

9229 5th Sideroad

TOWN OF CALEDON

ARCHITECTURAL DESIGN GUIDELINE



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INTRODUCTION

1.1 DOCUMENT PURPOSE & STRUCTURE

These Architectural Design Guidelines have been developed by NAK Design Strategies for the lands located at 9229 5th Sideroad, in the Town of Caledon. These guidelines establish a common vision and provide a framework for the physical layout, massing and relationships of built form to ensure the development of a quality living environment with a coordinated community image.

These Architectural Design Guidelines adhere and are meant to implement the built form vision as mandated by the *Town of Caledon Comprehensive Town-Wide Design Guidelines* (November 2017) and in support of the *9229 5th Sideroad Urban Design Brief* (February 2021).

The standards established in these guidelines are in addition to requirements imposed by other authorities having jurisdiction over all types of development.

SECTION 1: INTRODUCTION

Provides a description and analysis of the proposed development, goals, opportunities and constraints as well as broader understanding of road hierarchy and land use.

SECTION 2: STEETScape DESIGN CRITERIA

Provides direction for coordination between built form and street elements such as lighting, community safety and visual variety.

SECTION 3: DESIGN CRITERIA FOR PRIORITY LOT DWELLINGS

Describes the design expectations for publicly exposed elevations and dwellings located on priority lots.

SECTION 4: ARCHITECTURAL DESIGN GUIDELINES

Addresses the detailed architectural design vision and built form guidelines for exterior elevations including variety in streetscapes and utility coordination.

SECTION 5: IMPLEMENTATION

Comments on the applicant responsibilities, as well as the implementation and approval process at the Town of Caledon.

1.2 STUDY AREA & CONTEXT

Situated within an existing low density residential neighbourhood, 9229 5th Sideroad is an infill project located south of Queensgate Boulevard, east of Ernest Biason Boulevard, and west of Autumn Oak Court. It comprises a total area 4.48 acres (11.09 ha) and is surrounded by an established neighbourhood with primarily single detached homes, and an elementary school /neighbourhood park to the southeast. Pembroke Street and 5th Sideroad currently enter the northern portion of the site and provide access to the existing single detached dwelling. The existing topographical character of the subject lands is that of gently sloping open space and a narrow hedgerow.

The site is located approximately 600m northeast Queen Street South. (Highway 50), and the urban centre of Bolton. Existing bus stops are located at the corner of Queensgate Boulevard and Queen Street South.

The close proximity of Queen Street South, the primary avenue for Bolton, provides local and regional bus transit service with direct connections to downtown Bolton, local and regional commercial amenities, as well as employment lands.

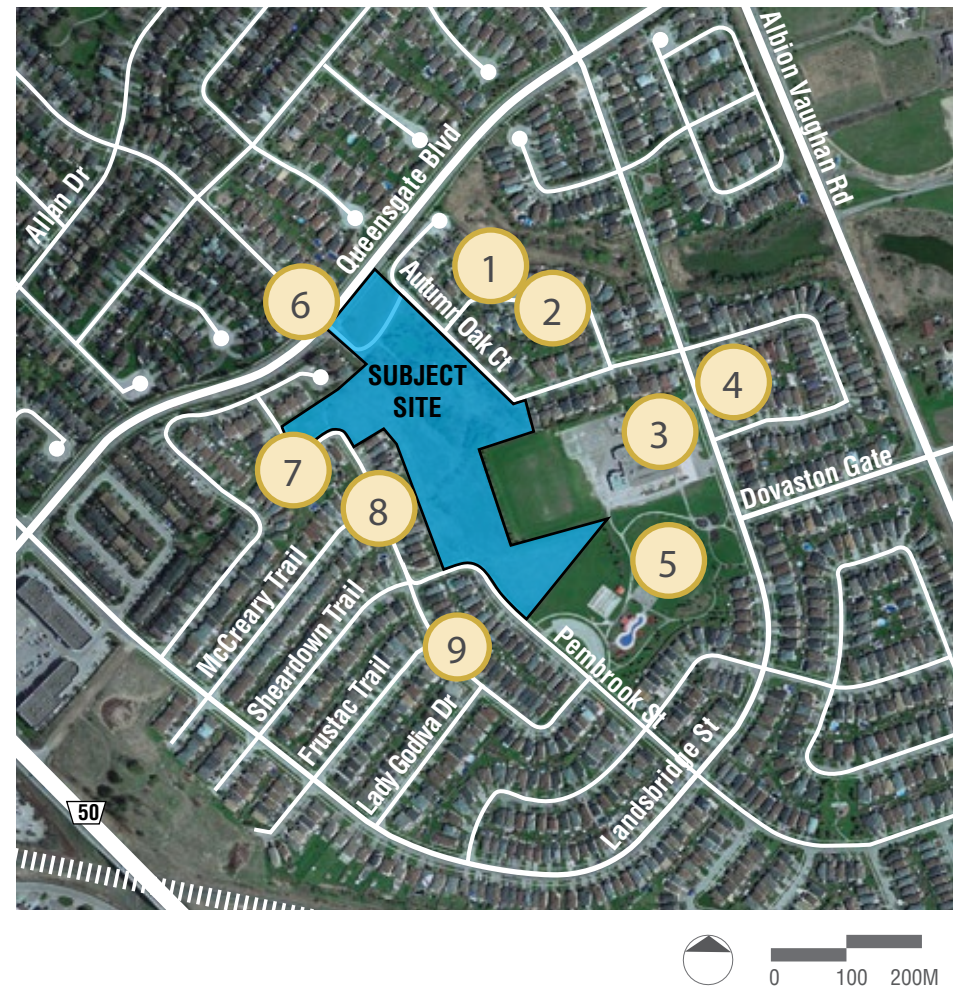


Figure 1: Future Community Site Context



1

View of existing single detached homes along Ashbury Crescent looking north.



2

View of dwellings along Ernest Biason Blvd with predominantly beige, gray and red brick exterior cladding.



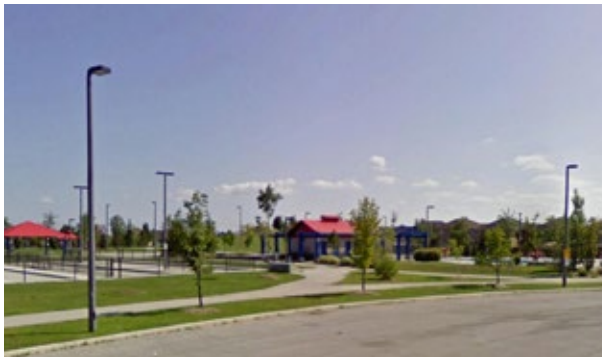
3

View of St. John Baptist Elementary School along Landsbridge Street looking west.



4

View of corner lot dwelling which fronts onto the elementary school and park, creating a strong visual anchor within the streetscape.



5

View of R.J.A. Potts Memorial Park, directly adjacent to 9229 5th Sideroad which includes a playground and a bocce building and court.



6

View of proposed entry road into 9229 5th Sideroad from Queensgate Boulevard, looking south.



7

View of existing single detached homes that are designed with stepbacks and changes in the roofline to break up their massing.



8

View of existing single detached homes along McCreary Trail looking south.



9

Local streets provide shade and create a quality pedestrian environment.

1.3 COMMUNITY DESIGN GOALS & OBJECTIVES

The 9229 5th Sideroad development is intended to supply new residential housing within the community of Bolton with the goal to promote, facilitate and participate in the development of affordable, welcoming and vibrant neighbourhoods.

The following principles shall be used to guide the development and realize the vision:

- Develop a strong development image and character;
- Create a visually attractive, distinct built form environment;
- Ensure a strong built form orientation and relationship to the local road;
- Achieve an effective transition and logical integration with adjacent existing residential;
- Establish an effective and consistent landscape treatment;
- Ensure the landscape treatment is appropriate to the built form architecture and materials. Any built landscape elements should be designed and selected to complement the architecture, using materials that reflect or complement those used for the built form;
- Achieve safe pedestrian connections throughout with direct links from adjacent sidewalk to the front steps;
- Integrate the park open space with the existing neighbourhood park to serve the immediate residents;
- Provide convenient and effective pedestrian connections to Queensgate Boulevard to encourage public transit usage and establish convenient access to commercial amenities in Bolton;
- Provide a strong streetscape presence that is conducive to the scale of the local road; and
- To encourage a high standard of design that reflects the existing heritage character of the Town and Region, and creates a sense of place, and contributes to civic pride.



Visually attractive, built form environment have a strong street presence that is conducive to the scale of a local road

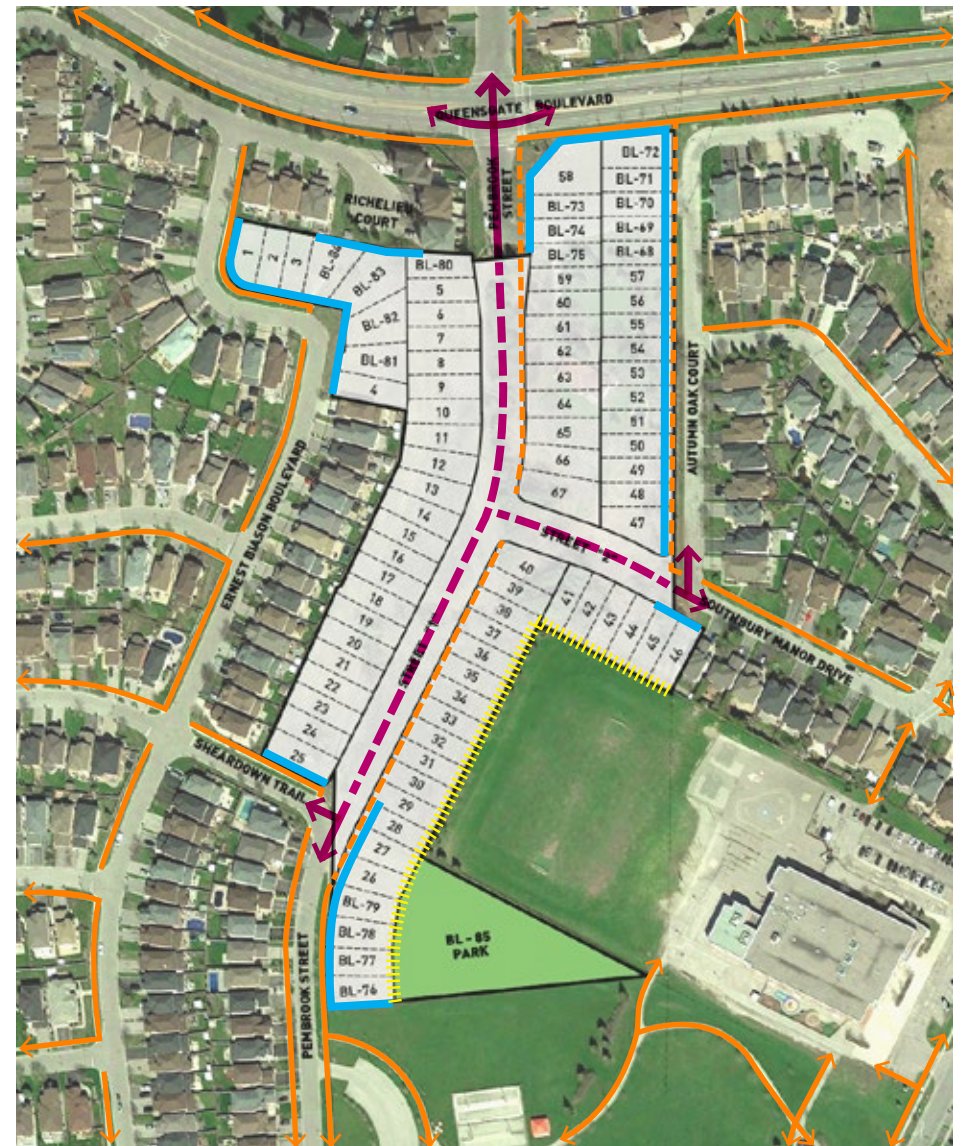
1.4 OPPORTUNITIES & CONSTRAINTS

9229 5th Sideroad presents a set of opportunities and constraints related to the development's location, contextual issues, as well as mandated design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

The primary focus of 9229 5th Sideroad is to design and develop a community pocket that is connected internally and externally as well as integrated with the rest of existing and surrounding neighbourhoods, the community park and pedestrian paths.

The following opportunities and constraints will be considered during the design and development of 9229 5th Sideroad:

- Neighbourhood Compatibility - mitigate negative impacts to existing adjacent residential on the north, south, east and west sides;
- Neighbourhood Connector - utilize existing street fabric for neighbourhood linkages;
- Internal Vehicular Connection - create safe and logical internal vehicular connections with existing street fabric;
- External Pedestrian Connections - create direct links with existing sidewalk connections in the neighbourhood;
- Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development;
- External Streetscape Presence - achieve an effective streetscape edge along the perimeter of 9229 5th Sideroad, that is appropriate to the existing built form and reflects the scale of the road; and
- Appropriately integrate the development with the existing school and neighbourhood park to the southeast.



LEGEND

- | | |
|--|---------------------------------|
| 9229 5 TH SIDEROAD DEVELOPMENT BOUNDARY | INTERNAL PEDESTRIAN CONNECTIONS |
| NEIGHBOURHOOD COMPATIBILITY | EXTERNAL PEDESTRIAN CONNECTIONS |
| NEIGHBOURHOOD CONNECTOR | EXTERNAL STREETScape PRESENCE |



Figure 2: Proposed Opportunities and Constrains Plan

1.5 COMMUNITY STRUCTURE

The 9229 5th Sideroad development is envisioned as a low density residential infill development, with well-crafted, contemporary built form that will be appropriately integrated with surrounding neighbourhood. It shall reflect the design parameters set forth in applicable Town of Caledon development guidelines and standards, while compatible with the surrounding established low density neighbourhood.

The proposed development of 9229 5th Sideroad contains:

- 36ft single detached dwellings;
- 40ft single detached dwellings;
- One (1) park that forms a portion of the existing park to the south;
- and
- A 20.0m right-of-way local road.

Refer to the 9229 5th Sideroad Urban Design Brief for further direction and guidelines on the community structure.



LEGEND

- 9229 5TH SIDEROAD DEVELOPMENT BOUNDARY
- SINGLE DETACHED DWELLINGS - 36 FT. LOTS
- SINGLE DETACHED DWELLINGS - 40 FT. LOTS
- PARK



Figure 3: Proposed Built Form and Land Use Plan

STREETSCAPE DESIGN CRITERIA

2.1 INTRODUCTION

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents and visitors.

In an effort to maintain the character of the existing neighbourhood and to support further improvement of the community, the design of streetscape elements within 9229 5th Sideroad shall be coordinated to ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists throughout the whole development.

2.2 STREET & BUILDING RELATIONSHIPS

Buildings within 9229 5th Sideroad should be located close to the street to create a strong street edge, which supports the pedestrian scale of the street while providing diversity of built form and architectural expression.

Design Guidelines:

- Buildings will address the street by having entrances which are clearly visible from the street, as well as porches, stoops, overhangs or porticoes in the front;
- All elevations of the building visible within the public realm should be well articulated and detailed;
- Corner buildings will respond to both street frontages; and
- There should be considerations to the interface of existing buildings or residences, and special care should be given to the design of new buildings being proposed in their vicinity.



Entrances of each dwelling should be accented through architectural elements to enhance their presence within a neighbourhood streetscape

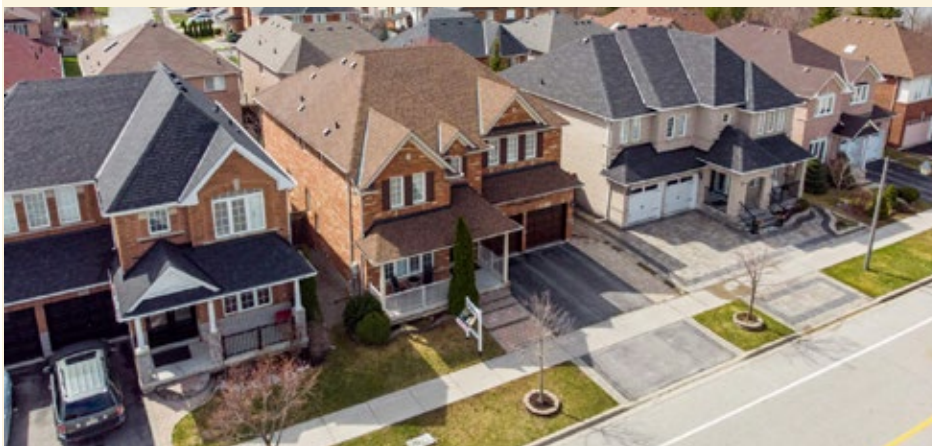
2.3 ELEVATION VARIETY

A range of building designs shall be offered to the market which will help create visual diversity in the 9229 5th Sideroad streetscape. Alternate elevations will differentiate themselves from each other through differences in massing and building forms, rooflines, front entry treatments, garage location and treatments, fenestration, architectural detailing, and building materials. Special designs should be provided for prominent locations to address their exposure to the public view.

Design Guidelines:

- A minimum of two (2) houses should separate houses with the same elevations on the same side of the street;
- Buildings with the same elevations should not be located directly across the street from one another;
- Buildings with the same elevations are encouraged to not makeup more than 30% of any streetscape block, excluding corner lots;
- A variety of garage door treatments is encouraged along the streetscape block, with porches as the dominant feature of the front elevation; and

Refer to section 2.5 - Exterior Colour Selections for guidance related to colour package variety and separation.



Streetscapes should offer a wide range of elevation designs that include a variety of architectural detailing, massing and exterior colouring

2.4 BUILDING HEIGHTS COMPATIBILITY

An attractive streetscape relies in large part on the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

If observed, the following design criteria will ensure harmonious massing within the streetscape:

- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape;
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided. As such:
- Avoid siting three-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
- When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units; and
- When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.



Compatible massing and gradual height transitions along the streetscape will help in creating a cohesive neighbourhood

2.5 EXTERIOR COLOUR SELECTIONS

In order to achieve variety in the 9229 5th Sideroad streetscapes, careful attention should be given to the selection of exterior building colour packages.

Design Guidelines:

- The selection of colours and materials for buildings shall be in keeping with the architectural style being quoted by the design of the building;
- Two (2) buildings are encouraged to separate buildings with the same exterior colour packages, except where the buildings feature the same sequence of elevations. In this case, three (3) buildings are encouraged to separate buildings with the same exterior colour package;
- The same exterior colour package should not be located directly across the street from one another;
- The same exterior colour package may be sited diagonally across a street intersection, provided the buildings are not proposing the same elevations; and
- Exterior colour packages should be coordinated with the general appearance of the existing neighbourhoods at the immediate boundary of 9229 5th Sideroad.



In addition to materials, exterior colours should be in keeping with the architectural style being quoted by the building

2.6 DRIVEWAYS

Minimizing the presence of driveways and attached garages within the streetscape is a key requirement for all dwelling designs within 9229 5th Sideroad.

Design Guidelines:

- Where appropriate, the width of the driveway should always be minimized to reduce its presence on the streetscapes;
- The exterior width of the driveway should not exceed the exterior width of the garage;
- The pairing of driveways is encouraged to maximize landscaped areas, where grading permits;
- Driveways should be located away from intersections and not closer than 9.0 meters to an intersection with a municipal roadway; and
- To break up the expanse of asphalt for double or paired garages, consideration shall be given to integrating decorative paving features. For example, a double soldier course of interlock pavers shall be placed on the property line between each adjacent driveway, effectively dividing a single large asphalt area into two smaller areas.



Integrating decorative paving features such as soldier coursing, helps to minimize the width of a driveway

2.7 STREETSCAPE ELEMENTS

Streetscape elements include structures in the right-of-way such as light poles, community mailboxes, fencing, street trees and other utility related structures. On-lot improvements should have regard for and be coordinated with streetscape elements to reduce their visual impact. The character of the public realm within 9229 5th Sideroad will largely be influenced by the streetscape treatment and planting scheme proposed for areas exterior to the development and those associated with the adjacent extended road network.

2.7.1 Lighting

Proper lighting design is critical to ensuring safe pedestrian and vehicular circulation, as well as support the integration of 9229 5th Sideroad into the existing neighbourhood.

Design Guidelines:

- Lighting design (pole and luminaires) shall be coordinated with the architectural style and the exterior right-of-way to promote a consistent and definable character for the development;
- Select a pole and/or luminaires that is appropriate to the site and function to avoid excessively lit areas and light pollution;
- Ensure that there is no light encroachment onto adjacent lands; and
- Encourage 'night sky' compliance as a component of sustainable design, with illumination directed downwards.

2.7.2 Site Furniture

Attractive, sturdy and functional site furniture is fundamental to the visual appeal of any community and plays an important role in helping to reinforce the development character.

Design Guidelines:

- The colour, material, form and style of site furniture shall be consistent with and complementary to the established design theme of the surrounding neighbourhood;
- The site furniture palette, including benches, waste receptacles and bike racks, shall be coordinated to reflect a similar style, colour and/or material; and
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form orientation.

2.7.3 Fencing

Fencing requirements for 9229 5th Sideroad will include wood privacy fencing at the flankage of exposed rear yards and chainlink fencing along the perimeter of the community park. Generally, fencing design shall reinforce or complement the character and identity of the community and be coordinated with to match the existing fence design present in the immediate neighbourhood.

Design Guidelines:

- Fencing shall comprise of only robust, sturdy components for long term durability;
- Cedar wood privacy fencing located along rear yard flankage conditions is typically 1.8m height;
- Intricate design features using smaller components should generally be avoided for wood fencing due to the effects of weather over the long term; and
- A low decorative metal fence (1.2m height) is proposed at the community park perimeter to deter children from running onto the backyard amenity spaces in the course of play and to frame the open space and provide a sense of enclosure.

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DESIGN CRITERIA FOR PRIORITY LOT DWELLINGS

3.1 PRIORITY LOT LOCATIONS

Priority Lots are located within those areas of the 9229 5th Sideroad that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design and landscape treatment for dwellings on these lots be of an exemplary quality to serve as landmarks within the community.

Built form on priority lots identified in Figure 5 - Proposed 9229 5th Sideroad Priority Lot Plan, will require special design consideration to ensure an attractive built form character is achieved.

Priority Lots include:

- Gateway Lots;
- Corner Lots;
- View Terminus Lots; and
- Lots Adjacent to Park or Open Space.



LEGEND

- ▲ GATEWAY DWELLING
- CORNER DWELLING

- T VIEW TERMINUS DWELLING
- DWELLING ADJACENT TO PARK OR OPEN SPACE

Figure 5: Proposed Priority Lots

3.1.1 Gateway Lots

Gateway lot dwellings are characterized by a very high profile location along Queensgate Boulevard, that results in a significant impact on the perception of the image, character and quality of the community from the outside.

Design Guidelines:

- Where possible, incorporate greater height or massing than is typical in the adjacent streetscapes;
- Feature strong and distinctive architectural elements, such as prominent gables and/or projecting bays;
- Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations;
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function; and
- Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage faces Queensgate Boulevard.



Gateway dwellings should orient the main entry, garage and porch to address the short (front facing) street frontage where the flankage faces a collector road

3.1.2 Corner Lots

Similarly to gateway lots, dwellings on corner lots and at community gateway entrances typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood.

Design Guidelines:

- Street intersections shall be framed through built form that has a strong orientation to the corners;
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment;
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with particular attention given to the dwelling's massing, height, roof lines, apertures, materials, and details;
- Given the heightened exposure from the street, rear elevations shall also be treated with upgraded elements;
- Distinctive design elements, such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation, or other features, appropriate to the architectural style of the building, shall be provided on the flanking side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape;
- The main entry to the dwelling is preferred to be located on the long elevation facing the flanking street (flanking main entry). However, main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted;
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings;
- Rear lane garages on corner lots will require upgrades to the side elevations facing the street; and
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts. The architecture and materials of dwellings at gateway locations shall be coordinated with the community gateway entry feature.

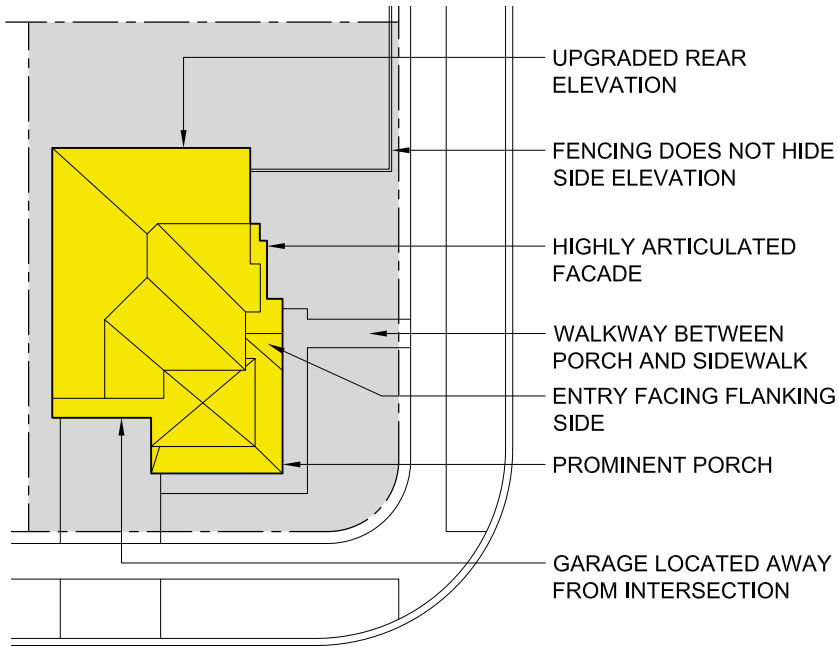


Figure 6: Conceptual plan view of a corner lot dwelling



Corner lot dwellings should have well-articulated architectural treatment and street orientation on all publicly exposed facades

3.1.3 View Terminus Lots

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other, and at street elbows. Dwellings in these locations play an important visual role within the streetscape by terminating long view corridors.

Design Guidelines:

- A prominent architectural element shall be provided to terminate the view;
- Select models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, favouring a larger area for landscaped treatment in the front yard; and
- Driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.



T-intersection dwellings are encouraged to locate garages away from the intersecting street to promote better terminating views

5.6.4 Lots Adjacent to Park or Open Space

The Neighbourhood Park functions as a key community element that provides a visual backdrop for the proposed built form. Lots adjacent to the Neighbourhood Park and/or Open Spaces are therefore visible to the public and should maintain similar quality and facade treatment as the front elevation with respect to window placement and architectural detailing (inclusion of window sills, frieze boards, etc.)

Design Guidelines:

- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design, consistent with the architectural style;
- Dwellings are encouraged to have wider and deeper porches that effectively allow for multiple seating and will promote 'eyes on the street', which results in an informal monitoring of the park and pond activities;
- Publicly exposed rear elevations should integrate the same materials, colours, design treatments and style used for the front elevation, or provide reasonable alternatives that are well coordinated with the front facade;
- Wall articulation should be provided to avoid flat uninteresting rear facades;
- Applicable enhancements on the exposed elevations include the following:
 - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast, or brick detailing.
 - Gables and dormers.
 - Wall articulations.
- Elevation detailing shall reflect the same architectural style as the front elevation.



Lots adjacent to the park should provide a variety of architectural elements to help enhance built form interest and park views

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SECTION 4

ARCHITECTURAL DESIGN CRITERIA

4.1 INFLUENCING STYLES

A high quality built form character shall be achieved for the proposed single detached dwellings, which aim to deliver architecture that is rich and varied in its form and treatments, creating a cohesive and visually appealing streetscapes.

The design of all dwellings within 9229 5th Sideroad shall offer a harmonious mix of architectural themes derived from traditional architectural styles.

Traditionally inspired buildings are designed to provide contemporary amenities, while paying homage to a particular architectural style. These buildings are revivalist examples that utilize recognizable architectural elements. Stylistic influences may be borrowed from local architectural precedents, and may include:

- Ontario Country Traditional Style;
- Victorian Style;
- Georgian Style; and
- Tudor Style.



GEORGIAN STYLE



ONTARIO COUNTRY
TRADITIONAL STYLE



VICTORIAN STYLE



TUDOR STYLE

4.2 VARIETY IN ELEVATION DESIGN

Harmoniously designed streetscapes will contribute to the identity of 9229 5th Sideroad and are therefore key to establishing an attractive, vibrant and livable community. Model variety, massing, height and repetition within a group of dwellings enhance the visual appeal of streetscapes.

Design Guidelines:

- Allow for a variety of architectural expressions and elevation treatment to avoid monotony within the streetscape;
- Single detached dwelling forms shall be designed with at least two distinct front facade options for each model to avoid visual monotony in the streetscape;
- Identical building elevations within the streetscape shall not be sited side-by-side or directly opposite one another. They shall be separated by a minimum of 2 dwellings and not sited greater than 3 times (30%) within any row of 10 dwellings;
- For corner lots, flanking elevations shall be different from those flanking elevations on lots abutting or directly opposite; and
- Repetition of architectural design may be permitted in key areas (such as surrounding parks or within special character areas) where it helps to visually strengthen neighbourhood character.



Variety in architectural designs will help prevent streetscape monotony

4.3 CONSISTENCY OF DETAILING

The design of dwellings in 9229 5th Sideroad shall be designed to incorporate appropriate architectural detailing in order to avoid monotonous and uninteresting façades as well as to fit into the fabric of the existing neighbourhood.

Design Guidelines:

- Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations. Where an elevation has reduced public visibility (i.e. sides and rears) the level of detail may be simplified;
- On lots located in priority locations, a higher standard of architectural detailing will be required, consistent with the architectural style, including:
 - Cornice / frieze board treatments;
 - Lamps for entrances and garages;
 - Decorative address plaques;
 - Stylistically appropriate porch columns;
 - Generous use of precast stone elements;
 - High quality decorative glass, metal, wood or vinyl railings; and
 - High quality, well detailed garage doors that reflect the architectural style of the building.



Architectural detailing is especially important on publicly exposed elevations and should be consistent throughout the whole facade

4.4 MAIN ENTRY & PORCH DESIGN

The front entry of a building is aesthetically, functionally, and socially important to the design of both the individual building and the streetscape. A visible and well-designed entry area promotes an individual sense of address and a collective sense of community and safety by providing “eyes on the street”.

Design Guidelines:

- The main entry should be a distinctive element of the building design, and should reflect the character of the entire building;
- Varied and distinctive entry door designs should be provided, such as single-door, double-door, or door with sidelights or transoms;
- Main entry designs should provide shelter from the weather;
- Building designs featuring porches should be sized with min. depth of 1.5m to allow sufficient space for seating;
- The cladding of the sides of the porch steps shall start no more than 300mm above finished grade;
- Steps constructed with landscape paving slabs could be an attractive alternative to conventional precast steps, and may be considered where the number of riser is limited (e.g. max. of 4 risers or 3 steps);
- Handrails shall be provided where required by the Ontario Building Code and additionally may be included for aesthetic or stylistic reasons; and
- Where handrails are provided they are to have a top and bottom rail with vertical pickets, and to be consistent with style of porch columns, in terms of vernacular and colour.



Front entry and porch design is encouraged to provide enough room to provide an area for seating and shelter from the weather

4.5 EXTERIOR BUILDING MATERIALS

The use of high quality wall cladding materials reflective of the architectural style of the building will be required to contribute to the built form character and longevity of the development.

Design Guidelines:

- Permitted predominant cladding materials may include brick, stone masonry, stucco and cement fiber board. Other cladding materials will be reviewed for suitability and subject to design merit;
- Buildings are to be clad with a single predominant material, and may feature other materials as accents;
- Priority lots are encouraged to have consistent materials on all publicly exposed elevations; and
- Where stucco is proposed as a main wall material it shall be used in conjunction with a masonry base.
- Main wall cladding material should be consistent on all elevations of the dwelling. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick. These features should return to a logical stopping point such as an opening, downspout or change in plane; and
- Material transitions occurring near the front corners should be returned to a natural or logical break point, such as a plane change or jog. Material transitions are permitted to occur at 4'-0" if there is no logical break on interior lots only.

4.6 ROOFS

Roof form plays a significant role in the massing of the individual building and in the overall built form character of the community. A variety of roof forms are encouraged, consistent with the architectural style of the dwelling and the surrounding neighbourhood.

Design Guidelines:

- Housing forms should generally have pitched roofs. The minimum main roof slopes should generally be 10:12 pitch (side slopes) / 5.9:12 (front to back slopes).
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape.
- Roof overhangs should generally be 300mm;
- 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; and
- The use of false dormers is discouraged and shall only be considered where scale, orientation and roof line make them appropriate and an authentic appearance is assured.



Coordinating architectural detailing, exterior building materials and roof forms will aid in promoting a vibrant streetscape and positive community identity

4.7 FENESTRATION

Ample fenestration, in a variety of styles consistent with the dwelling's architecture, is required for all publicly exposed façades to enhance the dwelling's appearance and to promote “eyes on the street” and natural surveillance of the street from within the dwelling.

Design Guidelines:

- Publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling;
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the dwelling; and
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.



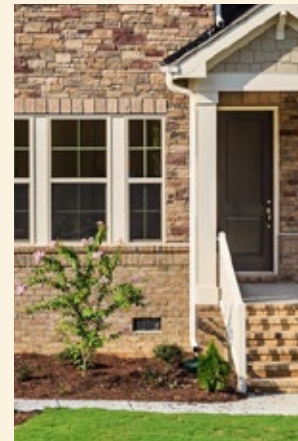
Presence of ample fenestration is encouraged to provide opportunities for informal surveillance of the neighbourhood

4.8 ADVERSE GRADING CONDITIONS

Design Guidelines:

- Where severely sloping grade conditions occur, building designs shall be adapted to suit the site.
- This is particularly important for lots having back-to-front sloping grade conditions (front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained; and
- Care shall be taken to ensure foundation walls are not overexposed. Grading shall be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation wall above finished grade is exposed on all visible elevations of the dwelling.

Refer to Section 5.2 - Dropped Garage Conditions for detailed guidelines related to adverse grading and garage design.



Dwelling designs should be adapted to suit the grade of the site and ensure foundation walls are not overtly exposed

4.9 UTILITIES & SERVICE ELEMENTS

To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite for detached dwellings shall be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard.

4.10 LIGHTING

Lighting is one of key architectural element that influences how people experience a building. High quality outdoor lighting should be integrated into the building architecture and located strategically throughout the site will ensure ease of navigation, nighttime safety, security and enjoyment while preserving the ambiance of the night.

Design Guidelines:

- Outdoor lighting shall be selected and located to reduce light pollution and avoid light spillage or glare on nearby properties;
- Outdoor site and building lighting should be task oriented and not excessive. Use of full cut-off light fixtures that cast little or no light upward in public areas will be encouraged;
- Energy efficient lighting should be utilized to conserve resources; and
- Outdoor lighting shall be in keeping with the overall architectural style of the building and coordinated with lighting style present in the surrounding community.

4.11 MUNICIPAL ADDRESS SIGNAGE

Well designed, placed and constructed municipal signage contributes to the visual appeal of neighbourhoods, supports community identity and provides visitors and residents with a level of comfort by enabling them to easily navigate within a community.

Design Guidelines:

- The address signage shall be located prominently to be easily seen from the street and be large enough so that the numbering can be legible. Preferably, the signage should be minimum 100mm (4") in height;
- The background should be white or light in colour with dark numbers;
- The builders should provide a consistent approach to municipal address signage that reflect the quality level present in the surrounding neighbourhood; and
- Plaques with coloured LED lighted numbering are highly discouraged.



High quality municipal address signage should be legible and placed in a prominent location to aid in resident and visitor navigation

SECTION 5

DESIGN CRITERIA FOR GARAGES

5.1 ATTACHED FRONT FACING GARAGES

Where the garage is oriented towards the street, its mass should be recessed back and integrated into the overall shape of the building so that its presence is not dominant in the 9229 5th Sideroad streetscape. Front-facing garages will be encouraged to have several possible design options to maintain elevation variety.

Design Guidelines:

- The Zoning By-law provides minimum requirements for garage sizes. Provision of extra space for storage is recommended, where feasible. This can be achieved by designing deeper garages or providing storage niches along interior side walls of the garage;
- A single-car door width is preferred, but exceptions can be made subject to design merit for 38' or 40' lot frontages;
- Garage doors should have glazing in the upper section; and
- The exterior width of garages shall not exceed 55% of the lot width for lots less than 11.6m and up to 12.5m wide.



Different garage designs and garage door styles help mitigate visual dominance and monotony along residential streetscapes

5.2 DROPPED GARAGE CONDITIONS

Buildings should be designed to reflect the grading conditions of the site, and make provisions for the grade changes to accommodate surface water drainage proposed by the engineering consultants. In cases of adverse grade, revised elevations on the streetscape drawings are required to illustrate the architectural detailing response, where grade differential is greater than 900mm or 5 risers.

Solutions to address adverse grading condition include:

- Elevated main front entrances with large number of steps should be avoided by either integrating groups of steps into the front walkway or providing a lowered foyer and internal steps;
- Roofs over garages should be designed in such a way that the entire roof form or the eaves can be lowered in the event that the garage is dropped to respond to grade;
- Where there is a roof directly above the garage, the height of plain wall above garage doors should not exceed 750mm;
- The height of garage doors may be increased by an amount up to 300mm to a maximum height of 2.4m; and
- Details above garage doors may be introduced to punctuate the wall, such as windows to the garage attic, arches over doors, header details over doors, masonry details or roof overhangs.



Taller garage doors, larger lighting fixtures and masonry detailing can be used in combination to address dropped garage conditions

IMPLEMENTATION

6.1 APPROVAL PROCESS

6.1.1 Architectural Control

Architectural Control for 9229 5th Sideroad will occur through the Site Plan Approval Process and through the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural designs that comply with the design objectives and built form guidelines provided in both the Architectural Design Guideline and Urban Design Brief, all submitted plans and designs shall be reviewed and approved through an architectural control process.

Formal approval by the Control Architect is either prior to building permit issuance or through the Site Plan Approval process. In all instances, the developer or builder is to make satisfactory arrangements with the Control Architect in regards to cost. In no instance shall the Control Architect and the design architect be the same individual or firm.

6.1.2 Site Plan Approval Process

Where Site Plan Approval is required, Town staff will circulate the application to the Control Architect for review and coordinate comments for the applicant. Plans reviewed by the Control Architect will include the following:

- site plan;
- architectural renderings and elevations; and
- material and exterior colour charts.

Approved drawings will be stamped by the Control Architect, and suffice for any subsequent approval required as part of the release of a Building Permit. Complex site plan applications may require the submission of an urban design brief, at the discretion of the Town.

6.1.3 Building Permit Process

Where Site Plan Approval is not required (i.e. detached homes), the developer (or individual builder where applicable) will provide site plan, architectural elevations, material and colour chart information, and floor plans directly to the Control Architect. Approved drawings will be stamped by the Control Architect, prior to permit submission to the Town. It is recommended that preliminary approval be obtained for plans and elevations, including materials and colours, prior to the commencement of marketing and sales programs.



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