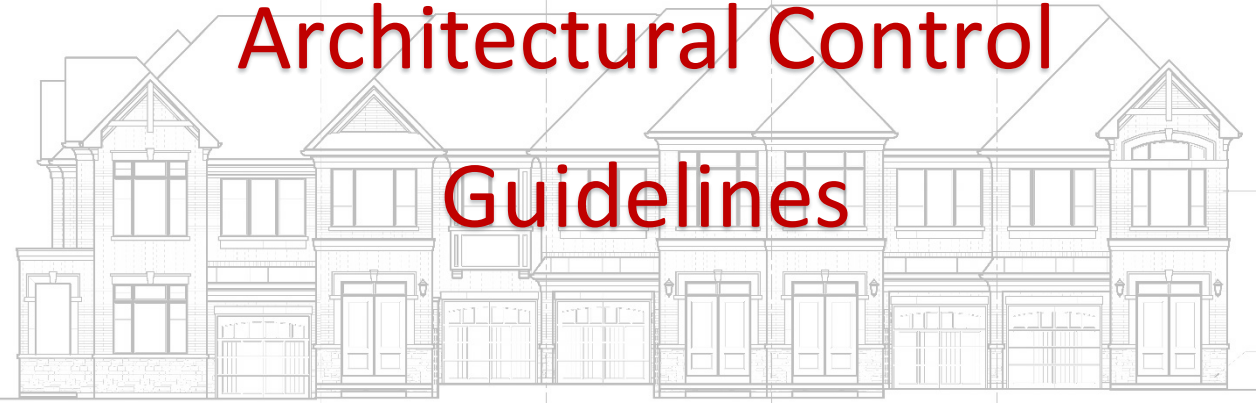


Architectural Control Guidelines

A detailed architectural line drawing of a row of eight townhouses. Each unit features a two-story facade with a prominent front door, multiple windows, and a small balcony or porch area. The drawing is rendered in a clean, technical style with fine lines and shading to indicate depth and texture.A detailed architectural line drawing of a row of eight townhouses, similar to the one above but with slightly different window and door configurations. It is rendered in the same clean, technical style.

**13935, 13951, 13977 and 13999 Chickadee Lane;
0 King Street;
&
550, 600 and 615 Glasgow Road
Zancor Homes (Bolton) Ltd.**

A decorative graphic consisting of a vertical line and a horizontal line intersecting at a right angle, forming a crosshair.

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TABLE OF CONTENTS

1.0	Introduction	4
1.1	Purpose.....	4
1.2	Objectives	4
1.3	Role of the Control Architect.....	5
1.4	Compliance	5
1.5	Site Location and Description.....	6
1.6	Development Proposal	7
2.0	Architectural Guidelines	8
2.1	Community Safety	8
2.2	Architectural Styles and Elevations	9
2.3	Built Form	10
2.4	Building and Street Relationship	11
2.5	Streetscape Variety and Massing	11
2.6	Garages and Driveways	12
	2.6.1 Dropped Garage Conditions	13
	2.6.2 Driveways	14
2.7	Main Entrances, Porches and Porticos.....	14
2.8	Roofs.....	15
2.9	Windows.....	15
2.10	Wall Cladding.....	16
2.11	Materials Colours	17
2.12	Architectural Detailing.....	17
2.13	Foundation Walls.....	18
2.14	Utility and Services Elements	19
3.0	Priority Lot Dwellings	19
3.1	Corner Lot Dwellings	21
3.2	Community Window Dwellings	21
3.3	Upgraded Rear and Side Architecture.....	22
4.0	Streetscape / Public Realm Elements	23
4.1	Street Trees	23
4.2	Community Edges.....	23

4.3	Pedestrian System	24
4.4	Street Lighting, Signage and Utility Elements	24
4.5	Community Mailboxes.....	24
4.6	Fencing	25
5.0	Design Review and Approval Process.....	25
5.1	Preliminary Model Review	25
5.2	Final Review and Approval	25
	5.2.1 Working Drawings	25
	5.2.2 Site Plans.....	26
	5.2.3 Streetscape Drawings	26
	5.2.4 Exterior Colour Packages	26
5.3	Submission Requirements.....	26
5.4	Approvals.....	27
5.5	Monitoring for Compliance	27

1.0 Introduction

1.1 Purpose

These Architectural Design Guidelines have been prepared on behalf of Zancor Homes (Bolton) Ltd. for their Residential Subdivision known as “Chickadee Subdivision” on the lands located on the east side of King Street West and Emil Kolb Parkway and includes lands on the south side of Glasgow Road and Chickadee Lane, in the Town of Caledon.

As part of the development approval process, the Town requires a privately-administered Architectural Control Process. This will involve:

1. Preparation of Architectural Control Guidelines that provide a framework of design criteria for the exterior appearance of new residential buildings that demonstrate an increased standard of design quality and result in safe, attractive streetscapes. The Guidelines will be used by the Developer, the Builder(s), the Control Architect and the Town to evaluate development submissions at various stages of the development review and approval process.
2. Review and approval of all proposed dwelling designs and lot sizing plans by the Control Architect prior to application for building permit to ensure compliance with the Town-approved Architectural Control Guidelines.
3. Periodic site visits by the Control Architect to monitor compliance with approved plans during the construction process.

1.2 Objectives

The main objectives of these Architectural Control Guidelines are:

- To ensure that the community vision outlined in the “Chickadee Community Design Plan” is promoted through the built form and architecture of the proposed development. Accordingly, new residential built form should display the following characteristics:
 - Create a strong public face.
 - Automobile storage should be subordinate.
 - Create dual frontage on corner lots.
 - Consistent, high quality design approach.
- To ensure new development is complementary to and compatible with the character of the surrounding community.
- To encourage harmonious and attractive streetscapes that promote a sense of place and identity through attention to the appearance of new housing and dwelling façade variety.
- To promote building massing, elevations, detailing, exterior materials and colours which combine to create an attractive and high quality residential built form.

- To encourage safe, pedestrian-friendly streetscapes by promoting principles of CPTED.
- To minimize the visual impact of the garage on the streetscape through limitations to its projection and width.
- To establish design requirements for buildings in highly visible 'priority lot locations.
- To establish procedures for implementation of the Architectural Design Guidelines, including:
 - Submission, review and approval of building designs, sittings and materials/colour selections;
 - Monitoring construction for compliance with the Guidelines.

1.3 Role of the Control Architect

The role of the Control Architect is to review the builder's submissions in a fair and timely manner and to ensure building designs are in general compliance with the Architectural Control Guidelines. The Control Architect will work closely with the stakeholders (i.e. Town staff and the Builder) to ensure an open and inclusive architectural control design review process is maintained.

The Town is relying on the Control Architect's judgement and professional ability to interpret and administer the Architectural Control Guidelines in an appropriate, timely and cost-effective manner. To avoid a potential conflict of interest, the Control Architect shall be independent from the builder's design architect.

1.4 Compliance

Approvals by the Control Architect do not release the builder from complying with the requirements of the Town or any other approval authority. It is the builder's complete responsibility to verify conformance with all required authorities. These Guidelines and their interpretation by the Control Architect are not intended to discourage design creativity or innovation. As such, the controls provide a degree of flexibility based on site-specific conditions. Proposals which are not in total compliance with the guidelines may be considered by the Control Architect and Municipality, based on their design merits.

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

Only those dwelling designs which are in compliance with these Guidelines shall be offered for sale and built.

1.5 Site Location and Description

The subject lands occupy an area of 10.08 hectares comprised of 3 distinct areas inclusive of several development parcels, located at the north-west, south-west and south-east corner of Glasgow Road and Chickadee Lane, in the Town of Caledon.

The lands are bounded by:

- North: Greenbelt designated lands with uses that includes Jack Garret Soccer Park.
 - West: Emil Kolb Parkway
 - South: Existing single detached dwellings
 - East: Existing single detached dwellings, greenbelt designated lands and Edelweiss Park.
- The lands are relatively flat in topography however, generally slope downward toward the west and south.
 - The lands on the east side of Chickadee Lane are the site of six homes on rural-sized lots that back onto lands that are within the Greenbelt Plan area.
 - The triangular area of land between Glasgow Road, Chickadee Lane and Street is presently vacant.
 - All structures and vegetation in the developable portions of the site will be removed to facilitate the development.
 - Refer to the Development Plan on the following page.



1.6 Development Proposal

- The Zancor Homes (Bolton) Ltd. plan of subdivision contemplates twenty-five (25) Blocks consisting of four (4) to eight (8) units per block for a total of 140 units. These units will be constructed on minimum lot widths of 6.00m to 14.91m; lot depth will range from 28.95m to 42.19m.
- Two Blocks (Block 27 and 28) have been established in order to recognize the existing single-detached rural residential dwellings
- Blocks 31, 32 and 33 serve as Open Space located on the northeast side of the subject lands for the purpose of recreation, conservation and environmental protection uses.
- On the west portion of the subject lands, a passive Park (Block 29) and a Stormwater Management Facility (Block 30) are proposed to optimize efficiency and minimizes ecological impacts to the existing valley system.
- A 16.0m to 18.0m internal road network (Street A, B, C, D) has been designed to accommodate local vehicular traffic with direct access and connections to existing higher-order collector roads (i.e. Glasgow Road and Chickadee Lane).



2.0 Architectural Guidelines

2.1 Community Safety

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

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



2.2 Architectural Styles and Elevations

Attractive, harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The goal is to allow for sufficient variety, yet ensure harmonious and coherent streetscapes are achieved. The following criteria shall apply:

- Architectural character will be derived from a mix of contemporary / modern and traditional influences (also known as “transitional” architectural style).
- Variety of architectural expression is required among publicly exposed building elevations in order to avoid repetition and monotony within the streetscape.
- Individual building should combine to create a visual harmony when sited together within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements.
- Compatibility in height and massing between adjacent dwellings is required. Extreme variations in building heights and size shall be avoided.
- Publicly exposed elevations shall incorporate adequate massing, proportions and wall opening (i.e. window, doors, porches, etc.) to avoid large, blank facades.



Interior Street Townhouse Block



Exterior Street Townhouse Block

2.3 Built Form

Street Townhouse Dwellings

Street townhouses are the dwelling type proposed for the development and will occur on the variety of lot frontages (6.0m – 14.9m). Each unit will have an attached front facing single-car garage. Since townhouses are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage. Front loaded townhouse shall comply with the following guidelines:

- Each townhouse block should have appropriate façade detailing, materials and colours consistent with its architectural style.
- The overall streetscape composition should display massing and design continuity while achieving adequate streetscape variety.
- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches where appropriate.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting facades.
- Street townhouse dwellings will have up to 3storey massing.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- For corner lot building, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities. Where single driveways are proposed within a townhouse block, they should be located on end units.
- Street townhouse dwellings will have front-facing single-car attached garages accessed from the proposed street network.



- Utility meters should be carefully placed and concealed from public view subject to local utility company requirements.

2.4 Building and Street Relationship

A well-defined street edge contributes to the pedestrian-oriented goals of the community. Attractive streetscapes typically consist of a landscaped (sodded and treed) boulevard adjacent to a defining edge of private front yards and carefully placed, well-designed dwellings. The following design guidelines shall apply:

- The front façade of the dwelling should directly relate to the street.
- Street-facing garages shall be subordinate to the habitable portion of the dwelling.
- Front yard setbacks should generally be consistent to define the street edge and create a visually ordered streetscape.
- Siting houses close to the minimum required front yard setback is recommended unless otherwise stated for any special uses in the community.
- Variation in building plane setback may be desirable on long, straight street blocks to provided visual relief, where lot depths permit.
- Projections into the front yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
- For corner lots, both street frontages shall be addressed in a similar and appropriate manner.



2.5 Streetscape Variety and Massing

The arrangement of buildings within the street block is a key component in providing an attractive streetscape. A pedestrian-friendly, comfortable scale environment will be achieved by incorporating elevation variety and massing that is appropriate to the context of the building within the streetscape.

- Variety of architectural expression should occur within each street block in order to create vibrant streetscapes and visually interest.

- Buildings should combine to convey a high-quality residential character and create visual harmony with respect to model variety, materials/colours, massing, height and repetition when sited together within the streetscape.
- Proposed townhouse block sizes up to 8 units per block; mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Each townhouse model should be designed with two distinctly different elevations. Popular models that may require more than two elevations to avoid repetition and monotony within the streetscape.
- Since townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the entire townhouse block, rather than the individual units, will be reviewed and approved based upon its design merits.
- Identical townhouse blocks elevations should not occur adjacent to or directly opposite each other. Flanking elevations of corner lot dwellings must be different from those flanking elevations on corner lots abutting or directly opposite.
- The use of 2-3 storey building massing is recommended for townhomes to create a dominant built form presence. Where 2 and 3 storey units occur within the same townhouse block, it is preferred to have the end units step down with the increased height occurring in the central portion of the building.



2.6 Garages and Driveways

While the intention is to move towards a pedestrian-oriented society, it is understood that vehicles still play an important role in suburban subdivision design. One of the prime objectives in creating a safe, attractive and liveable community is to minimize the visual impact of garages and driveways on the

residential streetscape. The following general design criteria for the treatment of street accessed attached garages shall apply:

- The design of garages shall at all times be in accordance with the requirements of the applicable Zoning By-law.
- Front-facing garages shall be permitted to project up to 1.5m to a main entrance wall where a porch is provided.
- Attached garages should be complementary in character and quality to the principal dwelling.
- Where a second storey habitable room is located above a garage, it should be setback no further than 2.5m from the front face of the garage below.
- Garage widths should be in proportion to the width of the lot and in accordance with the Zoning By-law.
- All street townhouse dwellings will have single-car attached garages accessed from a public or private street.
- Storage areas within the garage are encouraged. This can be achieved by designing deeper garages or providing storage niches along interior side walls of garage.
- A variety of upgraded garage door styles are required throughout the community. The streetscape should include a combination of garage door styles to avoid repetition and dominance by a single door type.
- Garage doors shall be sectional (roll-up), panelled and have a variety of header/lintel treatments above.
- Glazing in overhead garage doors is encouraged.



2.6.1 Dropped Garage Conditions

- Where grade conditions cause the slab of the garage to drop more than 600mm below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review. The preferred alternative design treatments for dropped garages include:
 - Lowering the garage roof;
 - Lowering or extending decorative gable louvers/windows;
 - Providing additional detailing or brick banding and soldier coursing;

- Adding a habitable scale window above the garage doors;
- Increasing the height of the garage door;
- Providing arched headers above the garage doors;
- Positioning light fixtures above the garage doors

2.6.2 Driveways

- Paired driveways are encouraged to increase sodded boulevards, street trees and additional landscape treatments in order to create an attractive streetscape.
- Driveway locations shall be approved by the municipality.
- The frequency and width of curb cuts should be kept to a minimum to maximize on-street parking opportunities.
- Driveways for dwellings adjacent intersections, public walkways, open space and other non-residential land use should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- All driveways shall be finished with a hard surface paving material, unless otherwise specified.

2.7 Main Entrances, Porches and Porticos

The main entrance to the dwelling should act as the focal point of the dwelling and be given appropriate design emphasis. Porches and porticos help to promote safe, socially interactive and pedestrian-friendly streets by providing outdoor amenity areas and a linkage between the public and private realm. The following design criteria will apply:

- The main entrance to the dwelling shall be directly visible from the street.
- A variety of front door styles will be encouraged. The use of glazed sidelights and transoms at the main entrance is encouraged.
- A covered entry feature is required for the majority of model designs offered by the Builder.
- The size of covered front porches, porticos and verandahs should be maximized wherever possible.



- Porch columns should be consistent with the character of the house.
- Large concentrations of steps at the front entrance should be avoided. Where more than 3-risers are necessary to access the front entry, steps shall either be poured in place or have a 'brick ledge' which allows masonry veneering on the exposed sides.

2.8 Roofs

Roofs play a significant role in the massing of a dwelling and the overall built form of a residential development. Roofs shall display the following design criteria:

- Minimum main roof slopes should be 8:12 pitch (side slopes) / 6:12 (front to back slopes).
- Roof overhangs should be generally be 300mm minimum.
- Where metal accent roofs are used (i.e. turret features) they should be a heavy gauge, have a standing seam and be prefinished in a dark tone complementary to the main roof colour.
- Alternate elevations for the same model type should have differing roof designs.
- Gables within the main roof are encouraged where appropriate to the style of the dwelling.
- All vent stacks, gas flues and roof vents should be located on the rear slopes of the roof and should be prefinished to match the roof colour.
- Skylights, if proposed should be located on the rear or side slope of the roof and have a flat profile.



2.9 Windows

Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance a dwelling's appearance and to promote "eyes on the street". Windows shall display the following design criteria:

- All windows on front, flanking and other high exposure elevations shall be thermally-sealed, double glazed and either casement or double-hung type.

- Windows on low exposure elevations may be horizontal sliders provided the glass is set within a sash.
- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate (taped muntin bars are not permitted).
- Large ground floor windows are encouraged where feasible.
- A variety of bay window styles is encouraged.
- The use of false windows should be avoided.
- The use of dark coloured window frames is encouraged in order to provide visual emphasis.



2.10 Wall Cladding

Main wall cladding materials should achieve a cohesive mixture of texture and colour within the streetscape. The following requirements for wall cladding will apply:

- High quality exterior materials are required.
- Brick shall be the primary wall cladding materials for all units.
- The use of other secondary materials, such as stone, stucco or siding is encouraged provided it blends harmoniously with the primary cladding materials. Accent cladding materials may include:
 - The choice of exterior cladding material should be compatible with the architectural style of the house.
 - Main wall cladding should be consistent on all elevations of the house to avoid the effect of a false façade.
 - Where changes in materials do occur, they should happen at logical locations such as a change in plane, wall opening or downspout.
 - Stone plinths, where provided, should return along the side walls a minimum of 1200mm (4') from the front of the dwelling.

2.11 Materials Colours

A sufficient variety of exterior colour packages shall be offered to avoid monotony within the streetscape. It is also important that individual exterior colour packages combine to create a visually cohesive streetscape appearance. Exterior colours shall display the following design criteria:

- Compatible material colours are required within each individual colour package.
- Soffit, eaves, fascia and frieze board should be the same colour within the individual colour package.
- The colour of accent brick for quoining, banding, etc. should be subtle and blend harmoniously with the main wall cladding colour.
- All flashing is to be prefinished or painted out to match the roof or adjacent wall cladding colour.
- Roof colour should complement the colour of main wall cladding.
- Adjacent and directly opposite dwellings shall not have the same main wall cladding colour
- Identical colour packages shall not exceed more than 3 in 10 (30%) within a street block and should be separated by at least 2 dwelling units.
- Identical front elevations within a group of dwellings should have a distinctly different colour package.

Typical Exterior Material and Colour Schedule

Material	Manufacturer	Pck. #1	Pck. #2	Pck. #3	Pck. #4	Pck. #5
Brick						
Stucco						
Stone						
Siding						
Siding Trim						
Roof Shingles						
Raingoods (S/E/F) / Freeze						
Entry Door Paint						
Garage Door Paint						
Trim Paint (Panels/Columns/etc.)						
Shutters						
Windows						
Railings						
Flashing						
Mortar Tint						

2.12 Architectural Detailing

The use of architectural details characteristic to the style of the dwelling help to enhance its appearance. Characteristics of contemporary / transitional architecture include the following:

- Elevations have strong linear elements and bold horizontal and vertical features. They are typically free of clutter and unnecessary elements, following the design aesthetic of “less is more”.
- Distinctive roof forms, window treatments, exterior materials, colours and detailing should be utilized to create highly functional buildings with an elegant simplicity of design.
- Details include smooth-faced brick, stone accent, large floor to ceiling windows, bold trim colours, distinctive roofline using low-pitched or parapet roof forms.
- The use of a variety of high quality, low maintenance wall cladding and accents will provide an interesting interplay of building materials to avoid monotony.
- A greater proportion of wall opening (windows, doors, porches / balconies) to solid will be provided on elevations exposed to public view. Blank facades which are visible to the public will not be permitted.
- All masonry detailing should be accentuated by projection about 12mm (1/2”) from the wall face.
- Where masonry banding, accent panel / siding and/or frieze boards are used on the front elevation they shall return a minimum of 1200mm (4’-0”) along elevations facing the interior side yard.



2.13 Foundation Walls

Exposed concrete foundation walls have an adverse visual impact on the streetscape and shall be minimized. The following criteria shall apply:

- The main wall cladding material shall be within 200mm-300mm (8”-12”) of finished grade where they are publicly visible.
- Special attention to this is required particularly on front and flanking elevations, porches and verandahs, on the sides of garages which project from the dwelling and on detached garages.
- Foundation walls must be appropriately check-stepped along sloping grade.

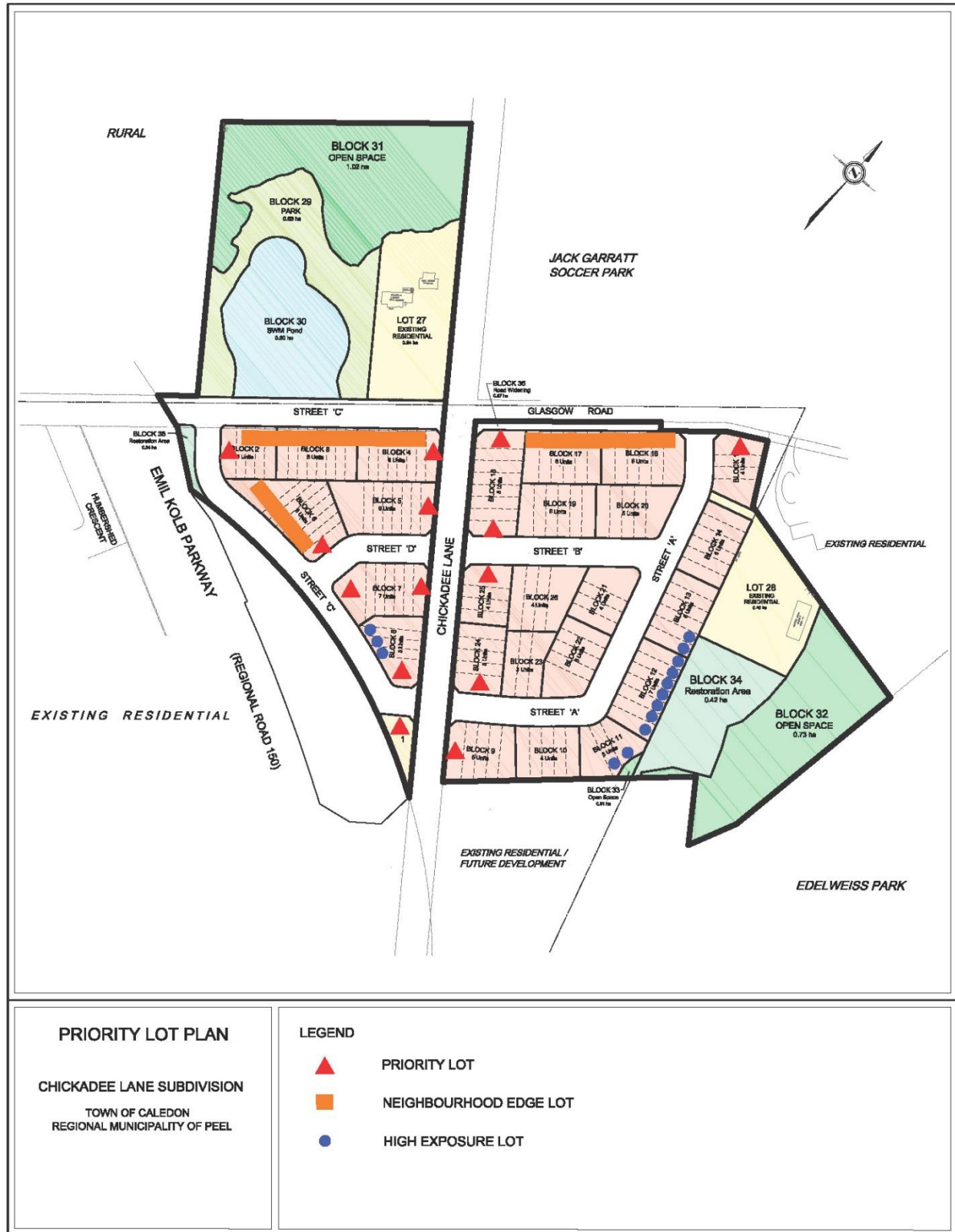
2.14 Utility and Services Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite are encouraged to be located out of direct view from any street, preferable on dwelling wall faces perpendicular to the street facing an interior side yard, and recessed into the wall where necessary.
- Townhouses should be designed with recessed or screened utility metres to reduce their visibility from the street. Placement of meters shall at all times be in compliance with the utility company regulations.
- Air Conditioning units should be located away from the dwelling's front and flanking yards. If this is not possible, they should be screened with landscaping.

3.0 Priority Lot Dwellings

Dwellings in prominent locations within the subdivision, or "Priority Lot Dwellings", will have a high degree of visibility within the public realm. Special design consideration is required for the publicly exposed of these dwellings.

- Corner lot dwellings throughout the development.
- Community window dwellings along Emil Kolb Parkway.
- Upgraded side/rear dwellings backing or flanking onto publicly visible open space and existing residential areas.
- Refer to the Priority Lot Map on the next page.



Priority Lot Plan

3.1 Corner Lot Dwellings

Corner Lot Dwellings shall address both street frontages in an attractive and consistent manner by incorporating architectural detailing which reinforces the pedestrian scale of the street. The following design criteria shall apply:

- Highly articulated flanking elevations are required on all elevations visible from public roadways in order to avoid flat, blank, uninteresting facades.
- The preferred design is with the main entrance facing the long side of the lot (side entry). The main entrance may face the front lot line only if appropriate attention is paid to the design of the flanking wall through the use of projecting bay features and/or a secondary entrance.
- Generous fenestration on front and flanking elevations displaying balanced proportions shall be provided.
- Gables, raised parapets, or tower features are desirable-- to articulate and enhance the roof form.
- The garage and driveway should be located as far away from the intersection as possible.



3.2 Community Window Dwellings

Community Window Dwellings occur where Street 'C' runs parallel to the SWM pond and Park Block and Glasgow Road running parallel along Jack Garratt Soccer Park. Additional Community Window Dwellings are provided along Street 'C' west of Street 'D'. Due to their high degree of public visibility, Community Window Dwellings shall provide a high level of architectural detailing and articulation to reflect the quality of the community.

- Special attention to design and siting of buildings in these locations will be required to create an attractive and cohesive streetscape that fosters of continuity, including:
 - Buildings sited to address the street edge;
 - Building designs appropriate to the function of the building;

- Pedestrian supportive building scale;
- Ample fenestration facing the street and large ground level;
- Windows to create a pedestrian environment;
- Building entrances that are directly visible from the street;
- Building along Street 'C' and Glasgow Road shall have direct access to the sidewalk;
- Parking areas and garages located away from Street 'C'
- Dwellings with front projecting garages should be avoided.
- The design of all dwellings should be coordinated to include architectural style, colours and materials that create a sense of community character and upscale image.
- The dwelling that flanks onto Line 6 shall be designed as a gateway dwelling.



3.3 Upgraded Rear and Side Architecture

Upgraded Rear and Side Architecture is required where these building elevations are exposed to public view. This will occur where units which back or flank onto:

- Open space areas with public trails located within;
- Residential area; and
- Areas where the siting of the dwelling causes the side or rear elevation to be highly exposed to public view.



The exposed side and/or rear elevations of these dwellings shall have a level of quality and detail consistent with the front elevation of the dwelling. The following design criteria shall apply:

- Enhanced window style, muntin bars, shutters, frieze board, quoining/pilasters, gables, decorative panels/louvres and brick detailing consistent with the front elevation.
- The use of upgraded building materials, such as stone accents or precast detailing is encouraged.
- Where housing backs onto heavily treed areas, ravines, where there is limited public visibility, the level of rear elevation upgrading may be reduced to include muntin bars and frieze board only.

4.0 Streetscape / Public Realm Elements

The streetscape and public realm elements within the Zancor Homes (Bolton) Ltd. neighbourhood will include street trees, community edge features, community mailboxes, fencing, lighting and utilities elements, in addition to open space features such as the greenbelt and passive recreational uses. A consistent approach to the design of these elements will be required to foster a high-quality image for the neighbourhood.

A palette of high-quality streetscape and public realm elements in conjunction with the proposed buildings can help distinguish neighbourhoods and strength the social role of streets and other outdoor public spaces. These elements will be detailed on the Landscape Plans for the subdivision.

4.1 Street Trees

- Street trees are important in establishing a residential character within the neighbourhood by providing shade, reinforcing view corridors and defining the character of the streets.
- Street trees will be located along Street 'C', between driveways, wherever feasible, and along Glasgow Road and Chickadee Lane dependent upon Town tree spacing requirements and ensuring no conflicts with street furniture, utilities or paved areas.
- Species selection will be of a native shade tree variety however, ornamental or narrow form trees may be included where conditions necessitate as part of the landscape design. A variety of species will be incorporated to ensure future health and diversity.
- Details for street trees will be provided on the Landscape Plans to be reviewed and approved by the Town.

4.2 Community Edges

- The intersection of Chickadee lane and Glasgow Road will be become the main entry point into the neighbourhood and should include landscaped elements and special building forms to produce visual interest and help define the main entry to the community
- Where Street 'C' runs adjacent and parallel to Chickadee Lane and also a continuation of Glasgow Road therefore landscape feature should be provided to highlight views into the community. This may include the use of low decorative metal fencing, street trees and planting beds.

- Built form shall have a high degree of architectural design quality and be sited to appropriately address the intersection.
- Community edge features will be detailed on the Landscape Plan.

4.3 Pedestrian System

- A linked and accessible pedestrian system is an important component of any new residential development as it provides connections within and between other neighbourhoods and to the open space system.
- The pedestrian system for the Zancor Homes (Bolton) Ltd. neighbourhood consists of a future trails network in the northwest corner of the site that links the subdivision to the proposed trail network in the Park Block.
- All trails and walkways will be designed to the Town of Caledon's standards.
- The transitions between the different types of pedestrian trails and walkways should be seamless and where appropriate, be developed as pedestrian nodes, to include seating, and signage.
- Where possible, trail head locations will be created to provide appropriate signage and trail connection information.

4.4 Street Lighting, Signage and Utility Elements

- Street lighting poles include utility box configurations to minimize cable and telephone infrastructure will be encouraged, where appropriate.
- Wayfinding elements may be incorporated to provide clear and concise direction to users as well as providing community character in accordance with the Town.
- Utility infrastructure should be located away from open space frontages.
- Above ground infrastructure should be located and design to be compatible, organized and visually minimized.
- The builder is required to coordinate dwelling site plans with all street furniture and any other streetscape elements located within the street R.O.W / private road to ensure there are no conflicts with the dwelling, driveway, walkway or other dwelling site plan component.

4.5 Community Mailboxes

- Community mailboxes provide an opportunity for meeting and interaction within the Community.
- Design and siting of community mailboxes shall in accordance with the requirements of both Canada Post and the Town of Caledon.
- In general, they should be placed in centrally located areas convenient to residents and should be integrated, physically and visually, into the street scape or open space system.

- Community mailboxes are encouraged to be located at pedestrian activity nodes within the streetscape or open space system.
- Trash receptacles should be provided at community mailbox locations within the open space system.
- When located at flankage lot locations, wood privacy fencing should incorporate decorative components.

4.6 Fencing

- Several types of fencing are required depending on the need for privacy, containment, and/or noise attenuation. These may include: decorative metal fence, wood privacy fence/screens, wood acoustic fence, and chain-link fence.
- The design of fences, where visible from the public realm, should be consistent throughout the neighbourhood.
- Noise attenuation fencing, where required, will be provided in accordance with the Noise Report for subject lands.
- Corner lots will require the developer/builder to provide wood privacy fencing. Privacy fencing will return to the building close to the rear corner of house to facilitate a gate. The return will be situated to avoid windows, doors or any exterior utility meters or facilities.
- All fences are to be constructed entirely on the private lot including all footings and foundations. Where a fence is situated between two private lots it will be situated on the lot line.
- The builder/developer will be completely responsible for ensuring that fences comply with the Town's fencing requirements and by-laws.
- The location of and specifications for fencing shall comply with the Town's fencing requirements and by-laws and will be detailed on the Landscape Plans for the subdivision.

5.0 Design Review and Approval Process

5.1 Preliminary Model Review

- Preliminary model design sketches shall be submitted to the control architect for review
- Exterior building materials and colours will also be submitted at this time
- Sale of models cannot commence until after preliminary model approval is given the Control Architect.

5.2 Final Review and Approval

5.2.1 Working Drawings

- Working drawings must depict exactly what the builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.

- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the control architect as soon as possible after model approval is given. This should be on 1 sheet for each dwelling type if possible.

5.2.2 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.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
 - Model and elevation;
 - A special note indicating rear and side upgraded, where applicable.

5.2.3 Streetscape Drawings

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

5.2.4 Exterior Colour Packages

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

5.3 Submission Requirements

- The builder is required to submit to the control architect for final review and approval, the following:
 - 6 sets of engineers approved site plans;
 - 4 sets of working drawings;
 - 3 sets of streetscapes;
 - 2 sets of colour schedules;
 - 1 set of colour sample boards (to be returned to the 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 approvals.

- Any minor redlines revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's design architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re-approval by the Control Architect.
- It is the Builder's complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.

5.4 Approvals

- Building permits will not be issued by the Town unless all plans bear the required Final Approval stamp of the Control Architect and project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the builder from complying with the requirements and approval of the Town of Caledon and/or any other governmental agency.
- It is the intention of these Guidelines to provide sufficient flexibility to encourage design creativity and innovation. The Control Architect may give consideration to architectural design concepts that are not fully in compliance with the Guidelines, only after consultation with and agreement by the town.

5.5 Monitoring for Compliance

- The Control Architect will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies which are considered by the Control Architect to be not in compliance with these Guidelines will be report in writing to the Builder.
- The Builder will respond to the Control Architect in writing of their intention to rectify the problem after which the developer will be informed of the Builder's response or lack of response.
- The developer and/or Town may take appropriate action to secure compliance.
- If the Town is not satisfied with the work the Control Architect is doing it may cease to accept plans stamped by the Control Architect as per the Developer's agreement with the Town concerning the Privately Administered Design Control Review Process.