URBAN DESIGN BRIEF & ARCHITECTURAL DESIGN GUIDELINES

13290 NUNNVILLE ROAD

BOLTON, TOWN OF CALEDON

wsp

MARCH 2023

Submitted to:

Town of Caledon Planning & Development Services

6311 Old Church Road, Caledon, ON L7C 1J6

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1.0 INTRODUCTION & SITE CONTEXT

1.1 Brief Introduction

WSP Canada Inc. (WSP) has been retained by Bolton Summit Developments Inc. to prepare this Urban Design Brief for the land at 13290 Nunnville Road (the "Subject Site") in the Town of Caledon (the "Town"). This Urban Design Brief is developed to support applications for amendments to the Official Plan (OPA) and the Zoning By-law (ZBA), as well as in support to a Draft Plan of Subdivision and a Draft Plan of Condominium Approval. A Site Plan Amendment (SPA) application will be submitted at a later stage of the planning approval process. The area of the Subject Site is 8,553 square metres (0.86 hectare/2.1 acres) and will incorporate fifteen (15) three-storey (including basement) traditional townhouse dwelling units (the "Proposed Development").

Location

The Subject Site is municipally known as 13290 Nunnville Road (L7E 2Z9) and is located within Ward 5 of the Town, within the settlement area of Bolton. The lot is situated at the end of the cul-de-sac on Nunnville Road, south of Old King Road. The Subject Site is currently occupied by an one-storey, single-detached dwelling, a detached shed and a gazebo, with a large portion of the lot being open space and woodlands. There is an elevation change on the Subject Site that looks over the valleylands to the north and west. Current access to the lot is provided by the existing driveway access from the northern portion of the cul-de-sac on Nunnville Road.

It is important to note as per the Toronto and Region Conservation Authority (TRCA) Regulation Mapping, the northern and western portions of the Subject Site abut the TRCA Regulation Limit due to its proximity to the valleylands. The TRCA Regulation Limit also wraps the north-eastern portion of the Subject Site. This regulation limit is in place to prevent or reduce risk to life and property from natural hazards associated with flooding, erosion, and slope instability; minimize negative impacts on natural features, functions, and systems; and prevent the creation of new hazards or aggravation of existing hazards.

To ensure the Proposed Development respects the TRCA's Regulation Limit, a minimum 6.0 metre buffer is established from the long-term Stable Top-of Slope (LTSTOS) lines and 8.8 metre average buffer is established from the dripline.

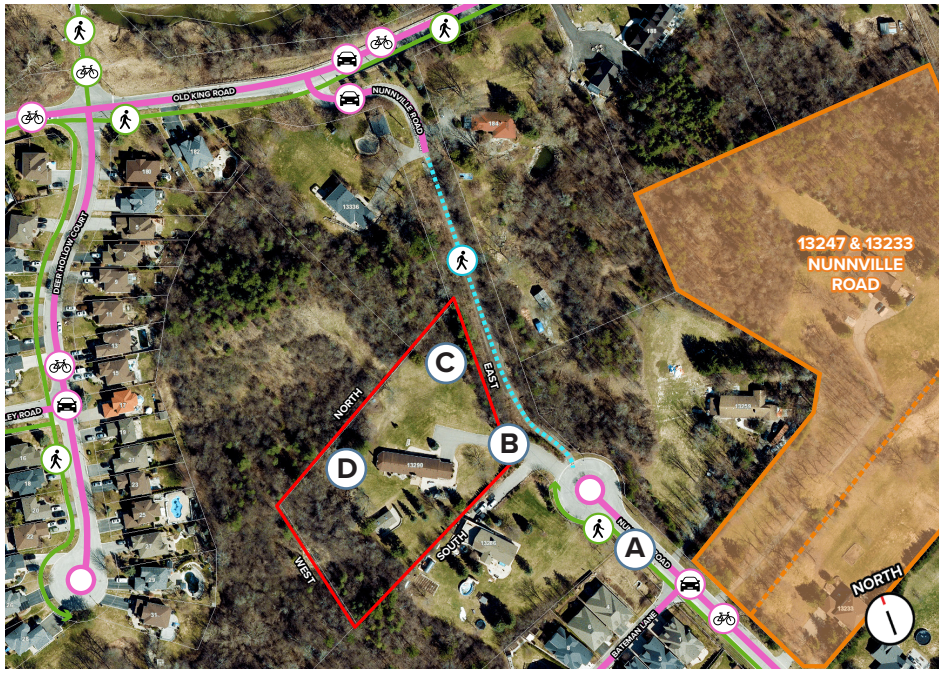


Figure 1: Key map of the Subject Site and the surrounding neighbourhood context

North

To the immediate north is the TRCA Regulation Limit, the natural heritage woodlot, and the valleylands. The natural heritage woodlot consists of extensive tree cover within the valleylands and an elevation change. Beyond the valleylands is Old King Road, which is accessible from Albion Vaughan Road and later connects to King Street East. Further north is the Humber River that runs east-west and the Humber Valley Heritage Trail.

East

East of the Subject Site is Nunnville Road, a Collector Road identified on Schedule J – Long Range Road Network of the Town's Official Plan. Nunnville Road is accessible from Albion Vaughan Road and terminates at a cul-de-sac. There is a small segment of Nunnville Road that was converted from a roadway to a pedestrian trail that is not maintained, connecting Old King Road to the north. Further east is 13233 and 13247 Nunnville Road, an approved twenty-nine (29) unit residential subdivision on a public cul-de-sac comprised of thirty (30) to forty-three (43) feet lots. The residential subdivision is currently under construction and is anticipated to be complete by the end of 2023.

South

Immediate south of the Subject Site is a two-storey residential dwelling on the adjacent property at 13286 Nunnville Road. South of 13286 Nunnville Road is Bateman Lane where there is a residential condominium development consisting of single-detached bungalow dwellings and lofts. Further south is a residential neighbourhood consisting of single-detached dwellings.

West

The existing natural heritage woodlot forms the western boundary of the Subject Site. The TRCA Regulation Limit also exists along the western property line. Beyond the natural heritage woodlot are single-detached dwellings forming around the cul-de-sac on Deerhollow Court. Further west, is the natural heritage woodlot that meanders through the backyards of the existing residential neighbourhood that extends approximately 1.0 kilometre towards Highway 50/Queen Street.

Figure 2: Natural Heritage Woodlot

Figure 3: Humber Valley Heritage Trail

Figure 4: Old King Road looking east

Figure 5: Nunnville Road looking south

Figure 6: Pedestrian trail east of Site

Figure 7: 13233 & 13247 Nunnville Road

Figure 8: 13286 Nunnville Road

Figure 9: Bateman Lane south of Site

1.2 Purpose of the Urban Design Brief

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

1.3 Policy & Urban Design Context

1.3.1 Region of Peel Official Plan (2022)

The new Region of Peel Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The ROP outlines policies to guide regional growth and development to 2051.

As demonstrated through ROP Schedule E-1 – Regional Structure shown in Figure 8, the subject site is located within the "Urban System" designation.

Policies for the Urban System are provided through Section 5.6 of the ROP. Through Section 5.6, the Urban System is described as being composed of a variety of communities that contain diverse living, working and cultural opportunities. Generally, policies direct urban development to the Urban System (Policy 5.6.11) in support of the following, as per Policy 5.6.15:

- support the Urban System objectives and policies in this Plan;
- support pedestrian-friendly and transit-supportive urban development;
- provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
- support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

The ROP provides updated growth management objectives, targets, and policies through Chapter 4. Specifically, Table 3 to the ROP contains updated population, household and employment forecasts to the Region to 2051 by the local municipality. Accordingly, the ROP projects that Caledon will have a population of approximately 200,000 individuals by 2041 and 300,000 individuals by 2051. In accordance with ROP Policy 4.3.12, the Town of Caledon must incorporate the Region's population and employment forecasts into their Official Plan.

The ROP provides direction for intensification opportunities in accordance with the Growth Plan, 2020, through Section 5.4.18. The ROP reiterates that the Growth Plan, 2020 requires that a minimum of 50 percent of all residential development occurring annually within the Region must be within the delineated built-up area. This is affirmed through Policy 5.4.18.12 which requires that between 2021 and 2051, a minimum of 55 percent of the Region's residential development occurring annually is to be located within the delineated built boundary. Policy 5.4.18.13 specifically requires that a minimum of 5 percent of the residential development within the delineated built boundary must occur in the Town of Caledon. In addition, the Town will be

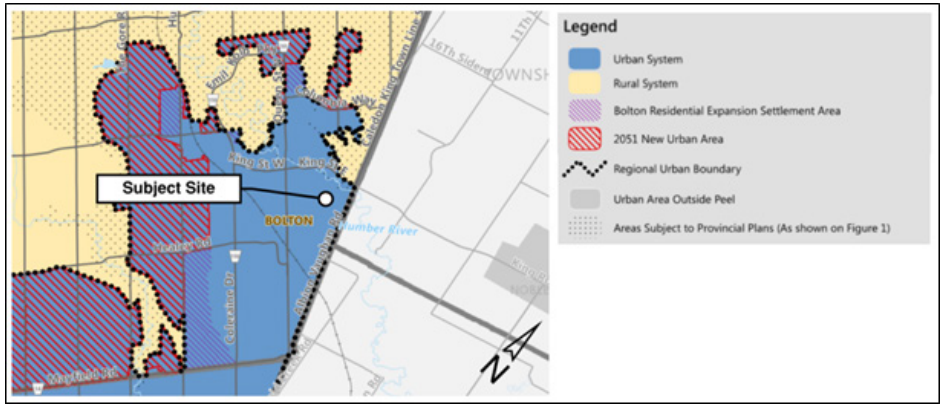


Figure 10: Excerpt from Schedule E-1 – Regional Structure (ROP, April 2022)

Figure 11: Albion Vaughan Road, looking north

Figure 12: Existing residential neighbourhood

required to develop intensification strategies that demonstrate how this target will be achieved (Policy 5.4.18.15).

1.3.2 Town of Caledon Official Plan (Office Consolidation April 2018)

The Town of Caledon Official Plan (the "Town OP") is the principal policy document which directs the Town's growth and development to the year 2031. The Town OP provides goals, principles, objectives and policies intended to guide future use and physical development and change within the Town.

Within the Town OP, the Subject Site is located within the Bolton Hill South Hill Secondary Plan area and is designated as Low Density Residential and within an Environmental Policy Area on Schedule C-2 – Bolton South Hill Land Use Plan of the Town OP.

The goals of the Secondary Plan are to:

- "To create an area that provides for the convenience, efficiency, safety, and well-being of the present and future residents in the Bolton South Hill Area. To ensure the plans of subdivision and development proposals are compatible with adjacent land uses" (7.2.2 (a));
- "To develop a road system that provides for the efficient and safe movement of people and goods in and out of the Bolton South Hill Area and one that is compatible with the long-range transportation plans for the Bolton Settlement Area" (7.2.2 (b));
- "To create neighbourhood structure that is linked by pedestrian and transportation systems to the centre of the settlement area, and to the parks, open space, and community facilities of the Bolton Settlement Area" (7.2.2 (c)); and
- "To plan for an area which will provide for housing opportunities which meet the different needs and incomes of people within the context of low-density community" (7.2.2 (d)).

The Low Density Residential designation contains the following provision:

- "Density in Low Density Residential designation shall not exceed 16.0 units per net hectare" (7.2.5.2.1).

Within the Bolton South Hill Secondary Plan, in the Town of Caledon Official Plan, the Subject Site is designated "Low Density Residential" and "Environmental Policy Area". An Official Plan Amendment (OPA) is required to re-designate the Subject Site to "Medium Density Residential", while maintaining the existing "Environmental Policy Area" designation to permit the proposed density. The "Low Density Residential" designation allows a maximum density of 16.0 units

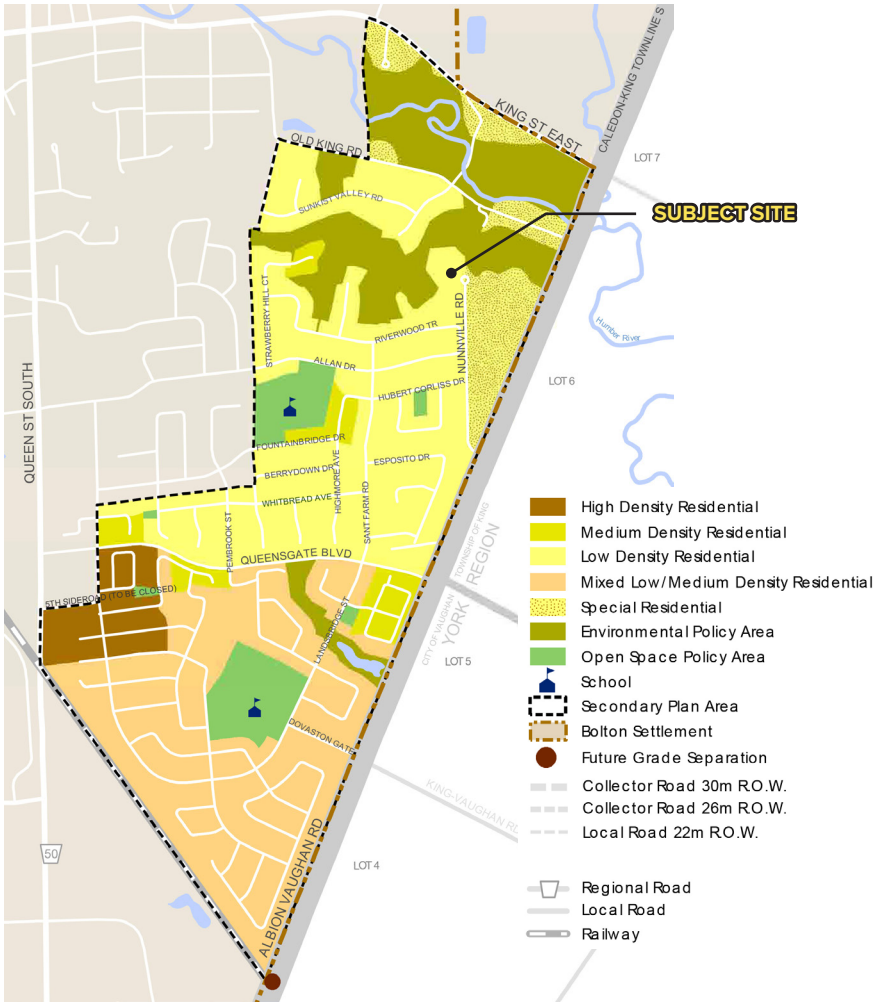


Figure 13: Town of Caledon Official Plan - Schedule C2 - Bolton South Hill Land Use Plan

per net hectare, in which the Subject Site exceeds by proposing 40.0 units per net hectare. The OPA can be found in the Planning Justification Report (March 2023) prepared by WSP.

An amendment to the Town of Caledon Zoning By-Law No. 2006-50 (ZBLA) is required to apply an appropriate zoning classification consistent with the vision and policies of the Bolton South Hill Secondary Plan and to address site-specific standards. The ZBLA seeks to re-zone the Subject Site from "Residential One – Exception 56 (R1-56)" to "Residential Townhouse – Exception XX (RT-XX)". The ZBLA will also expand the "Environmental Policy Area One (EPA1)". The ZBLA can be found in the Planning Justification Report (March 2023) prepared by WSP.

The Subject Site is not located within a registered plan of subdivision and is proposing a condominium common element. As such, a Draft Plan of Subdivision is required to establish a medium density block. The Draft Plan of Subdivision can be found on page 24 of this Urban Design Brief. The Draft Plan of Condominium which establishes common elements across the Proposed Development will be prepared by R-PE Surveying Limited and can be found on page 17 of this Urban Design Brief. An application for Site Plan Approval is required as the Proposed Development includes townhouse dwelling units, which will be submitted at a later stage of the planning approval process.

1.3.3 Town of Caledon Comprehensive Town-Wide Design Guidelines (2021)

The Town of Caledon Comprehensive Town-Wide Design Guidelines (the "TWDG") should be read together with the Town's Official Plan. The TWDG delivers design recommendations for rural and urban areas of the Town. It also takes into consideration of the natural environment by having design guidelines that protect and enhance natural areas, while accommodating future development and design trends.

The TWDG indicates that infill development shall be compatible with the established community character and provide an effective layering of the history of the Town.

The following are the relevant and applicable design guidelines identified in the TWDG and how the Proposed Development will respond to each and/or meet the general intent of the design guidelines.

Design guidelines are stated in coloured text, followed by the urban design rationale in black text.

Section 4.1 Design Considerations for Infill Development

Compatibility of Development

"Infill development should allow for a layering of history whilst ensuring compatibility with existing architectural styles and elements of surrounding buildings. For example, imitations of historic architectural styles should be avoided."

The Proposed Development will introduce townhouse dwellings of traditional style, compatible with the architectural style of the surrounding residential neighbourhood. The architectural design will be based on French Chateau and English Tudor influences. The proposed townhouse blocks are generally 3-storeys in height with walkout basement at the rear addressing their location adjacent to the valley land. Height, massing and building setbacks are in keeping with development within the surrounding area and appropriate to the specific enclave of townhouse blocks in the subject property. The architectural styles proposed are appropriate and create visually compatible townhouse blocks.

"Infill development must positively contribute to the image of the streetscape."

The Proposed Development will be compact and of high-quality and will enhance and improve the image of the new streetscape. The building material proposed to be used will be of high quality. The predominant cladding material will be stone, brick and stucco, with stucco as an accent.

Heritage Considerations

"Respect the topography and existing heritage landscape of the site…"

The Proposed Development will work with the existing landscape and preserve the natural heritage features that exist within the Subject Site including providing a minimum 6.0 metre buffer from the LTSTOS and an 8.8 metre average buffer from the dripline.

Contextual Considerations

"Create or enhance important views and vistas of existing natural features and heritage resources."

The Subject Site is situated on an elevation that brings an opportunity for the Proposed Development to take advantage of the valleylands views to the north. Twelve (12) townhouse dwellings are proposed abutting the natural heritage woodlot to the north and west. These townhouse units will be three-storeys (approximately 12.0 metres) in height and will be orientated to have windows looking over the valleylands to enhance the important view to the north and promote the unique character of the community.

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

The Proposed Development will include enhanced topsoil as a LID technique. Please refer to the Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineers (March 2023) for more details. Opportunities for energy conservation will also be reviewed through the site plan control process.

Section: 6.3 Community Streetscape

(6.3.1) Sidewalks & Crosswalks

(6.3.1(a)) "Sidewalks shall be designed to be barrier-free to promote accessibility. Sidewalks shall be continuous, with a minimum clear width of 1.5 metres, made of a hard concrete pavement that has a non-slip finishing."

The pedestrian sidewalk within the Proposed Development will be designed to have a minimum width of 1.5 metres and will meet all AODA requirements.

(6.3.1(h)) "On most local streets, provide sidewalks on one side, being the side with most frontages, least interruptions, and direct access to amenities. Always locate sidewalk along the frontage of laneway homes, parks and trailway connections."

A pedestrian sidewalk at 1.5 metres wide is provided along one-side of the proposed private street.

(6.3.1(o)) "Explore opportunities to incorporate LID measures into sidewalks and various components of the streetscape (ex. permeable paving)."

The proposed development will include enhanced topsoil as a LID technique. Please refer to the Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineers (March 2023) for more details. Based on Geotechnical Investigation Report prepared by Soil Engineers Ltd., infiltration potential for the site is low due to the low permeability of the native soils. As such, permeable pavers are not proposed.

(6.3.3) Street Trees

(6.3.3(b)) "Plant trees that are hardy, salt-tolerant, and high branching, of deciduous varieties that can tolerate street environments."

The Proposed Development will incorporate new deciduous and coniferous street trees that will be hardy and salt-tolerant. There will be a total of forty (40) new trees planted on the Subject Site. Please refer to the Landscape Plan prepared by LAUD Studios Inc. (March 2023) for more information.

(6.3.3(c)) "Plant trees in the public boulevard with sufficient room to allow the trees to mature and flourish. Where there are space limitations, plant smaller deciduous tree species."

The proposed placement of new trees will allow for sufficient room to be provided within the pedestrian boulevard. Please refer to the Landscape Plan prepared by LAUD Studio Inc. (March 2023) for more information.

(6.3.3(n) "On-lot tree planting in the private realm is encouraged in subdivisions."

Several trees are to be planted within the private realm of some of the individual lots. Please refer to the Landscape Plan prepared by LAUD Studios Inc. (March 2023) for more information.

(6.3.4) Street Lighting

(6.3.4(a)) "All street lighting shall be LED (light emitting diode) and

Dark Sky compliant, and follow the Town's outdoor LED lighting standards and RP-8, current ANSI/IES RP-8."

The Proposed Development will provide street lighting to follow the Town's LED lighting standards. Please refer to the Condo Site Lighting Plan prepared by RTG Systems Inc. (February 2023) for more details.

(6.3.4(e)) "Ensure that the design of light standards is consistent with the community character and reflects an established theme and style for other street furniture throughout the community."

The Proposed Development will incorporate street lights that will be consistent with the existing character of the neighbourhood as seen in Figure 14, and will use a similar style of luminaire as existing on Nunnville Road in keeping with those provided in the surrounding residential areas. Please refer to the Condo Site Lighting Plan prepared by RTG Systems Inc. (February 2023) for more details.

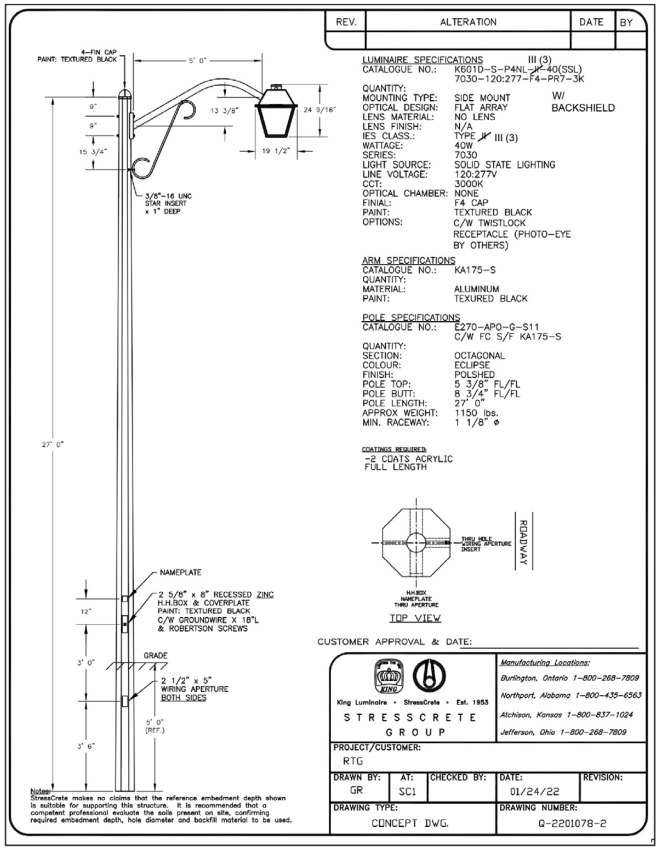


Figure 14: An example of the type of street lighting structure planned for the Proposed Development

(6.3.5) Street Furniture

(6.3.5(f)) "Locate community mailboxes in convenient locations, along the sidewalk edge of streets, and adjacent to or near bus stops."

The Proposed Development will introduce a convenient location for community mailboxes to serve the fifteen (15) new townhouse dwellings and will be accessible from the pedestrian sidewalk and the proposed private street. The design of the community mailboxes will be subject to Canada Post design standards.

Section 6.4 Neighbourhood Blocks

(6.4(c)) "Provide active frontages on public streets (or on public open space) to encourage casual surveillance."

The proposed fifteen (15) townhouse dwellings will be oriented towards the proposed private street frontage to provide casual surveillance or "eyes on the street".

(6.5.3) Corner Lots

(6.5.3(b)) "The main entry of corner lot dwellings should be located on the flankage side to allow for the allocation of habitable space fronting onto the street. Where this is not feasible, the main entry may be oriented to the front lot line, provided that the flankage wall composition incorporates

(6.3.4(f)) "Provide pedestrian scaled lighting on streets with sidewalks on both sides of the street, and within walkway blocks. In all other areas, street lighting should be of standard local street height."

A total of five (5) new street lighting structures are planned to illuminate the proposed private street and the adjacent pedestrian sidewalk. New street lighting will be at a height of approximately 27.0 feet (8.23 metres). Please refer to the Condo Site Lighting Plan prepared by RTG Systems Inc. (February 2023) for more details.

an appropriate amount of design attention and architectural features such as bay windows, secondary entrances, ample fenestration, building projections, distinctive gables, and wrap-around porches etc."

The Proposed Development will feature several corner lots located on the flankage side to allow for sufficient allocation of open space fronting the proposed private street.

(6.5.3(d)) "Locate the driveway and garage on the front elevation at the interior property line, as far from the intersection as possible."

All of the driveways and garages within the Proposed Development are located at the front elevation, within the interior property line.

(6.5.6) Dwellings Abutting Open Space & Parks

(6.5.6(b)) "Frame views and provide visual connections to the open space, where possible."

The corner lots are situated and oriented to frame the proposed private street frontage and provide direct unobstructed visual connections to the open space.

Section 7.1 Sustainable Building Practices

(7.1(b)) "Ensure buildings are set back appropriately from natural systems and existing trees to maximize their use; provide space for hard and soft landscaping features, and allow the sun to penetrate to the sidewalk."

The natural heritage woodlot is adjacent to the northern and western boundaries of the Subject Site. As proposed, there is a minimum 6.0 metre buffer from the LTSTOS and an 8.8 metre average buffer from the dripline to the woodlands. It is important to note that the limit of the Proposed Development is based on the Dripline and Long-term Stable Top-of-Slope (LTSTOS) lines. The buffer line is based on an average 8.8 metres to the Dripline or 6.0 metres to the LTSTOS lines.

Section 8.1 Built Form – (8.1.1) General Guidelines

(8.1.1(d) "Utilize a variety of high-quality materials and details that are consistent or compatible with the character and materiality of existing housing…"

(8.1.1(f) "Screen utility fixtures (gas and hydro meters, air conditioners, connection boxes for telephone and cable) and locate them away from public view."

(8.1.1(g)) "Incorporate the same window treatment on all windows of the same building exposed to the public realm, including the same window type, colour, quality and detailing false windows with black glass are discouraged."

(8.1.1(h)) "Provide varied and compatible architectural styles for a sense of place and to create interesting streetscapes."

The Proposed Development will be based on a French Chateau and English Tudor influences. The building material proposed to be used will be in high-quality. The predominant cladding material will be stone, brick and stucco, with stucco as an accent. Utility meters and fixtures will be screened from public/private view. Window treatment will be consistent across the Proposed Development.

Section 8.1.3 of the TWDG identifies Townhouse Dwellings design standards, requirements, and encouraged practices. These urban design guidelines are listed below. Section 4.0 of this Urban Design Brief will further address the relevant architectural design standards, requirements, and practices, and provide how the Proposed Development achieves and meet the general intent of the urban design guidelines.

(8.1.3(a)) "Where a single architectural style is selected, the detailing and elements used shall correspond with the style and be applied consistently for the entire townhouse block."

The Proposed Development will be consistent with its architectural style and will be based on French Chateau and English Tudor influences.

(8.1.3(b)) "Incorporate the same window treatment on all windows of the same building exposed to the public realm, including the same window type, colour, quality and detailing, false windows with black glass are discouraged."

The Proposed Development will introduce a consistent window treatment in the form of vinyl casement.

(8.1.3(c)) "The design of townhouse elevations shall achieve a level of quality equal to adjacent – detached and semi-detached dwellings. Townhouse dwellings shall transition downward in height towards lower-scaled neighbourhoods and provide a variety of rooflines to allow for sun penetration to nearby single- and semi-detached housing."

The height of all the proposed fifteen (15) townhouse dwellings will be similar in height at three-storeys (approximately 12.0 metres). The existing hedgerow will remain along the south property line to buffer and screen the adjacent development to mitigate potential privacy and overlook concerns.

(8.1.3(d)) "The composition of the overall townhouse blocks will be designed to be visually compatible with the surrounding streetscapes through integrating complementary architectural styles, materials and features."

The proposed townhouse dwellings will be of traditional design with building materials to be of high-quality. The predominant cladding material will be stone, brick and stucco, with stucco as an accent. All building materials selected will create the intent of a building facade that is a harmonious blend of both materials and colours.

(8.1.3(h)) "Outdoor amenity area shall be provided in the form of conventional rear-yards or a functional raised terrace/balcony, where possible."

Private outdoor amenity space are provided by the proposed fifteen (15) townhouse dwellings in the form of rear-yards. Each unit will have a minimum 25 square metres of backyard amenity space, which excludes the additional deck area for the walk-out basements proposed in Buildings 1 and 2.

(8.1.3(j)) "The number of units in a block should maintain the modular rhythm of the streetscape. No more than eight (8) units should be provided in a single townhouse block."

The Proposed Development will have less than eight (8) townhouse dwellings provided in a single townhouse block.

(8.1.3(o)) "Incorporate a predominant cladding material that is high-quality and low maintenance (ex. clay brick, stone or precast stone), with additional materials used in accent areas only beyond the tactile range (including stucco and wood siding)."

The proposed townhouse dwellings will be of traditional design with building materials to be of high-quality. The predominant cladding material will be stone, brick and stucco, with stucco as an accent. All building materials selected will create the intent of a building facade that is a harmonious blend of both materials and colours.

(8.1.3(p)) "Garage doors should be single-car door widths, where possible. Garages and driveways should be pair to maximize on-street parking, where feasible."

The proposed fifteen (15) townhouse dwellings will have single-car garages at the standard single-car garage door widths.

(8.1.3(s)) "Two-car garages are discouraged."

The Proposed Development does not provide two-car garages.
Single-car garages are proposed for all fifteen (15) townhouse dwellings.

(8.1.4) Garages with Street Access

(8.1.4(a)) "Minimize the presence of garages, and encourage the integration of garages into the overall design of buildings by providing different garage door treatments, garage options, locations and orientations."

The Proposed Development will have garages integrated into the overall design of the fifteen (15) townhouse dwellings, providing a variety of garage door treatments. The design of these garages will be recessed.

(8.1.4(b)) "Provide sufficient lighting at entrances and garages for increased visibility."

Lighting will be provided at front door entrances and above the garage door for exterior lighting and increased visibility. At the entrance of the new community, a street light structure is proposed located adjacent to lot #13 to provide increased visibility into the Proposed Development.

(8.1.4(c)) "Do not project the garage face wall beyond the main building, at a minimum ensure that it is flush with the main wall. Garage projections will only be considered provided that the projection is no greater than 2.0 metres beyond the main front wall; the main ground floor living area or

front porch extends beyond the garage, or is set back no more than 1.0 metre from the front of the garage; a covered porch substantially extends across the main living area and entry on the ground floor; and a second storey build-over is constructed."

The design of the new garages will be recessed from the main building wall. The garage wall will be set back a minimum of 6.0 metres from the proposed private street. There is the opportunity for the placement of a front porch in the front-yard beyond the garage and building wall.
The porches will provide a sense of entry into the townhouse dwellings from the proposed private street.

(8.1.4(e)) "Pair garages and driveways, where possible, to maximize on-street parking and landscaped areas."

The Proposed Development will have paired garages and individual front-yard landscaped areas.

(8.1.4(i)) "Driveway widths should not exceed the width of the garage."

The driveway widths are approximately 3.0 metres wide and 6.0 metres in depth, measured from the main building wall to the end of the driveway, where it meets the street. The proposed garages are also approximately
3.0 metres wide.

(8.1.4(l)) "Single-car garages are preferred to two-car garages. Discourage two-car garages for semi-detached house and townhouses."

The Proposed Development will consist of single-car garages for all of its townhouse dwelling units.

Section 8.2 Landscape Design (Site Planning)

(8.2(a)) "Installation of plantings and hardscaping materials shall be designed to withstand weather conditions, traffic impacts and maintenance."

The Proposed Development where required and applicable, will incorporate planting and hardscaping materials to be designed to withstand weather conditions and be of low maintenance. Indigenous plant species have been utilized to enhance the existing ecology and best cope with weather conditions. Species have been selected to require low maintenance, while street trees are high branching providing unobstructed sightlines along the roadway. Please refer to the Landscape Plan prepared by LAUD Studio Inc. (March 2023) for more information.

(8.2(i)) "Provide sufficient room for on-lot private landscaping, exclusive of setbacks and encroachments."

The Proposed Development has allocated sufficient room for on-lot private landscaping including the front-yards. Please refer to the Landscape Plan prepared by LAUD Studio Inc. (March 2023) for more information.

(8.2.1) Fencing & Screening

(8.2.1(a)) "A black vinyl chain link fence (or approved equal) will be required to protect the rear-yards and side-yards of residential lots adjacent to parks, valleylands, woodlots and open space. Soft landscaping treatments are recommended to delineate property boundaries."

Chain link fences (subject to consultation with Town Staff) will be provided at the rear and/or side of lots where it abuts the adjacent natural heritage woodlot and the TRCA regulated limit boundaries. Privacy fencing will also be provided at corner or flanking lots and those backing onto parking areas.

Please reference section 4.5.11 Private Realm Fencing for additional guideline.

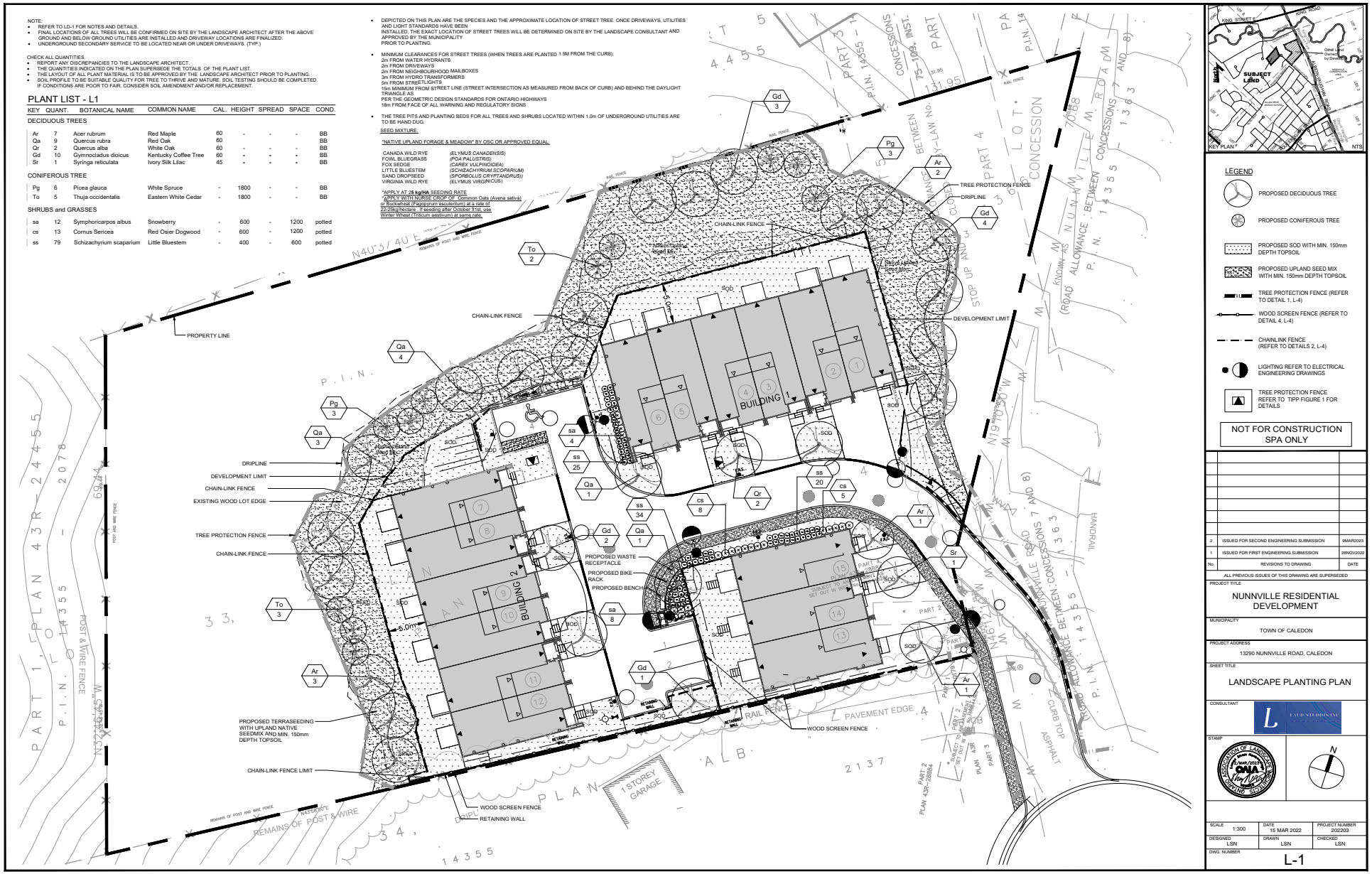


Figure 15: 13290 Nunnville Road Landscape Plan with Electricial Information prepared by LAUD Studios Inc. & RTG Systems Inc. (2023)

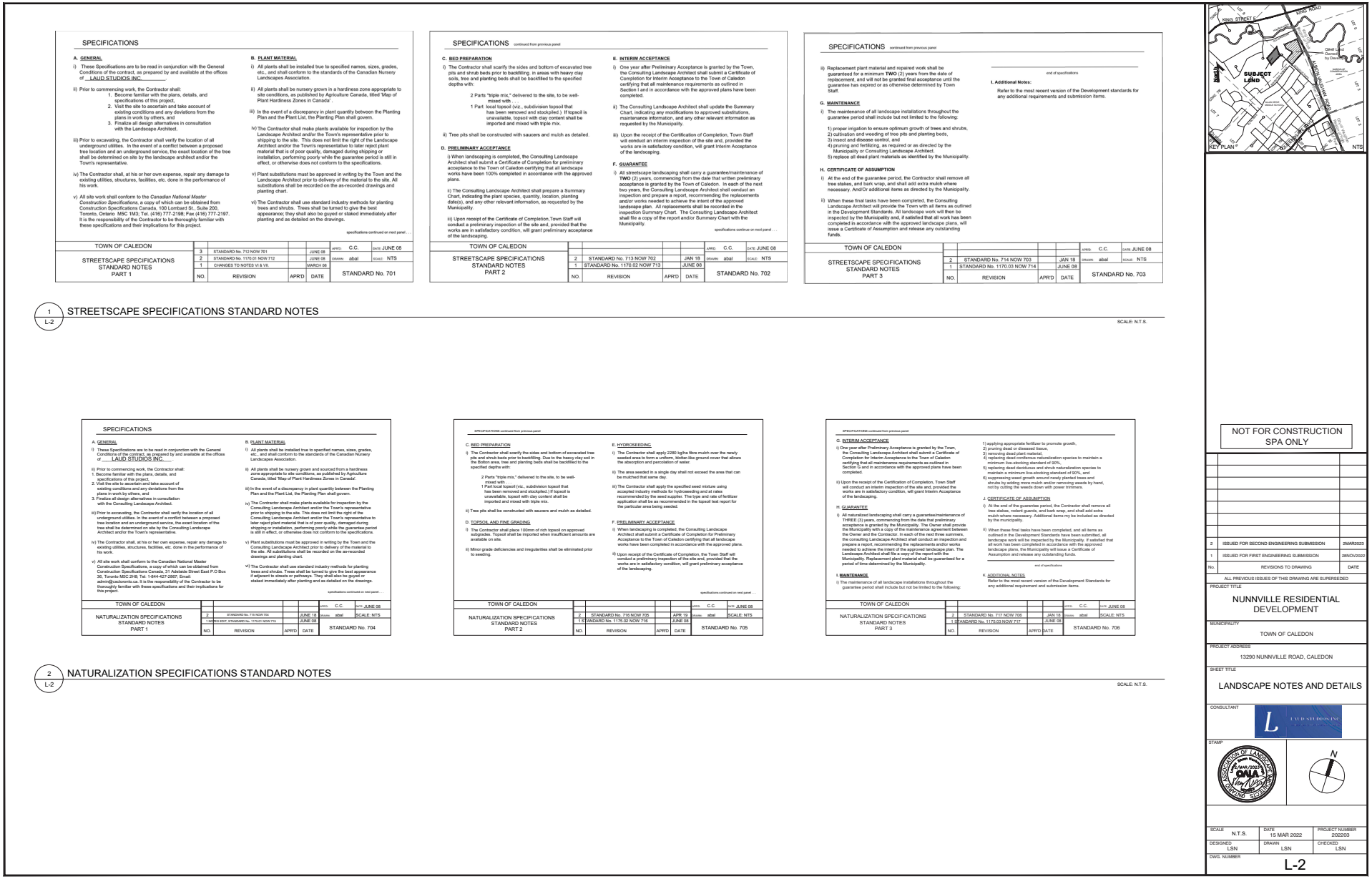


Figure 16: 13290 Nunnville Road Landscape Notes & Details prepared by LAUD Studios Inc. (2023)

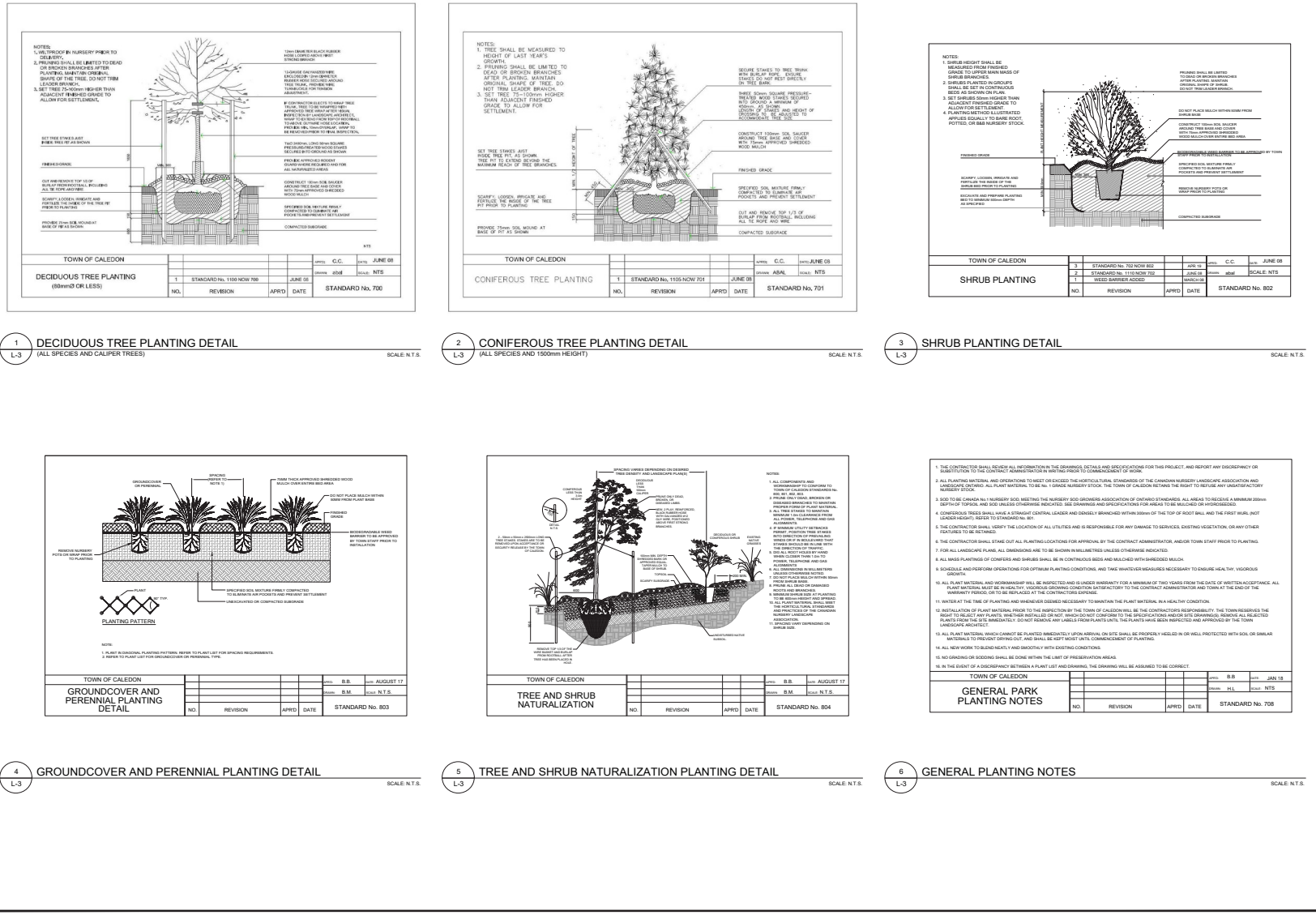


Figure 17: 13290 Nunnville Road Landscape Notes & Details prepared by LAUD Studios Inc. (2023)

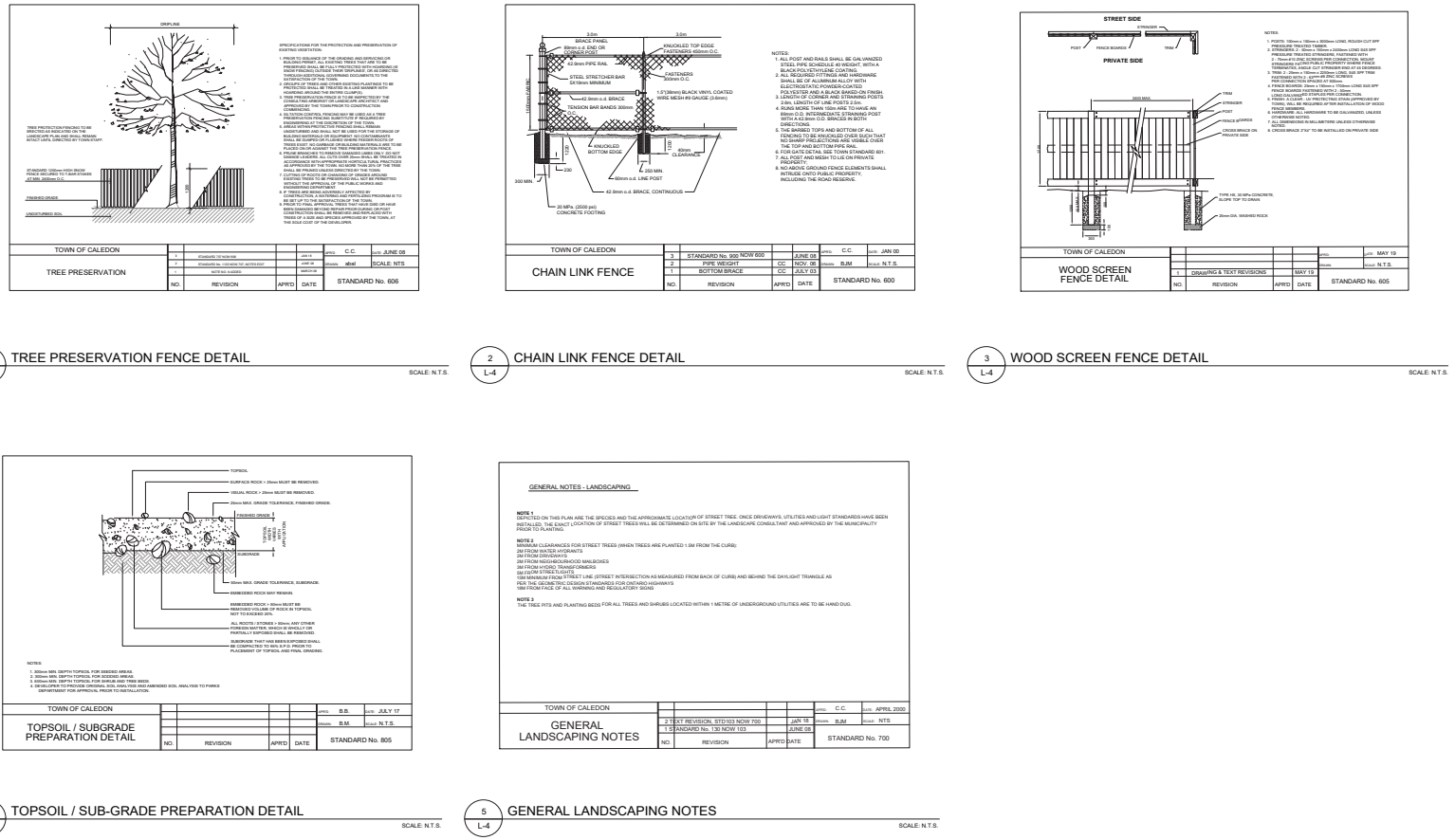


Figure 18: 13290 Nunnville Road Landscape Notes & Details prepared by LAUD Studios Inc. (2023)

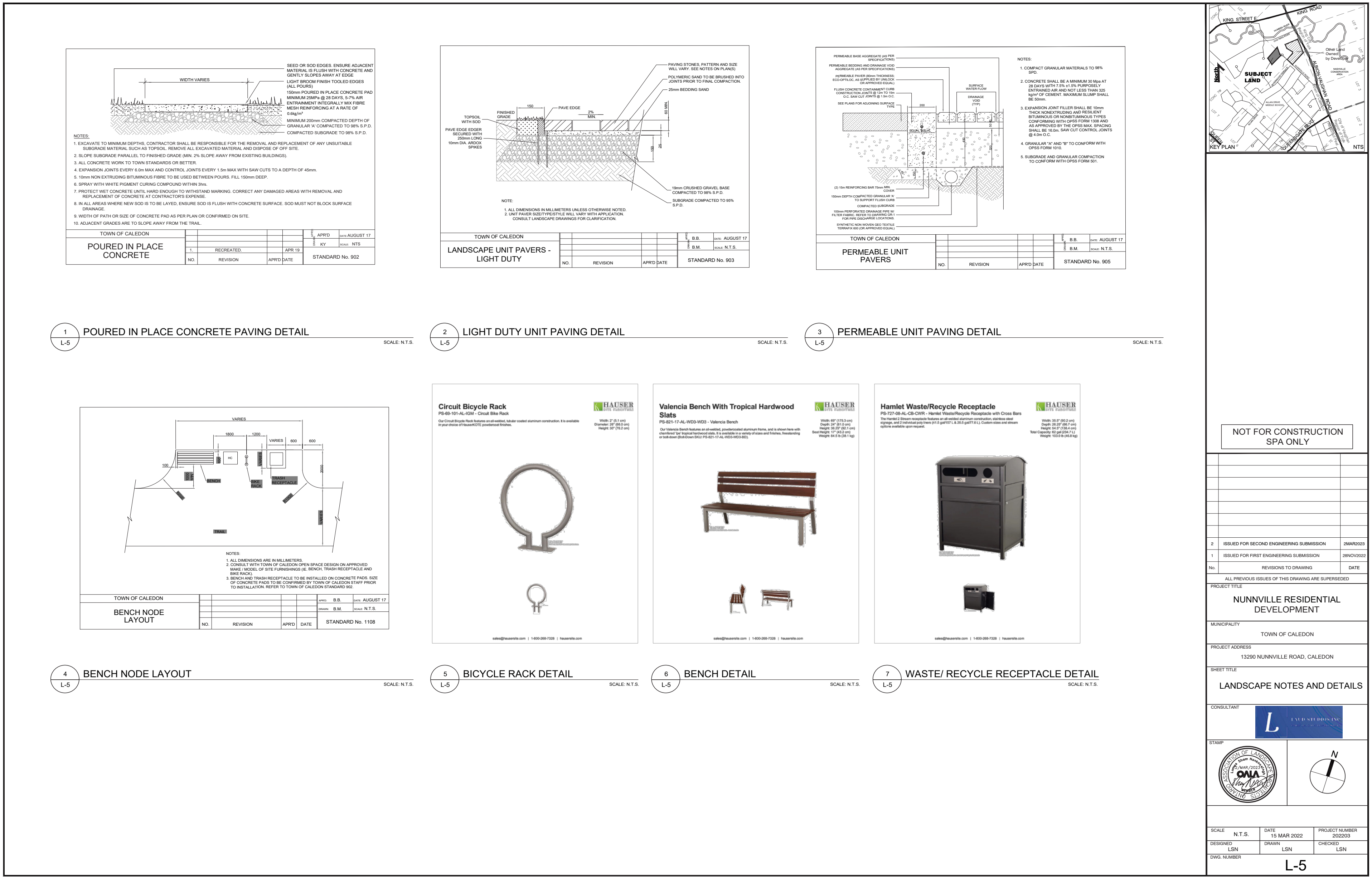


Figure 19: 13290 Nunnville Road Landscape Notes & Details prepared by LAUD Studios Inc. (2023)

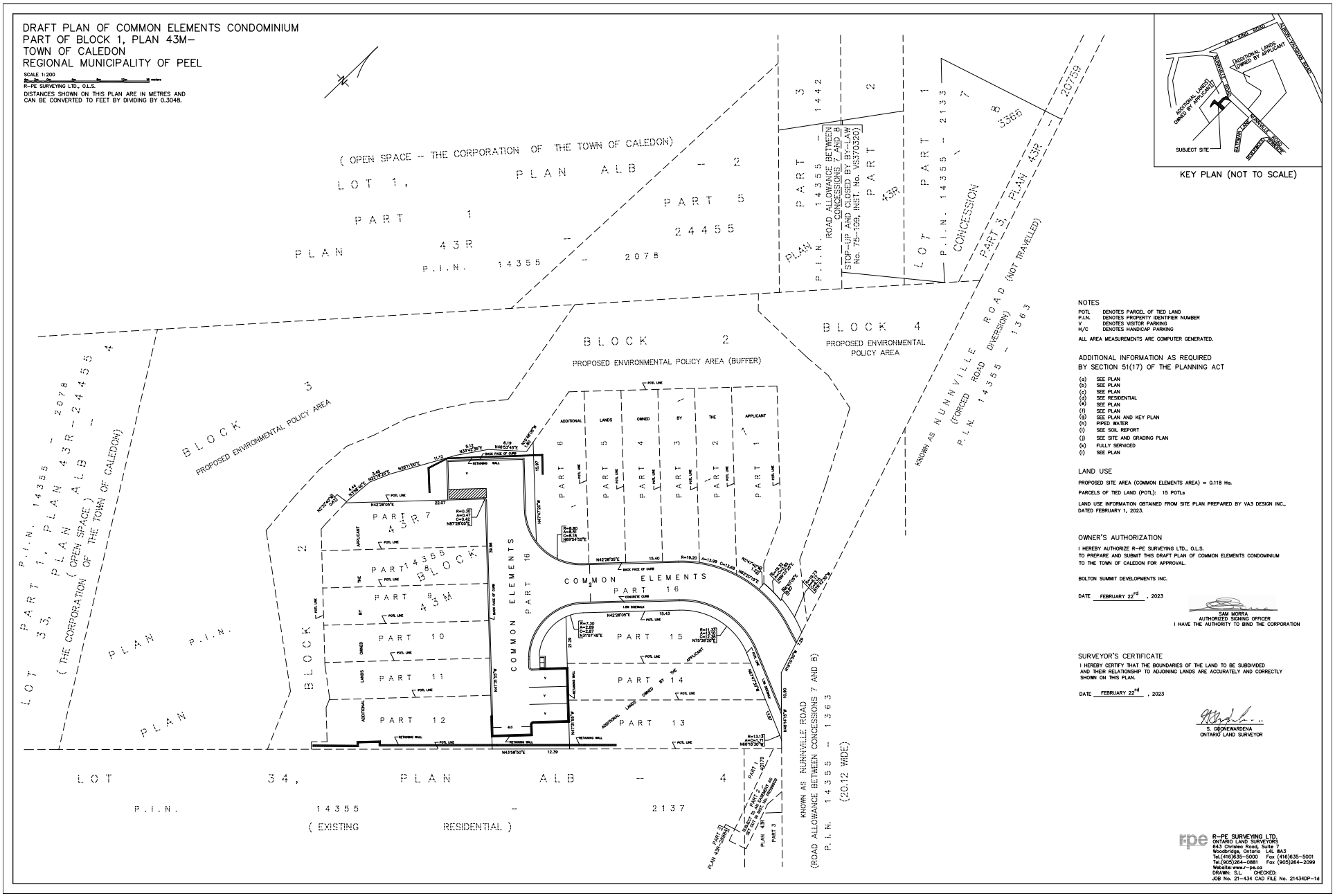


Figure 20: 13290 Nunnville Road Draft Plan of Common Elements prepared by R-PE Surveying Ltd. (2023)

2.0 DESIGN OBJECTIVES & VISION

2.1 Opportunities & Constraints

The design objectives and vision for the Proposed Development were established by undertaking an opportunities and constraint analysis by reviewing the existing urban structure of the Subject Site, and identifying the influences on the future development of the area.

The opportunities and constraint analysis was critical to fully understand the potential and limitations of the Subject Site. The opportunities and constraints are as follows:

Opportunities

- The Proposed Development will be compatible with the development pattern in the immediate neighbourhood, including the future subdivision at 13233 and 13247 Nunnville Road where twenty-nine (29) single-detached residential dwellings are planned fronting onto a new public cul-de-sac.
- Located within 500 metres or a five-minute walk from two neighbourhood parks – Hubert Corless Park to the south and Russel & Joan Robertson Park to the northwest.
- Located within the built boundary and in a low-density residential neighbourhood.
- Proximity to Albion-Vaughan Road, an arterial road that allows for access to the Subject Site via Nunnville Road.
- Proximity to a pedestrian trail via the connection immediately east of the Subject Site, connecting to Old King Road and the Humber Valley Heritage Trail further north. Note that the pedestrian trail is not maintained by the Town and is likely steep. In the Town of Caledon Transportation Master Plan (TMP), the pedestrian trail is not listed under the existing pedestrian network.
- There are pedestrian sidewalks on surrounding streets including Nunnville Road and Old King Road. Given the low-traffic volumes on these streets, cycling can be accommodated on both roadways.

Constraints

- The natural heritage woodlot adjacent to the northern and western boundaries of the Subject Site presents a constraint with respect to the requirement of a setback to minimize impact from the Proposed Development. As proposed, there is a minimum 6.0 metre buffer established from the Long-term Stable Top-of Slope and an 8.8 metre average buffer established from the dripline.
- The adjacent property to the south at 13286 Nunnville Road is a soft edge to the Subject Site. Additional architectural, softscape and hardscape treatments may be required to mitigate potential privacy and overlook concerns such as wooden fencing or hedging may provide a buffer for the neighbouring property.
- Minimal direct pedestrian connection to the adjacent residential neighbourhood to the west.

Figure 21: Opportunities and Constraints Map prepared by WSP (2023)

Figure 22: Low-rise residential dwellings (ex. Bateman Lane)

Figure 23: Pedestrian walking trail looking north

Figure 24: Existing pedestrian connection to the west

2.2 Structuring Elements

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

2.2.1 Transportation Network

Nunnville Road is a low-traffic collector roadway that terminates at a looped cul-de-sac. The Subject Site is bounded by the segment of Nunnville Road that was converted into a pedestrian trail to the east, with access to the Subject Site provided from the cul-de-sac. Nunnville Road is designated as a Collector Road on Schedule J – Long Range Road Network of the Town's Official Plan. Nunnville Road branches northwest off of Albion Vaughan Road and provides an unmaintained pedestrian connection to Old King Road to the north beyond the cul-de-sac.

The total length of this pedestrian connection is approximately 170.0 metres and was not converted to a roadway is likely due to grading and elevation changes as well as the width of the segment of Nunnville Road between Old King Road and the cul-de-sac. Old King Road has a total right-of-way width of approximately 20.0 metres as per Schedule K – Road Right-of-Way Widths of the Town's Official Plan.

Figure 25: Nunnville Road looking north

Figure 26: Old King Road looking west

2.2.2 Neighbourhood Character

The surrounding area context is primarily characterized by existing and future low-density residential neighbourhoods, consisting of single- detached dwellings to the south, with some residential dwellings on estate lots to the southeast. Immediate south of the Subject Site is a two-storey single-detached dwelling on the adjacent residential property at 13286 Nunnville Road. South of 13286 Nunnville Road is Bateman Lane where there is a residential condominium development consisting of single-detached residential bungalow dwellings and lofts.

To the southeast is 13233 and 13247 Nunnville Road where twenty-nine (29) single-detached dwellings are planned fronting onto a new public street terminating as a looped cul-de-sac. The residential subdivision is currently under construction and is anticipated to be complete by the end of 2023. The natural heritage woodlot forms the majority of the neighbourhood context as well with existing natural areas to the north, east, and west. The Subject Site is bounded by the natural heritage woodlot on the north and west.

Figure 27: Bateman Lane looking east towards Nunnville Road

2.2.3 Natural Heritage, Open Space & Pedestrian Connections

Immediately to the north of the Subject Site, there is a natural heritage feature consisting of a woodlot. This natural heritage woodlot forms the northern and western boundary of the Subject Site and currently presents a significant slope and grade elevation change on portions of the Subject Site. There are two parks within 500 metres (or a five-minute walk) from the Subject Site, one located to the south – Hubert Corless Park and one located to the north – Russel & Joan Robertson Park. Hubert Corless Park is a neighbourhood park with an open space area accompanied by paved pathways and a children's playground. Russel & Joan Robertson Park is also a neighbourhood park with an open space area, a children's playground, and paved pathways connecting to two road frontages – Old King Road and Sunkist Valley Road.

There is one direct pedestrian connection to the adjacent neighbourhood to the west from Nunnville Road via a walkway onto Hubert Corless Drive. There is also a planned pedestrian connection on the future public cul-de-sac for the new community at 13247 & 13233 Nunnville Road to the east. A third pedestrian connection currently exist to the east of the Subject Site, connecting Nunnville Road to Old King Road to the north.

Figure 28: The natural heritage woodlot looking over the valley to the north on the Subject Site

Immediately east of the Subject Site is another pedestrian connection accessible at the end of the cul-de-sac on Nunnville Road, providing an unmaintained connection to Old King Road to the north through the natural heritage woodlot. The Humber Valley Heritage Trail is also located within 500 metres of the Subject Site, access to the multi-use trail is provided from Old King Road. In the same area, Sneath Road connects over the Humber River via a pedestrian bridge and further connects to King Street East.

2.3 Vision

The overall vision for the Proposed Development will be in a form of urban residential infill, creating a new neighbourhood comprising of fifteen (15) townhouse dwelling units. The new townhouse dwellings will contribute to an attractive public realm and promote a safe, sustainable and healthy community that connects to the surrounding residential uses and natural features.

The Proposed Development will replace the existing single-detached dwelling unit with a compact built form featuring several townhouse dwelling units. The Proposed Development will introduce an internal private street network with a pedestrian sidewalk and appropriate street tree planting and lighting to create a comfortable and pedestrian-scaled environment.

The architectural response of the Proposed Development will be high-quality through traditional design that will address a series of elements including public views, building facades, building materials, elevation treatments, and the private realm.

The Proposed Development will improve social equity by introducing residential dwellings which are more affordable than traditional forms of housing (ex. single-detached or semi-detached) in a neighbourhood available for people of all ages, abilities, and income.

The introduction of new townhouse dwellings will contribute to the overall attractiveness and sense of a complete community in the Town of Caledon, specifically in this part of Bolton.

3.0 DEVELOPMENT DESIGN CONSIDERATION

3.1 Site Design and Proposed Plan

The Proposed Development is a planned subdivision consisting of a total of fifteen (15) traditional townhouse dwellings, spread across three (3) individual townhouse blocks along a new private condominium street (the "Private Street"). The width of the Private Street is approximately 6.0 metres, measured from curb to curb. Dedicated parking is proposed within the Proposed Development. The proposed traditional townhouses will be three-storeys in height at approximately 12.0 metres (with each storey at a height of approximately 3.5 metres), and feature a front-yard accompanied by a front integral single-car garage and vehicular driveway, an individual unit entrance with direct access via the front-yard, and a rear-yard (or "backyard") for private recreational activities/amenity space.

The first block (Block 1) is comprised of six (6) townhouse units, with shared driveway access for every two townhouse dwellings. Block 1 is immediately adjacent to the natural heritage woodlot to the north where a buffer has been established due to a development limit in relation to the valleylands. TRCA implements a Regulation Limit for development in close proximity to the valleylands. To ensure the proposed development respects the TRCA's regulation limit, a minimum 6.0 metre buffer is established from the Long-term Stable Top-of Slope and an 8.8 metre average buffer is established from the dripline.

The second block (Block 2) is comprised of six (6) townhouse units, with shared driveway access for every two townhouse dwellings. Block 2 is immediately adjacent to the natural heritage woodlot to the west where a buffer has been established due to a development limit in relation to the valleylands. TRCA implements a Regulation Limit for development in close proximity to the valleylands. To ensure the proposed development respects the TRCA's regulation limit, a minimum 6.0 metre buffer is established from the Long-term Stable Top-of Slope and an 8.8 metre average buffer is established from the dripline.

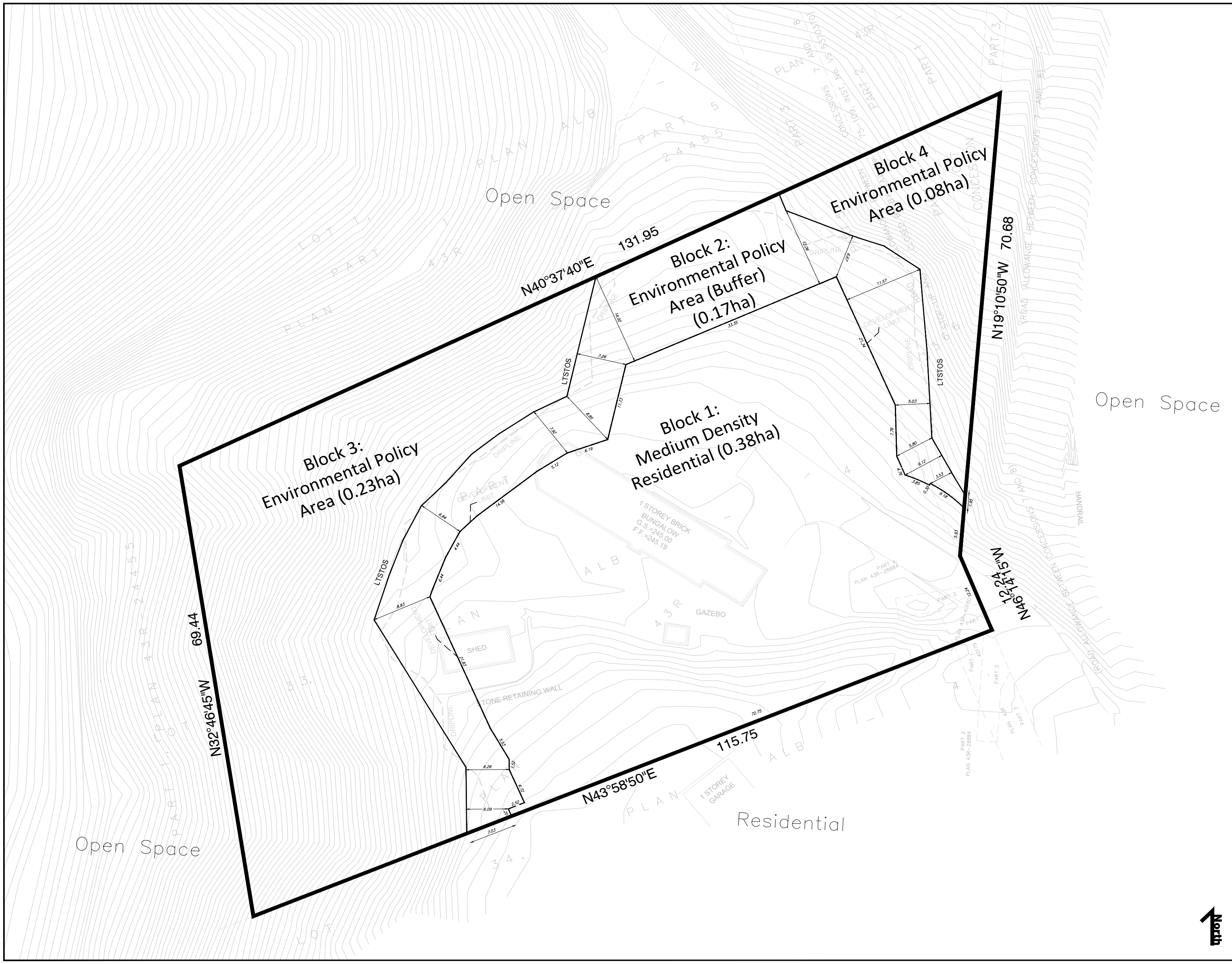
The third block (Block 3) is comprised of three (3) townhouse units, two of which (Lots #13 and #14) will have a shared driveway while the corner lot (Lot #15) will have its own driveway. The average area of the proposed rear-yards in Block 3 is approximately 45.7 square metres. This townhouse block is situated along the Private Street at the entrance of the new Community. A 1.5 metre pedestrian sidewalk is proposed wrapping Block 3, providing pedestrian access into the new community from Nunnville Road.

With respect Block 1 and Block 2 and their interface between the rear conditions of the townhouse units and the natural heritage woodlot and TRCA's Regulation Limit, the limit of the Proposed Development is based on the Dripline and Long-term Stable Top-of-Slope (LTSTOS) lines.
The buffer line is based on an average 8.8 metres to the Dripline or 6.0 metres to the LTSTOS lines.

A new Private Street will be introduced to provide vehicular access to the proposed townhouse dwelling units. Access will be provided from Nunnville Road and the Private Street will have an overall right-of-way width of approximately 6.0 metres, measured from curb to curb. The Private Street is not a through-street and is T-shaped. The design and layout of the Private Street will provide a street frontage for all fifteen (15) townhouse dwellings and accommodate parking on-site. The Private Street is configured into a T-shape to allow for larger vehicles (ex. garbage trucks, emergency service vehicles, etc.) to maneuver within the new community.

Parking on-site is provided in the form of four (4) parking stalls at 6.0 metres in depth for visitors and temporary parking. Two parking stalls (including one accessible stall) are proposed adjacent to Lot #6, with the remaining two parking stalls located adjacent to the rear-yards of Lots #13, #14 and #15.

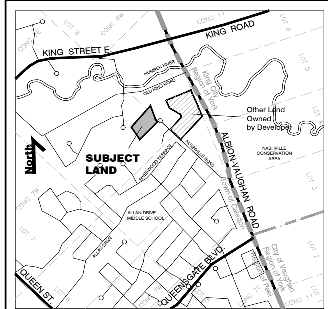
Figure 29: 13290 Nunnville Road Concept Plan prepared by WSP (2023)



DRAFT PLAN OF SUBDIVISION

PART OF LOT 33, PLAN ALB-4 AND PART OF LOT 7, CONCESSION 8 AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 7 AND 8 (STOPPED-UP AND CLOSED BY BY-LAW No. 75-109, INST. No. VS370320)
GEOGRAPHIC TOWNSHIP OF ALBION, TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

March 10, 2023



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O., 1990

(a) AS SHOWN ON DRAFT PLAN
(b) AS SHOWN ON DRAFT AND KEY PLANS
(c) NO ADJACENT LANDS OWNED BY THE APPLICANT
(d) THE LAND IS TO BE USED ACCORDING TO THE SCHEDULE OF LAND USE
(e) AS SHOWN ON DRAFT AND KEY PLANS
(f) AS SHOWN ON DRAFT PLAN
(g) AS SHOWN ON DRAFT AND KEY PLANS
(h) MUNICIPAL WATER SUPPLY TO BE MADE AVAILABLE
(i) SOIL IS SILTY CLAY TILL
(j) AS SHOWN ON DRAFT PLAN
(k) FULL MUNICIPAL SERVICES TO BE MADE AVAILABLE
(l) SUBJECT TO EASEMENTS AS SHOWN ON THE DRAFT PLAN

SCHEDULE OF LAND USE

LAND USE	Lot/Block Number	Units	Area (ha)	Area (ac)
Medium Density Residential	1	15	0.38	0.94
Environmental Policy Area (Buffer)	2	0	0.17	0.42
Environmental Policy Area	3,4	0	0.31	0.77
Total		15	0.86	2.13

Long-term Stable Top-of Slope (LTSTOS)

OWNER'S AUTHORIZATION

I AUTHORIZE THIS DRAFT PLAN OF SUBDIVISION TO BE SUBMITTED TO THE TOWN OF CALEDON FOR APPROVAL.

Sam Morra, President
Bolton Summit Developments Inc.
DATE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

Shan Goonewardena, B.Eng., O.L.S.
R-PE Surveying Ltd.
April 27, 2022
DATE

0 5 10 20 30 40m

Scale 1 : 250
(24 x 36)

PLAN PREPARED BY: PM
PLAN CHECKED BY: MA

PLAN PREPARED BY
wsp

211-09988-01

Figure 30: 13290 Nunnville Road Draft Plan of Subdivision prepared by WSP (January 2023)

3.2 Architectural Design

The architectural design of the fifteen (15) traditional townhouse dwellings will be based on French Chateau and English Tudor influences.

The Proposed Development shall take into consideration of the following elements. Examples of the architectural treatments and/or elevations of the proposed townhouse dwellings are provided on the following page.

3.2.1 Materials

The proposed townhouse dwellings will be of traditional design and proposed to be high-quality. The predominant cladding material will be stone, brick, and stucco, where stucco is more of an accent. The roof design is intended to introduce a shingled treatment, with the possibility of some prefinished metal accent areas. All materials will be selected with the intent of creating a building facade that is a harmonious blend of both materials and colours. For more details on exterior color and materials please refer to sections 4.5.3 Roofs, 4.5.4 Exterior Cladding materials, and figure 31.

EXTERIOR COLOUR SELECTION	MANUFACTURER	PKG.1
ROOF SHINGLES	BP MYSTIQUE 42	2-TONE BLACK
BRICK	BRAMPTON BRICK	KELOWNA
STONE	BRAMPTON STONE (CONTEMPORARY)	POLAR WHITE
STUCCO (INCLUDES PAINTED TRIM, SHUTTERS)	TBD (MATCH SHERWIN-WILLIAMS PAINT)	MODERNE WHITE *SW 6168 (258-C6)*
ALUMINUM	KAYCAN	BLACK
PAINTED DOORS (GARAGE, FRONT, OTHER)	SHERWIN-WILLIAMS	BLACK OF NIGHT *SW 6993 (251-C5)*
WINDOW FRAMES	POLLARD	MIDNIGHT BLACK
METAL ROOF	TBA	BLACK

NOTES: 1. Brick and stone mortor to be gray in colour.
2. Roof vents, stacks and flashing should be finished to blend in with roof colour.
3. Painted trim includes: columns, brackets, louvers, exposed metal lintels, and any other paintable exterior trim or decorative detailing.
4. Railing / Decorative Railing to be Black in colour

Figure 31: Sample palettes of architectural materials and colours for the Proposed Development

3.2.2 Windows

Ample fenestration, consistent with the townhouse dwelling's architectural style will enhance the appearance of the proposed townhouse blocks and promote a vibrant streetscape and casual surveillance of the street from within the townhouse dwellings. There will be consistent treatment in the form of vinyl casement which will be visible to the public realm and onto the Private Street. For more details on windows please refer to sections 4.5.2 Windows.

3.2.3 Garages

The proposed traditional townhouse dwellings will have single-car garages. The garages will minimize their presence on the streetscape by reducing the garages' dominance within the overall townhouse massing. The design of the garages will be integrated into the main massing of the townhouses and will be set back from the front building wall or the front main porch. For more details on garages please refer to sections 4.5.8 Garages.

3.2.4 Fencing

In coordination and agreement with Town Staff, lot privacy fencing will be provided by the developer or builder at corner lot dwellings. With respect to Block 1 and Block 2, the rear-yard conditions of these townhouse dwellings abut the natural heritage woodlot (ex. valleylands). In this case, as per guideline 8.2.1(a) of the Town's Comprehensive Town-Wide Design Guidelines, "A black vinyl chain link fence (or approved equal) will be required to protect the rear-yards and side-yards of residential lots adjacent to parks, valleylands, woodlots and open space." The Proposed Development will include black chain link fencing for townhouse blocks situated adjacent to the natural heritage woodlot. Along the south property line, pressure treated wooden fencing is proposed adjacent to the neighbouring property. In Block 3 (lots 13, 14, and 15), Block 2 (lot 7), and Block 1 (lot 6) privacy fencing also needs to be provided. Please reference section 4.5.11 Private Realm Fencing for additional guideline.

3.2.5 Accessibility

The Proposed Development will provide consumers with the option of a universal design townhouse. The accessible townhouse plan will be posted in the sales office/presentation centre.

Figure 32: Example of proposed architectural materials and exterior colours for the Proposed Development (VA3 Design, 2023)

Figure 33: Conceptual Elevations, Standard Townhouse Design with Front-loaded Garages (VA3 Design, 2023)

3.3 Pedestrian Circulation

A 1.5 metre pedestrian sidewalk will be provided along the Private Street on the south side, wrapping Block 3. The existing pedestrian sidewalk on the south side of Nunnville Road will connect to the new pedestrian sidewalk, accessible from the cul-de-sac. Immediately east and adjacent to the Proposed Development is the pedestrian trail, providing access from Nunnville Road to Old King Road to further north. On the north side of Old King Road is the Humber Valley Heritage Trail that connects to a trail system along the Humber River. There is also a direct pedestrian connection over the Humber River via a pedestrian bridge on Sneath Road to King Street East further to the north. There is an existing sidewalk further south on Nunnville Road that connects to Hubert Coreless Drive, which provides access to Hubert Corless Park – approximately a five-minute walk from the Subject Site.

3.4 Vehicular Circulation

Access into the Proposed Development will utilize Nunnville Road, which is a low-traffic collector road that branches off from Albion Vaughan Road.
The Proposed Development has a single access onto the Private Street at approximately 6.0 metres wide. The Private Street is not a through-street and is configured into a T-shaped roadway to allow for larger vehicles (ex. Garbage trucks, emergency service vehicles, etc.) to maneuver within the new community.

3.5 Public Realm & Streetscape

Low-traffic and local access are anticipated within the Proposed Development, as the Private Street will be used primarily for residents and visitors. A 1.5 metre pedestrian sidewalk is provided for pedestrian access on the south side of the Private Street. Street trees and street lighting will be provided in accordance with the Town of Caledon standards to protect pedestrians from the elements and provide visibility at night, and for casual surveillance. A total of five (5) new street lighting structures are planned to illuminate the Private Street and the pedestrian sidewalk. The Proposed Development will incorporate forty (40) new deciduous and coniferous street trees planted around the Subject Site including within the pedestrian boulevard and on private lots.

Plant species have been selected to require low maintenance, while street trees are high branching providing unobstructed sightlines along the roadway. Please refer to the Landscape Plan prepared by LAUD Studio Inc. (March 2023) for more information.

3.6 Sustainability

The proposed development will support sustainability by proposing a compact community design that offers more diverse housing options which enables greater walkability, and a design which supports the surrounding natural heritage system. Opportunities for energy conservation will be reviewed through the site plan control process. Please refer to the Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineers (March 2023) for more details.

Figure 34: Pedestrian and Vehicular Circulation Map prepared by WSP (2022)

4.0 ARCHITECTURAL DESIGN GUIDELINES

The purpose of this section is to provide more specific design guidelines that build on the principles noted in the Town's Comprehensive Town-Wide Design Guidelines (the "TWDG") and to provide guidance to builders with respect to the development on the Subject Site. The objectives of the following architectural design guidelines build upon the urban design vision indicated in Section 2.3 of this Urban Design Brief which include:

- Contribute to an attractive public realm and promote a safe and sustainable community that connects to the surrounding residential uses and natural features;
- Introduce an internal private street network with a pedestrian sidewalk and appropriate street tree planting to create a comfortable and pedestrian-scaled environment;
- The architectural response to the Proposed Development will be of high-quality through traditional design that will address a series of elements including public views, building facades, building materials, elevation treatments, and private realm; and
- The new townhouse dwellings will contribute to the overall attractiveness and sense of a complete community in the Town of Caledon, specifically in this part of Bolton.

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

4.1 Built Form Principles

The following general built form principles shall be encouraged for the development of 13290 Nunnville Road:

- Primary Townhouse dwellings' entrances shall be clearly visible, located on a private road and open spaces;
- Architectural styles of individual units and blocks should be complementary to each other. They could include distinctive architecture, involving traditional and contemporary influences;
- A variety of architectural elements such as wall plane articulation, entry porches, canopies, columns, and material details will be employed to create a distinctive character for block streetscapes in the new community;
- Front-loaded garages should be set further back from either the front wall face or behind the front face of a porch; and
- The visual impact on public views of utility meters should be mitigated through their placement, integration into building wall faces, landscaping, or other screening measures.

4.2 Buildings Relationship to Street & Open Space

A well-defined street edge contributes to the pedestrian-oriented goals of the new community. Attractive streetscapes typically consist of a landscaped boulevard adjacent to a defining edge of private front-yards and carefully placed, well-designed dwellings. The closer the townhouse dwelling is to the pedestrian sidewalk, the more it promotes a pedestrian-friendly sense of scale and provides enclosure to the Private Street.

The following guidelines address the relationship of the townhouse dwellings with the Private Street:

- Townhouse dwellings will be aligned parallel to a Private Street with siting and massing that provides a consistent building relationship;
- Townhouse dwellings located on corner lots will be sited and massed to address the front and flanking the street;
- Townhouse dwellings located adjacent to, or at the edge of open spaces, will be designed, sited, and massed to address the open space and where possible provide opportunities for overlook;
- Site plans should be coordinated with all streetscape elements and utilities located within the street right-of-way, to ensure there are no conflicts between the dwelling, driveway, walkway or other site plan components;
- Townhouse dwellings with front-loaded garages shall be designed to deemphasize the garage face in relation to the habitable portion of the townhouse dwellings;
- Front-yard setbacks should generally be consistent to define the street edge and create a visually ordered streetscape;
- The scale, height, and massing of a typical townhouse block should seamlessly connect to the adjacent street, creating a well-balanced, human-scale massing that encourages pedestrian activity; and
- Projections into the front-yard, such as porches, entrance canopies, porticos, entrance steps, and bay windows are encouraged in order to provide pedestrian-scaled streetscape interest.

4.3 Built Form Massing Within Streetscape

Building site and orientation within the street plan is a key component in providing an attractive public realm and streetscape. Appropriate built form massing will also provide for a comfortable pedestrian-scaled realm.

The following design criteria shall be observed to ensure appropriate massing and orientation within the streetscape:

- Townhouse dwellings adjacent to or opposite one another shall be compatible in massing and height;
- Townhouse dwellings may have up to three-story massing;
- Townhouse blocks may be comprised of three (3) to eight (8) dwellings;
- The overall townhouse block composition should display massing and design continuity; and
- All townhouse dwellings will have single-car attached garages accessed from the Private Street.

Figure 35: Townhouse dwellings with front-loaded garages and driveways

4.4 Crime Prevention Through Environmental Design (CPTED)

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

- Clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping;
- The front door should be fully visible from the street or walkway. All entrances to the townhouse dwellings and garage should be well lit;
- Walkways on the lot should be located to provide clear and direct pedestrian routes to the front entrance from the sidewalk and/or driveway;
- Garage projection within the streetscape should be limited, providing for better visibility of the Private Street from within the townhouse dwelling;
- Useable front porches are encouraged, where appropriate to the townhouse dwelling style, to promote interactive outdoor spaces; and
- Municipal addresses should be prominently displayed on the townhouse dwelling in a well-lit location, visible from the Private Street.

4.5 Architectural Details & Features

4.5.1 Porches & Entry Features

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

4.5.2 Windows

- Window sizes should have proportions and details consistent with the architectural style of the townhouse dwellings;
- Window sills and lintels should be consistent with the architectural style of the townhouse dwellings;
- Window sizes should be generous and have proportions and details consistent with the architectural style of the townhouse dwellings, including integrated muntin bars, where appropriate; and
- The use of false windows or black glass should be used sparingly and should generally only occur above the eaves line of a dwelling.

4.5.3 Roofs

- A variety of traditional roof types and forms are encouraged consistent with the architectural style of the townhouse dwellings and may include gables, dormers, hips, or ridges set parallel or perpendicular to the street;
- Flat main roofs are not permitted except as a component of a mansard roof or as the roof of a porch;
- Roofs shall generally have a minimum front-to-back pitch of 6:12 if enhanced elements such as gables and dormers are utilized. If enhanced elements are not proposed, generally a roof pitch of 8:12 is encouraged;
- Side slope roof pitches on hip roof styles should be minimum of 10:12,

however lower side slopes will be considered based on dwelling architectural style;

- Soffits should have a consistent minimum overhang of between 225.0 millimetres (9”) and 300.0 millimetres (12”);
- Roof vents and flues should be located on the roof slope least visible to public view and prefinished to match or complement the roof colour; and
- Asphalt shingles or other high-quality roofing material should be used with a variation in roof colour to provide visual variety.

4.5.4 Exterior Cladding Materials

- A variety of materials are encouraged, with stone, brick, and stucco accents;
- Detail materials may be used around windows and doors (trim, stone sets, brick, etc.) to articulate elevations;
- Exterior cladding on all townhouse dwellings’ elevations should be consistent with the cladding on the front elevation; and
- Flankage or rear facades exposed to public spaces should have materials and details consistent with that of the front facade.

4.5.5 Grading Conditions and Cladding Materials

Exposed concrete foundation walls have an negative visual impact on the streetscape and should be avoided. Where severely sloping grade conditions exist, the builder should provide models designed to adapt to sloping site.

- Grading should be coordinated with block foundation design and construction to ensure that no more than ~250 mm of foundation walls above grade is exposed on publicly visible elevations and ~300 mm for non publicly exposed elevations.
- Where sloping finished grades occur, finished wall materials and foundations should be appropriately check-stepped to minimize exposed foundation walls.
- In order to maintain an appropriate scale of the main entrance to the pedestrian, a relationship where the main floor is within 1.0m of finished grade is preferred, wherever feasible.

Figure 36: An example of the type of window styles and sizes applied to a residential dwelling

Figure 37: An example of how roofs can be treated in a neighbourhood context

- For townhouses that locate the first floor substantially above grade, exterior steps should be limited to a height of approximately 1.5m. Remaining steps should be located internally.

4.5.6 Driveways

- Driveways should be paired, wherever feasible;
- The frequency and width of curb cuts should be kept to a minimum to minimize interruptions to the sidewalk;
- Driveway widths should match the width of the garage and should not be tapered;
- Landscape strips should separate driveways at the street curb;
- Adjacent driveways at the outside curvature of a street elbow shall be designed to eliminate potential overlap at the curb; and
- Driveway slopes between garage and street should be as shallow as permitted by the Town of Caledon municipal standards.

4.5.7 Architectural Details

- Each townhouse design should include materials and architectural detailing appropriate to the style of the townhouse dwelling.

4.5.8 Garages

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

- Garages should not dominate the massing of the dwelling. They should be integrated into the main townhouse massing and oriented toward the Private Street;
- Attached garages must be a natural extension of the design, massing, and materials of the main dwelling and be flush or recessed behind the main front wall or porch/portico face;
- Garage doors shall be sectional, roll-up types with a variety of glazed top panels, where architecturally appropriate;
- The use of upgraded garage door styles should be considered in the design of the dwelling. A combination of garage door types should be provided within the streetscape;
- Coach lamps should be provided to ensure ample light at entrances to the garage. Fixtures can be mounted either beside the garage door or above the garage door where space permits; and
- All townhouse dwellings will be restricted to a single-car garage with an additional parking space on the driveway.

4.5.9 Front Loaded Garage Grading Conditions

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

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

- Integrate groups of steps into the front walkway over the length of the front yard.

4.5.10 Utility Meters

- The placement of utility meters must be carefully designed to ensure they are discreetly located away from public/private view;
- All townhouse units shall be designed with recessed or screened utility meters subject to compliance with local utility company regulations;
- Air conditioning units should not be located in the front or exterior side (flankage) yard of any townhouse dwellings; and
- Potential locations for air conditioning units shall be coordinated in the design of the townhouse dwellings to ensure they are screened from public/private view.

4.5.11 Municipal Address Signage

The following guidelines shall apply to municipal address signage:

- The address signage shall be located prominently to be easily seen from the street;
- The address should be large enough so that the numbering can be legible and preferably a minimum of 100mm (4”) in height;
- The builder should provide a consistent approach to municipal address signage that reflect the style of the townhouse block; and
- Plaques with coloured LED lit numbers are discouraged.

4.5.12 Private Realm Fencing

Rear and side yard fences, where required, shall be consistent in design, colour, and materials and in accordance with any Town standards.

- The design of fencing visible from the public realm should be consistent throughout the townhouse blocks.
- Corner lot fencing shall be provided by the builder/ developer on all flankage lots where the rear yard is exposed to the street.

Corner lot fencing should be in compliance with applicable noise fencing requirements and municipal standards;

- Located within private property; and,
- Returned at or near the rear corner of the dwelling with an opening to accommodate a gate.

Corner lot and privacy fencing shall comply with Town standards for height.

5.0 Priority Lot

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

Given the modest size of the proposed development, the number of priority lots is limited to corner lot and flanking elevation upgrades and potential rear architectural upgrades where building elevations may be exposed. The priority lots are indicated in Figure 38 (Priority Lot Plan).

5.1 Flanking and Corner Lot Dwellings

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

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

5.2 Dwellings Backing onto Open Space

Although it does not appear that many lots will require rear and side upgrades, as identified in the Priority Lot Plan, additional requirements can be determined during the review of the submission. Where a dwelling's side or rear elevation is highly visible from the public realm, it will require enhanced design treatment, consistent with the street facing elevation as detailed below.

- Side and rear elevations exposed to active public space, including open spaces, should address them through any combination of fenestration, bay windows, cladding material accents, roof gables and/or dormers to achieve the objective.
- The design of dwellings flanking open space areas and public walkways should incorporate features that provide emphasis to the corner of the structure and its side elevation.
- Where a dwelling's rear elevation backs onto open space, and is highly visible to the public view, it should have details, architectural features and window type/style consistent with the street facing elevation.

Figure 38: Priority Lot Plan

6.0 NUNNVILLE ARCHITECTURAL CONTROL PROCESS

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

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

6.1 Preliminary Review

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

6.2 Final Review and Certification

6.2.1 Working Drawings

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

6.2.2 Site Plans

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

6.2.3 Streetscape Drawings for Residential Dwellings

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

6.2.4 Exterior Colour Packages

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

6.3 Submission Requirements

- The developer or builder is required to submit to the Control Architect for final review and certification, the following:
  - Engineer approved site plans;

- Working drawings;
- Streetscapes (ground-related dwellings);
- Colour and material schedule; and,
- Colour sample board (to be returned to the builder);

- The number of copies for the final review shall be confirmed with the Town and the developer or builder. The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final certifications of submissions.
- Any revisions to an existing certification requested by the developer or builder will be considered on their merits and if acceptable will be subject to recertification by the Control Architect.
- It is the developers' or builders' responsibility to ensure that all drawings and plans submitted for certification fully comply with these Guidelines and all applicable Town regulations and requirements including zoning and building code provisions.
- The developer or builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office.

6.4 Town of Caledon

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

6.5 Monitoring for Compliance

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

6.6 Dispute Resolution

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

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

5.0 CONCLUSION

The proposed fifteen (15) townhouse dwelling units have met the design objectives and principles envisioned for the Subject Site located at 13290 Nunnville Road. The architectural style of the proposed townhouse dwellings will be of traditional design based on French Chateau and English Tudor influences using high-quality materials that are consistent with the look, feel and character of the existing and surrounding neighbourhood. The new townhouse dwellings will contribute to an attractive public realm and promote a safe and sustainable community that connects to the surrounding residential uses and natural features.

The Proposed Development will introduce an internal private street network with a pedestrian sidewalk and appropriate street tree planting to create a comfortable and pedestrian-scaled environment. The architectural response to the Proposed Development will be of high-quality through traditional design that will address a series of elements including public views, building facades, building materials, elevation treatments, and the private realm.

The Proposed Development will improve social equity by introducing residential dwellings which are more affordable than traditional forms of housing (ex. single-detached or semi-detached) in a neighbourhood available for people of all ages, abilities, and income.

The introduction of new townhouse dwellings will contribute to the overall attractiveness and sense of a complete community in the Town of Caledon, specifically in this part of Bolton.

For these reasons, this Urban Design Brief is in support of the Proposed Development at 13290 Nunnville Road.

Submitted By:

WSP Canada Inc.