

TOWN OF CALEDON
PLANNING
RECEIVED

Oct.28, 2021

9229 5th Sideroad

TOWN OF CALEDON

URBAN DESIGN BRIEF



TREASURE HILL

SEPTEMBER 2021

THIS PAGE INTENTIONALLY BLANK

TABLE OF CONTENTS

SECTION 1 INTRODUCTION	1
1.1 DOCUMENT PURPOSE & STRUCTURE	1
1.2 STUDY AREA & CONTEXT	2
1.3 COMMUNITY DESIGN GOALS & OBJECTIVES	4
1.4 POLICY CONTEXT	5
1.5 OPPORTUNITIES & CONSTRAINTS	6
SECTION 2 COMMUNITY DESIGN PLAN	7
2.1 LAND USES	7
2.2 PEDESTRIAN CIRCULATION	8
2.3 STREET NETWORK	9
SECTION 3 STREETScape & OPEN SPACE DESIGN	11
3.1 STREETScape TREATMENT & PLANTING	11
3.2 NEIGHBOURHOOD PARK	12
SECTION 4 BUILT FORM	13
4.1 GENERAL DESIGN OBJECTIVES	13
4.2 PRIORITY LOTTING	14
SECTION 5 IMPLEMENTATION	17
5.1 APPROVAL PROCESS	17

INTRODUCTION

1.1 DOCUMENT PURPOSE & STRUCTURE

The 9229 5th Sideroad subject lands are located in the Bolton community, within the Town of Caledon, and Regional Municipality of Peel. This Urban Design Brief (UDB) provides design direction related to the implementation of the vision and intent for this infill development.

As part of the approval process, a Draft Plan of Subdivision has been prepared by KLM Planning Partners and shall form the basis of the UDB. Land uses within the Draft Plan consist of a single detached dwellings and a portion of a park area located in the existing neighbourhood to the south. This UDB will provide design direction related to the implementation of the vision and intent for this development. It focuses on the physical design, with particular reference to opportunities and constraints, structuring elements, pedestrian circulation, road network, streetscape treatment, and built form characteristics.

The UDB emphasizes and describes those elements that are fundamental in creating an attractive, compact, pedestrian-friendly urban environment situated within the Town of Caledon. A separate Architectural Design Guidelines (ADG) document complements the UDB, and provides further direction on the built form objectives and associated guidelines. The UDB consists of five sections which have been broken down into the following:

SECTION 1: INTRODUCTION

Provides a description and analysis of the study area, community goals, and opportunities and constraints.

SECTION 2: COMMUNITY DESIGN PLAN

Describes the proposed Draft Plan of Subdivision and identifies the structuring elements.

SECTION 3: STREETScape & OPEN SPACE DESIGN

Describes the streetscape and open space approach with corresponding design guidelines.

SECTION 4: BUILT FORM

Addresses the built form vision and corresponding guidelines.

SECTION 5: IMPLEMENTATION

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

THIS PAGE INTENTIONALLY BLANK

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: 9229 5th Sideroad 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 that is sympathetic to the surrounding community;
- Create a visually attractive, distinct built form environment that supports the identity of the existing neighbourhoods;
- Ensure a strong built form orientation and relationship to the existing local roads;
- 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.
- 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 POLICY CONTEXT

The development of 9225 5th Sideroad provides an opportunity to develop an integrated and healthy community within the Town of Caledon. The proposed development is subject to the *Region of Peel Official Plan, Bolton Landscape and Streetscape Plan*, the *West Bolton Secondary Plan Area (Residential Policy Area: “A”) Landscape Standards and Urban Design Guidelines*, and the *Town-Wide Design Guidelines*.

In conjunction with the planning and urban design policy goals and objectives, this document will be used to provide a set of high-level guidelines to guide the planning process to help achieve the vision for the development.

The following policy documents specifically apply to the 9229 5th Sideroad development, where the outlined goals align with the proposed infill development.

Bolton South Hill Secondary Plan Area

As stated in the *Bolton South Hill Secondary Plan*, one of the goals and objectives of the Plan is 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 that plans of subdivision and development proposals are compatible with adjacent land uses” (Section 7.2.2. OP 7-35). Aligning with this goal, the proposed infill development will be compatible and complementary to the surrounding established low density residential neighbourhood that surrounds the subject lands, reinforcing the built form massing and character, providing a new connection into the neighbourhood and maintaining a road system that is safe and convenient for pedestrians, cyclists and vehicles.

The proposed land use *Schedule C-2 Bolton South Hill Land Use Plan* applies to the study area, which identifies the site and surrounding neighbourhood as Mixed Low/Medium Density Residential.

Caledon Comprehensive Town-Wide Design Guidelines (2017)

Caledon’s Comprehensive Town-wide Design Guidelines (TWDG) are intended to be a single, consolidated source of guidance for both urban and rural setting in the Town of Caledon. These guidelines recognize the role and significance of Town’s rural areas in establishing the town-wide character and actively contributing to daily interactions throughout the municipality.

To support diversified uses in the Town’s urban areas, the following key design principles will be adopted in the development of the 9229 5th Sideroad ensuring that both the public and private realm components will comply with the goals set out in the TWDG:

- The development of compact, connected and walkable communities that provide increased mobility options (i.e.: active and alternative transportation) and support future transit opportunities;
- Caledon’s communities will provide opportunities for safe active transportation, promoting daily physical activity throughout the Town of Caledon by linking everyday destinations of work, school, business and recreation; and
- Greenfield development within the Town of Caledon will create identifiable and unique mixed use communities.

1.5 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 constrains 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.

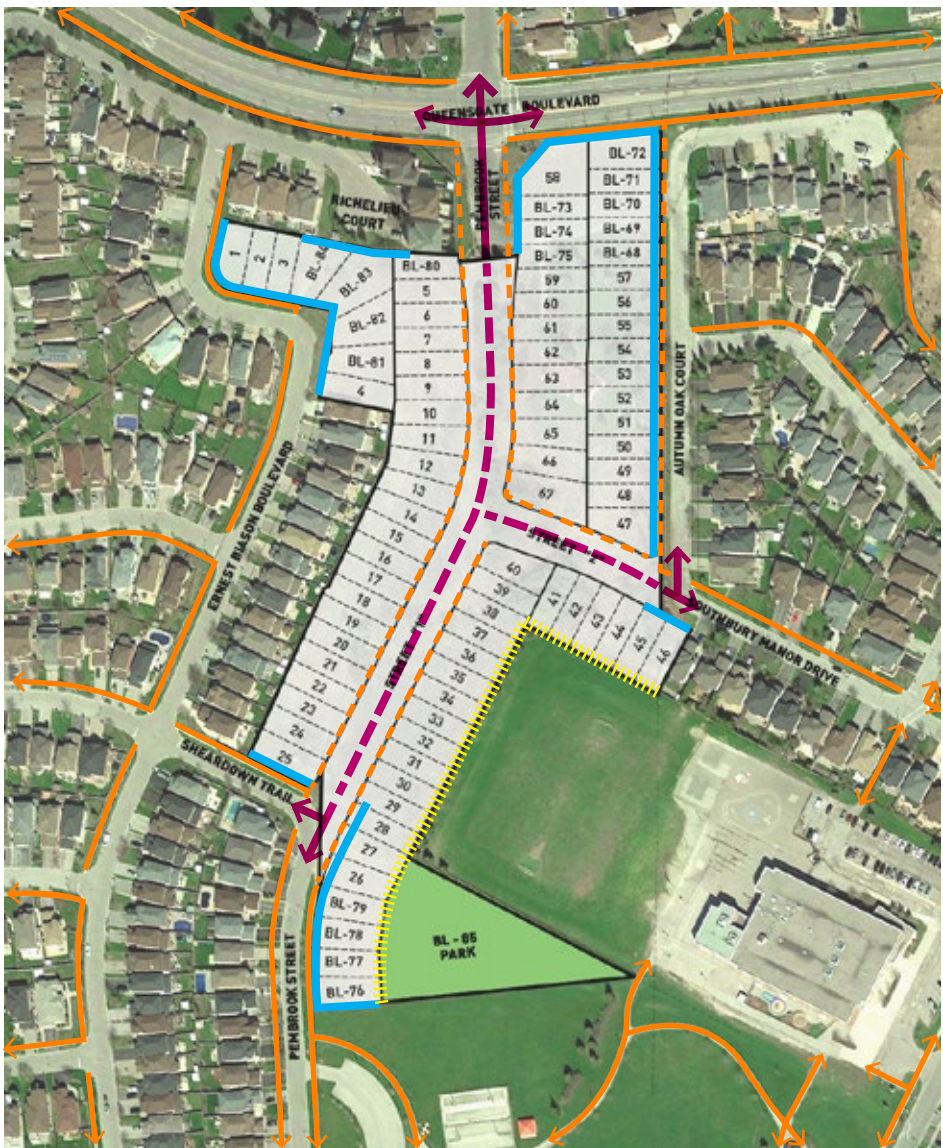


Figure 2: Proposed Opportunities and Constrains Plan

SECTION 2

COMMUNITY DESIGN PLAN

2.1 LAND USES

The plan for 9229 5th Sideroad proposes a low density residential infill development, with well-crafted built form that will be appropriately integrated with surrounding neighbourhood. It is intended to reflect the design parameters set forth in applicable Town of Caledon development guidelines and standards.

The existing block configuration in the surrounding area functions as the major building components for establishing the configuration of the site plan area, built form locations and streetscape features. A sensitive approach for appropriately integrating the new residential community at the interface with the existing low density residential land uses shall be an important design consideration.

The proposed land uses contain:

- 36-40 ft. single detached dwellings;
- One (1) park / open space area that forms a portion of the existing neighbourhood park to the south;
- Two (2) local 20.0m right-of-way that form Street “1” and Street “2”.



Figure 3: Proposed Land Uses

2.2 PEDESTRIAN CIRCULATION

Safe, direct and logical pedestrian connections is a fundamental element of any new residential development and will be a key development principle for the 9229 5th Sideroad subject lands. Sidewalks proposed within the development area will link with existing sidewalks of the surrounding neighbourhood.

One of the key sustainable aspects of the development is that it has been designed with pedestrian friendliness in mind. On street sidewalks will offer a comfortable pedestrian environment that leads to the community park amenities that will be within a 5 minute walking distance of the subject lands. Enhancement of the pedestrian routes for all applicable roads within the subject lands will be supported by:

- Minimizing conflicts between vehicular access, parking areas and pedestrian accesses;
- Coordinate built form with landscape features along the streetscape to support a comfortable pedestrian environment, with casual surveillance, enhanced accessibility and intuitive wayfinding;
- Ensure safe and logical connections to the existing sidewalks along Pembroke Street to the south, Queensgate Boulevard to the north, as well as Autumn Oak Court, Southbury Manor Drive, Sheardown Trail and Ernest Biason Boulevard;
- Sidewalks proposed within the development area shall be strategically located to encourage walking trips throughout the surrounding neighbourhoods. A direct link with the existing R.J.A. Potts Memorial Park and St. John The Baptist Elementary School will be achieved through the extension of the existing sidewalk into the study area to further promote neighbourhood connections; and
- All sidewalks within the development site shall consist of broom finished concrete and be a minimum of 1.5m width.



- LEGEND**
- 9229 5TH SIDEROAD DEVELOPMENT BOUNDARY
 - - - INTERNAL PEDESTRIAN CONNECTIONS
 - EXTERNAL PEDESTRIAN CONNECTIONS

Figure 4: Proposed Opportunities and Constrains Plan

2.3 STREET NETWORK

A well-defined and connected hierarchy of streets forms the main structure of a community. It provides for the safe and convenient movement of pedestrians, cyclists and vehicles, serves as a common space for social interaction. Local roads serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic.

The proposed local road for the 9229 5th Sideroad development is designed to respond to the existing street network, facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle. It shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration.



- LEGEND**
- 9229 5TH SIDEROAD DEVELOPMENT BOUNDARY
 - PROPOSED LOCAL RD. - 20.0M R.O.W.
 - EXISTING LOCAL RD. - 20.0M R.O.W.
 - COLLECTOR RD - 30.0M R.O.W.

Figure 5: Proposed Road Network

STREETSCAPE & OPEN SPACE DESIGN

3.1 STREETSCAPE TREATMENT / PLANTING

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. To reinforce the character and identity of the proposed development and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of streetscape elements shall be coordinated and consistent throughout the whole community.

3.1.1 Planting

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish or reinforce the character of the community.

Design Guidelines:

- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Tree planting shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- Generally, preference shall be given to native species.
- Selection of proposed tree species and caliper size shall be from the Town of Caledon's recommended list.
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas.
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage.
- If applicable, retain good quality soil on site and enhance, if required, with locally sourced soil of equal or better quality.



Image example showing street trees and planting which contribute to the character of the community

The 20.0m right-of-way comprises the following:

- One (1) lane in each direction;
- Parking on one (1) side;
- Sidewalk on one (1) side; and
- Sod boulevard with street trees.

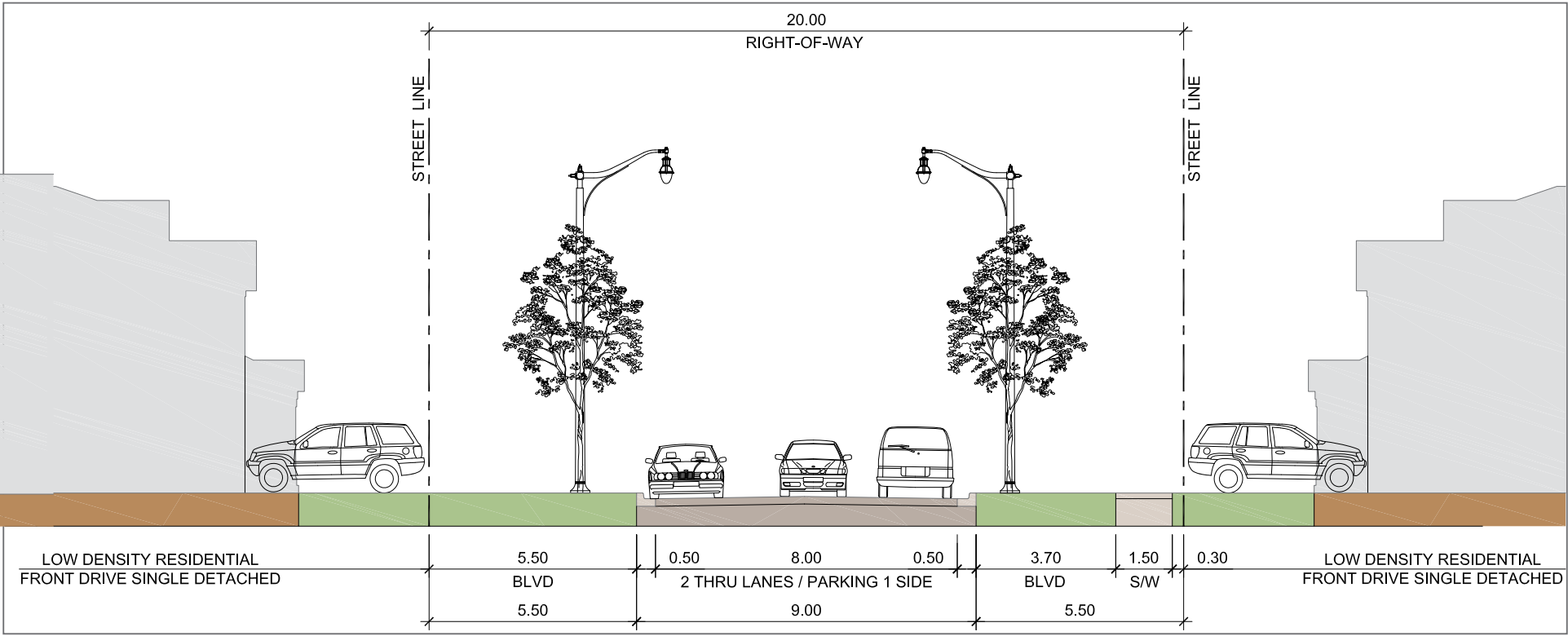


Figure 6: Local Road with Parking - 20.0m R.O.W. Cross-section

BUILT FORM

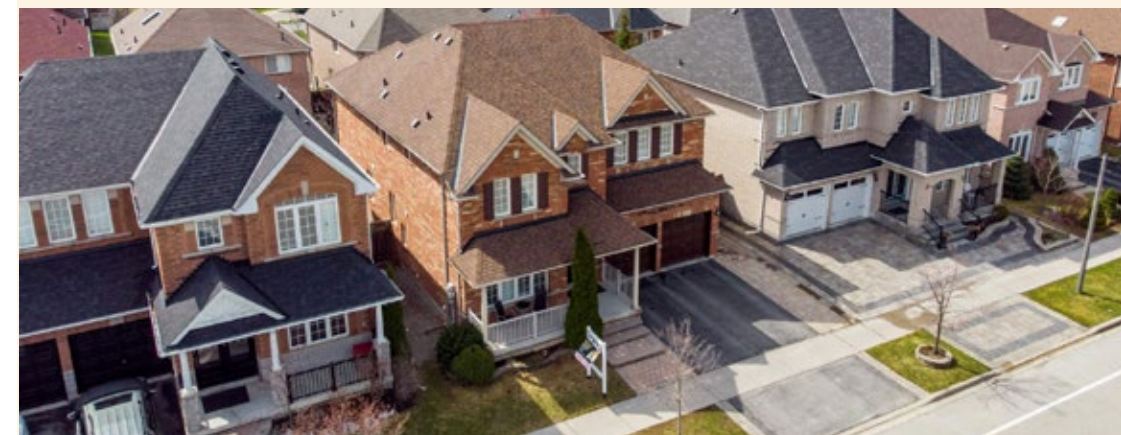
4.1 GENERAL DESIGN OBJECTIVES

A high quality built form character shall be achieved for all built form types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. Single detached dwellings, typically in the form of 2 storey massing, are expected to encompass all of low density freehold dwellings within the proposed development. The design of all dwellings within the 9229 5th Sideroad development shall offer a harmonious mix of architectural themes derived from traditional styles. The use of distinctive and well-designed architecture employing high-quality materials (brick, cement board, siding, and stone, depending on architectural style) will be a consistent characteristic of all proposed development, linking various communities in the Caledon region.

Stylistic influences may be borrowed from local architectural precedents, and may include: Ontario Country Traditional Style, Victorian Style, Georgian Style and Tudor Style.

Distinguishing elements from each building design should reflect a single identifiable architectural style. Avoid combining discordant architectural elements in a single building design and ensure that a consistent level of design quality is achieved regardless of the chosen architectural style.

Refer to the 9229 5th Sideroad Architectural Design Guidelines for the detailed built form objectives and design guidelines.



Single detached dwellings with 2 storey massing are encouraged to have prominent porch entries, well articulated facade treatments, and attached street facing garages



3.2 NEIGHBOURHOOD PARK

Neighbourhood Parks have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance to the majority of residents in a community. R.J.A .Potts Memorial Park is located at the southeast end of the subject lands adjacent to the elementary school, with the proposed southernmost dwellings backing onto this park / open space. The existing neighbourhood park features a splash pad, washrooms, shade structure (adjacent to the splash pad), small picnic shelter, gazebo, bocce courts with lights, basketball court, open area, and parking.

Design Guidelines:

- The portion of the subjects lands located within this park will serve as an open play area for passive recreation, as an extension of the existing park structure and programming.
- Buffer planting may be provided along the rear chain-link fences of the abutting residential lots.



R.J.A. Memorial Park located on Pembroke Road, on the south east side of the subject lands

3.1.2 Fencing

Fencing requirements for the development will be consistent and compatible with the fencing conditions of the existing neighbourhood. These shall include chainlink fencing along properties abutting the neighbourhood park perimeter.

Design Guidelines:

- Generally, fencing design shall reinforce or complement the character and identity of the community.
- Fencing shall comprise only robust, sturdy components for long term durability.

3.1.3 Lighting

Proper lighting design is critical to ensuring safe pedestrian and vehicular circulation. Lighting design (pole and luminaire) shall be consistent with the surrounding neighbourhood, in an architectural style that reinforces a definable character for the community.



Existing streetlights in the surrounding neighbourhood that contributes to the community's character

4.2 PRIORITY LOTTING

Priority Lots are located within those areas of the 9229 5th Sideroad development 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 14, 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 spaces.



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



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

Gateway Lots

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

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.

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.

Lots Adjacent to Park or Open Spaces

The neighbourhood park and school to the southeast of the site functions as key community element hat provide a visual backdrop for the proposed built form development. Lots backing onto the neighbourhood park 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 .

Refer to the Architectural Design Guidelines for detailed discussion and architectural guidelines for priority lotting.



LEGEND

	GATEWAY DWELLING		VIEW TERMINUS DWELLING
	CORNER DWELLING		DWELLING ADJACENT TO PARK OR OPEN SPACE

Figure 7: Proposed Priority Lots

IMPLEMENTATION

5.1 APPROVAL PROCESS

The UDB will be implemented through the various development application processes. Complete Submission requirements for development proposals are outlined in the Town of Caledon's Official Plan.

5.1.1 Architectural Control

Architectural Control for 9229 5th Sideroad will occur 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 will occur prior to building permit issuance. The developer or builder is therefore expected 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.

5.1.2 Building Permit Process

The developer (or individual builder where applicable) will provide the Control Architect with:

- Site plan
- Architectural elevations
- Material and colour chart information
- Floor plans and elevations.

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.

THIS PAGE INTENTIONALLY BLANK



421 RONCESVALLES AVE
TORONTO ON M6R 2N1
www.nakdesignstrategies.com

T: 416.340.8700