variety of bungalow, bungalow-loft, two-storey, and three-storey building massing will be permitted.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation to provide visual interest.
- A variety of architectural expressions and elevation treatments is required to provide visual diversity within the streetscape. Individual buildings should combine to create visual harmony when sited collectively with other dwellings.
- Dwelling designs with porticos or large covered front porches (with sufficient space for comfortable seating) are encouraged, where appropriate to the architectural style.
- Large concentrations of steps at the front entry are discouraged unless as a result of site grading conditions.
- For corner units, the flanking side elevation and rear elevation shall be given a similar level of architectural detailing as the front elevation. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- All garages will be accessed from the street and may be either attached, detached or tandem. Attached street-facing garages should be incorporated into the main massing of the building. Dwelling designs with front facing garages projecting beyond the front façade of the dwelling or porch are discouraged.
- Two-car street-facing garages will be permitted on lot frontages of 11.0m or greater.

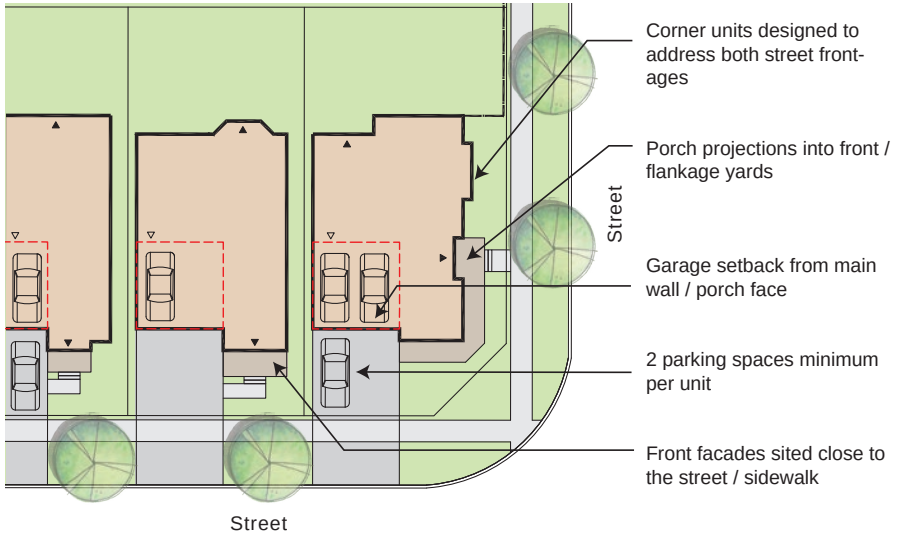


Fig. 3.3.4.1: Conceptual plan layout for single detached dwellings

Conceptual image of single detached dwellings

3.3.4.2 Semi-Detached Dwellings

Semi-detached dwellings contribute to the mix of housing types in Wildfield Village and may occur on minimum lot frontages of 16.8m (8.4m/ unit) in the northern portion of the Trinity Field Inc. subdivision. This form of housing will have a front-facing attached garage accessed by a public street.

DESIGN GUIDELINES:

- Both halves of the building should be compatible in terms of design expression. Elevations may be symmetrical or asymmetrical.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Each dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style.
- Semi-detached dwellings should have two to three storey massing. Bungalows are generally discouraged for this housing type.
- Semi-detached dwellings that are fully attached above-grade are preferred. Consideration may be given to dwellings partially attached above grade, subject to design review.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- For corner lot buildings, the entry of the interior unit should be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Street-accessed semi-detached dwellings should be restricted to a single-car garage.
- Garages / driveways for semi-detached dwellings should be paired to maximize on-street parking opportunities.

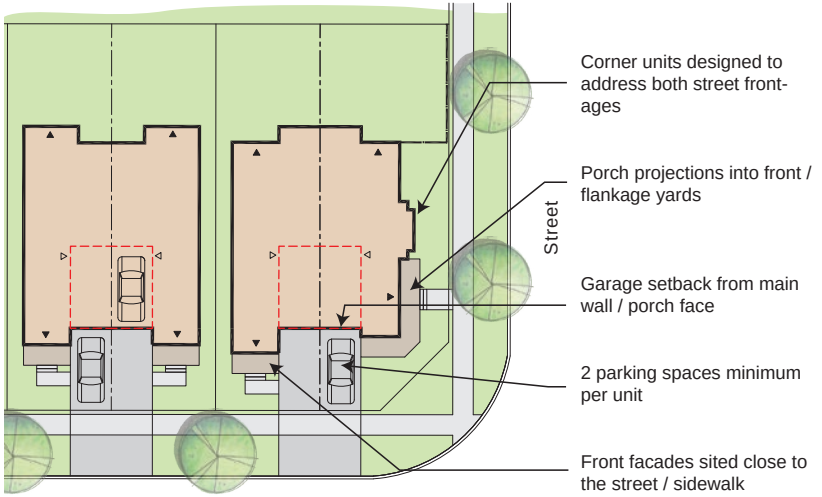


Fig. 3.3.4.2: Conceptual plan layout for semi-detached dwellings

Conceptual image of semi-detached dwellings

3.3.4.3 On-Street Townhouses

On-street townhouses with front loaded attached garages are located within the Cavallino Estates Inc. and Trinity Field Inc. subdivisions. On-street townhouse will occur on minimum lot frontages of 6.1m.

DESIGN GUIDELINES:

- Townhouse block sizes may range from 3 to a maximum of 8 units. Greater block lengths may be considered at the discretion of the Control Architect.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Since townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the entire townhouse block, rather than the individual units, will be reviewed and approved based upon its design merits.
- Townhouses should be designed using varying, yet compatible, architectural expressions, materials and colours within each building block.
- The use of two to three storey building massing is recommended for townhouses to create a dominant built form presence.
- Front facing garages should not project beyond the main wall or porch face of the dwelling to ensure they do not become a dominant element within the streetscape.
- Ample wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches where appropriate.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line, where grading permits. Where a dwelling unit flanks a laneway, the main entrance should face the public street.
- Utility meters should be concealed from public view in accordance with local utility company requirements.

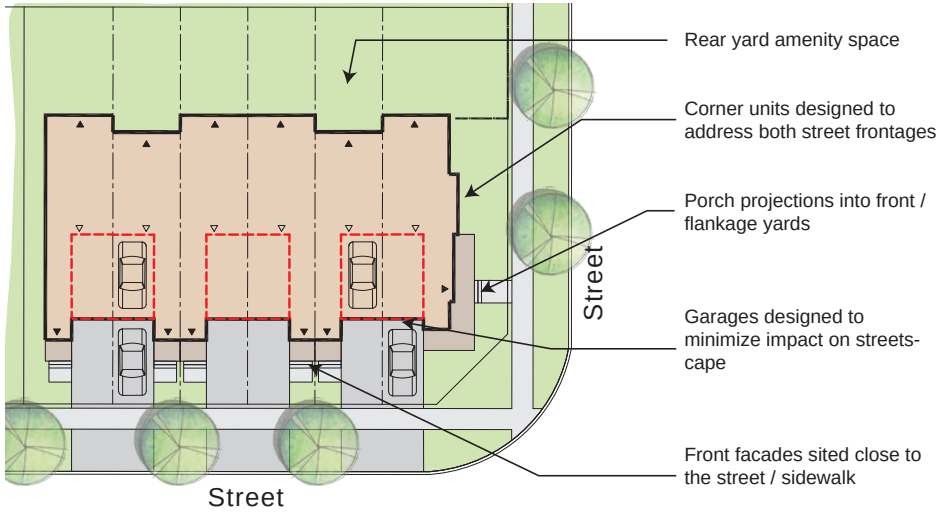


Figure 3.3.4.3: Conceptual plan layout for on-street townhouses

Conceptual images of on-street townhouses

3.3.4.4 Double Frontage Townhouses

Double frontage townhouses contribute positively to the built form character of the neighbourhoods by removing garages and driveways from higher order roads and establishes an uninterrupted street edge that is urban in character. This unit type occurs in both the Cavallino Estates Inc. and Trinity Field Inc. subdivisions on minimum lot frontages of 6.1m.

DESIGN GUIDELINES:

- These buildings will have a high degree of exposure to both the front and rear elevations and shall be designed to appropriately address both street frontages.
- The primary front facades shall face the primary street with the rear elevations and garages facing the minor local roads.
- The rear elevation and garages facing the minor road shall have similar architectural detailing as the front elevation to ensure an attractive and consistent streetscape appearance is achieved.
- Double frontage townhouses should have two to three storey massing to create a dominant massing along the street edge.
- Outdoor amenity space may take the form of an elevated terrace located at the rear of the dwelling overlooking street. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Dwellings should be sited close to the primary street to encourage an attractive, pedestrian friendly public realm. A walkway connecting the front entrance directly to the public sidewalk is required.
- Buildings shall be designed with active front, rear and flanking facades, including large porches, ample fenestration and balcony treatments to stimulate overlook of public areas and contribute to vital and safe public spaces.

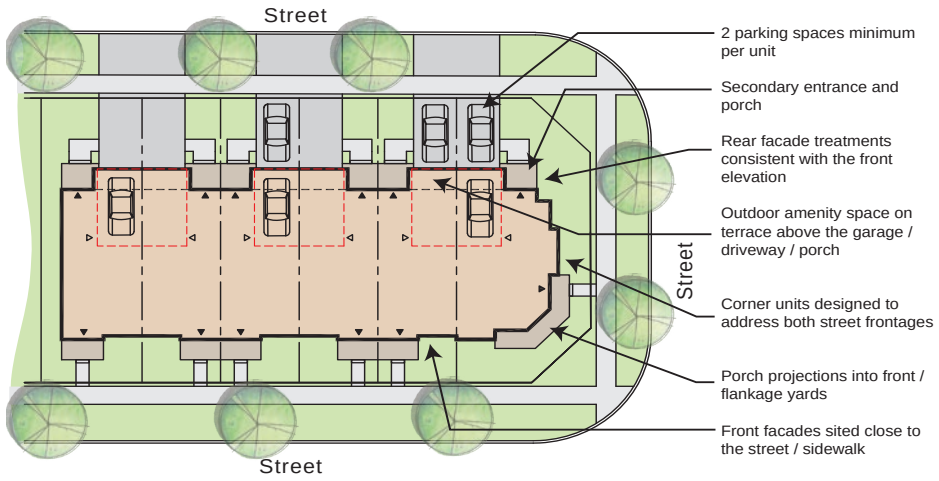


Figure 3.3.4.4: Conceptual plan layout for double frontage townhouses

Front facade facing the primary street

Rear facade facing the minor street

Conceptual images of double frontage townhouses

- Double frontage townhouses will have a single-car attached garage with an additional 1-2 parking spaces on the driveway. Dwellings may also be designed with 2-car tandem garages with an additional parking space on the driveway.
- Utility meters should be concealed from public view in accordance with local utility company requirements.
- Municipal address plaques should be provided in a well lit location on both the front and rear facades.

3.3.4.5 Rear Lane Townhouses

Rear lane townhouses will generally occur along, or in close proximity to community collector roads and The Gore Road within the Trinity Field Inc. subdivision. These dwellings will have their main front elevations facing the public street with a rear facing garage accessed from a rear laneway. Lane-based housing is a traditional urban form that provides attractive pedestrian-friendly streetscapes by removing the garage and servicing elements from the front of the dwelling. This form of housing contributes positively to the built form character and streetscape appearance of the community by providing a strong uninterrupted street edge.

DESIGN GUIDELINES:

- Dwellings should be sited in close relation to the street with minimal setbacks, wherever feasible.
- Outdoor amenity areas for lane-based townhouses may take the form of a raised deck/terrace located above the garage.
- A walkway linking the front door to the public sidewalk at the front of the dwelling shall be provided.
- Buildings shall be designed with active front and flanking façades, which include features to stimulate overlook of public areas and contribute to vital and safe public spaces, such as porches, ample fenestration and/or balconies.
- Garages accessed from a rear laneway will be attached to the dwelling. They shall be complementary in design to the principal dwelling.
- Rear Lane Townhouses will have double-car garages with additional parking spaces on the driveway in front of the garage, where feasible.
- Appropriate attention to the design of rear lane garages will be required to ensure an attractive lanescape is provided. Refer to Section 4.3.2 for design requirements for rear lane garages.
- Utility meters should be carefully placed and concealed from public view. Placement of meters shall comply with local utility company requirements.

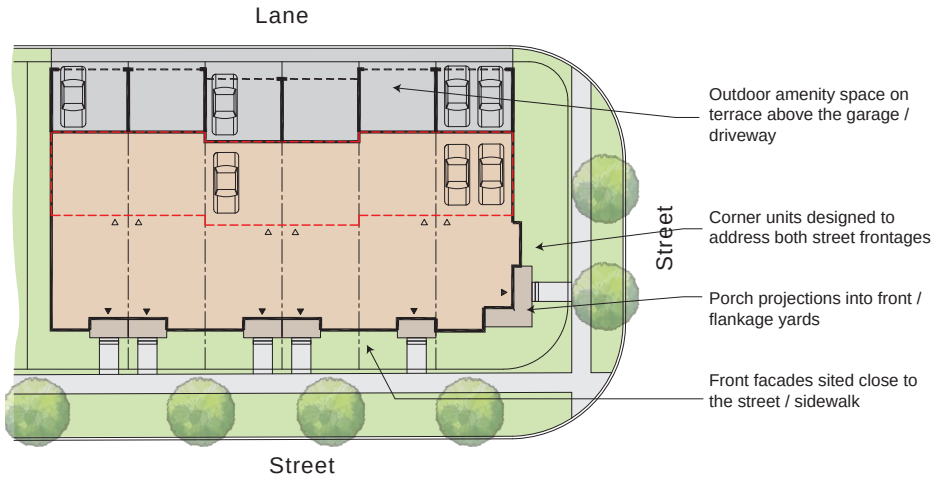


Figure 3.3.4.5: Conceptual plan layout for rear lane townhouses

Conceptual image of rear lane townhouses

3.3.4.6 Other Potential Built Forms

At the time of writing these Architectural Control Guidelines, the complete range of potential building form(s) within medium density blocks have not been determined. In accordance with the implementing zoning by-law, a range of other residential built form types are permitted within the medium density blocks, in addition to the previously discussed on-street, double frontage, and rear lane townhouses (refer to sections 3.3.4.3 & 3.3.4.4, 3.3.4.5). This includes, but not limited to, back-to-back townhouses, live-work townhouses, stacked and/or back-to-back townhouses, and mid-rise buildings. The following is meant to provide design direction for other potential built form within the medium density blocks.

Development within the medium density blocks will require a Site Plan Approval process administered by the Town of Caledon. In addition, an Urban Design Brief may be requested by the Town prior to development of these parcels to detail and demonstrate how the proposals meet the urban design intent of the community.

Back-to-Back Townhouses

Back-to-back townhouses have a front facing garage accessed from a private or public road, and as the name suggests, there is a common demising wall along the rear of the unit in addition to the traditional interior side party walls. The following design guidelines will apply:

DESIGN GUIDELINES:

- Proposed back-to-back townhouse block sizes range from 6 to 16 units. Greater block lengths may be considered at the discretion of the Control Architect.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Back-to-back townhouses should have three storey massing.
- Outdoor amenity space is provided in the form of a balcony typically located above the garage facing the street or on a rooftop terrace.
- Privacy screens shall be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded materials.

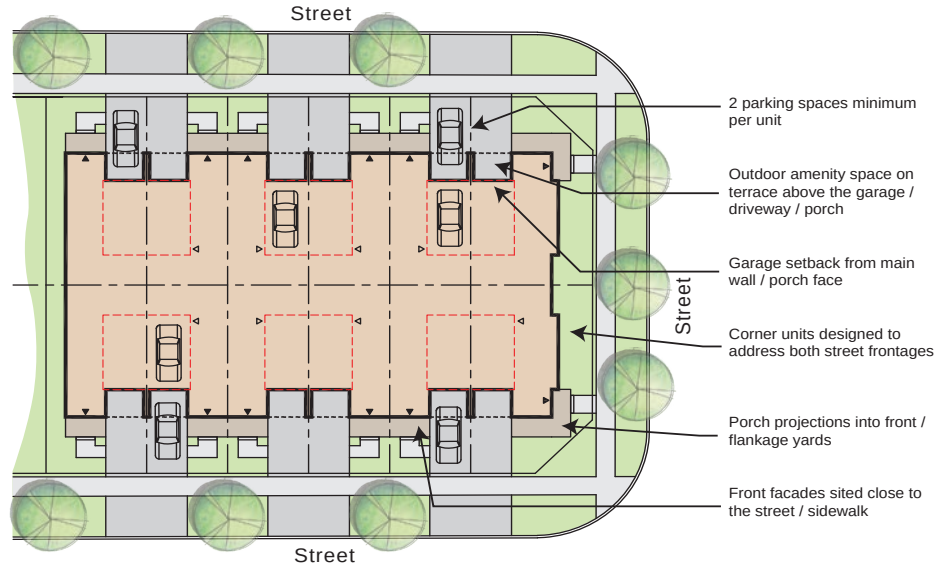


Figure 3.3.4.6a: Conceptual plan layout for back-to-back townhouses

Conceptual image of back-to-back townhouses

- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.
- Garages shall not project beyond the front wall or porch face of the dwelling.
- Back-to-back townhouses will have a single-car attached garage with an additional parking space on the driveway.
- Utility meters should be concealed from public view in accordance with local utility company requirements.
- Air conditioning units, if provided, should be located discreetly on the balcony away from public view.

Live-Work Townhouses

Live-work townhouses are comprised of individual units grouped together into a larger architectural form (similar to lane townhouses), with business-oriented space on the ground floor and residential space above. In addition to the relevant design guidelines outlined for double frontage and rear lane townhouses, the following shall apply:

DESIGN GUIDELINES:

- Building façades should be designed to create a positive and cohesive “main street” streetscape appearance. This may be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment and size, and colour.
- Publicly exposed building exteriors should present an attractive mixed-use image with identifiable architectural treatments to differentiate this type of built form from residential built form.
- Building height to be minimum three storeys high with a minimum ground floor height of 4.0m to accommodate business-oriented uses.
- In order to create a comfortable pedestrian environment, all buildings shall be aligned with and sited close to the adjacent street and/or intersection. Setback from the public sidewalk should be minimized.

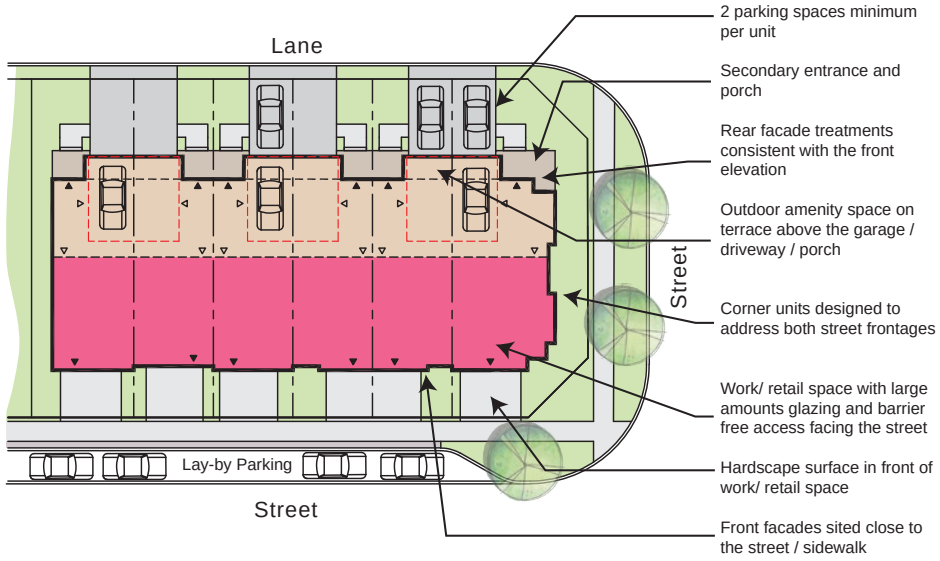


Figure 3.3.4.6b: Conceptual plan layout for live-work townhouses

Conceptual image of live-work townhouses

- Buildings shall be designed with active front and flanking façades, including ample fenestration to overlook the streets and the public spaces within the mixed-use nodes. This overview of the street contributes to vital and safe public spaces.
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows.
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner. Box signage is not permitted.
- Sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment.
- Main entrances should be ground-related and wheelchair accessible.
- Corner buildings should provide façades which appropriately address both street frontages.
- Garages shall not face the street. They should be accessed from a private or public laneway at the rear of the building. Rear garages may be attached or detached.
- The by-law parking requirements of the development shall be met wholly within private property. On-street parking is encouraged in front of Live-Work units, where feasible and in accordance with the applicable Town By-laws.
- Additional parking areas, if required, should be located at the rear or side of the building; where visible to the street they should be given a landscape / fence screening treatment.
- Outdoor amenity areas for live-work townhouses may take the form of a raised terrace, balcony or rear courtyard.
- Signage should be high-quality, face lit, or directly lit. Plastic backlit signage or sign boxes shall not be permitted.
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units, and other mechanical units are to be located away from publicly exposed corners and other publicly exposed views.

Stacked and/or Back-to-Back Townhouses

Stacked and/or back-to- back townhouses are a multilevel condominium housing type that provides a low-rise, transit-supportive, compact built form yielding relatively high densities. The following design principles are recommended:

DESIGN GUIDELINES:

- The height for stacked and/or back-to-back townhouses is typically three to four storeys.
- Buildings should be sited close to the street edge to create a pedestrian friendly environment and provide enclosure to the street.
- Private outdoor amenity space should be provided in the form of a balcony or terrace for the upper level units and in the form of an at-grade or sunken courtyard for the lower level units.
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs and/or rooftop terraces are another option.

Conceptual image of stacked and/or back-to-back townhouses

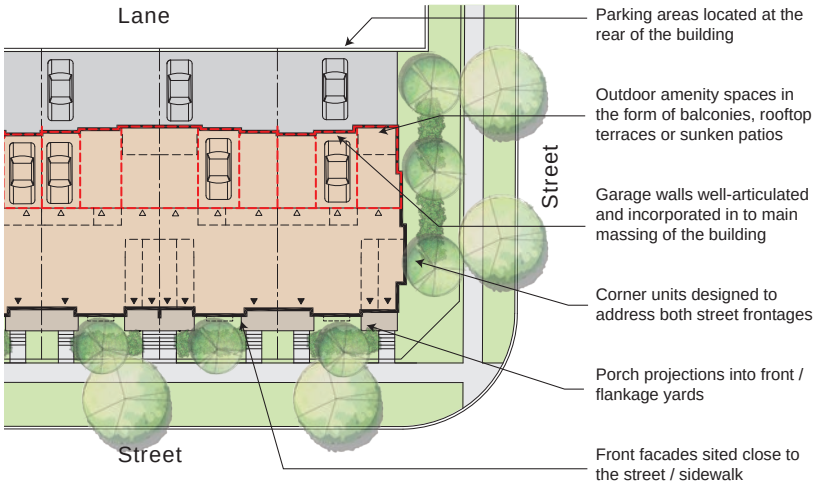


Figure 3.3.4.6c: Conceptual plan layout for stacked townhouses with lane-accessed private garages

Conceptual images of stacked townhouses with lane accessed private garages - front elevation (left) and rear elevation (right)

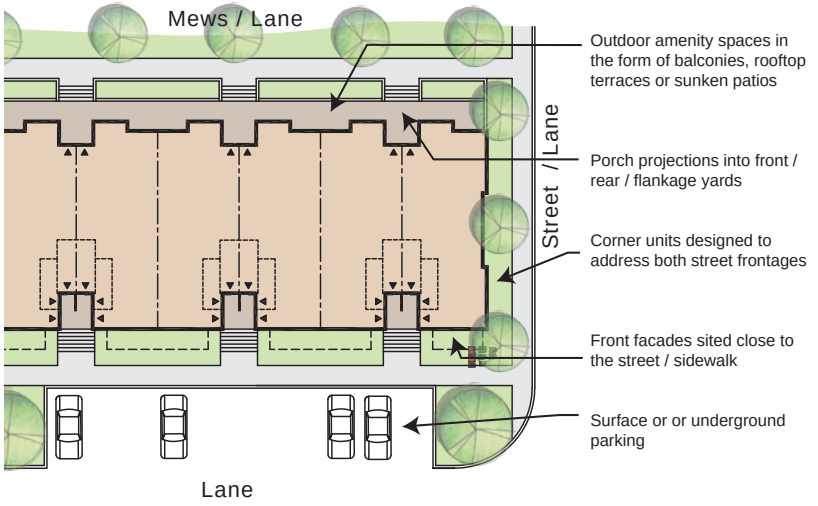


Figure 3.3.4.6c: Conceptual plan layout for stacked townhouses with underground parking

Conceptual images of stacked townhouses with underground parking

- Parking areas may occur as underground parking, surface parking located behind the building, or parking within private garages incorporated into the main massing at the rear of the building. Minimal walking distances are encouraged.
- Common open space areas, such as tot lots, may be provided where other park facilities are not located nearby.
- Pedestrian walkways within stacked townhouse developments should provide safe and direct access between dwelling entrances, parking areas, amenity areas and streets.
- Building façades should be highly articulated to provide an attractive built form. Careful coordination of materials and colours will be required within each development to foster a distinct identity.
- Banked and recessed utility meters are encouraged and should be located on internal end units out of public view, subject to compliance with local utility company regulations.
- Air conditioning units should be located away from the dwelling's front or flanking yard or be discretely located on balconies close to the building wall face. If this is not possible, it should be screened with landscaping or fencing.

Mid-Rise Buildings (up to 12-storeys)

The medium density blocks within the Cavallino Estates Inc. and Trinity Field Inc. subdivisions will allow for residential apartment building forms within the Urban Corridor. This use will establish an animated urban character along Mayfield Road, Centerville Creek Road, and the community collector roads, which are envisioned as having higher order transit functions. Development in these areas should contribute to the creation of a positive community identity through careful consideration of architecture, building location, and landscape treatment. The following design principles are recommended:

DESIGN GUIDELINES:

- Built form within this area may include mid-rise buildings up to 12-storeys, which is subject to change at the detailed design stage and in accordance with the established zoning by-law.
- Given the prominence of these sites within the overall Wildfield Village community, built form shall be distinct, reflect a well-conceived architectural style and incorporate high quality materials.
- Building designs should be visually attractive with articulated facades, fenestration, interesting roof lines and prominent entrances, where possible.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- The design of buildings and siting should give careful consideration to overall form, massing, proportions and rhythm of repeating elements to achieve a streetscape that relates to the desired pedestrian scale.
- Building heights should have an urban character without overshadowing nearby lower density forms.
- The buildings should transition in height and scale to respect adjacent low-rise development while providing intensification along adjacent arterial and collector roads.
- Built form shall have a strong orientation to the street corner and address both street frontages, with the architecture serving as a primary gateway elements to the neighbourhood.

- Building designs for corner locations should reflect an architectural treatment appropriate to their landmark status.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to establishments from adjacent sidewalks.
- Provide fenestration along building sides fronting onto the streets to visually connect the street with the Urban Corridor area.
- Ground floor heights should be taller than upper floors to accommodate common areas, indoor amenity rooms, and potential commercial uses.
- Building entrances should be grade related and designed as the principal character element for the architectural treatment where possible.
- Building design and materials should establish a base, middle section and top portion to help visually break up tall buildings.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Where possible, parking should be unobtrusive and oriented away from the street. Where surface parking cannot be located behind built form, it should be screened from views through plantings and other landscape treatments. On-street parking shall be provided to support any potential commercial uses.
- Loading, service areas, garbage facilities and mechanical/utility equipment should be integrated into the design of the building or hidden from focal areas.
- To reduce impact on adjacent uses, site lighting should have cutoffs to direct light inward and downward.
- Signage shall be of a high design quality and an integral element of the building's façade. It may be internally or externally illuminated. Cut-out letter signage is preferred while backlit box signage, up-lit signage and tall freestanding pylon signage are discouraged.
- Refer to Section 5.0 of these ACG for architectural design for mid-rise residential buildings.

Conceptual images of mid-rise buildings

3.4 Design Guidelines for Priority Lot Dwellings

Within the Cavallino Estates Inc. and Trinity Field Inc. subdivisions, numerous dwellings will be sited on lots that have greater visual significance due to their increased level of public exposure. These are typically referred to as Priority Lot Dwellings and they occur in visually prominent locations such as community entry points, corners, view termini or adjacent to highly visible areas such as the community's edges, park, stormwater management facilities, environmental protection areas, and other public open space areas.

Special attention is required for the site planning and architectural design and address public views of Priority Lot Dwellings to enhance their visual character. This can be achieved through the use of architectural elements characteristic to the style of the dwelling such as additional fenestration, bays, porches, chimneys, stone accents, etc. The enhanced treatment of focal lot dwellings adds detail, and further visual interest to the streetscape.

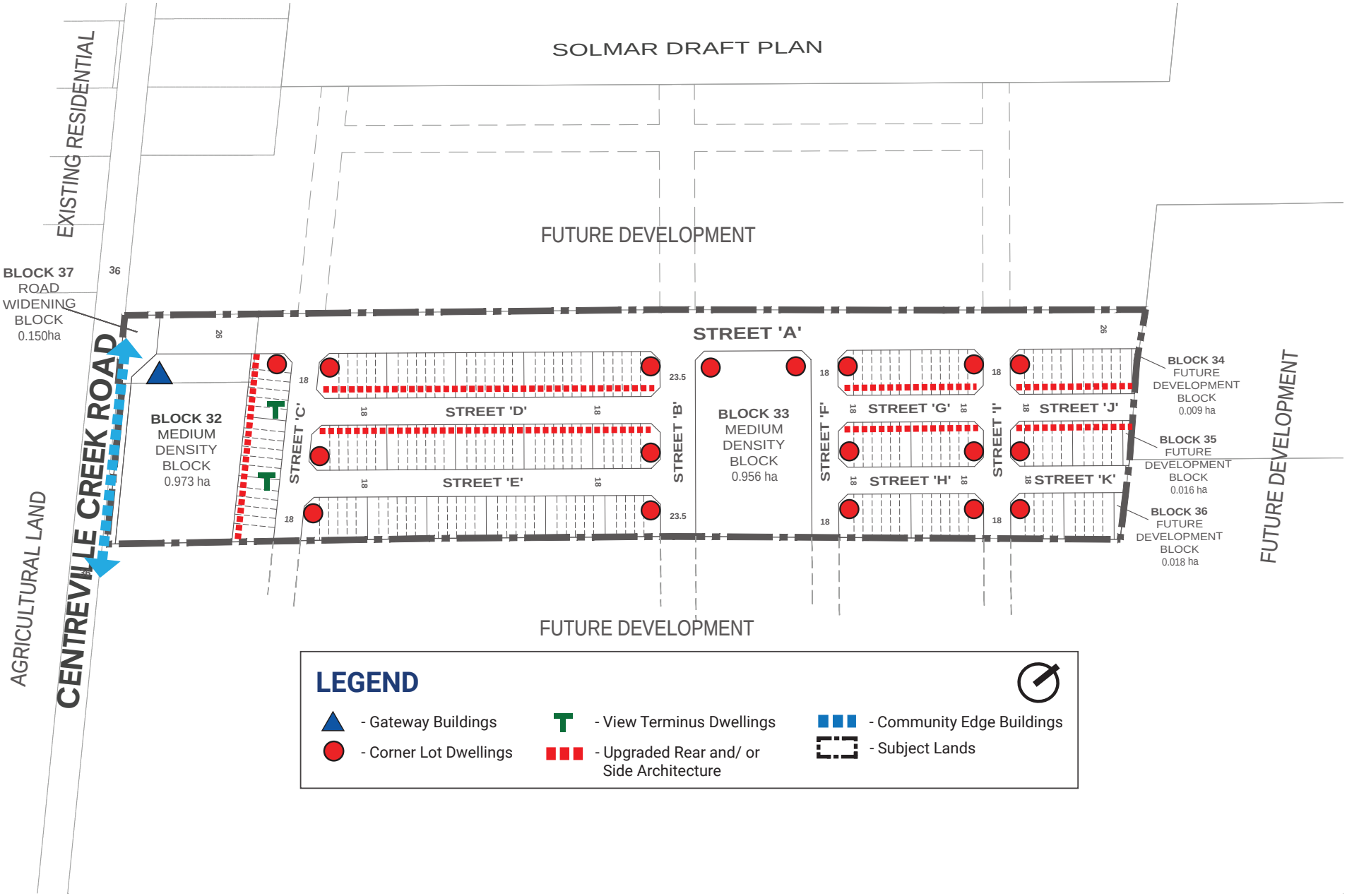
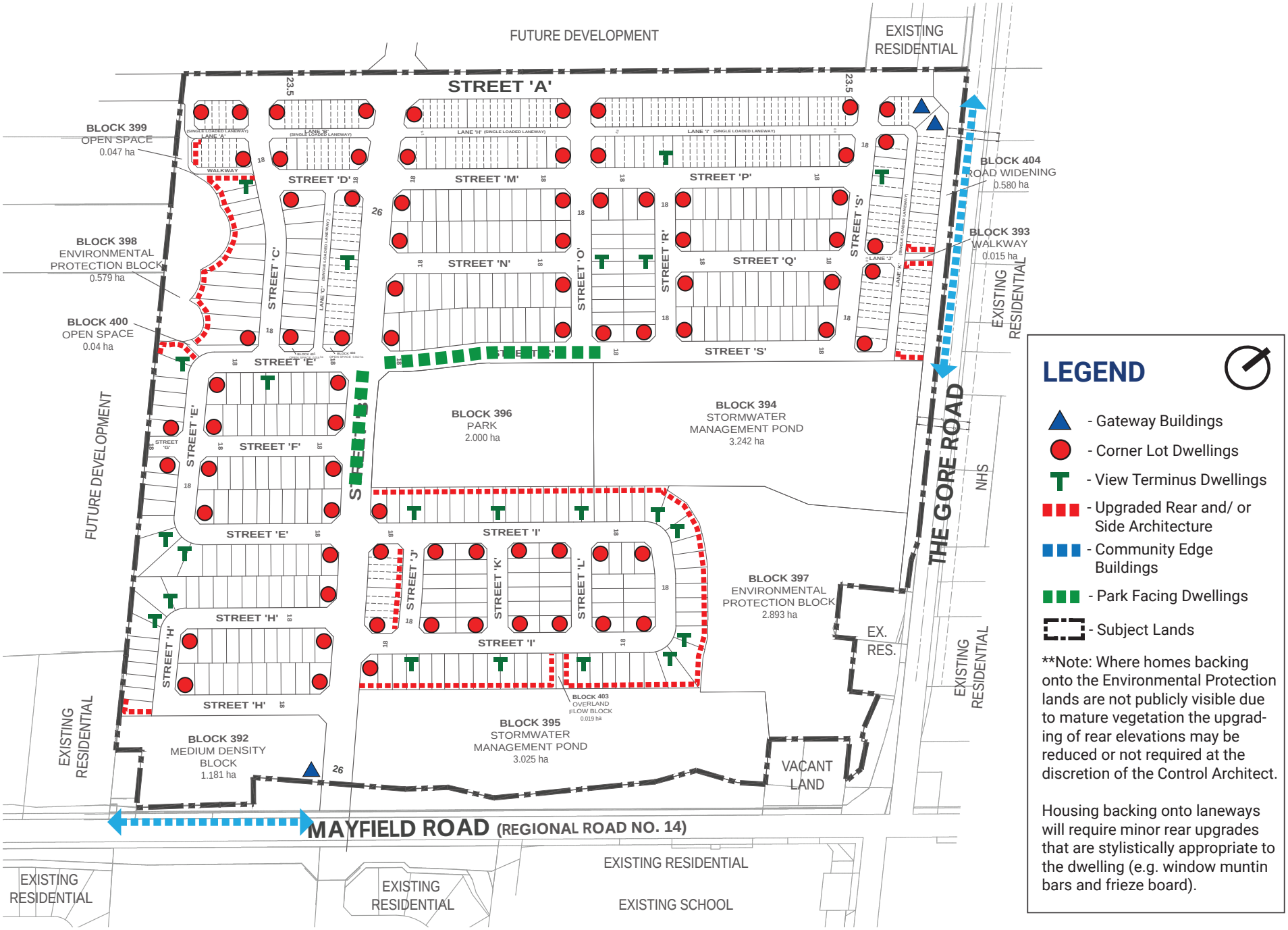


Figure 3.4a: Cavallino Estates Inc. Priority Lot Plan



LEGEND

- Gateway Buildings
- Corner Lot Dwellings
- View Terminus Dwellings
- Upgraded Rear and/ or Side Architecture
- Community Edge Buildings
- Park Facing Dwellings
- Subject Lands

**Note: Where homes backing onto the Environmental Protection lands are not publicly visible due to mature vegetation the upgrading of rear elevations may be reduced or not required at the discretion of the Control Architect.

Housing backing onto laneways will require minor rear upgrades that are stylistically appropriate to the dwelling (e.g. window muntin bars and frieze board).

Figure 3.4b: Trinity Field Inc. Priority Lot Plan

3.4.1 Corner Lot Dwellings

Corner Lot Dwellings have two facades fully exposed to the public realm and play a significant role in setting the architectural image, character and quality of the street. The design of Corner Lot Dwellings should include the following:

DESIGN GUIDELINES:

- Dwelling designs must be appropriate for corner lot locations.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Architectural design elements required for Corner Lot Dwellings include:
  - Entry portico or porch on the long side of the dwelling.
  - Well proportioned apertures for doors and windows, located to create well balanced elevations.
  - Wall projections along the flanking wall face.
  - Gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
  - Enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
- The preferred design for corner lots is to have the main entry to the dwelling located

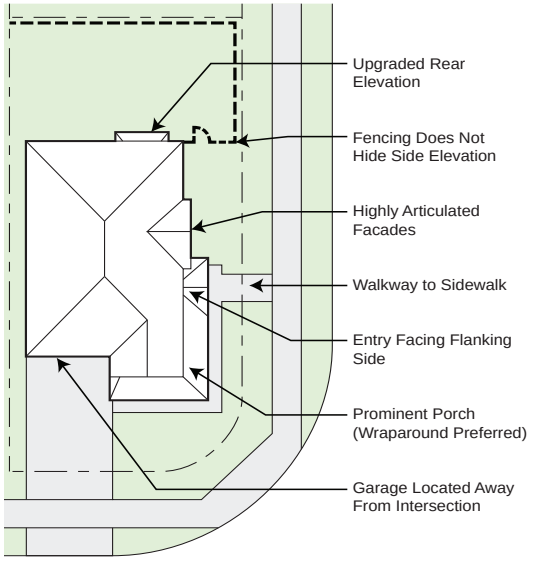


Figure 3.4.1a: Conceptual plan view - corner dwelling

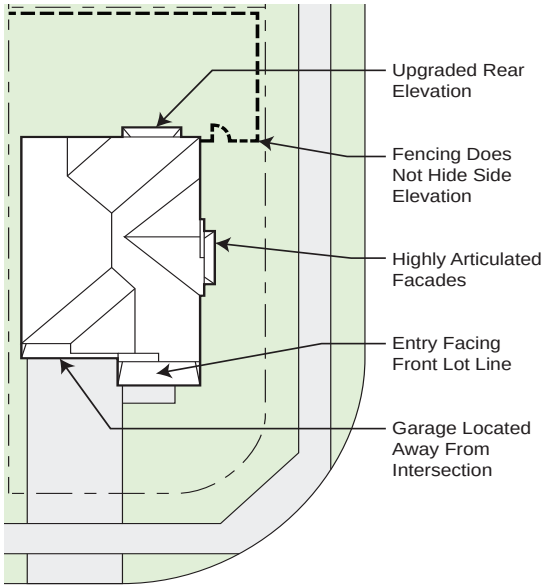


Figure 3.4.1b: Alternative for minor corner lots

Corner lot dwelling with entry facing flanking side lot line

Corner lot dwelling with entry facing flanking side lot line

on the long elevation facing the flanking street (flanking main entry).

- Main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted. Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face should include a secondary entry, projecting bay or other appropriate architectural feature.
- The main entry from the flanking elevation should be connected by a walkway to the sidewalk and the driveway.
- Identical elevations on abutting or directly opposite corner lots are discouraged.
- A privacy fence should be provided to provide screening to the rear yard from the flankage street.

3.4.2 Gateway Buildings

Gateway Buildings are located at the entrances to Wildfield Village from Centreville Creek Road, Mayfield Road, and The Gore Road and play an important role in expressing its image, character and quality. The intention for the community is to avoid the typical community entry features found in most contemporary suburban subdivisions and instead, have the architecture of the building define the gateways to the community. In this regard, special house designs suited specifically for gateway locations will be utilized.

DESIGN GUIDELINES:

In addition to the design characteristics stated in Sec. 3.4.1 for corner buildings, the following shall apply:

- Building placement and massing shall be oriented to create a distinctive presence at the intersection. Buildings shall exhibit a minimum three storey massing.
- The main entrance should be oriented to the higher order street or to the daylight triangle unless this conflicts with any noise attenuation requirements (berm/fence) or with an entry feature (fence/gate/wall).
- For townhouse forms, garages and parking areas should be located at the rear of the building and should not face the arterial / the higher order road. Within medium density sites, parking should be located underground or behind or to the side the building, and screened from the primary roads.
- Depending on the building type (i.e. townhouses or mid-rise buildings), distinctive architectural elements should be employed where architecturally appropriate to emphasize the gateway building's landmark qualities.
- Special attention to the exterior colour package is required with the use of upgraded materials such as stone and precast details being strongly encouraged.
- Buildings and entry features shall be sufficiently set back from any gateway entry feature (if provided) to avoid conflicts.
- Where possible, the cladding materials should complement the entry features, where proposed.
- Noise attenuation measures shall be placed in such a manner to complement the flanking building elevation.

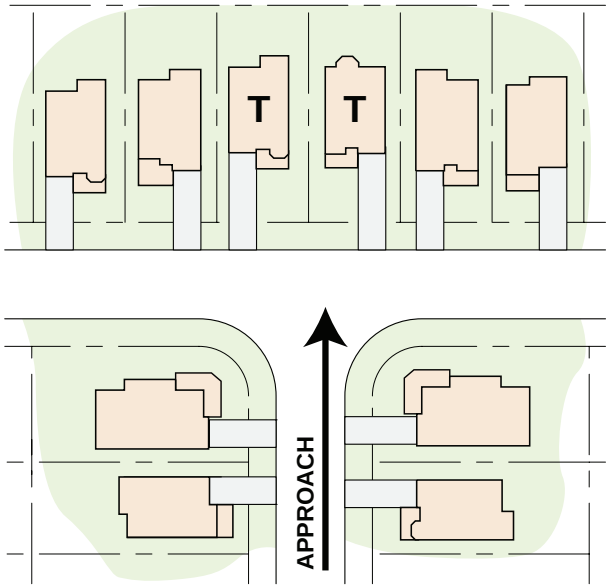
Conceptual image of a gateway building

3.4.3 View Terminus Dwellings

View Terminus Dwellings occur at the top of a 'T' intersection, where one road terminates at a right angle to the other. Dwellings in these locations play an important role in the streetscape by terminating a long view corridor.

DESIGN GUIDELINES:

- Driveways should be located to the outside of a pair of View Terminus Dwellings, where feasible, to increase landscaping opportunities and reduce the prominence of the garage.
- A greater setback from adjacent dwellings is encouraged where lot depth permits.
- Corner lot dwellings opposite view terminus dwellings at a 'T' Intersection should frame the view from the street.
- A dominant architectural element should be provided within the dwelling design to terminate the view and create visual interest.



VIEW TERMINUS
T = "T" INTERSECTION DWELLINGS

Figure 3.4.3: View terminus dwellings

Example of 'View Terminus' dwellings

3.4.4 Curving Streets and Elbows

Dwellings on curved streets and street elbows provide opportunities to create a grouping of dwellings that accentuate a special architectural and landscape theme. These homes should have design enhancements appropriate to their location, to accent the outside street edge.

DESIGN GUIDELINES:

- Provide greater front yard setbacks, where feasible, than for adjacent dwellings.
- Locate driveways to the outside of paired lots, to allow for enhanced front yard landscaping opportunities.
- Where the lots are pie-shaped, utilize the opportunity to locate garages within the wider portion of the lot, set well back from the street.
- Where dwelling side elevations are fully exposed to the public realm due to step backs between adjacent homes, their design and materials should be consistent with the front elevation.

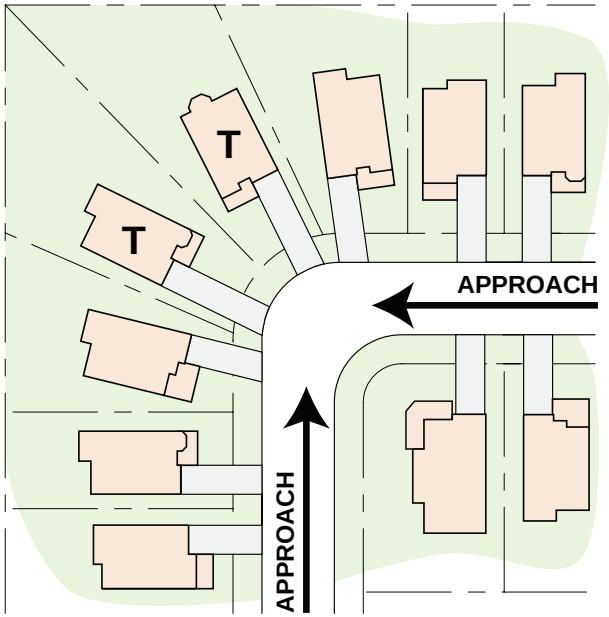


Figure 3.4.4: Street elbow dwellings

Example of ‘Street Elbow’ dwellings

3.4.5 Upgraded Rear and Side Architecture

Upgraded Rear and/ or Side Architecture is required where these elevations are exposed to public view. This occurs in the following situations:

- Lots which back or flank onto:
  - the park;
  - roads and laneways;
  - stormwater management facilities;
  - walkways;
  - environmental protection and open space blocks; and,
  - medium density blocks.

DESIGN GUIDELINES:

- Applicable enhancements on the exposed elevations may include:
  - Bay windows or other additional fenestration, and enhancement of windows, frieze board, precast or brick detailing.
  - Gables or raised parapets within the roof and variation of roof form along row of dwellings.
  - Wall projections to articulate the exposed facade.
  - Casement windows with muntin bars.
  - Trim and brick detailing consistent with the front facade.
- Where a long row of rear elevations is exposed, rear façades should include variation in rear yard building setback and roof form variation.
- Where dwellings back onto heavily treed areas of low public visibility, architectural enhancements can be reduced.
- Upgraded partial side elevations may also be required where extreme stepping of units occurs due to street curvature which cause the side wall of the dwelling to be exposed to public view.
- Where dwellings back onto a laneway, a minimum of window muntin bars and frieze board should be provided, where architecturally appropriate.

Conceptual image of dwellings with upgraded rear and side architecture

Conceptual image of dwellings with upgraded rear and side architecture

3.4.6 Community Edge Buildings

Community edge buildings occur along the arterial roads that frame the Cavallino Estates Inc. and Trinity Field Inc. subdivisions. Buildings in these areas are encouraged to have their main front facade and entrance to face the arterial roads and the garage/ parking area and private amenity space will facing the internal laneway or street. Flankage conditions will occur in these locations as well. A high standard of exposed side elevation design quality will be required for community edge dwellings.

DESIGN GUIDELINES:

- Due to the high level of public exposure from the arterial roads, community edge buildings will require enhanced architectural design qualities and landscaping treatments to ensure a distinct and attractive streetscape character.
- Community edge buildings shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large windows, articulated façades and roof forms, front entry features, projecting bays, balconoies and/or other design feature to reflect their visual prominence within the streetscape.
- Parking areas, including garages, should be located at the rear of the building or underground where mid-rise buildings are proposed. This will ensure that garages and parking areas are not visible within the streetcape.
- The use of masonry building materials shall be predominant within the streetscape.
- Buildings should be sited close to the street to encourage an active and urban street edge.
- A walkway linking main building entrances to the public sidewalk shall be provided.

Conceptual image of community edge buildings

3.4.7 Park Facing Dwellings

Within the Trinity Field Inc. subdivision, public roads which run parallel and adjacent to the proposed neighbourhood park will create framed views into the subdivision. Dwellings in these locations will be referred to as Park Facing Dwellings.

DESIGN GUIDELINES:

- These dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- The use of upgraded building materials, such as stone or precast detailing is encouraged.
- Dwellings are encouraged to have wider and deeper porches which will promote 'eyes on the street' and will provide for an added safety feature and increase social interaction among neighbours.
- Park facing dwellings shall have a variety of model / elevation types and colour packages.
- Garages shall not project beyond the main wall of the dwelling for these units in order to promote a pedestrian friendly and well defined streetscape.

Conceptual image of park facing dwellings

4.0
Architectural Design for Low-Rise Residential

4.1 General Elevation Guidelines

4.1.1 Architectural Character And Styles

Architectural expressions that are defined by a blend of high-quality traditional-inspired, transitional (combining traditional massing with contemporary detailing), and contemporary / modern inspired homes, will be a common theme applied throughout the community. Architectural styles will be evaluated through an architectural design control process on their ability to create visually appealing streetscapes of enduring quality, envisioned for Wildfield Village.

The following guidelines are not intended to impose a rigorous application of any specific architectural style(s). These guidelines provide the builders with a suggested design direction for inspiration, design quality, built form compatibility and consistency, to ensure the architectural styles selected support the intended character of the community.

Architectural character will include high-quality contemporary / modern inspired homes

DESIGN GUIDELINES:

- Housing forms, styles, materials and colours shall be designed to be harmonious with the natural environment and to reflect a high-quality character.
- A cohesive mix of traditional, transitional, and contemporary architectural styles adapted to suit modern lifestyles is recommended to promote harmonious variety of design expressions. This includes designs inspired by: Arts and Crafts, English Country / Tudor, French Country, Modern Farmhouse, Contemporary and Transitional precedents. Other styles are also be appropriate provided they result in a varied yet harmonious community character.
- Specific architectural themes for character areas within the community should be developed in a coordinated manner with proposed landscape treatments. The established landscape design of the public realm will help inform a palette of complementary architectural styles to create an attractive community image.
- The use of high quality, durable building materials, such as brick, stone, stucco, and high-quality siding or panel system products, will be selected to support the intended architectural character of the residential design.
- Accent materials will also be encouraged in order to enliven the streetscape appearance of the home. These will be evaluated on their durability, quality and suitability to the architectural style of the building.
- Dwellings should be designed to suit the site topography conditions.
- Building design should promote the connection of indoor and outdoor space by the inclusion of generous porches, decks and patios and the use of ample fenestration.
- Buildings should be designed to respond to their location within the community (i.e. priority lots) and to complement the community landscape design initiatives of the public realm.

Architectural character envisioned for Wildfield Village

4.2 Architectural Design Criteria

4.2.1 Main Entrances

The main entrance to the building shall convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street.

DESIGN GUIDELINES:

- Main entries to the dwelling shall be directly visible from the street.
- Weather protection should be provided through the use of covered porches, porticos, or canopies consistent with the style of the dwelling.
- The front entry design and detail shall be consistent with the architectural style of the dwelling. Enhancements to emphasize the entry are encouraged and may include: pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door.
- Natural light at the entry is encouraged through the use of sidelights, transoms or door glazing.

Main entrances should be a focal feature of the home

4.2.2 Porches / Porticos

Front porches and porticos promote safe, socially interactive and pedestrian-friendly residential streets and a transition between the public and private realm.

DESIGN GUIDELINES:

- The majority of dwelling designs should incorporate a covered porch or portico.
- Wraparound porches or side porches/porticos are encouraged on corner lots, where appropriate to the architectural style of the house.
- Porches should be located closer to the street than the garage. This has the beneficial effect of diminishing the importance of the garage and creating a comfortable relationship between the private and public realm for pedestrians.
- Porch should be no less than 1.5m to accommodate seating.
- The size of the porch/portico and its components (columns, piers, brackets or moldings)

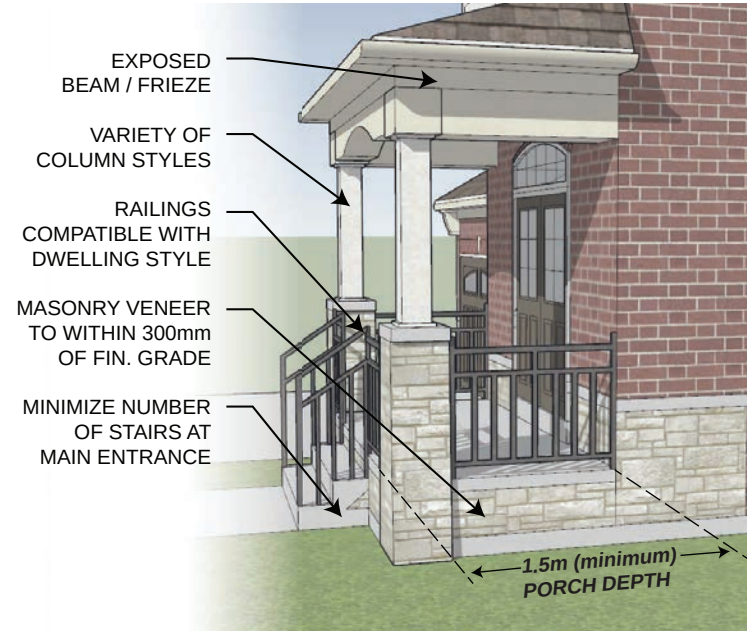


Figure 4.2.2: Typical porch design detail

shall be proportional to the scale of the dwelling and consistent with the architectural style.

- Porch / portico heights should generally not exceed 1-1/2 storeys.
- Where railings are required, they shall be of a design appropriate to the style of the dwelling. The use of high quality pre-finished aluminum and/or glass is preferred.
- Exposed foundation walls and/or basement foundation walls are to be limited. The main wall cladding material shall be within 300mm of finished grade. Foundation walls must be check-stepped along sloping grade to allow masonry veneering to be installed. Special care shall be taken for sides of projecting garages, porches/porticos, front and flanking dwelling elevations.

4.2.3 Roofs

Roofs play a significant role in the massing of a dwelling and the overall built form of the community.

DESIGN GUIDELINES:

- A variety of roof forms are encouraged consistent with the architectural style of the dwelling; alternate designs for a given model should have differing roof designs.
- Roof embellishments such as gables and functional dormers with visual interest create an interesting roofscapes.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Roof slopes should be characteristic of the architectural style of the dwelling. For example, traditional architecture should employ steep roofs (min. 7.75:12 side slopes and min. 5.75:12 front-to-back slopes) while contemporary architecture is typically designed with lower roof pitches (min. 5.75:12 slopes).
- For contemporary architecture that utilizes a low sloped or flat roof form, articulation of the roof line should be applied through provision of elevated parapets, a pronounced cornice, deep overhangs, pergolas, etc.
- Roofing materials should at a minimum, be heavy shadow textured, high quality architectural asphalt shingles. Metal roofs are encouraged on secondary roof forms such as turrets, porches, bay windows and garage roofs and shall be a complementary to the main roof colour.
- Metal roofs shall be of a heavy gauge and prefinished in a dark tone complementary to the main roof colour.
- Roof overhangs should be a minimum of 300mm unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile. Skylights may be permitted on the front elevation subject to review by the Control Architect.

Example of traditional roof form

Examples of contemporary roof form

4.2.4 Windows

DESIGN GUIDELINES:

- The design and placement of windows should reflect the internal spaces, suit the influencing architectural style of the home and address the streetscapes and views to open space areas.
- Large windows should be provided to take advantage of the views and vistas within the development area.
- High quality window styles are required.
- Window mullions and muntin bars should be used where appropriate to the architectural style of the home. However, where homes are subject to various noise and/ or vibration considerations, there may be exceptions to various window design requirements (i.e. muntin bars may not be suitable within these locations).
- Fenestration quality and style (including use of muntin bars) should be consistent on all publicly visible elevations of the dwelling.
- All windows should be maintenance-free, thermally-sealed, double glazed and either casement, single-hung or double-hung.
- Coloured window frames, compatible with the colour scheme of the dwelling, are encouraged.
- Large ground floor windows are encouraged.
- Rich detailing should be provided around windows on highly visible windows.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- The use of false windows is discouraged. Consideration may be given if false windows have reflective glass within a sash to ensure a high standard of design quality is maintained.

Examples of traditional window styles

Examples of contemporary window styles

4.2.5 Wall Cladding

DESIGN GUIDELINES:

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours should be compatible with the architectural style of the dwelling.
- The primary wall cladding materials within the community shall be:
  - **Brick** in a variety of colours and textures.
  - **Stone** should be complementary to the brick colour.
  - **Siding** should be of high quality and may include, composite wood, fiber-cement (i.e. Hardi Board) or metal (i.e. Longboard or Mac). Use of decorative shakes/ scallops, and panel systems (i.e. PVC panels) may also be permitted. The use of vinyl siding should be limited.
- The following secondary or accent materials are suitable where consistent with the architectural style of the dwelling and complementary to the primary cladding material:
  - **Stone accents** should be complementary to the brick colour and replicate a natural appearance.
  - **Stucco** in muted earthtones with appropriate trim detailing;
  - **Decorative Architectural Precast** may be used and must exhibit a high degree of detailing and quality of finish.
- Where stucco wall cladding is desired as a feature of the front façade it shall be used in conjunction with a masonry (stone or brick) base component. It shall not be used as the main wall cladding material on sides or rear elevations and must not be used on the lower portion of the building close to finished grade.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth that extends to the underside of the ground floor windows is incorporated into the design.
- When using a combination of materials, special care should be given to transition of materials. Material transitions occurring near the front corners of the dwelling

Brick, stone, and/or siding will be the primary wall cladding materials

Brick

Stone

Siding

Stucco accent

Examples of wall cladding materials

should return along the side walls to a logical transition point, such as a wall jog, downspout or wall opening. The minimum return shall be 1200mm (4ft) from the front corner.

- Where stone and stucco façades or stone plinths are used they shall return along the side walls a minimum of 1200 mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane, at which point the wall cladding will change to brick or other suitable material.

4.2.6 Materials And Colours

A visually attractive selection of exterior colours and materials shall be chosen for each dwelling as well as for groupings of dwellings within the streetscape. Colour schemes and material selections should be carefully coordinated for visual harmony and for consistency with the architectural style of the dwelling.

DESIGN GUIDELINES:

- Adjacent dwellings shall not have the same main wall cladding colour. Identical colour packages should be separated by at least 2 dwelling units. Exceptions to this may be considered by the Control Architect, in consultation

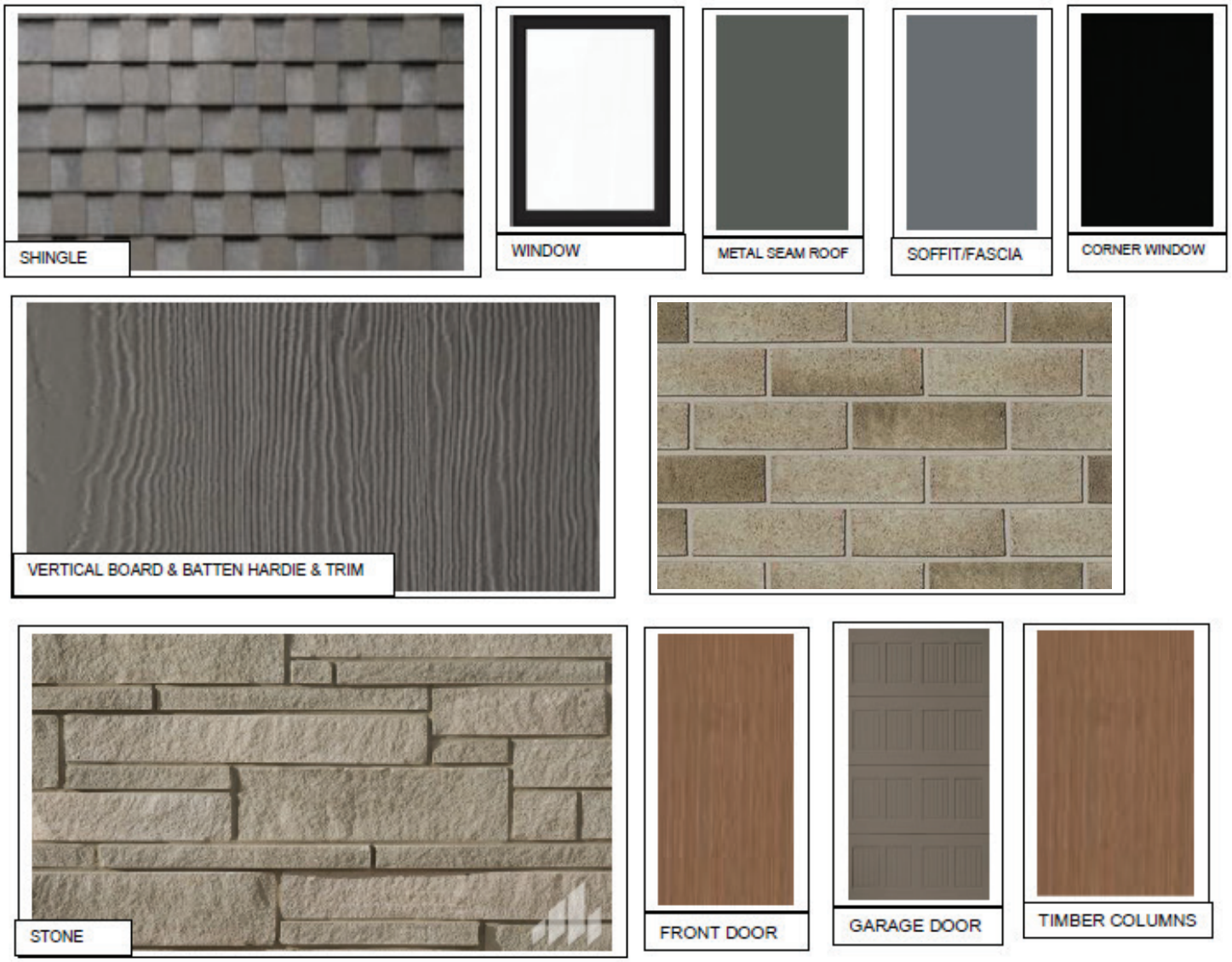


Figure 4.2.6a: Sample of a typical exterior material and colour digital sample board

with Town Staff, where the use of identical colours is desirable for emphasis or to frame a particular view or in creating a special character area.

- The use of an accent colour for brick detailing such as lintels, bands or quoins shall be complementary to the colour of the main façade brick.
- The roof shingle colour shall complement the colour of the primary wall cladding.
- Front door colours should generally be more dominant to draw the eye to the entry.
- Trim paint colours (i.e. columns, louvres, wood detailing, etc.) should coordinate with the dwelling's aluminum soffit, eaves and fascia colour.
- The colour of porch railings should be coordinated with the trim paint colours of the dwelling.
- All flashings shall be prefinished to suit adjacent wall cladding colour or roof.
- Each builder shall submit an "Exterior Material and Colour Schedule" to the Control Architect for review and approval.

PROJECT NAME / BUILDER NAME				
Material Item	**Manufacturer**	**Package #1**	**Package #2**	**Package #3**
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:

1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Figure 4.2.6b: Sample of a typical exterior material and colour schedule

4.2.7 Architectural Detailing

In order to ensure positive public views are maintained throughout the community, all elevations of the home should have consistent architectural detailing, complementary to its architectural style. Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.

DESIGN GUIDELINES:

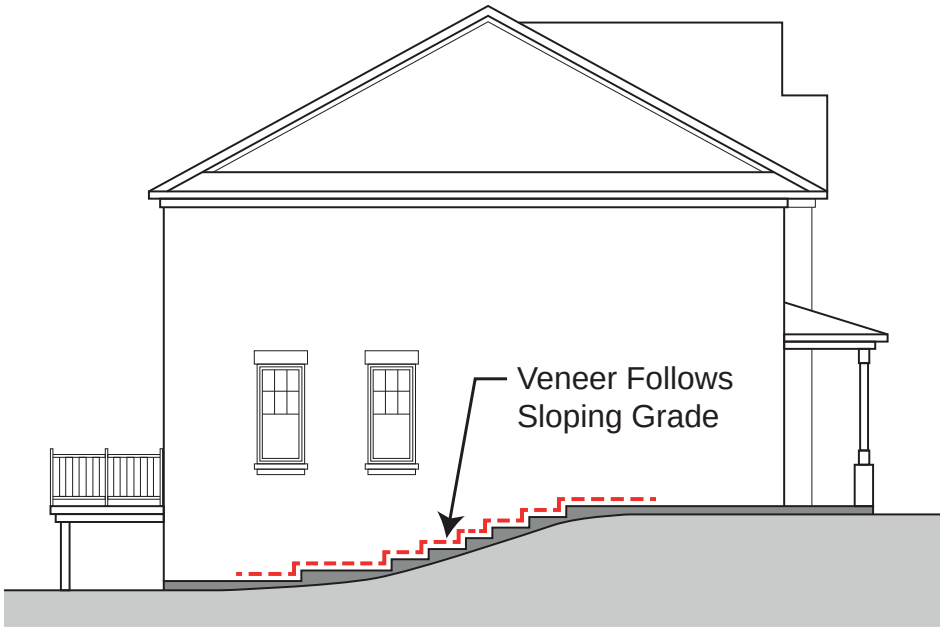
- Each building design shall include rich architectural detailing characteristic to the style of the dwelling in order to convey the intended character envisioned for Wildfield Village. This may include the following:
  - Brick soldier course banding or lintels, piers and corbelling (brick detailing should generally project 12 mm beyond the building face).
  - Precast sills, lintels, quoins, keystones, imposts.
  - Stone accent features such as plinths or projections.
  - Pre-finished, molded stucco details such as lintels, cornices, window surrounds, etc.
  - High quality accent materials such as cedar shakes, cement fibre (i.e. Hardi-Board), metal siding (i.e. Longboard/ Mac).
  - Exterior lighting fixtures for entrances and garages;
  - Address plaques;
  - Large diameter porch columns;
  - Decorative metal / glass railings;
  - Quality garage doors.
- All masonry detailing should be accentuated by projecting about 12mm (1/2") from the wall face, where possible.
- A continuous frieze board, cornice or soldier course banding should be provided on all publicly visible elevations of the dwelling underneath the roof soffit, where suitable to the architectural style.

Examples of architectural detailing

4.2.8 Foundation Walls

DESIGN GUIDELINES:

- Highly exposed concrete foundation walls shall be avoided for publicly exposed elevations.
- Exposed foundation walls and/or basement foundation walls are to be limited. The main wall cladding material shall be within 300mm of finished grade.
- Foundation walls must be check-stepped along sloping grade to allow masonry veneering to be installed. Special care shall be taken for sides of projecting garages, porches/portico's, front and flanking dwelling elevations.



Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

4.2.9 Site Grade Conditions

DESIGN GUIDELINES:

- Where severely sloping grade conditions exist, the Builder shall provide models designed or modified to adapt to sloping sites.
- Elevated main front entrances and large concentrations of stairs should be reduced, wherever feasible, by:
  - Dispersing the steps over a larger area;
  - Incorporating an entry porch;
  - Turning the steps to face the driveway;
  - Incorporating some risers inside the dwelling;
  - Enhancing architectural detailing over the garage;
  - Providing a steeper roof pitch or lowering the roof form of the garage;
  - Providing flexibility for window enlargement over the garage;
- Relationships of the house to finished grade where the main floor is within 1.0m of finished grade are preferred, wherever possible, as they result in an appropriate scale of entrance stairs and porches to the pedestrian.

4.2.10 Utility And Service Elements

DESIGN GUIDELINES:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite shall be located out of direct view from any street, preferably on dwelling wall faces perpendicular to the street, and recessed into the wall wherever possible.
- For corner lot single detached dwellings, utility meters shall be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally or with landscaping to reduce their visibility from the street.
- Townhouses should be designed with recessed or screened utility meters.
- The location and method of screening utility meters should at all times be in compliance with the requirements of the local utility company.
- Air conditioning units should not be located in the front or flankage yard on corner dwellings or dwellings requiring side upgrades and exposed to public view. Where they are located in the front they shall be screened through landscaping.

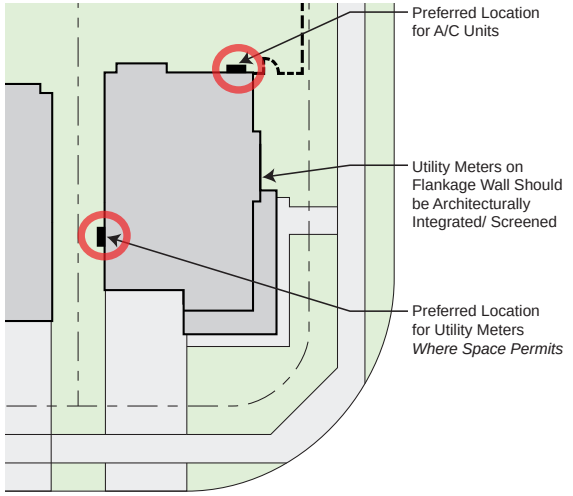


Figure 5.4.10a: Preferred location for utility meters for detached dwellings

Figure 5.4.10b: Example of recessed / screened utility meters

4.2.11 Municipal Address Signage

DESIGN GUIDELINES:

- A coordinated approach to municipal address numbers shall be provided by the builder. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
- The municipal address shall be located prominently on the front facade of the dwelling. It is critical that the municipal address is legible from the street, particularly in emergency situations. For this reason the following criteria shall apply:
  - The municipal address shall be located prominently on the front façade of the dwelling or garage in a well-lit area.
  - Numbering shall be a minimum of 100mm tall and in a simple, legible font face using high contrast light and dark colours between the numbers and background for maximum legibility.

Municipal addresses shall be complementary to the architectural style of the dwelling

4.2.12 Fencing

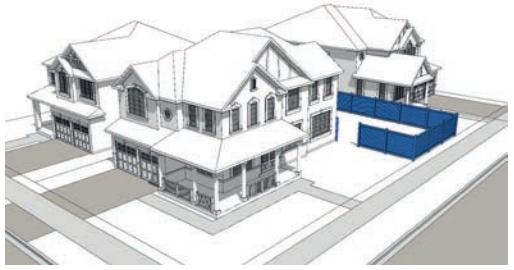
DESIGN GUIDELINES:

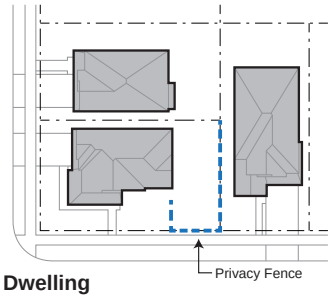
- The design of fencing visible from the public realm shall be compatible throughout the community.
- Corner lot fencing shall be provided by the developer/builder for all applicable corner dwellings.
- Corner lot fencing is intended to screen and / or enclose private rear yards otherwise exposed to flanking streets and must be:
  - consistent with the design, materials and details of other community fencing.
  - in compliance with applicable noise fencing requirements and municipal standards.
  - located within private property.
  - follow the lot line to a point at the rear corner or up to 1500 mm beyond the rear corner of the dwelling and then return to dwelling to accommodate a gate.
  - Refer to Figure 4.2.13 for corner lot fencing locations

4.2.13 Coordination Of Dwelling Design / Sitings With Streetscape Elements

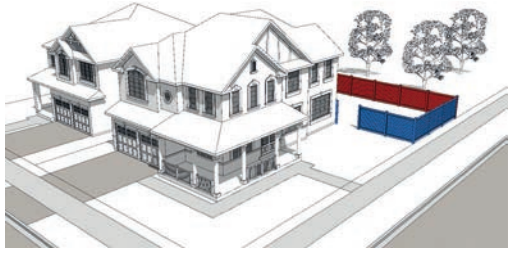
DESIGN GUIDELINES:

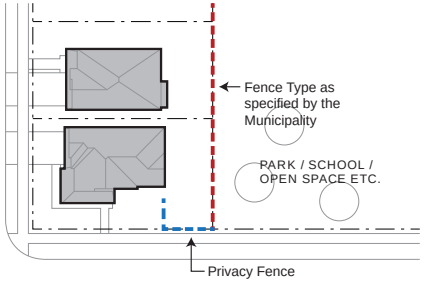
- The Builder's Design Architect must be aware of the approved "Above Ground Utility Plan" for the subdivision in order to coordinate the design and siting of each dwelling with the various streetscape elements (such as community mailboxes, transformers, light standards, street trees and other required street furniture). For example, main doors, living room windows or walkways should not be lined up with light standards, hydro transformers, hydrants, etc.
- It is the Builder's complete responsibility to ensure there are no conflicts in the design and siting of their dwellings with any street furniture or other streetscape elements.



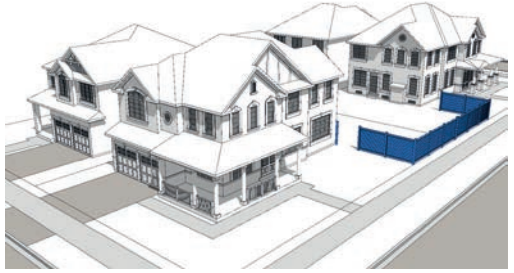


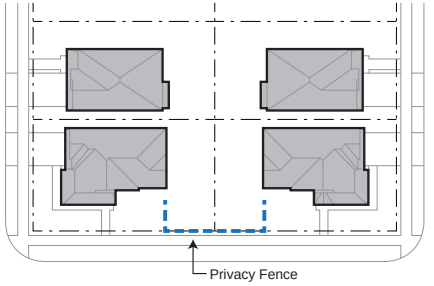
CONDITION ONE: Backing onto Side Lot Line of Adjacent Dwelling





CONDITION TWO: Backing onto Other Land Uses





CONDITION THREE: Back to Back Corner Lots

Figure 4.2.13 :Examples of locations of corner lot fencing

4.3 Design Criteria For Garages

4.3.1 Criteria For Attached Street-Facing Garages

While it is important for these Guidelines to accommodate the need for garages, one of the prime objectives in creating a safe, attractive and livable community is to minimize the visual impact of the garage on residential streetscapes.

DESIGN GUIDELINES:

- Garage design shall comply with all applicable zoning and municipal by-laws and shall not dominate the streetscape.
- Garages shall be designed to be complementary to the principal dwelling in terms of character and quality and shall not overwhelm the massing of the dwelling.
- Garages should be either fully enclosed within the dwelling, flush with or setback from the front wall / porch face of the dwelling, oriented to face away from the street or located in the rear yard in order to minimize their visual impact and to contribute to a comfortable pedestrian environment.
- A variety of garage configurations will be encouraged including:
  - **Front facing garages**: The front face of the garage should be recessed behind the main front wall or porch face so that is does not form a significant component of the streetscape. Double-car garages are permitted on lot widths of 11.0m and greater or for rear lane townhouses.
  - **Tandem garages**: Tandem garages help to limit the width of the garage and the number of garage doors facing the street, yet provide parking and storage opportunities.
  - **Flankage facing garages**: May be used on corner lots. The garage is accessed from the flankage side street and setback from the main facade of the dwelling.
  - **Rear yard garages**: Rear yard garages will be accessed from the front or flankage yard and may either be detached or attached.
  - Other garage configurations will be reviewed based on their merits.

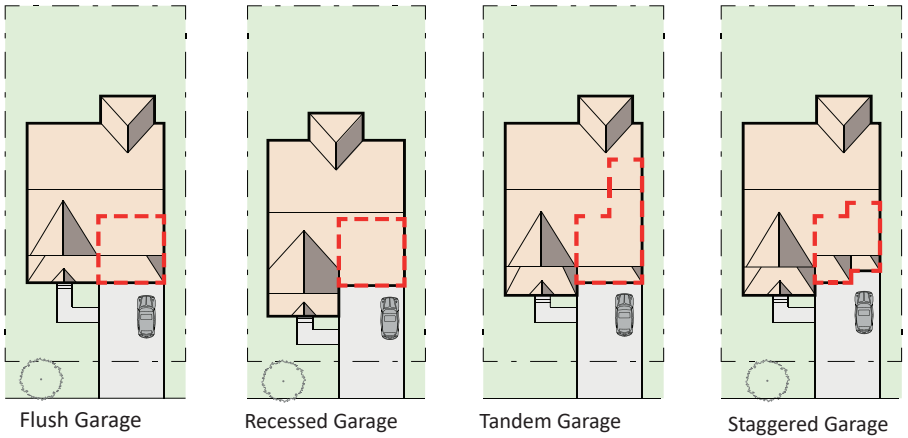


Figure 4.3.1: Conceptual examples of attached garage design options

Garage design shall complement the dwelling

- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style).
- To support a variety of two-car garage configurations, the use of two single bay (8' / 2.4m wide) garage doors separated by a masonry pier or a double wide (16' / 4.8m) single garage door is permitted. Where a double wide (16' / 4.9m wide) garage door is proposed, the door should recessed and patterned to appear as 2 single doors, where architecturally appropriate.
- A variety of upgraded sectional (roll-up) garage door styles is required throughout the community to avoid repetition and dominance by a single garage door style.
- The use of glazed panels and decorative hardware (such as black metal hinges and handles) shall be provided where appropriate to the architectural style of the dwelling.

Variety of high quality garage door styles

4.3.2 Criteria For Attached Rear Lane Garages

- Rear lane townhouses will have rear-facing garages accessed from a public laneway. These will be attached to and incorporated into the main massing of the building. Rear lane townhouses may have a one- or two-car garage.
- The design of garages shall be consistent with the architectural style of the principal building with respect to materials, massing, character and quality.
- Both single and double car garages may be permitted, depending on lot size and dwelling type.
- Only sectional, roll-up type garage doors shall be considered. It is recommended that double wide (16' / 4.9m) garage door be used for two-car garages.
- Balconies or terraces above the rear yard garages will provide the required outdoor amenity space for each unit. This also helps to animate the lane and provide a beneficial overlook effect on the lane.
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment along the flankage and rear walls consistent with the main dwelling.

Example of rear lane garages

- The municipal address should be provided on the garage in a well lit location facing the lane.
- Lighting should be mounted above the garage doors.

4.3.3 Dropped Garage Conditions

DESIGN GUIDELINES:

- Dropped garages generally occur where rear-to-front sloping grade conditions exist. This often creates “top-heavy” garage massing resulting from additional wall height between the garage door opening and the soffit.
- Where dropped grade conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and underside of the soffit.
- The preferred alternative design treatments for dropped garages include:
  - lowering garage roof;
  - increasing the height of the garage door;
  - providing arched headers above the garage doors;
  - positioning light fixtures above the garage doors;
  - providing additional detailing, brick banding or a window above the garage doors.

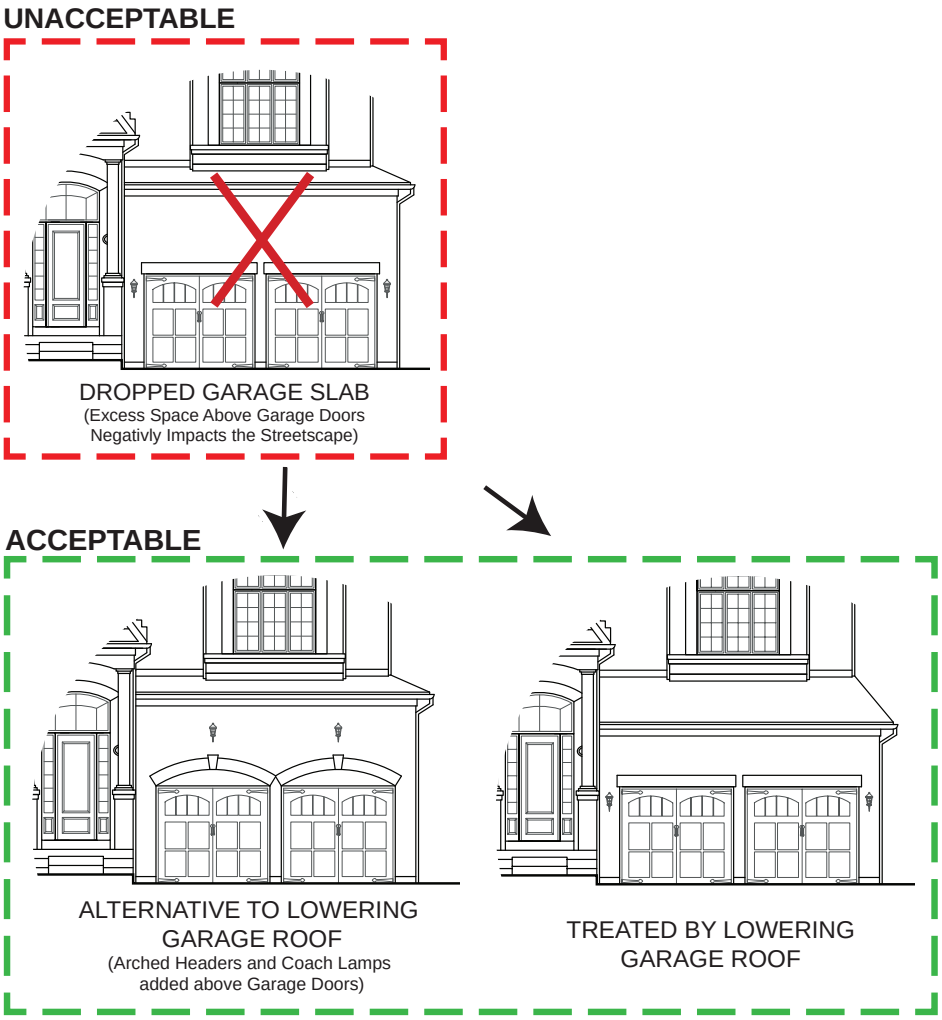


Figure 4.3.2 : Example of dropped garage conditions / solutions

4.3.4 Driveways

DESIGN GUIDELINES:

- Paired driveways are encouraged to increase sodded boulevards, street trees and additional landscape treatments in order to create an attractive streetscape.
- Driveway locations shall be approved by the municipality.
- The frequency and width of curb cuts should be kept to a minimum to maximize on-street parking opportunities.
- Adjacent driveways at the outside curvature of a street elbow or cul-de-sac should be designed to eliminate overlap at the curb. Landscape strips should separate driveways at the curb.
- Driveways for dwellings adjacent intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view, where feasible.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- All driveways shall be finished with a hard surface paving material.
- For dwellings with a side facing garage, the driveway should be no wider than 6.0m at the street line.

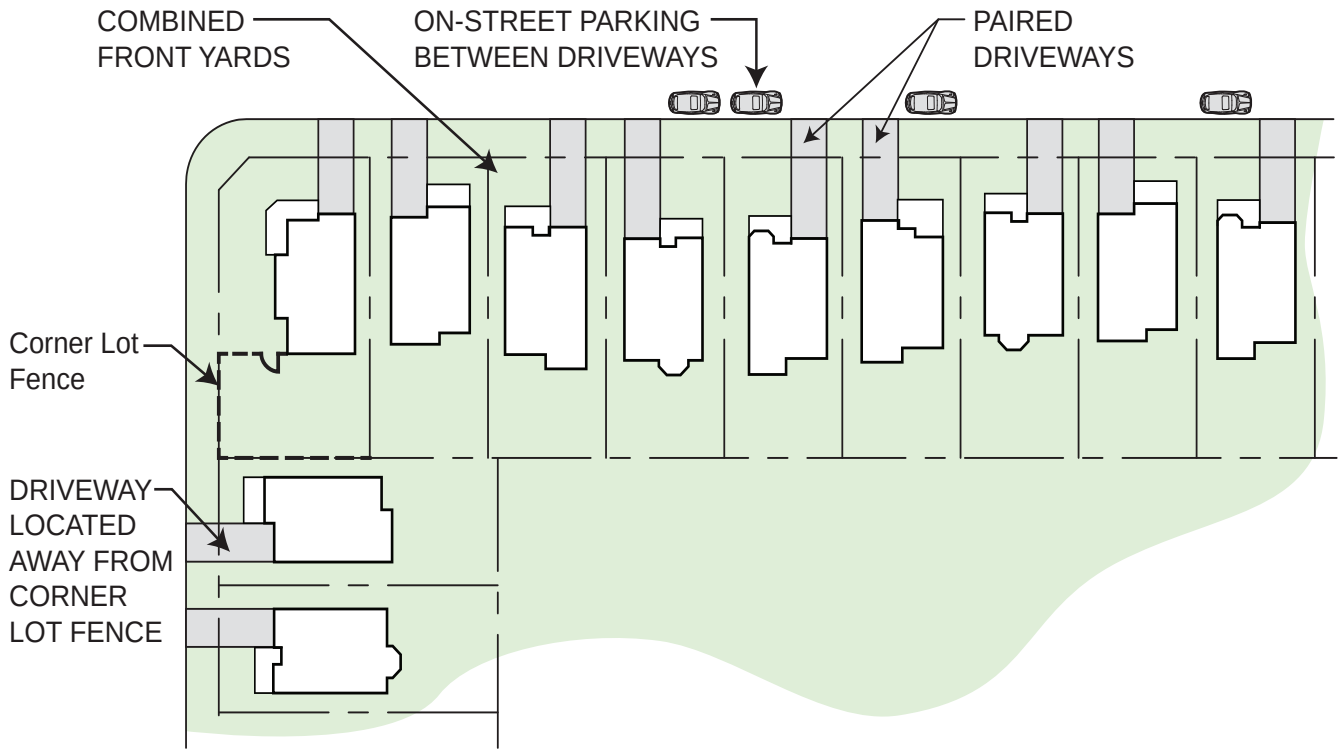


Figure 4.3.3: Conceptual diagram showing design objectives for driveway locations

5.0
Architectural Design for Mid-Rise Residential

Compact, high density, potential mixed use, street-oriented mid-rise urban form supports a healthy, pedestrian-oriented lifestyle and promotes intensification instead of sprawl. Mid-rise buildings may occur within the medium density blocks within the Cavallion Estates Inc. and Trinity Field Inc. subdivisions. This higher density, transit-supportive building form encourages a reduction in automobile usage by being located in areas served by public transit and will contribute to an intensified urban character within the Urban Corridors through emphasized height and massing.

The following section builds upon design requirements within Sections 8.1.7 and 10.2 of the Town of Caledon Comprehensive Town-Wide Design Guidelines (TWDG) (November 2017). All mid-rise and mixed-use buildings will be reviewed and approved by the Town through a Site Plan Approval process based in part on the design merits of the proposal, compatibility with neighbouring buildings and their ability to appropriately fit within the local context of the Wildfield Village community. Prior to development of the medium density blocks a site specific Urban Design Brief may be required by the Town.

Mid-rise buildings should be designed and sited to reinforce the character of Urban Corridors as transit-supportive activity hubs

5.1 Built Form Character

5.1.1 Architectural Character

- Excellence of building design should be exhibited for all buildings to ensure a positive physical and aesthetic impact on the community public realm.
- Architectural styles and building elevations will be evaluated on their ability to reinforce the character of the Urban Corridors as compact, cohesive and vibrant mixed use activity hubs.
- Publicly visible building elevations shall incorporate appropriate massing, proportions, wall openings and plane variation in order to ensure an attractive and highly animated streetscape appearance. This may include:
  - Well-articulated facades that display interest through window openings, balcony treatments, cladding / colour variety and massing / height.
  - Animated ground floor levels with design emphasis on the main entrance and generous amounts of fenestration.
  - Appropriate massing and street relationship to reinforce pedestrian-scaled streetscapes.
- The design of buildings within the streetscape should combine to create smooth transitions and harmonious built form relationships. In this regard, where multiple buildings are proposed within a streetscape, they should be designed with regard for adjacent buildings with respect to scale, massing, orientation, façade treatment, materials, colours, setbacks, etc.
- Mid-rise buildings in locations that have heightened public visibility provide opportunities to create landmarks that reinforce the character of the Wildfield Village community. Buildings on corner sites should employ appropriate height, massing and orientation to emphasize the importance of the intersection while equally addressing both street frontages.
- The use of a variety of high quality, durable, low-maintenance building materials that support the architectural character of the building will be used. Preferred cladding materials include brick, stone, metal, glass, in-situ concrete and pre-cast concrete. Stucco, vinyl siding, plastic, plywood, concrete block, mirrored glass and metal siding is strongly discouraged.

Figure 5.1.1: Conceptual demonstration plan for mid-rise buildings

Examples of mid-rise building architectural characteristics

- The main entrance to the building should be barrier-free and convey its importance as both a focal point of the façade. Weather protection at entries should be provided through the use of canopies, colonnades, porticos, or port-cocheres.

5.1.2 Shadow Impacts

- A Shadow Study in accordance with Section 5.3 of TWDG may be required as part of the Site Plan Approval process.
- The purposed of the Shadow Study is to evaluate whether the proposed development causes any undue shadow impacts on the adjacent lands and surrounding context, including building facades, private and public outdoor amenity and open spaces, public parklands, sidewalks, and other components of the public realm.

5.1.3 Building Heights

- Mid-rise buildings up to 12-storeys are permitted within the Urban Corridor.
- Final building heights and total number of dwelling units will be determined based upon density and floor space index targets, the building's location within the community, and the Zoning By-law.
- Building heights should be tallest close to Centreville Creek Road, Mayfield Road, and the community collector roads to provide greater architectural emphasis.
- Buildings should transition in height and scale to respect neighbouring low-rise development and to ensure adequate sunlight and sky views are maintained for surrounding streets, parks, open space areas and neighbouring properties.

5.1.4 Base, Middle and Top Portion of Building

- Mid-rise buildings should be designed to establish distinct base (podium), middle and upper portions in order to visually break down their vertical massing.

Base Portion of Building

- The base should be designed to create an active and attractive building façade that reinforces a human scale environment at street level.
- Glazed areas should be maximized along street frontages to encourage comfortable and safe pedestrian use.
- A podium is recommended in the design of taller buildings to create a base element that reinforces a human scale adjacent to the public sidewalk while allowing the tower portion of the building to be setback from the street wall.
- Buildings taller than 4 storeys should use stepbacks on upper floors to minimize shadow impacts and contribute to a human scaled street.
- Podium heights should be proportional to the right-of-way width. The maximum height of the podium is generally 4 storeys.
- Direct access to residential units from the street is encouraged while ensuring privacy and security by defining the limit between public and private space.
- Where ground level commercial use is provided, floor heights should be a minimum height of 4.5m to create a strong street presence and provide opportunities for flexible commercial space. Commercial uses shall be oriented towards, and have at least one principal entrance facing the adjacent public street(s).

Middle Portion of Building

- Variation in the design and articulation of the middle portion of the building should be provided to promote visual interest.
- A minimum stepback of 1.5m should be provided to the tower portion above the podium. The amount of stepback will vary in proportion to the height of the building, i.e. the taller the building the greater the stepback.
- Operable windows should be utilized to allow ventilation and lessen heating and cooling costs.

Figure 5.1.4: Mid-rise buildings should be designed to establish distinct base, middle and upper portions

- Balconies must be well-detailed to suit the architectural style of the building. Glass guards rather than picket railings should be provided. Balconies should be large enough to comfortably accommodate space for seating. Balcony depths should be a minimum of 1.5m.

Top Portion of Building

- Roof form plays a significant role in the overall massing, character and quality of the building as well as the Town's skyline.
- For buildings on prominent building sites, such as gateway, corner or view terminus locations, a signature tower top can contribute to the landmark status of the building.
- Rooftop mechanical and telecommunications equipment must be visually integrated into the roof form and screened.

Examples of the middle and top portions of mid-rise buildings

5.2 Site Organization & Streetscape Composition

5.2.1 Building Relationship to Street / Public Spaces

- Buildings should maximize street-facing conditions to create an active streetscape. At least 60% of the street frontage should be active uses.
- Building setbacks at the street line should be minimized while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- The interface between new mid-rise development and the adjacent street frontages shall be carefully considered, including: Maximum and minimum street wall heights should be proportionate to adjacent road R.O.W. width to create a sense of enclosure and provide a comfortable pedestrian zone.
- The combination of landscape architecture and building architecture should physically and functionally serve to reinforce the street edge and the interface with other public spaces.
- Corner buildings shall be sited close to the intersection and address both street frontages in a consistent manner.

Building setbacks should maintain a strong relationship with the street

5.2.2 Site Access and Vehicular / Pedestrian Circulation

- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Building placement should allow for appropriate spacing and/or consolidation of driveway accesses to the site.
- Vehicular access to high-rise, mid-rise, and mixed-use apartment sites should occur from side streets or consolidated access driveways that provide connections to the building entrance and passenger drop-off areas, as well as to parking, servicing, loading and garbage pick-up areas.
- Pedestrian circulation networks should be integrated into the site design to provide well-defined, direct, barrier-free, convenient, predictable, and safe access.
- On larger sites, create permeability through the use of privately owned public space such as courtyards, forecourts, plazas, or urban squares.

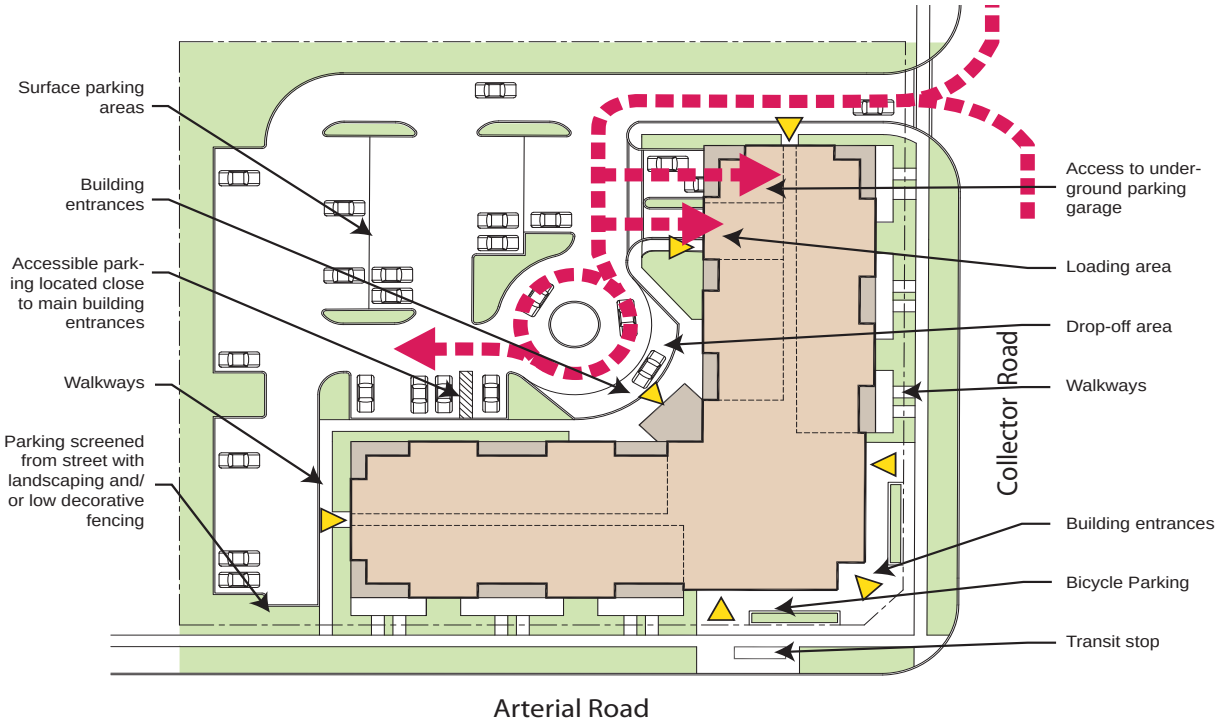


Figure 5.2.2: Conceptual site access and circulation demonstration plan

5.2.3 Parking Areas

- Main parking areas should be located underground to minimize negative visual impact on the streetscape. Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged.
- Surface parking areas should generally be limited to barrier-free parking, visitor parking and drop-off zones for loading/unloading.
- Where provided, surface parking should be located behind or to the side of the building and should be screened from street view through the use of hard and soft landscaping.
- Opportunities for on-street parking in front of buildings should be considered, wherever feasible.
- Driveway access ramps to the underground parking area should be located at the side or rear of the building in an easily identifiable but unobtrusive manner. Ample lighting shall be provided within the parking garage.
- Passenger drop-off areas should be provided close to the building's main entrance.
- Bicycle parking should be provided within the underground parking garage in secure lockers. Visitor bicycle spaces should be located above ground near the main entrance.

6.2.4 Outdoor Amenity Space

- A range of outdoor amenity spaces should be incorporated into the design of the building to enhance quality of life for residents and visitors.
- Provision of private amenity space should occur in the form of balconies, terraces or patios for each dwelling unit.
- Common outdoor amenity areas should be provided within developments at prescribed ratios.
- Common outdoor amenity areas typically provide a focal point within the proposed development that serve as social gathering spaces while providing for passive recreational opportunities. They should be designed to be inviting and inclusive to all groups of people.
- Provision of privately owned public space such as urban squares or plazas are encouraged to generate street level activity. Inclusion of public art in a highly visible location is encouraged.
- Landscaping treatments should be designed to maximize natural surveillance of the amenity area.

5.2.5 Servicing Areas and Utility Elements

- Loading, service and garbage areas shall be incorporated into the overall design of the building, co-located away from street frontages or high profile areas and buffered visually as necessary.
- Loading doors should be recessed and of a high quality finish.
- Noise attenuation measures shall be provided where service areas are in proximity to sensitive land uses. These features should be complementary in material and design to surrounding buildings / structures.
- Utility meters should be recessed or architecturally screened from public view. For large scale developments, this may include utilities being housed within a separate meter room that is designed as a component of the main building.
- Transformers, HVAC equipment, ventilation shafts and other above-ground servicing equipment should be located away from public views or appropriately screened with landscaping, where feasible.
- Rooftop mechanical and telecommunications equipment shall be screened from public view and integrated into the design of the building.

A range of outdoor amenity spaces should be provided

5.2.6 Lighting and Signage

- High quality, energy efficient lighting should be integrated into the building architecture and located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
- Use of full cut-off light fixtures that reduce light pollution and avoid light spillage or glare on nearby properties should be utilized.
- Signage that assists with wayfinding and accessibility should be included.
- Space for a sign band should be provided just below the second floor level to clearly delineate commercial uses, where provided.
- Signage should be high quality, face lit or directly lit. This includes: formed letter signage; channel letter signage; awning signage; signs mounted perpendicular to the sidewalk. Plastic backlit signage or sign boxes should not be permitted.

5.2.7 Bird-Friendly Building Design

- Bird-friendly building design strategies should be employed in the design of mid-rise buildings. This may include:
  - Creating visual markers and/or muting reflections on glass surfaces, particularly for the first 12 metres or so above grade to avoid the reflection of adjacent trees in the windows.
  - Eliminating upward projecting light pollution and reducing spillover lighting.
  - Avoiding brightly lit lobbies and enclosed walkways with clear glass that are decorated with indoor greenery features.
  - Glass panels angled to project reflections downward.

Examples of bird-friendly glazing

Examples of building lighting

Examples of building signage

6.0
Sustainable Design

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. A variety of Low Impact Development (LID) and sustainability design initiatives will be considered in the development of the land and the construction of new buildings, including:

- Protecting natural and cultural heritage features.
- Providing a high quality of life for residents.
- Being cost effective to build, operate and maintain.
- Accommodating growth through compact development on a street-grid road system supported by alternative transportation modes.
- Reinforcing walkability and cycling.
- Transit supportive.
- Minimizing environmental impacts.
- Resiliency to climate/weather-related events.
- Promoting water conservation and energy efficiency.
- Utilizing green building design.
- Enhancing building performance to lower utility bills.
- Considering alternative energy sources.
- Combining living, working and playing environments in close proximity.

These features are intended to promote a healthy and sustainable neighbourhood by optimizing energy efficiency, conserving natural areas, encouraging compact development, promoting intensification instead of sprawl and supporting active transportation / transit usage.

Promoting pedestrian and cyclist connectivity, comfort and safety will assist In creating a sustainable and healthy community

6.1 Water Balance / Development Considerations

The following energy efficiency and conservation measures will be considered:

- Low Impact Development techniques on private property that encourage stormwater to be treated where it falls, thereby improving water quality and quantity on the site.
- Reduce impermeable surfaces and stormwater runoff (including bio-retention, drought tolerant vegetation, rain gardens, rear-yard infiltration trenches, etc.).
- Mitigate stormwater flow through the integration of stormwater management ponds and drainage pools.
- Provide additional depth topsoil placement on lots.
- Provide street trees and landscaping that increases the urban tree canopy.
- Provide natural feature protection and edge management planting.
- Provide LED street lighting.
- Source local materials and manufactured components.
- Provide pedestrian connectivity to future transit stops.
- Ensure future transit route integration with community plan.

6.2 Building Considerations

6.2.1 Low-Rise Residential

The Ontario Building Code (2012) as Amended in 2024, has been substantially enhanced over the last decade to bring in a range of energy efficient building standards that limit reliance on fossil fuels, reduce emissions, and minimize impacts on climate change. All new low-rise construction will be subject to the requirements of the OBC, or the applicable code in effect at the time of construction. The following sustainable building practices may include:

- Water efficient fixtures throughout the home.
- Energy efficient lighting fixtures and appliances.
- Energy efficient heating, ventilation and cooling (HVAC) systems.
- Heat recovery ventilation system (HRV or ERV).
- Energy efficient windows/patio doors to help reduce the need for air conditioning in the summer and heating in the winter.
- Tightly sealed homes to reduce drafts.
- Low-emitting VOC adhesives and sealants, paints and coatings, and carpets and wood flooring.
- Employ a waste management policy to ensure that all trades work efficiently to reduce, eliminate or recycle waste.
- Erosion sediment control during construction.
- Purchase stone, concrete and masonry from regional/local sources.
- Low maintenance building materials.
- Materials with recycled content.
- Accessibility / barrier free upgrades where requested by purchasers prior to construction.

6.2.2 Mid-Rise and Mixed Use Developments

Mid-rise residential and mixed-use buildings encourage a healthy, pedestrian-oriented lifestyle by providing a smaller footprint to house a larger number of people than a typical low density neighbourhood. Compact, street-oriented urban form supports a healthy, pedestrian-oriented lifestyle and promotes intensification versus sprawl. Transit-supportive building forms encourage a reduction in automobile usage by being located in areas served by public transit. To further promote active transportation, bicycle parking and connectivity to public transit will be integrated into the site design.

In addition to the applicable items noted for low-rise construction, the following shall be considered for mid-rise residential and mixed-use buildings, where appropriate:

- A building's site planning, orientation and design can decrease energy consumption by maximizing passive solar gain, ventilation and natural daylighting.
- Buildings should be designed to be cost effective to construct, operate and maintain.
- Durable, high quality, low-maintenance building materials should be selected to minimize premature replacement or repair.
- Ensure lighting achieves a balance between safety and security, reduces energy consumption and avoids light pollution. Utilize energy efficient LED lighting.
- Bicycle facilities should be provided.
- Green roofs are encouraged for mid-rise residential and/or mixed use buildings as a means of stormwater, retention, improving air quality, cooling ambient air and adding visual interest.
- The use of reflective or white roofs should be employed, wherever a green roof is not provided to reduce solar heat absorption and building energy demand.
- Light-coloured paving which reflects light and reduces the urban heat island effect or paving alternatives that allow for increased permeability and infiltration should be considered.
- Solar panels should be considered and oriented to achieve maximum solar gain.
- Bird-friendly glazing should be utilized where necessary.
- Shade structures and shade trees should be provided.

6.3 Walkability and Cycling

Promoting active transportation is one of the key urban design principles for the Wildfield Village Secondary Plan. A major factor in creating a sustainable and healthy community will be promoting pedestrian and cyclist connectivity, comfort and safety. Provision of public sidewalks, multi-use paths, bicycle lanes and off-street trails will offer pedestrians and cyclists alternatives to vehicular travel through the community. Key destinations, such as the various open space, institutional, Urban Corridors, Neighbourhood Centre, and other commercial and mixed-use assets within the community have been located and designed within walking distance of the residential neighbourhoods. The following design guidelines should be considered:

- All homes should be within approximately a 5 minute walk (500m) of open space assets and/or mixed-use areas.
- Attractive, safe and pedestrian-scaled environments shall be created to maximize pedestrian comfort.
- Sidewalk, multi-use path and trail systems shall be interconnected and provide for ease of navigation.
- An inclusive walkable community shall be promoted to reduce barriers for persons with disabilities, seniors, strollers, etc.
- A network of dedicated on-street bicycle lanes.

7.0
Implementation Of Architectural Control

7.1 Design Review And Approval Process

The Architectural Control Guidelines for the Cavallino Estates Inc. and Trinity Field Inc. subdivisions is a Town document that will be implemented through Town of Caledon's architectural review and approval process.

Approvals by the Control Architect do not release the Applicant from complying with the requirements of the Town of Caledon, the Project Engineer or any other approval authority. These guidelines and their interpretation by the Control Architect are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines may be considered by the Control Architect based on their merits and may be approved where it can be demonstrated that the spirit and intent of the guidelines has been maintained.

The architectural control review and approval process by the Control Architect will generally comprise the following steps:

- Orientation meeting with the Developer / Builder and municipal staff.
- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

7.1.1 Preliminary Review

- Preliminary model design sketches which are in conformity with these Architectural Control Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review.
- Preliminary grading plans and streetscapes for individual lot sitings should be emailed to the Control Architect for review prior to submission for final approval.

7.1.2 Final Review And Approval

i) Working Drawings

- Working drawings must depict exactly what the builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the control architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

ii) 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.

- In addition to the required grading details, the proposed siting of each unit must clearly show:
  - Model and elevation type;
  - Driveway extending to street curb;
  - A note indicating rear or side upgrades, where applicable.

iii) Streetscape Drawings

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevational changes may be required.
- The onus is on the builder to ensure that these required changes are implemented in the construction of the dwellings.

v) Exterior Colour Packages

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

7.1.3 Submission Requirements

- The Applicant is required to submit the following materials electronically to the control architect for review and approval:
  - engineer approved site plans;
  - working drawings;
  - streetscapes;
  - colour schedules;
  - digital colour sample boards (to include high-resolution images);
  - It is the Applicants' responsibility to make the necessary hard copies, if required by the Town, for building permit submission.
- The control architect will retain a digital copy of the foregoing.
- The Applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings and colour schedules must be incorporated on the originals by the Applicant's Design Architect.
- Any revisions to an existing approval requested by the Applicant will be considered on their merits and if acceptable will be subject to reapproval by the Control Architect.
- It is the Applicants' complete responsibility to ensure that all plans submitted for approval fully comply with these Architectural Control Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Applicant is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.
- Submissions shall be made to:

  John G. Williams Limited, Architect

  40 Vogell Road, Unit 46

  Richmond Hill, ON L4B 3N6

  Tel: (905) 780-0500

  email: submissions@williamsarch.com

  website: www.williamsarch.com

7.1.4 Town of Caledon Approval

- The Town has the right to undertake periodic reviews to ensure compliance with the Architectural Control Guidelines.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the Applicant from complying with the requirements and approvals of the Town of Caledon and/or any other governmental agency.

7.1.5 Monitoring For Compliance

- The Control Architect will conduct periodic drive-by site inspections to monitor development and will report to the Applicant, Developer and Town any visible deficiencies or deviations in construction from the approved plans which are considered by the Control Architect to be not in compliance with the Architectural Control Guidelines.