

TOWN OF CALEDON
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Urban Design + Architectural Guidelines

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A R C H I T E C T U R E

**SNELL'S HOLLOW (EAST) SECONDARY PLAN,
TOWN OF CALEDON**

Urban Design + **Architectural** Guidelines

SNELL'S HOLLOW (EAST) SECONDARY PLAN
Town of Caledon

Our File #: 16239B

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01

INTRODUCTION

intent

These Urban Design & Architectural Guidelines ("UDAG") have been prepared by MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") on behalf of Snell's Hollow Developers Group (the "Owner") for their respective subdivision in the Town of Caledon.

The intent of this document is to establish and communicate design expectations for the **Snell's Hollow Community**, legally described as Lot 18, Concession 2 and 3, EHS (Chinguacousy) (the "Subject Lands") and set the framework for design principles related to the arrangement and composition of built-form through architectural guidance and the treatment of streets, parks, open spaces and the public realm through urban design.

These guidelines further aim to demonstrate how the proposal will complement and enhance the character of the Mayfield West Community through the integration of high level design and architecture.

These guidelines are to be read in conjunction with the **Town of Caledon Comprehensive Town-Wide Urban Design Guidelines** ("TWDG"), which recognize the rural and urban living community character and provide the fundamental building blocks and synergy between the Town's diverse places, ensuring that future development and growth contributes to the individuality and sense of place within the Town of Caledon.

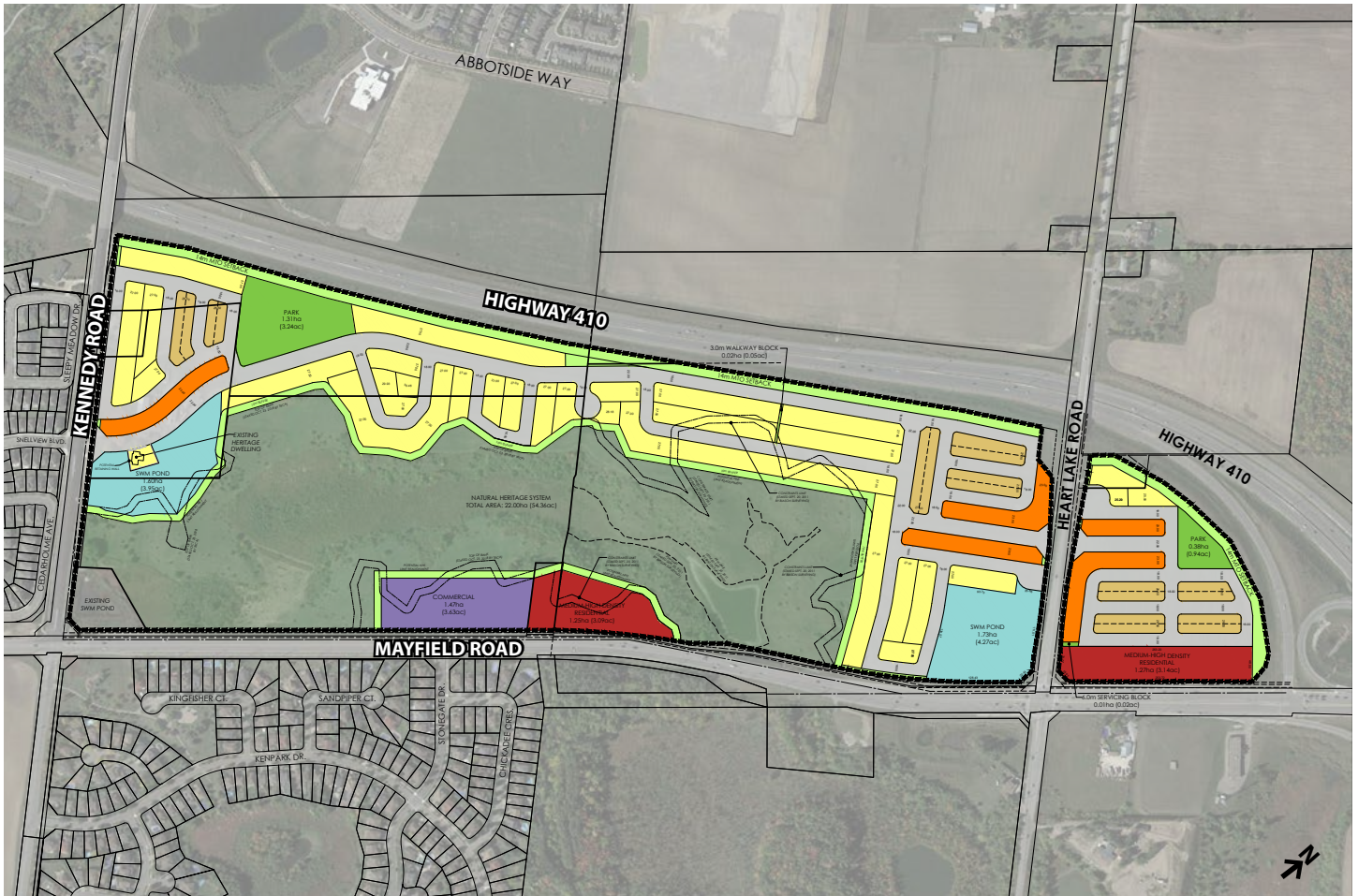
vision















The proposed development envisioned for the Snell's Hollow Community consists of 364 low density detached, semi-detached, and street townhouses, 345 medium density townhouse units, and 378 medium-high density townhouse and apartment units. The proposal also provides a commercial block that will provide daily conveniences and employment opportunities. The proposed residential units will be connected by a series of public roads and interconnected with walkways, trails, and vast areas of natural and planned open spaces which respects the topography of the land. The proposal has the opportunity to create a uniquely planned neighbourhood while still respecting the character of the existing surrounding communities.

The main vehicular entrances to the community are located off of Kennedy Road, Heart Lake Road and with respect to multi-unit and commercial blocks, Mayfield Road, which will connect to the public road network throughout the site. Emergency access and easement where applicable will also be accommodated into the proposed road network to ensure that the operation of emergency and maintenance vehicles are integrated into the community.

The Subject Lands have an area of approximately 60 hectares (150 acres) with a net developable area of approximately 34 hectares (84 acres). The natural and planned open space areas will be linked through a trail network to provide continuous linkage throughout the natural heritage system area and the proposed community. This open space network will also serve as a major outdoor amenity and aesthetic component of the Snell's Hollow Community by providing a range of passive and recreational amenities that are in support of the residents and nearby communities.

The open space areas will also serve as a transitional buffer area along the major roads and highway abutting the proposed development. The proposed stormwater management ponds located at the southwestern and eastern portion of the property along Kennedy Road and Heart Lake Road will also complement the proposed community and natural heritage system area.



	SECONDARY PLAN AREA		COMMERCIAL		DETACHED / SEMI-DETACHED / ST. TOWNHOUSES: 10.39ha x 35 UPHA = 364 UNITS
	DETACHED / SEMI-DETACHED / ST. TOWNHOUSES		SWM POND		DUAL-FRONTAGE TOWNHOUSES: 2.18ha x 55 UPHA = 120 UNITS
	DUAL-FRONTAGE TOWNHOUSES		PARK		BACK-TO-BACK TOWNHOUSES: 2.25ha x 100 UPHA = 225 UNITS
	BACK-TO-BACK TOWNHOUSES		OPEN SPACE / BUFFERS		MEDIUM-HIGH DENSITY RESIDENTIAL 2.52ha x 150 UPHA = 378 UNITS
	MEDIUM-HIGH DENSITY RESIDENTIAL		NATURAL HERITAGE SYSTEM		

Snell's Hollow Preliminary Development Concept Plan (prepared by Glen Schnarr & Associates Inc.)

guiding principles

The vision for the Snell's Hollow Community will be realized by adhering to the following principles:

- Providing a high quality urban design and architectural built form that is context sensitive and compatible to the existing and emerging built and natural environment.
- Ensuring a gradual transition from neighbouring low density residential to a leisurely and vibrant community setting that promotes a strong sense of place and unified community setting.
- Preserving open space areas and connections to support an active living lifestyle and healthy community.
- Establishing strong pedestrian linkages through the use of trails and sidewalks to create an interconnected open space network.
- Defining gateway and entrance features through landscaping, decorative surface treatment, and other ornamental features.
- Incorporating and optimizing existing natural heritage features into the overall design of the community.
- Ensuring that landscaping, streetscapes, signage, lighting and street furniture are designed with a coordinated theme and community vision.
- Providing a variety of architectural styles, massing, elevations and materials on all buildings to ensure visual interest along the public and private streetscapes.
- Using high quality architectural design and detailing to enhance the building façades and avoid repetition.
- Encouraging energy efficiency and conservation practices where feasible.
- Creating a high quality community built form and streetscape fabric that provides a diverse, safe, and pedestrian friendly experience.



design control

All building plans submitted to the Town of Caledon for Building Permit Application, which have not been subject to a Site Plan Approval Application, must bear the approval stamp and signature of the Control Architect/Designer.

The Urban Design and Architectural Guidelines and their interpretation by the Control Architect/Designer are intended to provide for sufficient flexibility to foster design creativity and innovation.

It is not the intention of these Guidelines or the Control Architect/Designer to stifle design creativity but instead to ensure compatibility with the vision and guiding principles of this community.

The Guidelines contained herein are intended for use by the initial Builder of the dwelling and will not bind the homeowner or subsequent homeowners from making any alterations to the dwelling, provided they comply with all other governing regulations.

A privately-administered design review process will be conducted for every new residential development by the Control Architect/Designer. The design review process by the Control Architect/Designer will be conducted expeditiously and fairly.

terminology & interpretation

Within this document, common terms are used in reference to prescriptiveness of the stated guideline. These terms are intended to have the following meaning with respect to compliance:

- 'Shall' / 'Will': Guidelines using the words 'shall' or 'will' are mandatory and must be included in the project's design.
- 'Should': Guidelines which employ the word 'should' are intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.
- 'Encouraged' / 'Discouraged' / 'May' : Guidelines using the words 'encouraged', 'discouraged' or 'may' are desirable but not mandatory.

02

UNDERSTANDING

THE CONTEXT

site location & existing condition

The Subject Lands are located on the northeast corner of Kennedy Road and Mayfield Road in the Town of Caledon, and are bordered by Highway 410 to the north and the City of Brampton municipal boundary to the south. Heart Lake Road bisects the Subject Lands on the east side of the Subject Lands, with Kennedy Road bounding the Site to the west. The Subject Lands have a total area of approximately 60 hectares (150 acres).

The Subject Lands contain the following existing uses: small agricultural land with a small pond, a two-storey residential house with three metal-framed sheds, remaining concrete foundations from a previously demolished building, a gravel road, and various asphalt/concrete pads. The Subject Lands are surrounded by existing low density neighbourhoods to the west, to the south in the City of Brampton, and to the north on the opposite side of Highway 410. Heart Lake residential community and the associated conservation area is located south of the Subject Lands in the City of Brampton.

There are two existing points of access to the Subject Lands; one towards the property off of Kennedy Road and another from Mayfield Road to the property addressed as 3742 Mayfield Road. A Natural Heritage System feature runs east-west along the centre portion of the Subject Lands.

Regarding the active transportation conditions, currently there is a sidewalk available on the east side of Kennedy Road, north and south of Mayfield Road. Sidewalks are currently provided on both sides of Snellview Boulevard and Stonegate Drive; however, no sidewalks are currently provided along Mayfield Road and Heart Lake Road in the area. As part of the capital road improvements for Mayfield Road, a 3.0 m multi-use path will be provided along both sides of Mayfield Road to the west of Kennedy Road, but only on the south side of Mayfield Road to the east of Kennedy Road. A 3.0 multi-use path is proposed along the north side of Mayfield Road from Kennedy Road to Heart Lake Road, and will be included in the detailed design and construction of Mayfield Road.

There are currently no dedicated cycling lanes along Mayfield Road, Kennedy Road and Heart Lake Road. However, there are existing multi-use trails along Mayfield Road from east of Kennedy Road to the east of Stonegate Drive that connects with Heart Lake off-road multi-use trail. There is a multi-use trail on the west side of Kennedy Road from north of Mayfield Drive to Abbotside Way.



surrounding built form and uses

A range of lot types and housing styles are found on nearby streets which contain varying setbacks and lot widths. Nearby housing typically incorporates a mixture of small and large window openings, mature trees and a variety of building materials such as brick, vinyl, stucco, and stone. There are also newer neighbourhoods, particularly to the west and north of the Subject Lands (See pages 13-14 for examples of the range of lots and housing types in the surrounding neighbourhood).

The existing condition of the site coupled with the surrounding built form and uses have influenced the overall subdivision design and are further discussed in the following sections.

The proposal intends to redevelop the Subject Lands into an overall subdivision consisting of 364 low density units, 345 medium density units, and 378 medium to high density units, for a total of 1,087 residential units. The proposed subdivision also includes a commercial use abutting Mayfield Road, parks and open spaces, two stormwater management ponds, and a protected Natural Heritage System feature. Altogether, the proposal intends to provide future residents with an active living lifestyle and a complete community, while ensuring necessary buffers to preserve the existing natural features.

2.2

surrounding built form and uses

A



B



C



D



E



F



Example of the range of lots and housing types in the surrounding neighbourhood.
Refer to Location Plan on p.11 for location of the above built forms.

G



H



I



J



K



L



existing topography

The existing topography of the Subject Lands is relatively flat along the northern and eastern portion. In the centre portion of the lands, the topography slopes downwards as a result of an existing valley and wetland system that traverses through the site. The topographic sections below illustrate the approximate terrain conditions, with more gentle grades on the portion where the majority of the proposed development is concentrated. The Baseline Conditions Report ("BCR") by R.J. Burnside & Associates prepared on January 2020 and revised on May and August 2020 further confirms the topographical condition.

The design of the proposed development takes into consideration the existing condition to optimize and provide for an efficient use of the land.



Approximate topographical condition shown on a north-south cross section from Google Earth.



Approximate topographical condition shown on a east-west cross section from Google Earth.

views and vistas

The Subject Lands are largely characterized by the existing Heart Lake Provincially Significant Wetlands ("PSW") Complex and its associated Unnamed Tributary of Spring Creek that traverses through the site. The tributary continues south from the Subject Lands and drains beneath Mayfield Road towards the Heart Lake Conservation Area. This existing PSW is contained within the Toronto and Region Conservation Authority ("TRCA") regulated area and the Natural Heritage System ("NHS"). Accordingly, this natural area is proposed to be preserved and protected by a buffer.

Opportunities for views towards the natural area will be available from the low density lots (i.e. the detached, semi-detached, and street townhouse lots) located on the north perimeter, as well as from the commercial and medium-high density residential portions of the development on the south side of the Subject Lands.

Section 7.11 of the Caledon Official Plan also identifies that a transition is to be provided between the more urban condition of the Brampton community to the south and the Snell's Hollow Secondary Plan area to the north, where the Subject Lands are located. Accordingly, the urban design and architectural features within the proposed development are intended to achieve this goal by implementing an architectural style consistent with the character of Mayfield West neighbourhood and the broader Town of Caledon context. Vista opportunities will be located on the south side of the Subject Lands along Mayfield Road and act as a transition from the Brampton community.

existing vegetation

The Subject Lands are mainly comprised of agricultural row crops, naturalized meadows, woodlands inclusions, a large swamp thicket and marsh wetland associated with the Unnamed Tributary of Spring Creek that meanders through the centre of the Subject Lands and towards the south.

The BCR completed and submitted by R.J. Burnside & Associates in support of the proposed development application reported that 122 existing plants were observed on the Subject Lands, with 109 being identified at the species or subspecies level. Of those species, approximately 66% were native to Ontario. The existing vegetative conditions for the area surrounding the Subject Lands includes but is not limited to a dry-moist old field meadow on the perimeter of the Subject Lands, rural properties with manicured lawns, various marsh types, annual row crops, and two hedgerows.

The proposed subdivision design preserves a significant portion of the existing vegetative features on the Subject Lands and ensures the protection of the PSW feature.

2.6

cultural heritage

A dwelling identified as the “Snell Farmhouse” exists on the Subject Lands and is a non-designated property under section 27 (1.2) of the Heritage Act. The key heritage feature on the Snell Farmhouse property is the original house, which was constructed around the 1840s. The farmhouse contributes to the Classical Revival style of the house dating to the mid 19th century, and features a one-and-a-half storey massing of field stone and red brick construction with gabled roof.

The proposed subdivision has been designed to protect the dwelling in its current location. Other features exist on the property but are not considered to have heritage value, including agricultural buildings and landscape elements such as black locust, sugar maple, and walnut trees.

The proposed subdivision will retain the farmhouse building on site in its original use and integrate it into the Snell's Hollow community.



Existing Snell Farmhouse property featuring a Classical Revival architectural style of the house dating to the mid 19th century.

03

POLICY

GUIDELINES

3.1

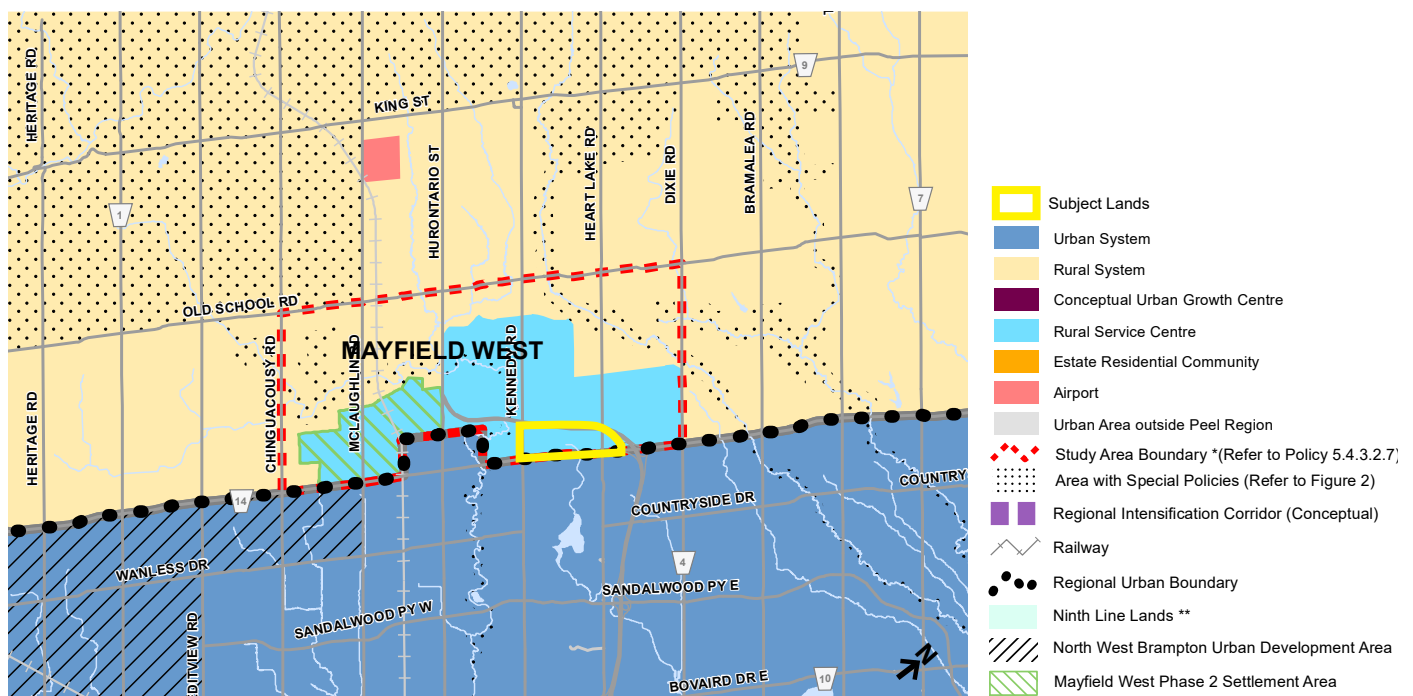
Peel Region Official Plan

The Subject Lands are designated as “Rural Service Centre” within Schedule D – Regional Structure and are further identified to be within the Mayfield West Study Area boundary. Rural Service Centres are intended to be the primary focus for growth within rural areas in the Region of Peel.

The Provincially Significant Wetland partially located within the Subject Lands is designated as Core Areas of the Greenlands System per Schedule A. Development and site alteration is prohibited within Core Areas of the Greenlands System.

The Subject Lands are a Designated Greenfield Area per Schedule D4 – The Growth Plan Policy Areas in Peel. Accordingly, the Subject Lands are planned to become a “completed community” which supports sustainable transportation options and provides for public open space.

The proposed development represents an appropriate use for Rural Service Centres while working to achieve minimum provincial density goals for Designated Greenfield Areas. The development has been designed to preserve the wetland features existing within the Subject Lands.



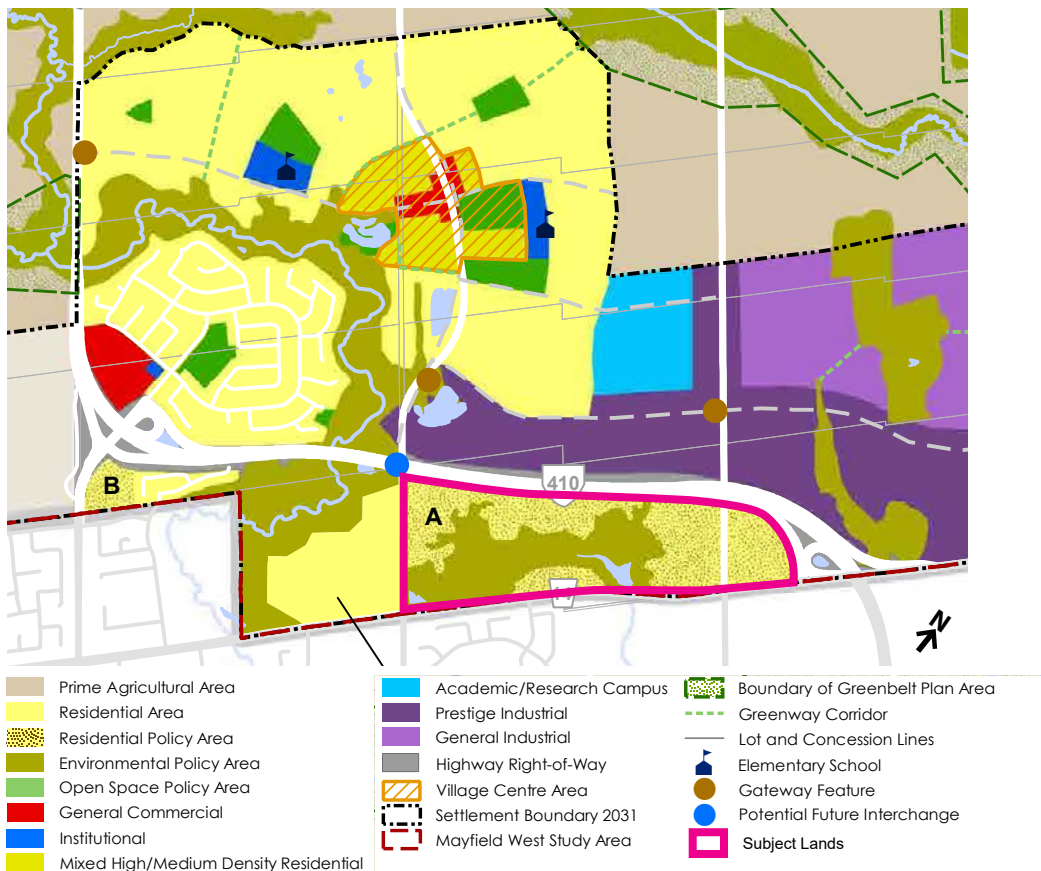
Peel Region Official Plan Schedule D - Regional Structure

Town of Caledon Official Plan

The Subject Lands are designated as Residential Policy Area, with a portion coincident with the PSW designated as Environmental Policy Area on Schedule B – Mayfield West Land Use Plan. Residential Policy Areas are used to manage the release of land for development in accordance with the Principles, Strategic Directions Goals and Objectives, Population and Employment Forecasts, and Population Allocations of the Caledon Official Plan. Per Section 5.7.3.1.1 of the Caledon Official Plan, new development is prohibited within Environmental Policy Areas with the exception of the permitted uses as specified in policy 5.7.3.1.2 allowing portions of new lots subject to the approval requirements recommended by the Town and other relevant agencies..

Schedule S – The Greenbelt in Caledon shows the Subject Lands as a Settlement Area with a watercourse. Areas within Settlement Areas are not subject to the policies of the Greenbelt Plan. Modest growth that is compatible with the long-term function of these areas are encouraged.

Overall, the proposed development represents a use of the lands consistent with the goals and objectives of the growth planned to occur in the Mayfield West neighbourhood area.



Town of Caledon Official Plan Schedule B - Mayfield West Land Use Plan

Town of Caledon Comprehensive Town-Wide Design Guidelines

Town Council adopted the Town of Caledon Comprehensive Town-Wide Design Guidelines (TWDG) in November 2017. This document intends to be a single, consolidated source of guidance for both urban and rural settings in the Town. It provides guidance to ensure that future development and growth contributes harmoniously to the Town of Caledon's existing and evolving character.

The TWDG sets forth five key design principles to achieve the Town's development vision, which include:

1. Sustainable Design & Compact Development (including environmental, social and economic sustainability measures);
2. Accessibility and Universal Design;
3. Community Safety & Security;
4. Complete Streets & Active Transportation; and
5. Cultural Heritage Conservation;

The TWDG's intended users include Town Council, Town Staff and Control Architect, the development community, external agencies, and public members. The TWDG will assist members of the development industry and their consultant teams by providing a clear, comprehensive and concise source of development guidance. Accordingly, the Urban Design and Architectural Guidelines in this document will demonstrate conformity with the Town's design guidelines.

When there is uncertainty or conflict in the design process, the Builder will refer back to the TWDG's design principles and objectives to guide the decision-making process. While the TWDG provide design and architectural control guidance, these guidelines are not intended to be prescriptive to stifle design creativity. However, where design variation deviates significantly from the TWDG or the guidelines forthcoming, a design rationale should be provided.

04

COMMUNITY

DESIGN

4.1

community structure

The Snell's Hollow Community Concept Plan has a total of 33.46 hectares (82.68 acres) of residential land area, with 1.47 hectares (3.63 acres) of commercial land area and 1.69 hectares (4.18 acres) of park area proposed at the west and east end of the community. The concept plan will be implemented by way of Plan of Subdivision with a public road network. The development will include single detached homes, semi-detached homes, street townhouses, dual-frontage townhouses, back-to-back townhouses, medium-high density apartment units, parks and open space uses, stormwater management ponds, and a commercial block that will provide daily conveniences and employment opportunities to the community.

The general land area composition of the proposed development are as follows:

- 10.39 Ha of Detached Homes / Semi-Detached Homes / Street Townhouses
- 2.18 Ha of Dual-Frontage Townhouses
- 2.25 Ha of Back-to-Back Townhouses
- 2.52 Ha of Medium-High Density Residential Units
- 1.47 Ha of Commercial Uses
- 1.69 hectares of Parks

The Snell's Hollow Community also includes 22 Ha of natural heritage area, with Highway 410, Heart Lake Road, Mayfield Road, and Kennedy Road bounding the perimeter of the Subject Lands.



SECONDARY PLAN AREA



DETACHED / SEMI-DETACHED / ST. TOWNHOUSES



DUAL-FRONTAGE TOWNHOUSES



BACK-TO-BACK TOWNHOUSES



MEDIUM-HIGH DENSITY RESIDENTIAL



COMMERCIAL



SWM POND



PARK



OPEN SPACE / BUFFERS



NATURAL HERITAGE SYSTEM



DETACHED / SEMI-DETACHED / ST. TOWNHOUSES:
10.39ha x 35 UPHA = 364 UNITS



DUAL-FRONTAGE TOWNHOUSES:
2.18ha x 55 UPHA = 120 UNITS



BACK-TO-BACK TOWNHOUSES:
2.25ha x 100 UPHA = 225 UNITS



MEDIUM-HIGH DENSITY RESIDENTIAL
2.52ha x 150 UPHA = 378 UNITS

Snell's Hollow Preliminary Development Concept Plan
(prepared by Glen Schnarr & Associates Inc.)

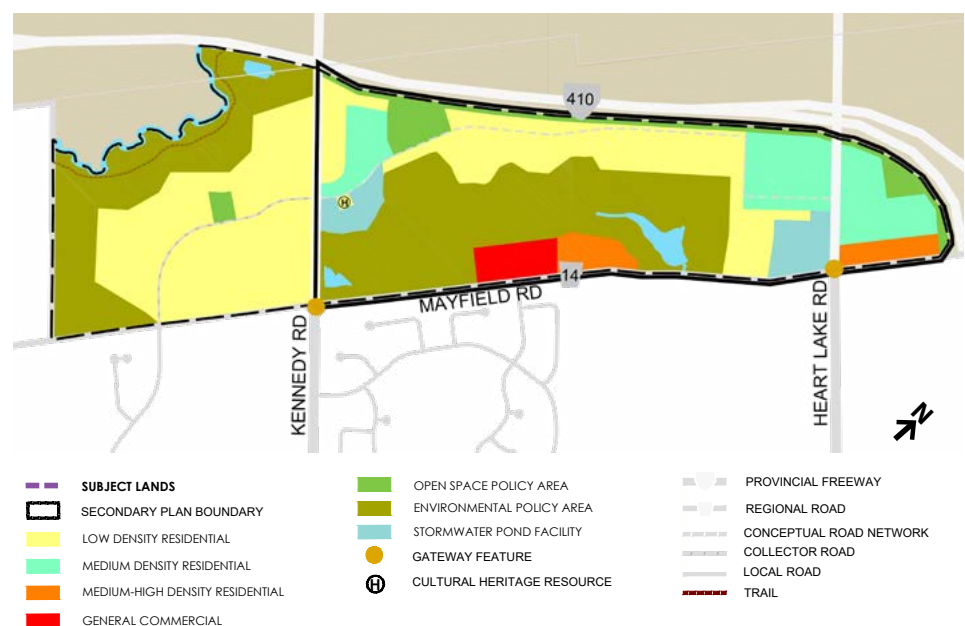
community structure

Snell's Hollow Community represents an integrated residential development with a range of residential types, commercial uses, and a network of parks, trails, and open space use to promote an active and healthy community.

i) LAND USE

Low density residential represents the majority of the residential portion of the community which is located primarily in the northwestern half of the Subject Lands. The community is flanked on the southwest by Kennedy Road and an existing stormwater management pond, with the proposed medium-high density residential uses at the southeast and eastern portion of the site along Mayfield Road. Medium density residential are proposed at the east, north and west of the Subject Lands, with general commercial uses situated along Mayfield Road between Kennedy Road and Heart Lake Road. Parks are proposed at the west and east corner of the community that would connect to the Ministry of Transportation (MTO) setback area and together form the community's open space network for recreational uses. The proposed stormwater management ponds will also serve as a functional and visual enhancement to the community.

Snell's Hollow Community provides a gradual transition of community activity, from the existing low density residential homes to a more comprehensive residential neighbourhood that is supported by active and passive outdoor recreation opportunities. Trailhead connections are encouraged to link between the natural heritage area and open space to promote greater activity and pedestrian movement within and between the community and adjacent neighbourhoods. The community has been spaced and located to ensure walkable distances are encouraged through comfortable and aesthetically pleasing streetscape experience for the overall community.



Snell's Hollow Secondary Plan Area - Land Use Plan
(Draft OPA Schedule B-1)



4.1

community structure

ii) BUILT FORM HIERARCHY

The Snell's Hollow Community will provide a compatible built form and density transition with the existing neighbourhoods through a mixture of dwelling types to establish a community with a range of densities. The proposed built form will be compatible with the general scale, height, and massing to the surrounding built form context through an overall stepped height transition from southwest to northeast. The proposal will provide a variety of residential unit types to encourage a non-repetitive and diverse community fabric.

Low-rise residential uses, including single detached, semi-detached, and townhomes will be primarily situated along the western and northwestern portion of the community to provide transition with the existing low-rise neighbourhoods. Commercial uses and higher rise residential built form will be located along Mayfield Road to assist in framing the arterial road and better defining the street edge and public realm.



Example of variety of residential unit types to encourage a non-repetitive and diverse community fabric.

iii) INTERFACE WITH EXISTING AREAS

Where new development is directly abutting developed areas within the existing community, care should be taken to ensure new buildings do not overshadow existing residential properties where possible. Further, efforts should be made to ensure existing parks, open space, and pedestrian and cycling connections are interconnected with the new development where feasible.



Example of interconnected parks, open spaces, and pedestrian and cycling connections.

community structure

iv) COMMUNITY SAFETY

The Snell's Hollow Community will apply design principles outlined in the Crime Prevention Through Environmental Design (CPTED) guidelines to ensure a safe and legible community. The purpose of CPTED is to improve the overall quality of life and mitigating the potential of crime through key design strategies, including:

Natural Surveillance

Natural Surveillance, or "eyes on the street" can be achieved through visual and audio observation by the community residents. Design measures include providing sufficient street lighting and avoiding creating hidden/dark areas to maintain visibility during the day and night times. Tree selection, including species with high branching form should be used at all publicly accessible areas to maintain high level of visibility. Further, orienting driveways and paths towards building entrances and windows, increasing visual permeability of vulnerable areas such as building entrances and stairwells through the strategic placement of windows, fencing and landscaping, and developing uses for the environment that are capable of strategically generating activity will provide natural surveillance opportunities.

Natural Access Control

Natural access control is achieved through establishing barriers that is natural for the environment including topographical features, fences, low walls, landscaping, and gates. Successful natural access control measures include establishing clear border definition of controlled space, limiting uncontrolled and/or unobserved access within the community, and using landscape barriers to discourage unwanted entry and creating natural barriers to conflicting activities.

Territorial Reinforcement

Community safety is fostered when a sense of ownership is established, as the community residents will have a collective responsibility of "neighbourhood watch" even for the public realm areas within the community. This can be achieved through creating clearly marked transitional zones between public, semi-public, and private spaces through the use of pavement materials, providing amenities that encourage activity and regular maintenance, establishing symbolic demarcation markers, and through the use of signs and other visual cues to enhance awareness and sense of place of the community.

v) STREET AND BUILDING RELATIONSHIP

To achieve a strong streetscape and architectural relationship, a variety of residential building types, sizes, and setbacks should be provided on any given street to encourage a diverse, non-repetitive community fabric, with building entrances fronting onto the streets wherever possible.

When a feature road such as an open cul-de-sac, open crescent, or service road is used, the flanking lots should be subject to architectural controls to encourage positive treatment facing these public areas.

Front porches, covered entrances and wrap-around verandas are encouraged as a transitional area between the principle building and the front or flankage yard to provide both visual interest to the building and opportunity for informal social activity contributing to casual surveillance and safety of the street.

Residential buildings on corner and flank lots, at gateways or at the terminus of streets should integrate building elements and designs that emphasize their visibility and potential role as landmark or orienting structures along the community streetscape. Where residential units provide more than one storey and include a projecting garage, a second storey above the garage is encouraged. Visible building elements including porches, entrances, windows and building materials should differ from adjacent buildings to provide variety to the image of the streetscape.

The design of townhouse, multiplex and apartment buildings should consider the overall form, massing and proportions, and the rhythm of major repetitive building elements and roof designs to create a

street facade that is composed of a consistent and attractive variety of building elements. End units in a townhouse or multiplex block should place windows and entrances where appropriate to encourage these areas to be attractive, active and safe.

The proportion of rooflines, wall planes and openings should be consistent with other buildings on the street.



Example of a street and building relationship, where building and landscape elements together create a consistent and attractive streetscape setting that is pedestrian scaled.

street network and mobility

Snell's Hollow Community will utilize a public road network designed to increase access and connectivity to features throughout the community. A cohesive streetscape character will be established to provide an integrated pedestrian and vehicular experience.

i) PEDESTRIAN MOVEMENT

The Snell's Hollow Community will include public right-of-ways that will be designed to promote a healthy active lifestyle through a series of pedestrian sidewalks and connecting trailheads where feasible that link to the greater open space network and natural heritage system. The goal is to create vibrant and attractive streetscapes that encourage walkability and complement the character of the community.

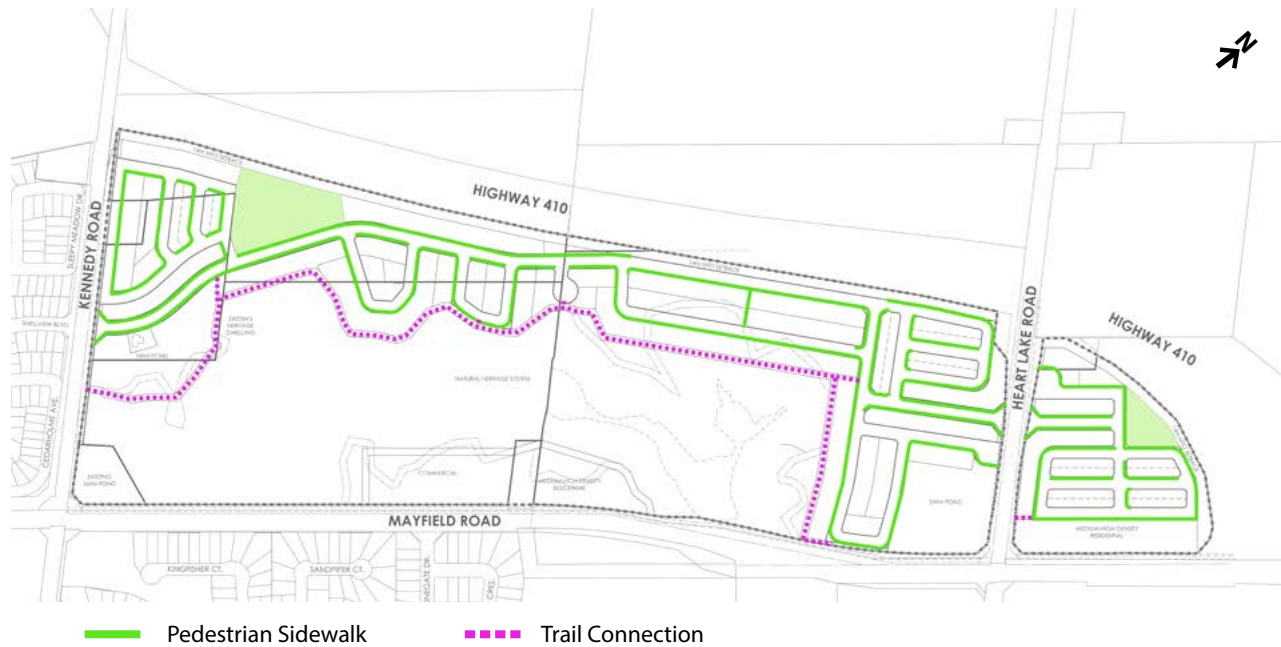
The Snell's Hollow Community residents will be able to access a range of open spaces and outdoor amenity areas within a 1000 meter walking radius (15 minute walk), including the proposed parks, and existing natural heritage area, and the MTO setback area that together form the community's open space network.

ii) VEHICULAR MOVEMENT

The Snell's Hollow Community is bounded by Highway 410 to the northwest, Mayfield Road to the south (a High Capacity Arterial Road with a proposed right-of-way width of 50.0m), Kennedy Road to the southwest (a Collector Road with a proposed right-of-way width of 26.0m), and Heart Lake Road to the east (a Collector Road with a proposed right-of-way width of 36.0m). Access to the proposed subdivision would be provided through public road connections along Kennedy Road and Heart Lake Road with 22.0m right-of-way widths. Driveway access will also be provided for the commercial block and medium-high density residential block off of Mayfield Road. The proposed ingress/egress layout will limit the number of actively used intersections onto Kennedy Road, Heart Lake Road, and Mayfield Road.

Within the community, the proposed public road network will maintain a minimum right-of-way width of 1) 16.0m for single-loaded roads (i.e., "window roads"); and 2) 18.0m for double-loaded roads, which will provide sufficient turning radius as per the Town's standards to ensure the movement of emergency vehicles will have sufficient space to maneuver within the community. Double-loaded pedestrian walkways are required for Collector Roads. A single-loaded sidewalk is required for local roads. Sidewalks shall have a minimum width of 1.5m.

PEDESTRIAN MOVEMENT



VEHICULAR MOVEMENT



street network and mobility

iii) CYCLING MOVEMENT

The Snell's Hollow Community will provide opportunities for the enhancement of the road network to allow other modes of mobility, including cycling within the development where feasible through the following:

Multi-Use Trail

A multi-use trail is designed to accommodate walking, cycling and other non-vehicular travel modes, with a typical minimum width of 3.0m. The proposed development is encouraged to provide a multi-use trail network within the natural heritage area to create an integrated open space network with the proposed parks.

Shared Use Road

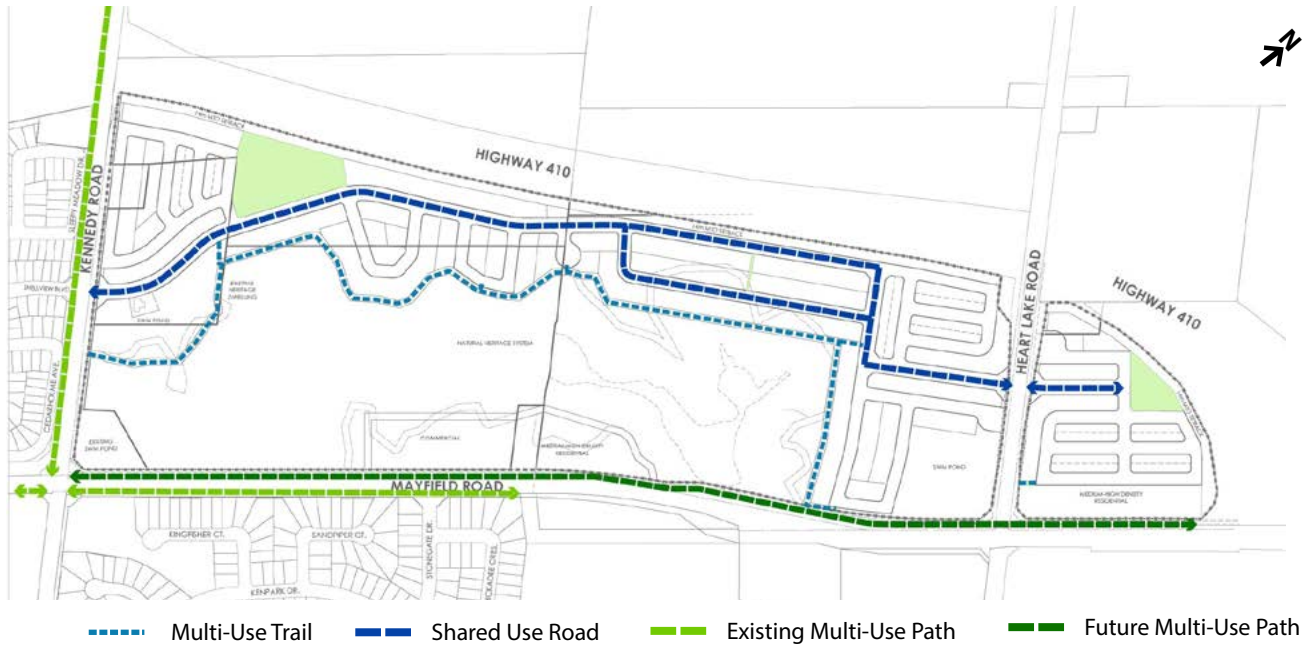
A shared use road is where bicycles and vehicles share the lane in a side-by-side manner, with roadside signs identify the routes as shared with “sharrow” paint markings at the side of the lane to indicate the intended path of bicycle travel. The shared laneway should have a minimum width of 4.3m to accommodate the movement of both motorists and cyclists.

The proposed multi-use trail and shared use road will improve cycling connections to the existing and planned cycling network in the surrounding area, including the existing multi-use path along Kennedy Road and along the south side of Mayfield Road, as well as the future/proposed multi-use path along the north side of Mayfield Road. Additionally, these multi-use paths provide connection to Caledon's regional trail network, including Etobicoke Creek Trail to the southwest and Heartland Conservation Park's trail to the southeast of the Subject Lands.

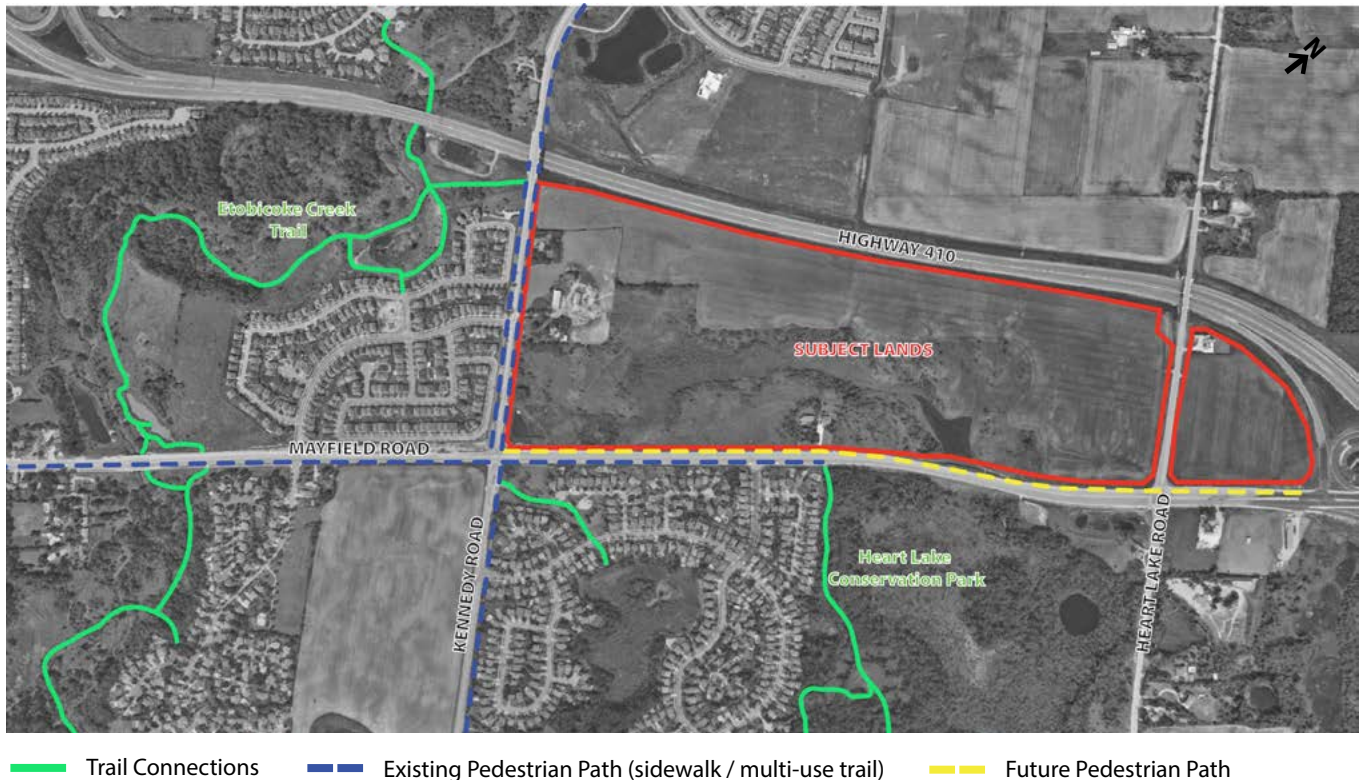


Example of a multi-use trail.

BICYCLE MOVEMENT



REGIONAL TRAIL CONNECTIONS

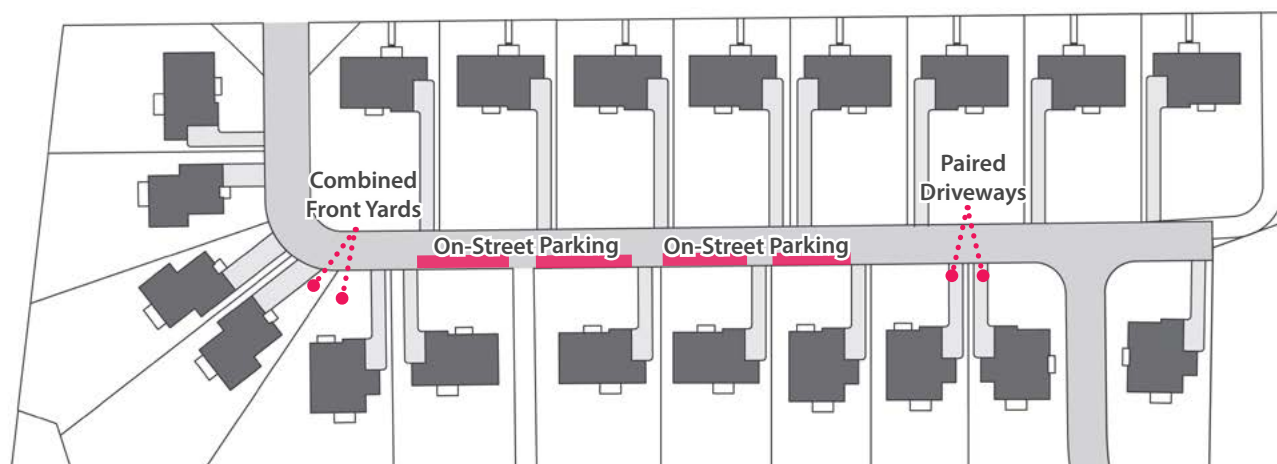


street network and mobility

iv) DRIVEWAYS PLACEMENT

Driveway placements play an important role in establishing the overall sense of place and legibility of the community streetscape. The following should be considered in terms of driveway placement:

1. Driveway widths shall not exceed the width of the garage.
2. Driveways for dwellings adjacent to intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
3. Driveway slopes between garage and street should be kept as shallow as possible.
4. Adjacent driveways at cul-de-sac and street elbow locations should be designed to eliminate overlap between the property line and the street.
5. Paired driveway locations are encouraged where feasible for detached dwellings to maximize on-street parking and to create larger continuous front yards.
6. For dwellings with a side or rear facing garage, the driveway should be no wider than 6.5m at the street line.



4.3

open space network

The park and open space blocks will be allocated for both passive and active recreational opportunities. Tree lined streets with public sidewalks and trails within the proposed parks will provide linkage to the overall open space network of the Snell's Hollow Community.

Existing natural heritage features at the south and southwest of the community shall be incorporated into the overall design of the development, taking advantage of the existing natural features to establish key view corridors and maintaining the ecological function of these areas.

The natural heritage area shall be protected as per the conservation authority's regulation and guidelines. No development shall be permitted that would encroach within the natural heritage system area.

The storm water management (SWM) pond shall also be adequately buffered from the proposed development. Where feasible, a natural path or recreational trail will be permitted and promoted within the buffer area of the SWM pond.

A marking system will be used to delineate the open space boundary.



Example of an open space area with a blend of active and passive activity zones to accommodate different outdoor uses.

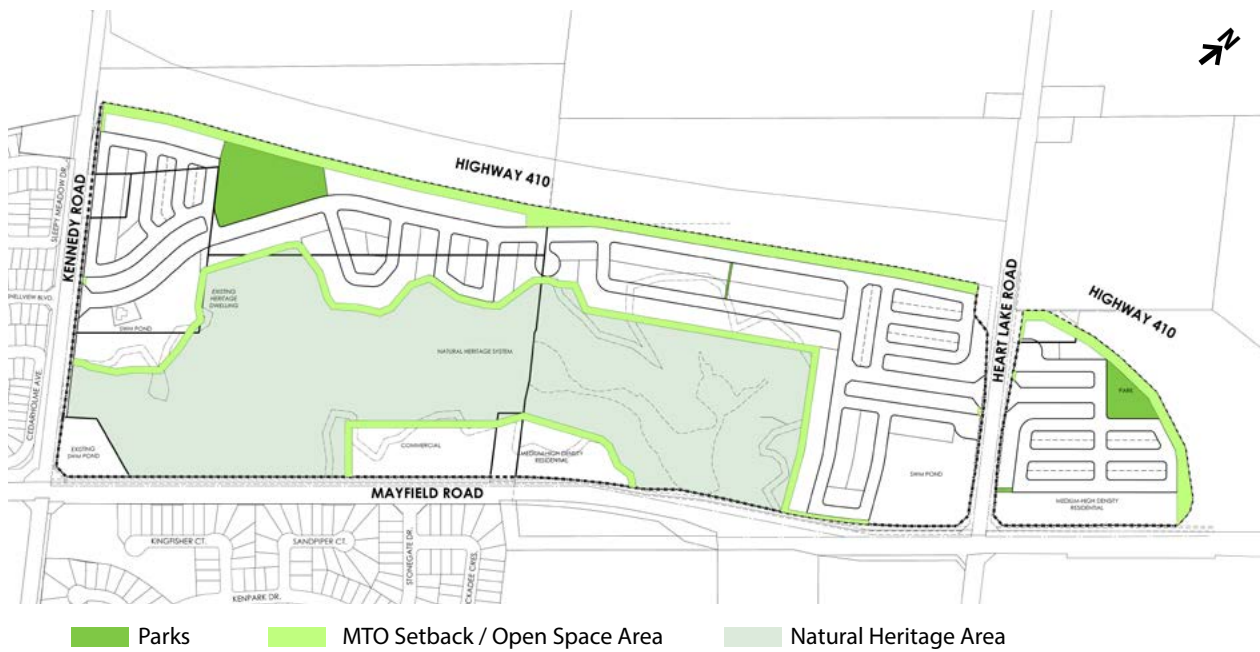
open space network

Creating a green and attractive neighbourhood is key to the vision of the Snell's Hollow Community. Strong pedestrian linkages will be established through the use of trails and walkways, creating a green network of parks, open space, stormwater management ponds, and integration of natural heritage features.

i) PARKS & OPEN SPACES

Parks and open spaces provide important outdoor amenity spaces for active and passive uses for a range of users and age groups within the community. The following should be considered in terms of parks and open space design:

1. Enhanced landscape treatment adjacent to the entrance of a park frontage is encouraged to mark the sense of arrival and departure within the neighbourhood.
2. Entrances should be designed as fully wheel chair accessible and connected to the streetscape network.
3. Entrances to parks should be enhanced through the use of pedestrian paths, seating, signage and ornamental structures or vertical landscaping.
4. The Park's identity may be enhanced through Park programming, planting themes, and/or distinct architectural elements in coordination with existing abutting parks (refer to priority lots, section 5.6 vi for abutting buildings).



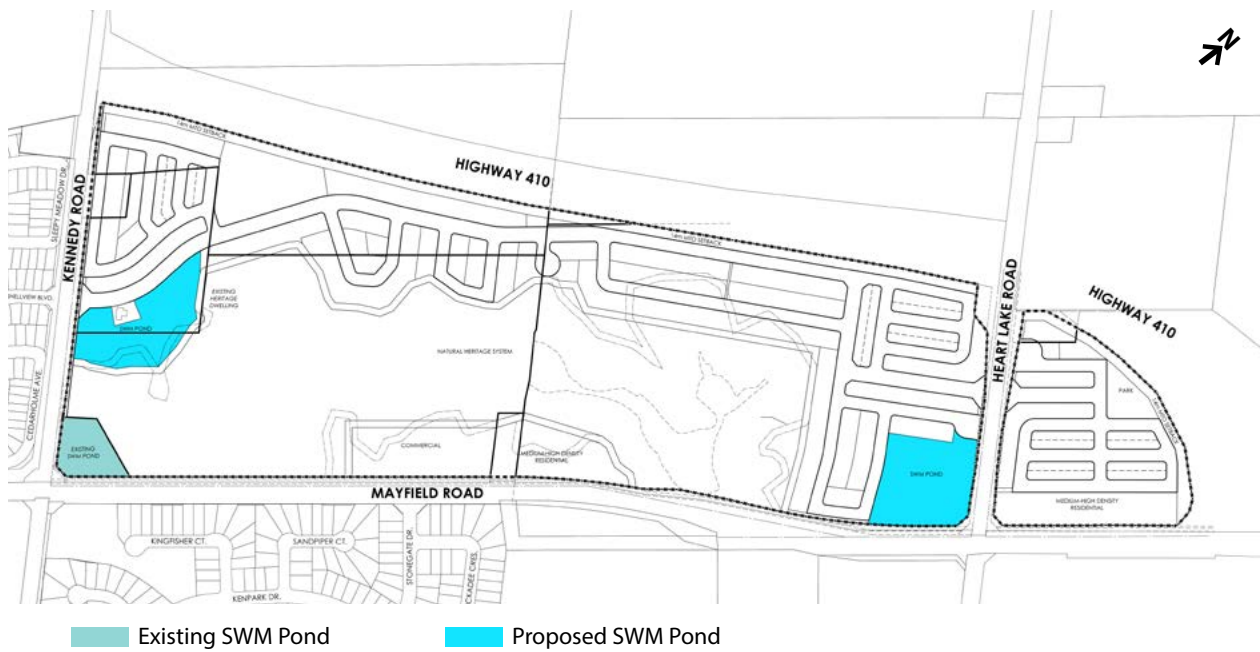
Example of a community park with natural play facilities.

open space network

ii) STORMWATER MANAGEMENT PONDS

The proposed Stormwater Management ("SWM") ponds will serve as a functional and visual enhancement to the community. The following should be considered in terms of SWM design:

1. SWM ponds are to be located within the vicinity of existing watercourses in response to natural drainage patterns of the site.
2. A naturalized approach to design and planting of the SWM pond should be adopted using native non-invasive species as provided in **Appendix A**.
3. Landscaping should be planted in a more natural manner to provide an appropriate transition from the pond to the residential lot.
4. Entrances to the SWM facility should be enhanced through the use of pedestrian paths, signage and ornamental structures, vertical landscaping and features that promote interaction.
5. If utility structures are to be placed in the SWM facility, they should be screened from view through planting and fencing where necessary.
6. Maintenance paths for the SWM facility may also double as pedestrian trails that are barrier-free accessible.
7. Pedestrian trails should be designed to travel through the SWM facility.
8. Views into the SWM facility should be promoted through the arrangement of plantings.



Example of a stormwater management pond with interactive landscape and trail connection.

open space network

iii) COMMUNITY TRAILS

The proposed subdivision will include appropriately sized recreational trails that will provide pedestrian and cycling connections to residential lots and various destinations within the community and the surrounding area.

The community trails are generally intended to be passive pedestrian areas and connection routes within the neighbourhood, with the exception of multi-use trails that can accommodate different active transportation modes including cycling.

The proposed community trails will be integrated with the parks, open space, and SWM pond, and other amenities where feasible to establish a green network which circulates through the community.



Example of a multi-use trail that can accommodate different active transportation use (left) and a more passive recreational trail (right).

landscape & streetscape design

The following guidelines apply to landscape and streetscape design:

1. The streetscape shall be landscaped in accordance with the list of species as provided in **Appendix A**, and shall be coordinated with landscaping provided for green features such as parks, SWM facilities, open space, and watercourse areas.
2. Collector Roads shall have an urban cross section with a double-loaded pedestrian sidewalk along the right-of-way (see cross section on p. 43-44). Local Roads shall have an urban cross-section with a sidewalk on one side.
3. The placement and maintenance of all above and below-grade utilities shall be located in the community's public right of way that is easily accessible.
4. A single line of deciduous canopy trees shall be planted along both sides of the street, spaced 12 m apart where feasible.
5. Sight lines should be considered in the location of trees planted at intersections.
6. Feature paving at crosswalks should be considered at gateways and intersections for pedestrian movement.
7. Curb ramps should provide barrier-free transition where pedestrian crosswalks meet the roadway at street intersections in accordance with Town's engineering standards.
8. Special landscaping will be used to soften the appearance of mailboxes and above-ground utility boxes in accordance with the respective agencies.

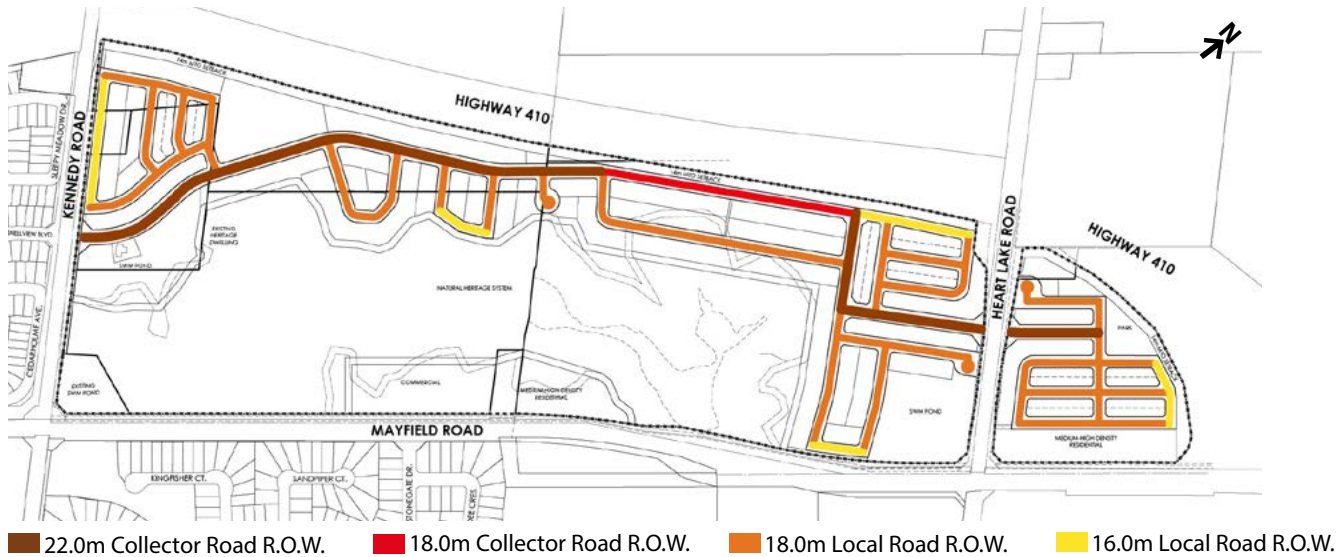


Example of a treelined community boulevard.

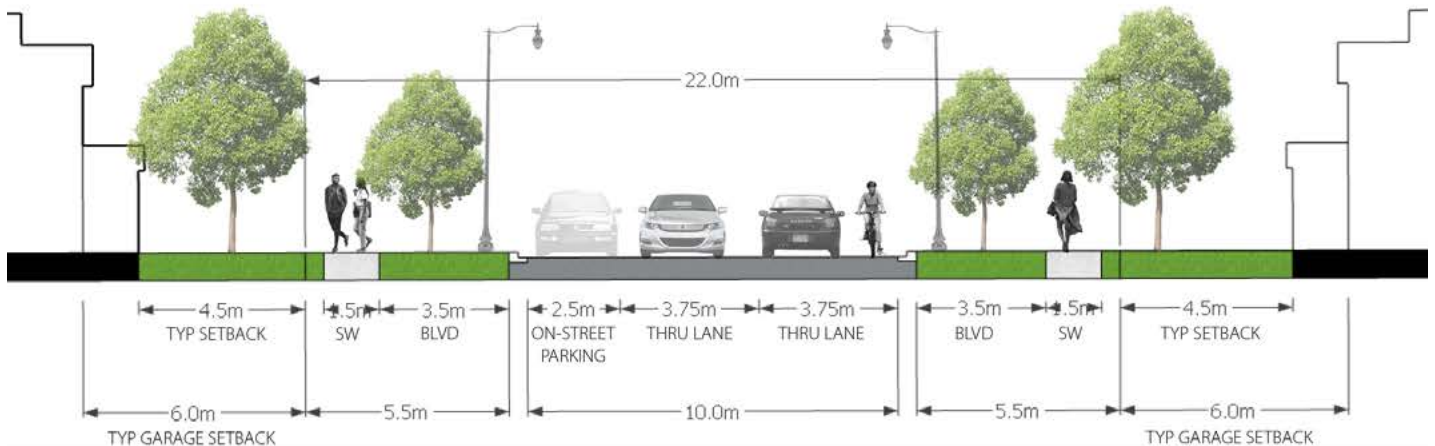


Example of a neighbourhood streetscape with generous sidewalk widths.

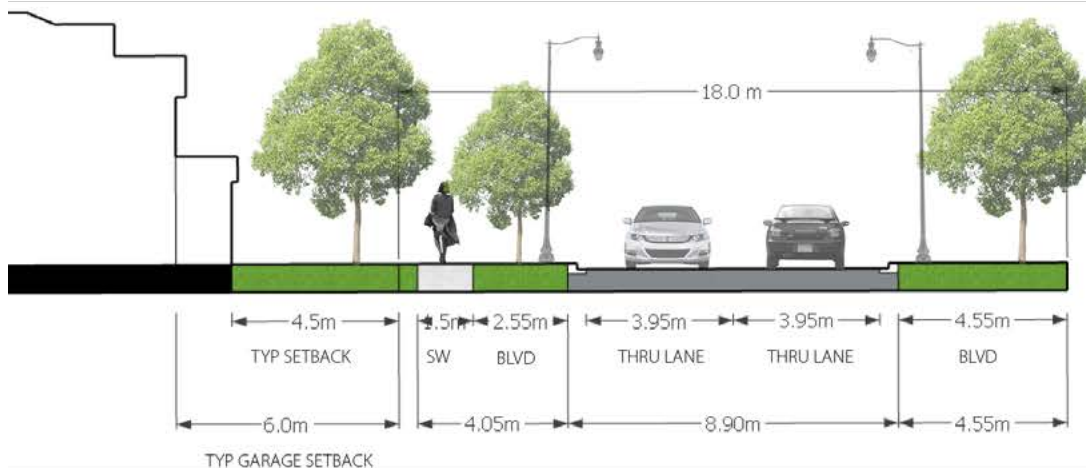
Key Map of Proposed Street Right-Of-Way (R.O.W.) Width



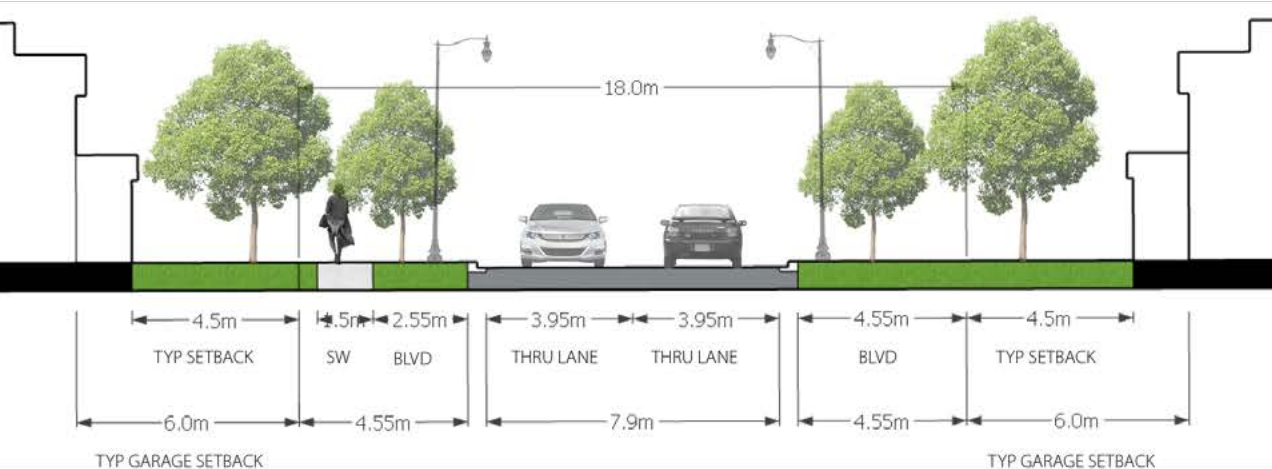
22.0m Collector Road (Typical Cross Section)



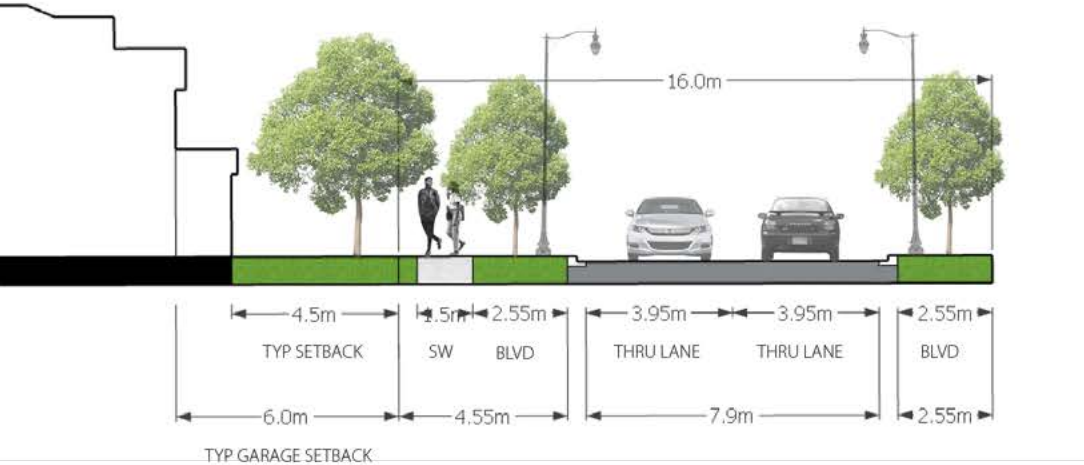
18.0m Collector Road (Single-Loaded/Window Road)



18.0m Local Road (Typical Cross Section)



16.0m Local Road (Single-Loaded/Window Road)



landscape & streetscape design

i) MAIN ENTRANCES & GATEWAY FEATURES

Gateway features shall be used to define the entrances into the Snell's Hollow Community, providing a sense of arrival to the community.

Gateways can be a combination of ornamental landscaping, pavement marking, signage and architectural structures.



Example of a prominent gateway entrance.

ii) PUBLIC REALM STREETSCAPE TREATMENT

The public realm streetscape should be of durable hardscape materials supported with softscape design to create a legible and safe environment with clear sightlines between pedestrians and motorists. Universal accessibility shall be provided at all public realm areas, sidewalks, and crossing zones to ensure a highly accessible community is achieved to accommodate a range of user groups.



Example of a legible and universally accessible public realm.

iii) LIGHTING & STREET FURNITURE

Enhanced LED street lighting, pedestrian pathway LED lighting, and street furniture shall be of a compatible design theme throughout the community (including the pedestrian network, parks, and open space areas).

All lighting should be “dark sky friendly” to ensure that this development does not add to light pollution.

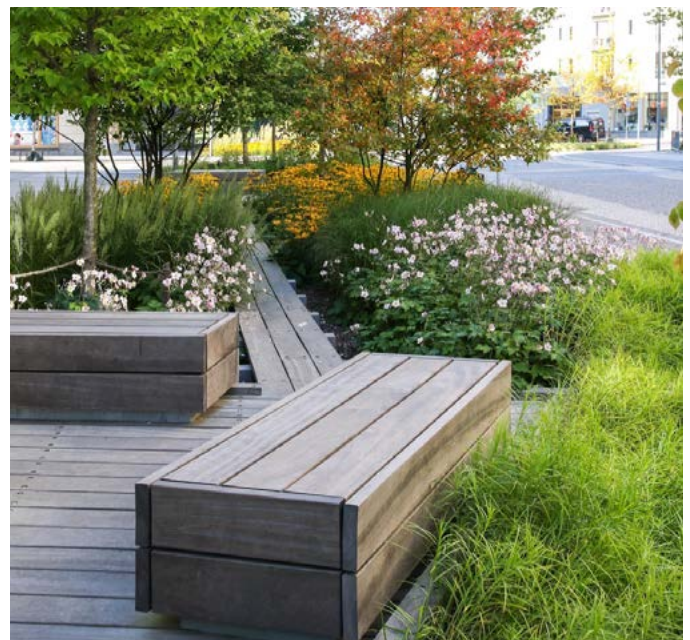


Example of street furniture and LED light fixtures.

iv) PLANTING DESIGN

Street Plantings shall be coordinated throughout the entire community. Species used for street planting shall be of a native non-invasive species. Planting recommendations are provided in **Appendix A**.

Plantings will follow streetscape hierarchy as provided in these guidelines, and will ensure a smooth transition between the different hierarchies.



Example of a layered planting design with a blend of trees, shrubs, and ground covers.

landscape & streetscape design

v) FENCING

Privacy Fencing & Garden Walls

The following should be considered when designing for privacy fencing:

1. Front and side yard hedges and garden walls are encouraged. Where they are provided, they shall be limited to a maximum of 1.0 metres in height and be permeable to allow informal views between public and private realms.
2. Rear and side yard fences, where required adjacent to publicly accessible spaces, shall be consistent in design, colour, and materials.
3. The design of fencing should be compatible throughout the community. Fences provided by a developer/builder shall be subject to review by the Town or the Town's approved Control Architect/Designer.
4. Lots which back onto green spaces such as SWM ponds and servicing areas shall be fenced with a minimum 1.5 metres (4.9 feet) high black chain link fence for safety and are encouraged to plant species native to the ecosystem as provided in **Appendix A**.
5. Lots which back onto parks and open spaces are encouraged to provide a combination of landscape features, trees and fencing to provide softer rural barriers between public and private realms.
6. Proposed side and rear yard fencing shall be a minimum height of 1.8 metres.
7. High quality decorative wood privacy fencing (e.g. board on board, pressure treated) should be provided for the through lots along Street A to ensure privacy is provided while maintaining a consistent streetscape setting within the community.



Decorative Wood Fence Example.



Black Chain Link Fence Example.

v) FENCING

Noise Attenuation Fencing / Walls

The following should be considered when designing for a noise attenuation fencing or wall along Highway 410 where applicable:

1. A 2.2 m high sound barrier of solid wood construction having a minimum face density of 20 kg/m² with no gaps or cracks is to be provided along the highway corridor property line where applicable to mitigate noise impact from Highway 410. The height of the acoustic fence should be taken relative to grade.
2. If masonry piers are used on acoustic walls they shall be the same material and colour with all other common entry conditions in a development.
3. A Construction Certification from the Civil Engineering Consultant will be required to certify that the noise attenuation barrier has been constructed to the approved design drawings and specifications by the Town.



Noise Attenuation Fencing Example.

landscape & streetscape design

vi) STREET SIGNS & WAYFINDING

Street signs and wayfinding features, including bollards and clear wayfinding signage will be implemented to safely guide pedestrian movement. The final wayfinding and signage will be designed with a coordinated theme, subject to the Town of Caledon requirements and approval.

High quality, attractive street name signs are encouraged to give the community a distinctive feel and sense of local identity.

Signage poles with decorative base, post, hanger arms, and cap finishing should be used to complement street signage and proposed lighting fixtures.

Through lots should utilize coordinated hanger signs to identify addresses along the public street.



Decorative community signage examples that complement the community's appeal and sense of place.

vii) COMMUNITY MAILBOXES

Community mailboxes will be an important node within the Snell's Hollow Community. They will be places where residents will congregate and interact. The mailbox locations will be determined in consultation with Canada Post and the Town of Caledon. The placement and design for the community mailboxes should consider the following:

1. Mailboxes will be set on a concrete pad that is accessible along the community sidewalk and street network.
2. Landscaping should be considered where feasible to create a community destination setting for the mailboxes.
3. Mailboxes shall not be located directly in front of the windows of the front yards of residential buildings.



Mailboxes set on a durable concrete pad that is accessible along a community sidewalk.

sustainable development

The developer is encouraged to consider implementing green initiatives on each lot or block to assist in reducing the community's impact on the environment and energy dependency. At a minimum, the following green initiatives should be considered throughout the development:

1. Water conservation features such as low-flow toilets, and water-efficient Energy Star appliances.
2. Use of high quality installation and windows to reduce thermal loss.
3. Use of recycled materials, local materials and certified wood products where feasible.
4. Use of low Volatile organic compounds (VOCs) emitting materials.
5. Use of energy efficient lighting such as LED.
6. Use of smart thermostats for energy efficient heating and cooling.
7. Use of energy efficient water heaters.
8. EV rough-ins and charging stations to accommodate electric vehicle options for residents and visitors.
9. Secure, weather protected bicycle parking for multi-unit apartment buildings and commercial buildings.
10. Green Roof or white albedo roofs for any proposed flat roof designs.



Water conservation through low-flow toilets.



Secure, weather protected bicycle parking



Use of high quality installation and windows.



Use of energy efficient lighting such as LED.



Use of smart thermostats efficient heating and cooling.



Use of energy efficient water heaters.



05

ARCHITECTURAL

DESIGN



5.1

diversity in architectural styles

A building's architectural style is a set of characteristics and features that make a community and the buildings within it identifiable, helping to create a strong sense of place.

The Snell's Hollow community will consist of a mix of distinctive, well-designed buildings that manifest different architectural styles to provide visual interest to the streetscape. Building design will balance modern influences with the complementary expression of the existing Mayfield West community architecture. Furthermore, the development will take architectural style precedence from nearby developments to create a cohesive regional character, including the single-detached subdivision located west of Kennedy Street, which draws on Victorian, Tudor and Georgian architectural styles.

The Subject Lands also contain a Georgian inspired heritage building that will provide a prominent landmark feature at the site's west edge. Residential dwelling designs are encouraged to consider Georgian architectural influences at this landmark location to create a cohesive visual character.

Buildings' specific architectural style will be at the discretion of the Builder and their Design Architect. The Control Architect/Designer shall only request changes to the dwelling's architectural style if the proposed style is conflicting with the objectives of the community design vision.



Streetscape image of the development west of Kennedy Street illustrating a mix of architectural styles.

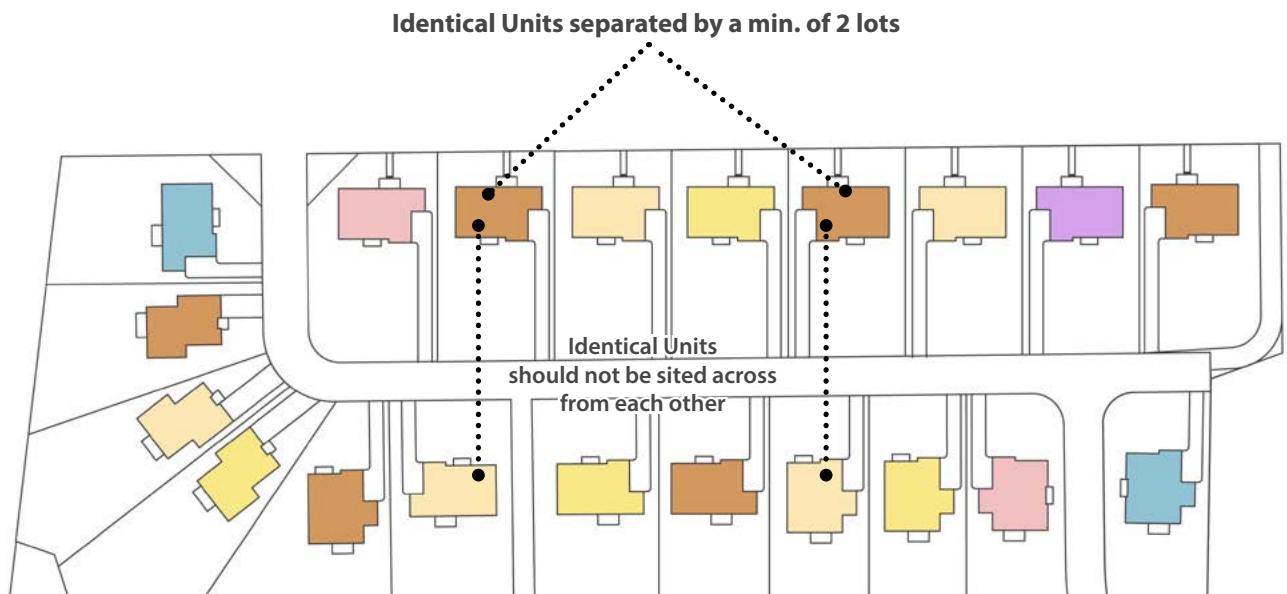
1. A blend of architectural styles shall be used across the site and complement Ontario's rural, small-town character. Architectural styles will include but are not limited to Victorian, Tudor and Georgian styles.
2. Buildings shall prescribe to a single architectural style and avoid mixing discordant styles within a single building design. Each dwelling type should have façade detailing consistent with the building's intended style.
3. Use a variety of high-quality materials and colours to enhance visual interest. Material choices and colours should be complementary to the building's assigned architectural style.
4. The housing design along each street block should blend complementary architectural styles and offer a variety of styles to balance visual interest and cohesiveness; reinforced by complementary, but not identical, exterior materials, colours and architectural elements.
5. For townhouse blocks, the selected architectural style and building details shall be consistent across the entire townhouse block.
6. Architectural features are encouraged to complement the historic building elements on-site or within the settlement area.
7. Building articulation should be high-quality and use building materials complementary to the building's predominant architectural style, incorporating materials such as stone, brick, hardie-board and stucco to complement the site's rural character and the relationship between the buildings and their surroundings.
8. Characteristics of classical architectural homes may include asymmetrical exteriors; a mix of brick, stone/stone veneer, and/or precast block; brick highlights around windows and doors; varying roof pitches and heights to complement the specific architectural style; arch-eyebrow / swept head windows; tall thin, grouped clerestory windows; windows with slat-board shutters; and bay windows/window boxes.

elevations and façade variety

The development will provide a mix of built form types and varied lot widths to enhance the diversity of the streetscapes' façade variety. Façade variety is essential in creating a unique and non-conforming development appearance. The following should be considered:

1. Alternating the use of stone/stone veneer and brick on garages/house facades of adjacent lots is encouraged.
2. Building articulation shall be enhanced on elevations exposed to public view and shall have upgraded façade treatments.
3. The development may use various elevation treatments within low-rise residential unit types (i.e., alternative elevations) to enhance façade variety.
4. Building components such as window openings, entrances and architectural details should be proportionate to each other.
5. All parts of the building should be designed proportionate to each other. Window openings should complement the building's architectural style and complement the wall massing accordingly.
6. Townhouse blocks shall have no more than eight units. The community should provide townhouses with a variety of units per block.
7. The design of townhouse elevations should consider the composition of the entire townhouse block. Harmonious architectural detailing and building articulation should add visual interest to townhouse facades to avoid monotonous faces.
8. The treatment of townhouse elevations shall achieve a level of quality equal to adjacent detached dwellings.
9. Commercial facades should address the street and have a high degree of visual appeal on all exposed frontages.
10. Enhance priority lot façades with well-articulated architectural elements to improve the development's façade variety.
11. Commercial building elevations shall provide visual interest through building articulation and fenestration. Large, black and unarticulated wall surfaces are not permitted.

12. Commercial building elevations should be pedestrian-friendly, providing appropriate setbacks and human-scaled building articulation, detailing and fenestration.
13. Commercial building facades along public streets should provide increased fenestration.
14. Commercial building elevations should contain changes in wall planes, fenestration and materiality to break up long, continuous façade stretches.



EXAMPLE RESIDENTIAL SITING DIAGRAM

built form compatibility

The following built form compatibility guidelines will help create a cohesive community and streetscape appearance:

1. Development design should consider architectural cues from its surroundings, including height, massing, setbacks, scale, proportion, materials and colours, to appropriately integrate new development within the existing community.
2. For improved compatibility, the development's built form design standards will have regard for the zoning standards outlined in the implementing zoning by-law.
3. Single-detached, semi-detached and townhouse units will generally be no taller than three storeys in height.
4. Built form will be compatible in character and materiality of existing Town character, utilizing materials including but not limited to: masonry, stucco, clapboard, board and batten, etc.
5. Townhouse dwellings will transition downwards in height away from medium-high density uses towards lower-scaled detached and semi-detached dwellings.
6. Mid-rise buildings should have well-articulated facades that break up the building base, middle and top, to reduce the building's perceived massing from the street and improving its interface with pedestrians at grade and between adjacent low-rise housing.
7. Mid-rise building shall use setbacks and step-backs to minimize the impact of larger buildings on adjacent low-rise dwellings to promote seamless transitions between different building heights and densities on site.
8. Apply angular planes, minimum horizontal separation distances, and other building envelope controls (such as stepping height limits, building setbacks and stepbacks) to transition from taller buildings down to lower-scale buildings and to maintain access to sunlight and sky view for surrounding streets, parks, open space and neighbouring properties.



Transition to low-rise dwellings should be accommodated through building design, including the use of setbacks and stepbacks to maintain access to sunlight and skyview for surrounding streets.



A diversity of housing types improves height transitions across the community.

residential siting

The siting of residential buildings contributes to the visual variety of the streetscape and provides a community with a unique and well-balanced character. All lots are encouraged to provide outdoor living areas in the form of stoops, porches, patios, balconies, vestibules or amenity areas that provide "eyes on the street" and encourage community safety. The following guidelines will ensure the siting of the buildings will foster an attractive community and streetscape environment that is pedestrian scaled:

1. A community with various residential building types, sizes and setbacks should be used and encourage a diverse, non-repetitive community fabric. Where appropriate, cluster similar building types to create a distinct sub-neighbourhood enclave.
2. Higher-density housing should be placed along arterial, collector or major roads, and around open spaces and the end of street blocks.
3. For detached dwellings, identical elevations and/or identical colour packages require a minimum of 2 lot separation (see page 58).
4. Identical elevations should not occur more than three times within a row of 10 single detached dwellings.
5. Residential lots should be setback from the sidewalk to ensure sufficient room for on-lot, private landscaping and outdoor amenity space.
6. Residential corner units facing the street should locate the main entrance on the flankage lot, to provide a consistent appearance and casual surveillance on this street.

i) SINGLE & SEMI-DETACHED DWELLINGS

7. Single- and semi-detached dwellings with identical elevations should not be located next to or across the street from each other.

ii) TOWNHOUSE DWELLINGS

8. Townhouse blocks may have a repetition of unit facades where it is desirable to create a harmonious architectural expression across the entire block. However, in such instances, sufficient façade articulation should clearly define the rhythmic repetition of units and avoid large unbroken roof and wall planes.
9. A common sidewalk should connect townhouse blocks.
10. Locate dual-frontage townhouses in prominent community locations, including community gateways, and areas fronting onto a park or open green space.

iii) MID-RISE BUILDINGS

11. Site mid-rise buildings along public streets, with the front facades and main entrances addressing the public street or significant corners to create a strong street edge.
12. For mid-rise and commercial buildings, a greater building setback should be provided along arterial roads to accommodate landscaping and pedestrian sidewalk.
13. Use strategic building placement to screen waste and loading services as well as surface parking. Locate waste facilities internal to the building and away from the public realm and streets where feasible.
14. Where surface parking occurs, it should be located at the rear of the building, away from main building entrances and screened from public view.
15. Underground parking access should be provided off side streets and facilitated by ground-related signage for wayfinding.

commercial siting

Locate commercial buildings close to the street edge directed towards the public realm to provide an active street frontage, creating enjoyable views for pedestrians and people driving by. At least 50% of commercial street frontages should be occupied by building frontages to frame the street; the remaining areas may be used for parking. Where larger commercial buildings require larger setbacks, smaller, more pedestrian-scaled commercial buildings should be located along the street edge, while still maintaining visibility to the larger facilities beyond.



Example of smaller commercial buildings directed towards the street edge with large facilities located behind.

priority lots

Priority lots are those located in visually prominent locations, at the end of a view corridor or visible from the right-of-way, classified as 1) gateway dwellings; 2) corner lots; 3) t-intersection lots; 4) elbow and curved streets; 5) Window Street Dwellings, and 6) Dwellings abutting parks and open spaces. Recognizing their visual prominence, priority lots will be given greater design articulation and will reinforce the community's character. The following section will discuss the design treatments for each priority lot type and details appropriate to their exposure level. Special design attention will be considered but is not limited to:

- Building shape or massing
- Main entry design
- Garage treatment and location
- Architectural detailing, and
- Exterior building materials and/or colour.

Architectural Guidelines at the detailed design stage are encouraged to identify the approved development's priority lot locations and establish specific architectural enhancements.

5.6 priority lots



Identification of priority lots on concept plan.

- G Gateway building (sized based on importance)
- ||||| Corner / elbow lot
- Lot next to park/open space
- Window street dwelling
- T-intersection lot
- Corner lot

i) GATEWAY BUILDINGS

Gateway buildings (both commercial and residential) are located at a community entrance point, or special nodes that illustrate a change in community character or use, offering a sense of entry and arrival. Gateway buildings will have increased architectural detailing and enhanced landscape features; however, the scale and detail of this treatment will vary based on the building's location and its functional importance. Lots located across from the development's existing heritage building will also be treated as gateway buildings. The following guidelines should be considered:

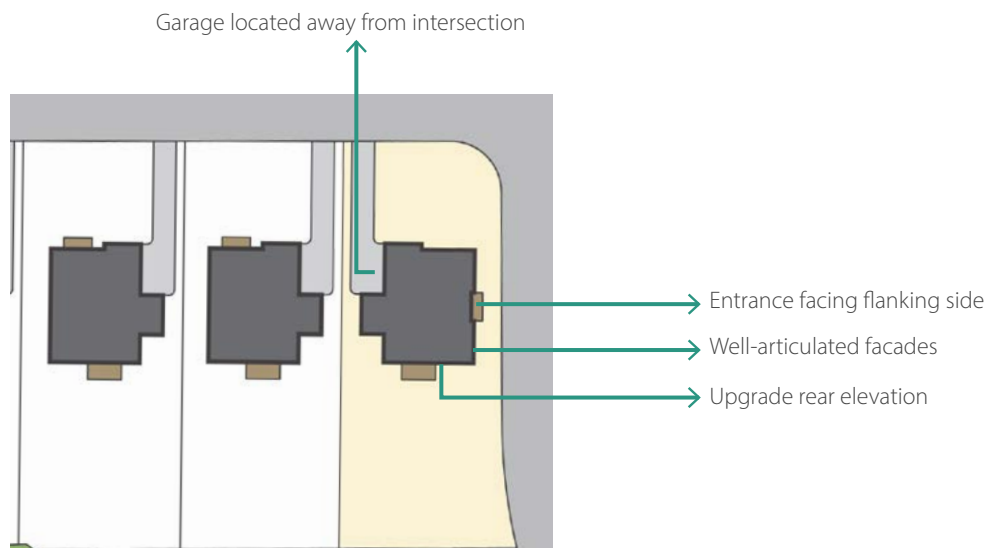
1. An increase in building massing will be encouraged at gateway locations.
2. The use of premier building materials and enhanced architectural detailing is encouraged at gateway locations.
3. Residential dwellings at gateway locations will have strong and distinctive architectural elements, including but not limited to special chimneys, towers, turrets, gable ends, dormers, projecting bays and wrap-around porches.
4. Residential gateway dwelling's main cladding and architectural treatment should be consistent across the front, flankage and rear elevations.
5. Mid-rise and commercial buildings should consider unique architectural treatment of gateway buildings, including buildings in prominent view as people travel east and west along Mayfield Road. Unique architectural treatments include window and facade articulation, use of durable accent building materials (e.g. brick, stone), and use of wood siding and trims where applicable.
6. Commercial buildings at gateway locations should orient outdoor seating or patios towards the public realm to animate the street and offer a sense of arrival where feasible.
7. Commercial buildings at gateway locations should incorporate landscape and wayfinding elements such as vegetative plantings, decorative fencing, ground signs or building signage oriented towards the public realm where applicable to foster a sense of place and offer a gesture of arrival.

5.6 priority lots

ii) CORNER LOTS

Corner lots are defined by their exposure to two street frontages, which permits different main entry and garage access configurations. The following guidelines provide design direction for the development's corner lots:

1. Corner buildings should have active frontages on both sides of the street by incorporating secondary building entrances and increased fenestration to improve 'eyes on the street' (CPTED).
2. Where feasible, break up building rooflines on corner lots or incorporate changing wall planes or projecting bays with gable features for enhanced visual interest.
3. For detached, semi-detached and townhouse building typologies, rear yard amenity space should be screened from public view by privacy fencing where necessary.
4. For detached, semi-detached and townhouse building typologies, the main building entrance for corner lots should be located on the flankage side to increase front yard habitable space. Where this is not feasible, orient the main entrance towards the front lot line, and use architectural compensating features along the flankage wall (such as, bay windows, secondary entrances, ample fenestration, building projections, distinctive gables, and wrap-around porches etc.).
5. For detached, semi-detached and townhouse typologies garage access should be located on the front façade, away from the main building entrance and street intersection.
6. The primary building frontage for mid-rise buildings should face the higher-order street; however, the flankage wall shall be well articulated, with special attention to the massing height, articulation, fenestration, material finish and detailing.
7. For mid-rise buildings, locate garage access away from the higher-order street(s), the primary building entrance, and street intersections.

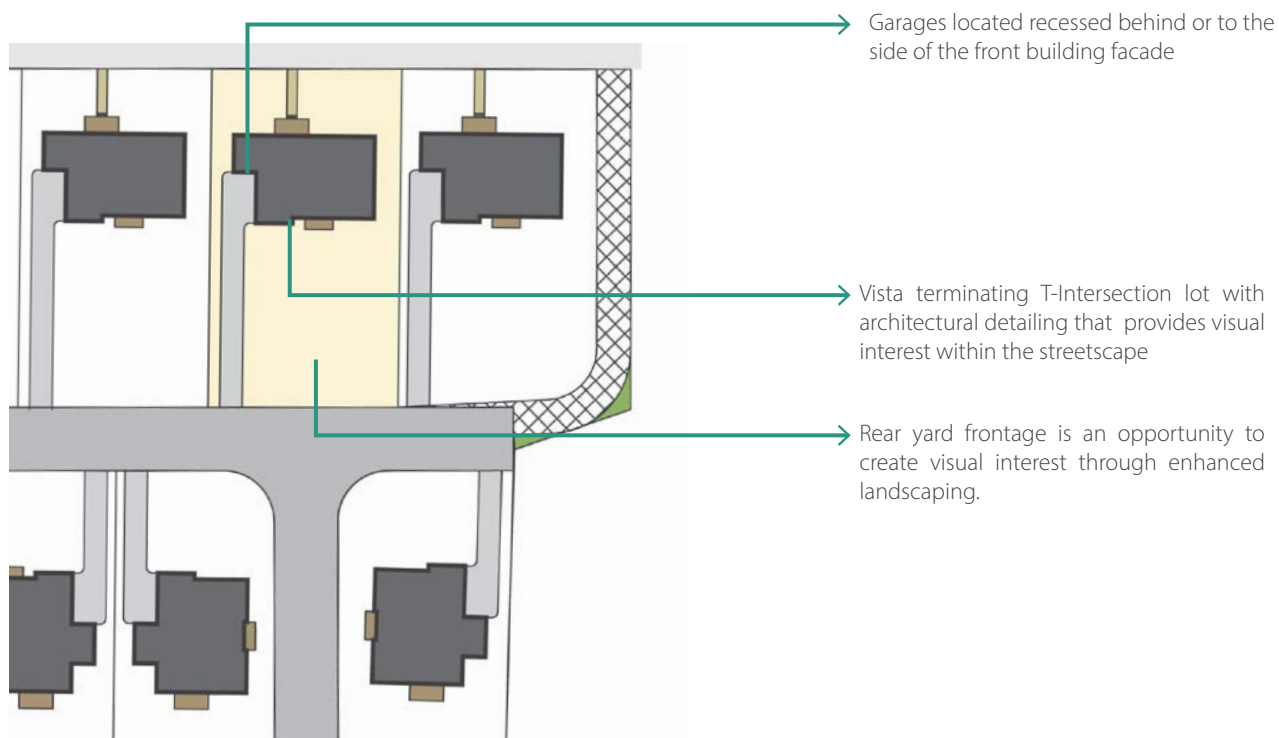


Example of corner lot with enhanced architectural details both the front and flanking facades.

iii) T-INTERSECTION LOTS

T-intersection lots are located at the end of a view corridor created by perpendicular street junctions. Therefore, these dwellings are given visual prominence as people travel through the community and require special design attention. The following guidelines should be considered:

1. Where feasible, t-intersection lots should contain building models that de-emphasize the car's presence, for example, dual frontage facades without garages or driveways. Alternatively, t-intersection lots should be oriented to de-emphasize the garage and driveway presence, locating them to the periphery of the axial view.
2. Where buildings provide garages on t-intersection lots, they may be recessed behind the building's main wall or located to the terminus view's periphery.
3. Vista terminating lots should incorporate architectural detailing that provides visual interest within the streetscape by upgrading facade designs, including increased fenestration, a mix of masonry types and colours, window and entry features and accentuated roof lines where possible.
4. Where feasible boulevard plantings adjacent to t-intersection lots will shield oncoming headlights.
5. T-intersection lots shall avoid reverse frontages.



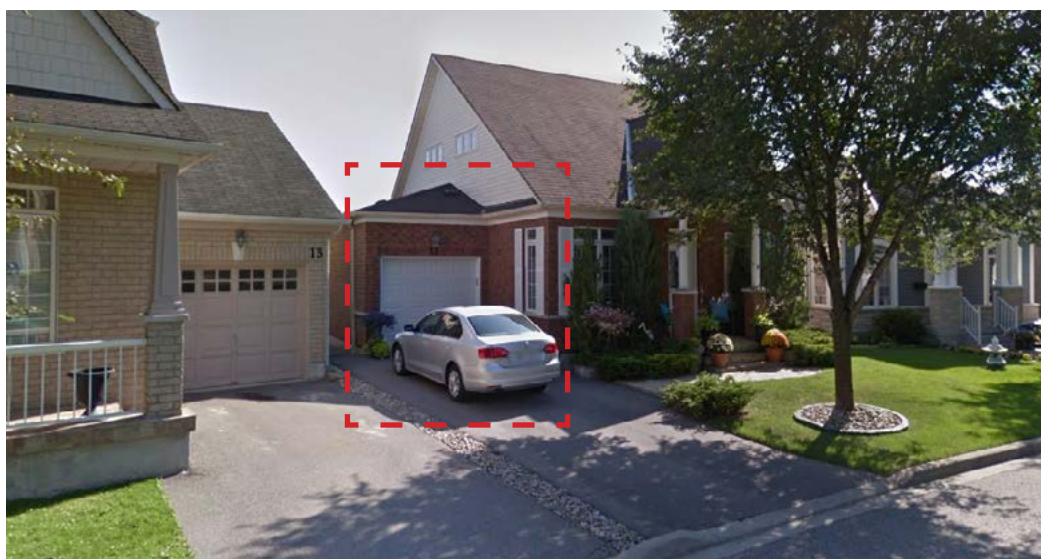
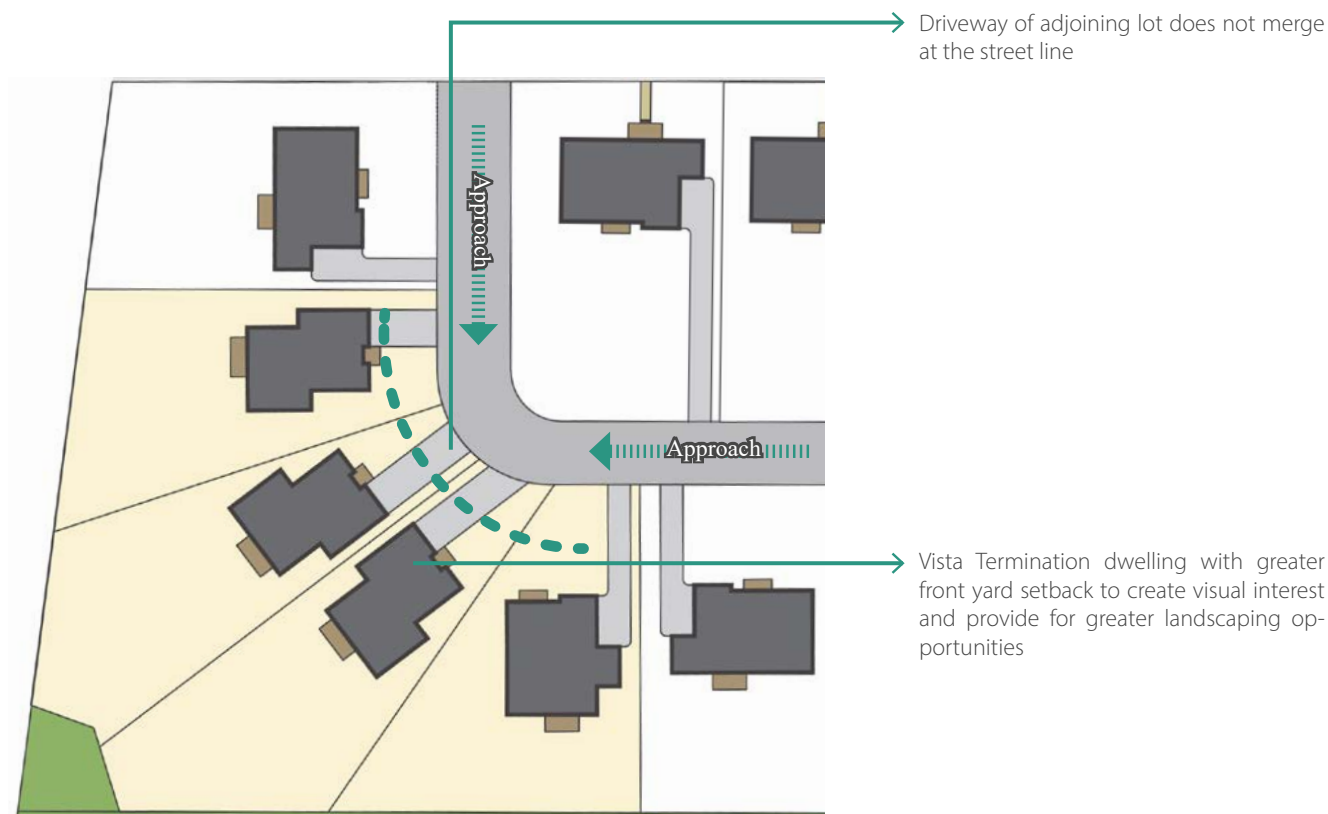
Example of T-intersection lots with enhanced building facades and recessed garages.

5.6 priority lots

iv) ELBOW AND CURVED STREET LOTS

Special design attention should be made to dwellings on curved or elbowed streets, as the street's bend partially exposes the interior side elevation. The following guidelines should be considered:

1. On curved street lots, extend front façade details, such as frieze board, wrapping material transitions, and additional fenestration will be provided on flankage facades that are visible from the public realm. Material transitions of the front-wrapping facade will occur at a natural or logical breakpoint (e.g., plane change or jog) or a minimum distance of 1.2 metres from the dwelling's corner.
2. Where applicable, the sides of garages and solid walls exposed to the public will provide additional fenestration. These areas should use materials consistent with those on the building's front elevation.
3. Driveway locations of adjoining lots should not merge at the street line.
4. Screening elements shall conceal foundation walls on exposed flankage facades.
5. Where lot depths permit, elbow street lots should have a greater front yard setback to create visual interest and provide greater front yard landscaping opportunities.



Example of elbow street lot with recessed garage and fenestration on the side of the building facing the public realm.

5.6 priority lots

v) WINDOW STREET DWELLINGS

Window streets occur when a public or private residential street runs parallel to an arterial road, creating a community view. In such instances, special architectural treatment should encourage a positive first impression and convey the community's character to the passerby. The following guidelines should be considered:

1. Provide enhanced architectural design and landscape treatment to define the community character and establish a sense of place along Kennedy Road.
2. Building projections such as porches, bay windows, covered porches or porticos along the arterial road are encouraged to provide visual interest and to create an appealing community impression from the public street.
3. Window street dwellings will provide various exterior colours and material patterns to provide streetscape variety and visual interest along the community's edge.
4. The boulevard between the arterial and private streets will provide tree plantings, favourably coniferous plantings, to contribute to noise mitigation and year-round visual screening. This boulevard will also incorporate decorative fencing to demarcate public versus private space and define the community's edge.
5. The provision of a pedestrian walkway that connects the development's internal sidewalk to the public sidewalk along the arterial road will be encouraged and located in proximity to transit stops.



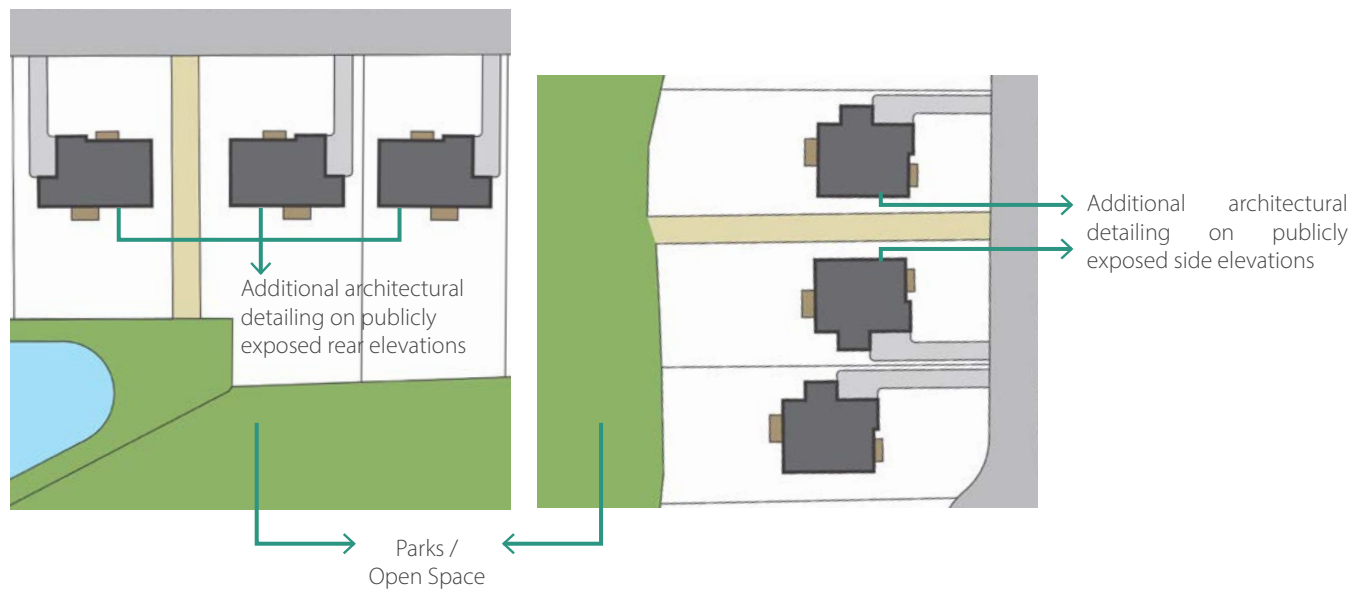
Example of well screened window street with highly articulated building facades beyond.

5.6 priority lots

vi) LOTS ADJACENT TO PARKS / GREEN SPACE

Lots abutting open spaces reflect a high level of exposure and therefore warrant high design quality and architectural detailing. These lots contain exposed side and rear elevations that shall be highly articulated with similar materials as the main façade to provide visual interest from publicly accessible spaces. The following guidelines should be considered:

1. Lots that back onto the SWM pond should enhance their rear facades by providing similar architectural detailing as the front facade. Lots with side elevations exposed to a SWM pond or park, visible from the public realm, should have a similarly enhanced façade treatment.
2. Lots which back onto parks and open space shall have a minimum 1.5m fence. Buildings located adjacent to parks and open space will be balanced in appearance; providing a diverse streetscape consistent in its level of architectural detailing, fenestration and architectural massing on all publicly exposed elevations. Some examples of architectural details may include:
 - introduction of gables, dormers and/or bay windows;
 - enhanced window styles;
 - shutters;
 - frieze board / cornice;
 - brick detailing / quoining / pilasters;
 - decorative panels/louvres; and,
 - precast accents.
3. Lot siting will balance the establishment of: 1) a sense of enclosure and open space framing; and 2) framed views and visual connections to open space.
4. Locate building models with upper floor balconies, French windows, and/or deck terraces, in lots adjacent to parks and open space to promote informal surveillance.
5. Lots adjacent to open space should all locate their driveways as far as possible from the public space.
6. Variety in rear wall articulation for lots adjacent to open space is encouraged, to avoid monotony.
7. Greater side yard setbacks related to the principal dwelling may increase buffering and separation from the abutting open space/park.



Example of residential lots adjacent to a publicly accessible trail.

materials & colour

Material selections should favour materials that complement the Town of Caledon's historic character, including the use of brick, stone/stone veneer.

A variety of high quality materials and detailing is encouraged in order to contribute to a harmonious streetscape and architectural diversity of the community. The following guidelines should be considered:

1. Cladding material should be high-quality and low maintenance (e.g., clay, brick, stone, hardie-board or precast concrete), with additional materials used in accent areas.
2. Colour and material schemes shall be harmonious with the buildings' primary architectural style.
3. The buildings should provide a cohesive community colour palette across the entire development site.
4. Residential dwellings near the existing heritage building should consider using a heritage-inspired colour palette.
5. The colour and materials of adjacent buildings should not be identical and sufficiently different, so the buildings are unique/distinguishable. A minimum of two dwellings should separate identical colour schemes.
6. Natural or cultured stone or brick is encouraged as the exterior cladding material, particularly for focal lots at community gateways and other high profile locations.
7. Window frame colours across the community are encouraged to be different and should be coloured to complement the aesthetic of the building's exterior façade.
8. Metal flashing should be pre-finished or painted to match the wall cladding and roof aluminium colour.
9. Garage door colours should be neutral in colour and less dominant than the front door to visually diminish the car's appearance and accentuate the primary building frontage.
10. Soffits, eavestroughs, frieze boards and fascias should be a single colour for each building.

11. Commercial buildings should limit the use of spandrel glass in limited locations, only used if it has design merit.
12. Roof and shingle colour should complement the colour of the primary wall cladding.
13. Material changes which help articulate the transition and distinction of the building's base middle and top. Where changes in materials occur, they should happen at logical locations such as a change in plane, storey, wall opening or downspout.
14. The use of trim colours the same or directly similar to the dominate wall cladding colour is discouraged.



Existing Snell Farmhouse property featuring stone and red brick materials.

roof lines & chimneys

The design of building rooflines and chimneys contribute to the building's perceived massing and fit within the overall community appearance. A consistent approach to roof design will unify built form types within the Snell's Hollow Community.

1. The use of upgraded textured asphalt shingles with a maximum warranty of 30 years shall be encouraged as the minimum standard for roofing material. Other upgraded roofing materials such as cedar, standing seam metal, copper or synthetic slate roof tile are also appropriate.
2. Roofscape design should consider and complement the roofline of the existing (heritage) building.
3. Simple roof forms should be used and paired with configurations that accent gables, dormers and variation of roof ridges parallel and perpendicular to the street. Roof design should avoid overly complicated roof forms with excessive peaks, valleys, hips and dormers.
4. Roofline transitions should be harmonious and cohesive by limiting height transitions between similar building typologies to a single storey.
5. Encourage the use of roof materials with high solar reflectance to mitigate the urban heat island effect.
6. A variety of roofline slopes and profiles are encouraged to provide visual interest and variety.
7. Corner buildings should incorporate wall plane changes or projecting bays along with gable features to break up the roofline.
8. Chimneys located on exterior walls should be constructed of brick and must have precast caps where the design proposes a chimney breast. Where the design proposes a full-length chimney with flue, appropriate masonry detailing should be applied.
9. Skylights should be located away from the street-facing elevations and should have a flat profile with a frame that blends with the roof colour.
10. For priority lots, at gateway locations or t-intersection lots, distinctive roof forms with accent gables or dormers should provide visual interest.
11. For detached, semi-detached and townhouse dwellings, roof pitches will be a minimum of 8:12. For two and three-storey dwellings, a minimum pitch for front and rear-facing slopes should be 6:12, or 8:12 for side slopes in profile to the street. Steeper pitches than the minimum stated may be allowed where deemed appropriate to the dwelling's architectural style and when supported by the zoning by-law.

12. The garage roofline should be visually harmonious with the dwelling's prevailing roofline.
13. Where possible, roofscapes within individual townhouse blocks should vary in height and incorporate dormer designs to break up the roof/wall planes to create a visually engaging streetscape and maintain compatibility with surrounding buildings.
14. For commercial buildings, long continuous roofscapes should be divided and varied to provide visual interest and variety.
15. On commercial lots that propose more than one building, the collective architectural composition should consider the relationship between building rooflines and their visual impact on adjacent streets.
16. On commercial and mid-rise buildings, design rooflines and parapets to facilitate the integration and screening of all rooftop mechanical equipment.



Example of residential roof lines with a variety of slopes and profiles.

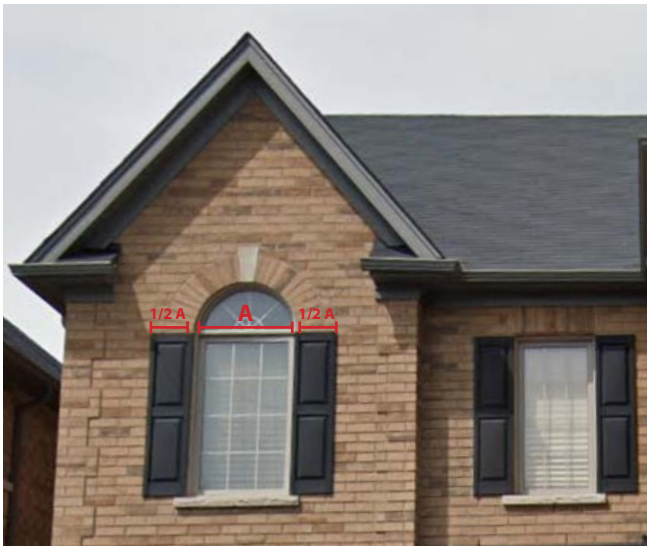
windows & doors

Windows provide visual interest and rhythm to a house and help animate the streetscape environment.

1. All windows should be maintenance-free, thermally sealed, double glazed and either casement, single-hung or double-hung.
2. Window and door styles should complement the building's architectural style.
3. Vertical window profiles are preferred, but other window shapes are encouraged as an accent and should be used with discretion to ensure consistency with the building's architectural styling.
4. The building design shall coordinate window and entry placement to foster casual surveillance. Large ground floor windows are encouraged where possible to provide "eyes on the street".
5. When shutters are incorporated into the building design, they should be half the width of the window opening. Avoid narrow shutters that do not match the window opening.
6. Basement windows located on the front and flankage elevations facing the street should match the main floor window design.
7. All windows on the same building shall have a consistent window treatment when facing the public realm, including the same window type, colour, quality, and details.
8. False windows and windows with black glass or mirrored glazing shall be discouraged; if used, it should be architecturally justified and high-quality.
9. For mid-rise buildings, window placements should generally align with neighbouring buildings and be consistent in shape and style.



Example of a building mixing windows with disjunct architectural styles. This shall be avoided.



Example of an appropriate application of shutters, limited to half the window width.

porches, porticos, & balconies

Porches, portico and balconies are essential considerations in building and community design. These areas provide outdoor amenity space for homeowners, activate upper building stories and promote socially interactive streets that foster a pedestrian-friendly community by providing eyes on the street. The following guidelines should be considered:

1. Porches or stoops should be grade-related and limit the number of stairs at the porch or stoop; ranging between 3 to 6 steps, or a maximum of 1.2m above the walkway's grade leading to the front entrance. Additional steps required to gain access to the unit should be internalized. Porch steps should be detailed in the same material as the porch itself.
2. Covered entry features (porch, portico, canopy or wall recess) should be incorporated into most of the model designs offered by the Builder to add diversity of design treatments in the streetscape. However, covered porches should not be enclosed with walls.
3. An exposed beam/frieze is required at the top of the support columns on the soffit's underside.
4. Porch, column, and railing details should be consistent with the dwelling's overall character and its overarching architectural style. Traditional wood, pre-finished aluminum/wrought iron railings, glass railings, or high-quality composite railings are acceptable.
5. Projecting elements, such as porches, porticos, balconies and bay windows are encouraged to provide façade detail and building articulation. Flat and unarticulated building planes should be avoided.
6. Where feasible porch sizes will allow for seating and promote interactive outdoor uses, depths of a minimum 2.5m, ideally 4.0m or larger is encouraged.
7. The construction of upper floor balconies, such as French windows, and deck terraces in houses fronting open spaces and parks are encouraged to promote casual surveillance.
8. Mid-rise buildings should incorporate balconies into the overall design and massing of the building to provide private amenity space and achieve visual interest on the building facade.



Example of covered porches and balconies.



main entrances

A main entrance is the focal point of any building facade and acts as the link between the private and public realm. The main entrance to the dwelling should convey its importance as both a focal point of the dwelling façade and the interface between the neighbourhood street. The following guidelines should be considered:

1. The main entrance to residential dwellings shall be directly visible from the street, designed as a focal point, and designed to reflect the building's prevailing architectural style. The Builder may consider unique floor plans with a strong entry presence, but without a visible main entrance from the street.
2. Main entryways should incorporate entrance features such as stoops, porches, shared landings, and canopies, where feasible. The main entry design should be well-articulated through framing treatments, such as arches, articulated front steps, pilasters, a variety of door styles and transom lights above the door.
3. Main entry steps shall be poured in place concrete with the expose sides clad in a material that matches the building's overall material palette.
4. For residential buildings, single entry doors are encouraged to incorporate sidelights and/or transoms. When this is not possible due to the building's floor plan arrangement, a vision panel (glazing) may be provided in the entry door.
5. Wherever possible, cover main entrances and porches to protect users from adverse weather elements and visually articulate the building's primary entrance.
6. Mid-rise buildings shall clearly define building entryways through building overhangs, wall recesses and connecting walkways to the public sidewalk. Entryways shall be oriented to address the public street or significant corner locations.
7. All major commercial entrances shall be located at grade and comply with AODA's accessibility standards.

8. All public entries to commercial buildings should be well-articulated through the use of building signage, enhanced architectural features (e.g., canopies, change in building material, building recesses), and hard and soft landscape elements. Public entry locations should provide weather protection.
9. Commercial building entrances should be clearly defined through visually and physically accessible pedestrian walkway connections to the street and designated vehicular drop-off areas.
10. Where feasible, commercial buildings are encouraged to open their main building entrance onto an exterior area suitable for gathering and waiting.



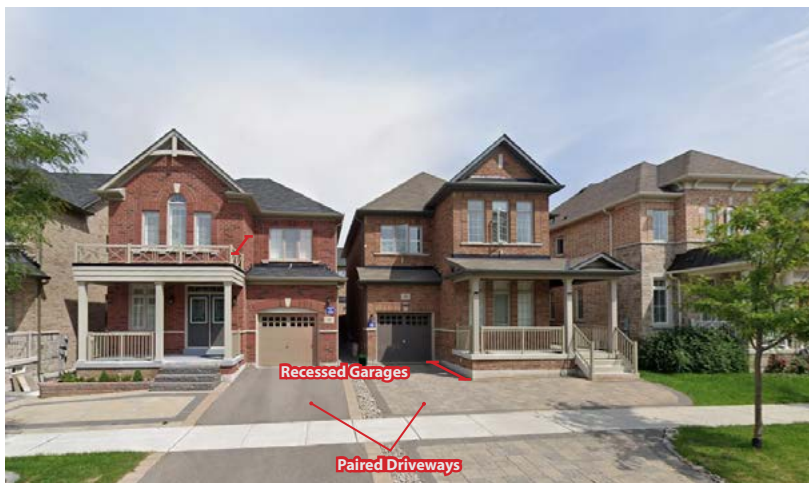
Example of exterior door treatments.

garages and driveways

The appearance of residential garages shall be minimized and the design and material of garages shall compliment, not dominate the main dwelling to create a cohesive streetscape. The following guidelines should be considered:

1. All residential homes will have an attached garage oriented towards the house's front or flankage lot line. All garages should be easily accessed from the street.
2. Garages shall be complimentary in terms of character and quality to the principle dwelling. A variety of garage door styles, consistent with the design of the dwelling, is required throughout the neighbourhood to avoid repetition and dominance by a single garage door style.
3. Garage positioning should be based on the proposed housing type, the lot's size and grading condition.
4. Minimize the garage's visual presence through design elements such as setbacks, landscaping, and muted garage door colours. Garage appearance will be visually consistent with the principle building's architectural style, roofline, massing and materials.
5. Where feasible, garage facades and driveways shall be paired, especially for semi-detached and townhouse lots.
6. Garages shall have a minimum setback of 5.5 meters to accommodate driveway parking. Driveway widths should not exceed the width of the garage.
7. Residential garages with street access should not project more than 2.0 metres from the house entry or porch face.
8. Garages will be well-lit for increased visibility.
9. Driveway slopes between the garage and the street shall be as shallow as possible, and reverse sloped driveways are not permitted.
10. Where feasible, locate driveways and garages away from adjacent intersections, transit stops and public walkways, open space and non-residential uses.

11. Two-car garages for semi-detached and townhouse dwellings shall be discouraged to minimize a garages' dominance or 'garagescape' along the streetscape.
12. For mid-rise buildings, underground parking garage access should be provided from side streets and away from intersections to avoid adverse traffic impacts.
13. Underground parking garages are preferred for mid-rise buildings in place of surface parking, with limited surface parking to the side and rear yards.



Example image of recessed, single-car garages that minimize the garage appearance of the building front facade.



High-quality garage door design that contributes to the architectural styling of the house.

architectural detailing

Architectural detailing articulates the building's architectural style, and through the repetition, evolution and juxtaposition of these details, a cohesive and dynamic streetscape is realized. The following guidelines should be considered:

1. The development shall use a high standard of materials and architectural detailing consistent with the building's architectural style and the community's character as a whole. Architectural details may include, but are not limited to:
 - Cornice / frieze board treatments;
 - Soldier course, horizontal banding, and/or quoined corners;
 - Window sills, lintels and keystones and louvers;
 - Upscale coach lamps for entrances and garages;
 - Decorative address plaques;
 - Large diameter porch columns;
 - Use of precast stone / stone veneer elements;
 - Moulded detailing (i.e. Canamould, Fypon, etc.);
 - Decorative metal railings;
 - Good quality garage doors;
 - Overall use of high quality materials and crafting.
2. Where feasible, accentuate all masonry detailing by projecting it approximately 12mm (1/2 inch) from the wall face.
3. All publicly exposed elevations require a frieze board (or brick soldier course cornice), returning a minimum of 1200mm (4 feet) along elevations facing interior side yards or at an appropriate jog in the façade.
4. Precast stone accents are encouraged where architecturally appropriate, including keystones, sills, lintels, door surrounds, imposts, etc.
5. Building elements such as vents and exhausts shall be incorporated within the overall building façade to reduce its visual prominence.

6. Buildings will provide enhanced architectural detailing on all publicly exposed facades to provide visual definition through the expression of cornices and other architectural elements and details (e.g., material and colour changes) that define the building's base, middle, and top.
7. When a building facade has limited visibility from the public realm, a simplified level of detailing may be accepted subject to the Town's approval.



Example of dwelling with details from a mix of architectural styles, creating a busy and incoherent appearance.

Fish Scale Shingles

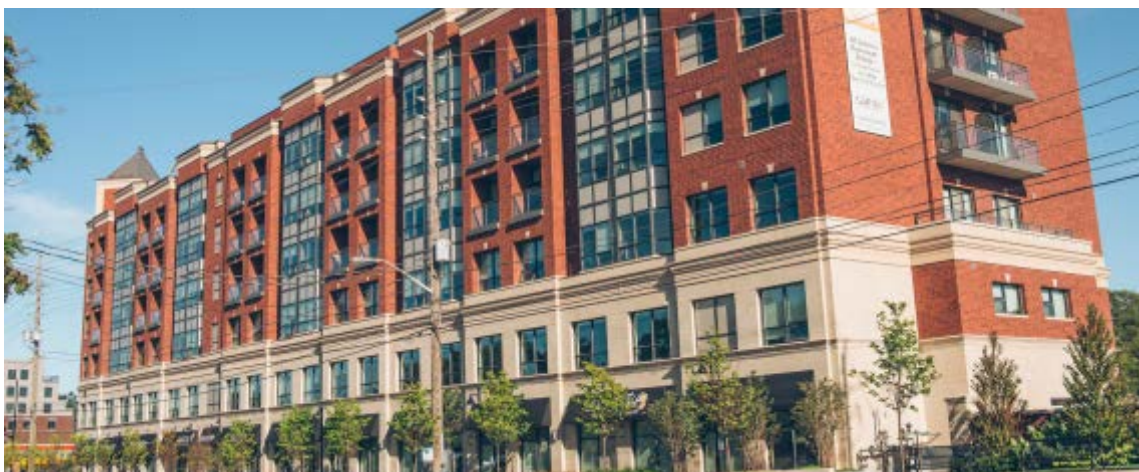


Finial

Gable Roof

Brick Wpalls

Example of Victorian architectural details.

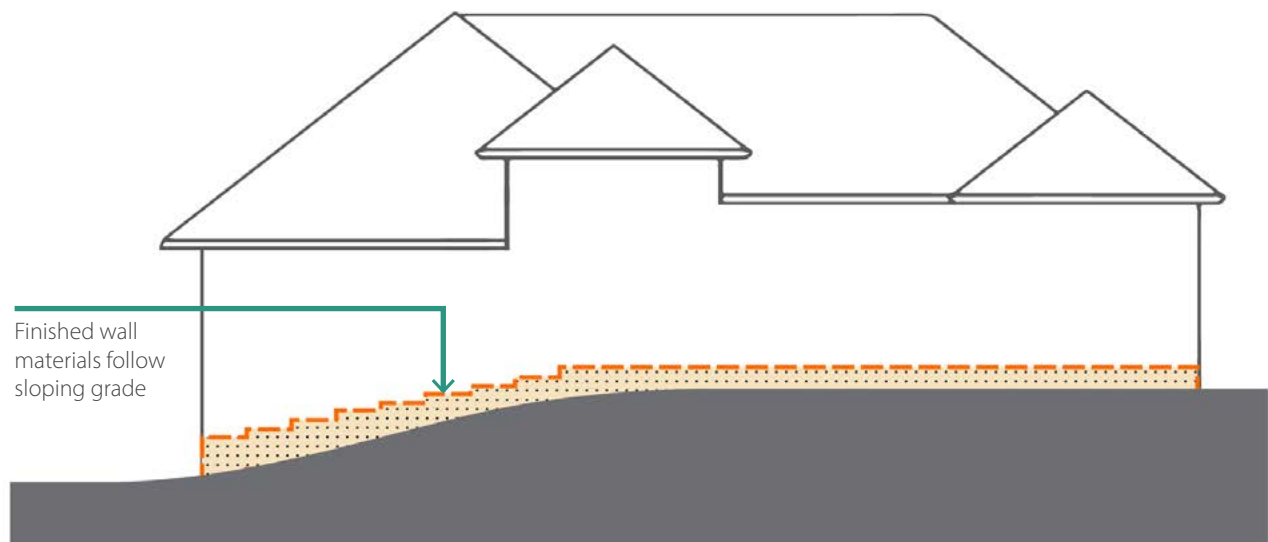


Example of mid-rise building with architectural details that define the building's base, middle and top.

foundation walls

Exposed concrete foundation walls have a negative visual impact on the streetscape and should be avoided. The following guidelines should be considered:

1. Coordinate grading with the dwelling's foundation design and construction to ensure that foundation walls or exposed poured or parged concrete does not extend more than 12 inches above the finished grade on elevations viewable from the public realm.
2. Where sloping finished grades occur, finished wall materials and foundations should be appropriately check-stepped to minimize the appearance of exposed foundation walls.
3. Use a variety of shrub species to soften the visual appearance of the buildings' foundations.



5.15

municipal addressing

The Builder shall provide a coordinated approach to municipal address numbers. The design of the address plaque should be complementary to the building's character and architectural style and reflect the community's overall image. The following guidelines should be considered:

1. The municipal address shall be located prominently on the building's front façade.
2. The Builder shall provide a coordinated approach to municipal addressing. The design of the address plaque should be visible from the street and must meet municipal standards.
3. Acceptable designs include: 1) Etched masonry plaques set into wall cladding; 2) Pre-finished ceramic plaques set in a wrought-iron bezel or on a hanger arm; and 3) Aluminum offset numbers & letters directly on the wall cladding or plate.



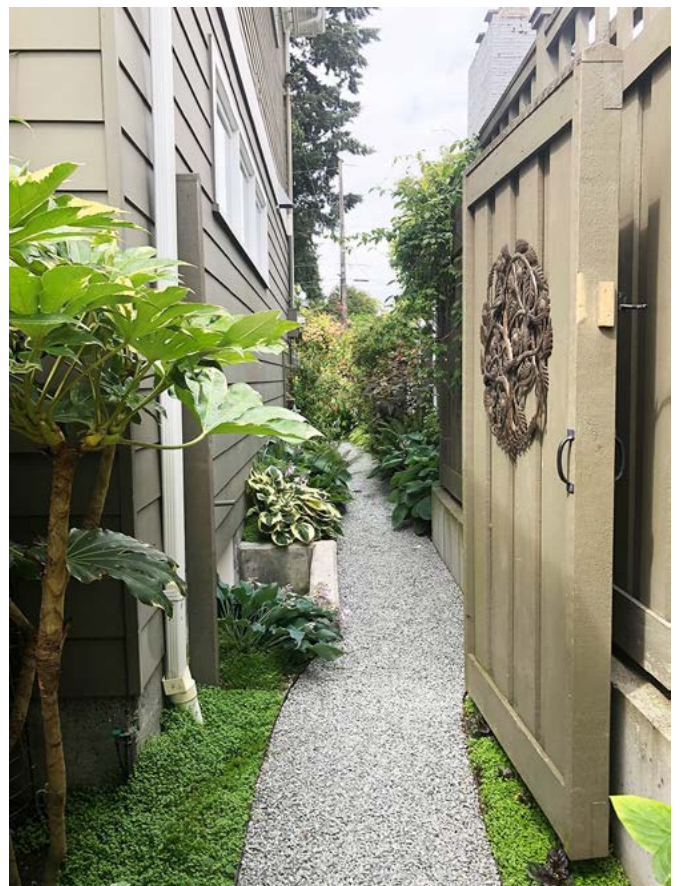
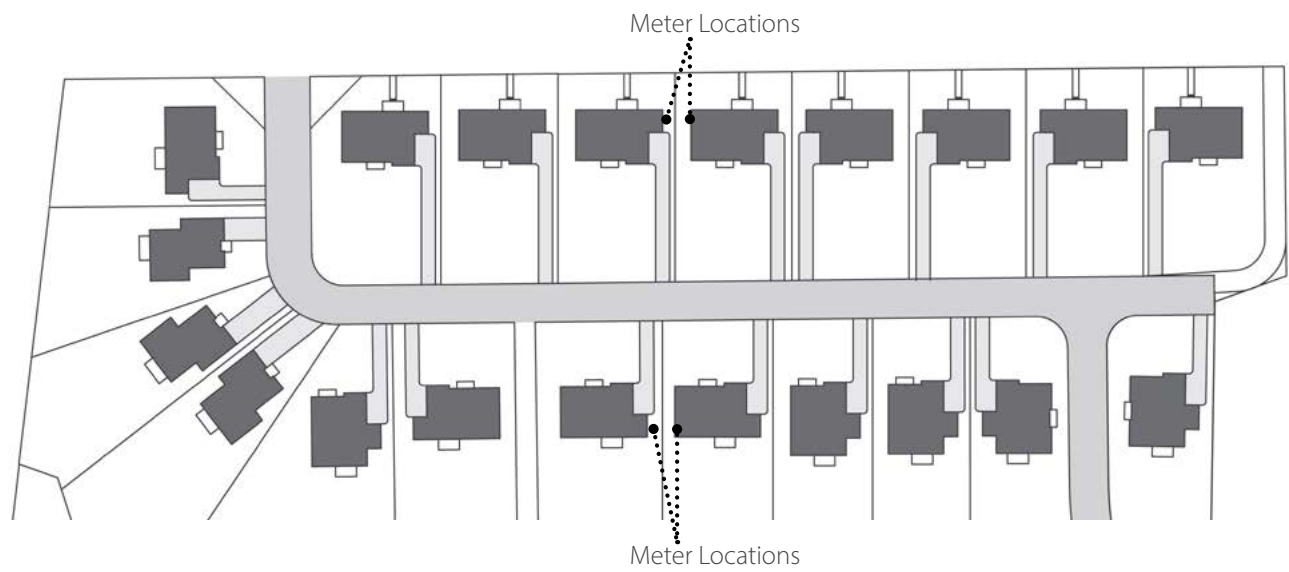
Example of municipal addressing styles that provide clear and legible wayfinding.

utilities & mechanical equipment

Careful utility coordination is essential to ensure that streetscapes are functional and visually appealing, eliminating adverse impacts on the growth of street trees, street furniture location, and the overall appeal and quality of the development. Utility and service equipment should be minimized or shielded from public view where feasible. The following design standards are considered:

GUIDELINES

1. Utility fixtures, such as gas and hydro metres, air conditioners, connection boxes for telephone and cable, should not be viewable from the public realm, where feasible they should be located: 1) in underground locations; 2) internally, or at the rear or flankage elevation. Where this is not possible, utility meters may be discreetly located on the interior side elevations, at least 1.2 metres away from the building frontage.
2. Corner lot dwellings should have hydro and gas meters located on the interior sidewall face. Where this is not feasible, utility meters should be discreetly located and architecturally screened to minimize visibility from the street.
3. Where utilities are placed below-grade, they should be coordinated with the placement of street trees to protect for the viability of mature tree growth and tree roots. The placement of above grade utility boxes should be coordinated with streetscape elements such as street trees, sidewalks, street furniture and mailboxes where relevant.
4. Where air conditioning units and above-grade utility boxes are located in the front or flankage yard, they should be adequately screened from public view with complimentary screening materials such as fencing or coniferous landscaping.
5. For mid-rise buildings, coordinate the location of utilities with parking, servicing and loading areas to minimize unsightly views and physical interruptions in the public realm.
6. For mid-rise and commercial buildings rooftop, mechanical equipment shall be set back from the building edge and screened from view by architectural elements, such as parapet walls or equipment screens. Utility screens and covers should be made from durable materials that complement those used on principle building façade and anti-graffiti installations may be considered.
7. The location and method of screening utility meters shall be in compliance with the requirements of the local utility company.



Example of utility and service elements located discreetly or screened by architectural and/or landscape components.

06

IMPLEMENTATION

A decorative teal-colored L-shaped bar that starts as a vertical rectangle on the left and then extends as a horizontal line to the right, positioned below the word 'IMPLEMENTATION'.

preliminary review process

Preliminary site and building designs which are in conformity with these Guidelines shall be submitted to the Control Architect/Designer for review and preliminary approval prior to the submission of Building Permit Applications. Specifically, an approval stamp is required on individual lot sitings at the building permit stage for singles, semi-detached, and townhouse buildings to show conformity with these Guidelines.

Mid-rise building and commercial blocks will be subject to a separate Site Plan Approval, in which a separate Design Brief will be submitted as part of the submission and approval process with regards to the Town of Caledon's Comprehensive Town-Wide Design Guidelines.

Architectural drawings should include all floor plans and elevations. Floor plans are reviewed and approved in order to assess and support approval of the exterior design.

Drawings should be a minimum scale of 1:250 and must clearly depict internal layout, building elevations, exterior materials and colours, and architectural details.

Exterior building materials and colours will be submitted at the time of preliminary design review.

Prior to Building Permit application, the Building/Designer will submit preliminary design documents to the Town's Control architect for review. The material submitted for review will include:

1. Site Plans and Floor Plans – clearly illustrating entry conditions, driveway locations, and fenestration;
2. Exterior Elevations and Elevation Details;
3. Illustrations of priority lot's special design treatments;
4. Typical Streetscape Elevations (where applicable);
5. Illustrations of corner lot fencing (where applicable);
6. Exterior building materials and colours; and
7. A shadow study for any structure five storeys or higher

The shadow study shall consist of two components, a digital model used to demonstrate shadow impacts, and a shadow impact study that describes the extent of shadows cast on adjacent uses. The document must be prepared by a qualified professional and may be peer-reviewed. The digital models must assess shadow impacts at various times of the day, across the four seasons. Specifically, the shadow study must model shadow impacts on:

DATE:	TIME
March 21	9:00, 11:00, 13:00, 15:00, 17:00, & 19:00
June 21	9:00, 11:00, 13:00, 15:00, 17:00, & 19:00
September 21	9:00, 11:00, 13:00, 15:00, 17:00, & 19:00
December 21	11:00, 13:00, & 15:00

The shadow impact statement must demonstrate:

- There are five consecutive hours of full sunlight between the test hours in March, June and September;
- Shadows are not cast on more than 50% of the outdoor amenity spaces, including parks, children play areas and amenities associated with commercial areas (throughout the seasons); and,
- Shadows are not cast on the opposite sidewalk during the spring and fall.

final review & approval

1. WORKING DRAWINGS

- The set of final working drawings shall accurately depict what the builder intends to construct, including steps and grading conditions.
- The final Working Drawings shall be submitted to the Control Architect for final review and approval before submitting a Building Permit application.
- The drawings must clearly show all exterior details and materials.

2. SITE PLAN AND STREETSCAPE DRAWINGS

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250.
- Satisfactory Site Plan and Streetscape Drawing submissions will be stamped for Final Approval by the Control Architect.
- Streetscape drawings shall accurately depict the relationship of the proposed buildings and the proposed finished grade.

3. EXTERIOR COLOUR PACKAGES

- Before submitting site plans, the Builder shall submit a typed colour schedule along with material sample boards for review and approval. Material boards shall include the colour, type and manufacturer of all exterior materials.
- The Control Architect may comment or make suggestions for revision if the colour and material selections are non-compliant with these guidelines.

4. SITE REVIEW

- The Control Architect will conduct discretionary and periodic site reviews to monitor general compliance with the approved drawings.
- The Control Architect will report, in writing, any visual deficiencies or deviations in construction from the approved plans/guidelines to the builder and town.
- The developer and/or Town may take action to secure compliance.

6. TOWN APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect/Designer and the Project Engineer, as required, before submission to the Town of Caledon for building permit approval.
- Building permits will not be issued unless all plans include the required Final Approval stamp of the Control Architect/Designer and Project Engineer as required. Approval by the Control Architect/Designer does not release the Builder from complying with the requirements of the Project Engineer, the Town of Caledon, or any other approval agency.

7. DATA RECORDING

- The Control Architect will maintain a project binder that contains all pertinent information related to approvals, all correspondence, site reports, guidelines and any addenda, priority lot plan, and siting approval plan.
- This binder will be submitted to the Town of Caledon at their request.

07

CONCLUSION

The development vision of Snell's Hollow is to foster an active, healthy, and integrated community. The proposed built form is compatible with the surrounding communities and preserves the existing natural and cultural heritage. The policies and guidelines applicable to the site have been implemented accordingly throughout the development proposal.

The proposed blocks and street layout will provide visual interest through maximizing views and vistas to the proposed parks, stormwater management ponds, and open space areas. Further, the proposal introduces a legible neighbourhood street network that emphasizes pedestrian movement and key views towards the natural heritage area. The proposed development layout also promotes a walkable community by emphasizing on pedestrian movement and linkage with the surrounding area. The proposal will define the proposed public streets that are pedestrian scaled, safe, and accessible.

The proposal respects the adjacent natural heritage system by maintaining appropriate setbacks for naturalized landscape while providing opportunities for active and passive recreation. The proposal will utilize quality architectural and landscape design to create a visually appealing and appropriately scaled community that is welcoming to residents and visitors. The new landscaping elements, including trees, shrubs, fencing, and street furniture will together contribute to the creation of an attractive community.

The architectural design, site orientation, and siting of the proposed built forms have been carefully directed to complement the existing area. The proposal also considers connector walkways and multi-use trails that have the potential to further expand the existing trail network (subject to environmental constraints). Bicycle parking will also be incorporated where feasible to promote active transportation and support the Town's planned bicycle infrastructure network.

The architectural built form will consider the surrounding massing, density, and style. Special attention will be given to the existing heritage building on site, where it will be retained and integrated as part of the community development. A range of lot sizes and unit types, with appropriate built form and environmental protection, forms the basis of the design, adhering to the goals set out within the relevant policies and providing new housing opportunities for a range of user groups. Sustainable practices will be implemented for water control, and encouraged for energy reduction and conservation.

The Snell's Hollow Community will provide appropriate built form and visual transition with the broader community. These comprehensive Urban Design and Architectural Design Guidelines highlight an appropriate approach for the proposed development that has considered the existing surrounding neighbourhoods and natural assets, and will bring forth guiding design principles for the proposed development to ensure compatibility and placemaking through appropriate transition and community integration.

08

APPENDICIES

appendix A

Recommended Plant List

Street Trees - for Townhouses	
Common Name	Botanical Name
Ivory Silk Tree Lilac	Syringa reticulata "Ivory Silk"
Chanticleer Pear	Pyrus callieriana "Chanticleer"
Amur Maple	Acer ginnala
Serviceberry (Tree Form)	Amelanchier (Tree Form)
Mountain Ash	Sorbus aucuparia
Hop Hornbeam (Tree Form)	Ostrya Virginiana (Tree Form)

Street Trees - for Single-Detached Dwellings	
Common Name	Botanical Name
Red Oak	Quercus rubra
Burr Oak	Quercus macrocarpa
Autumn Blaze Freemanii Maple	Acer x freemanii Autumn Blaze
Red Maple	Acer rubrum
Green Mountain Maple	Acer saccharum "Green Mountain"
Kentucky Coffee Tree	Gymnocladus dioicus
Glenleven Linden	Tilia x flavescens "Glenleven"
Shademaster Honey Locust	Gleditsia Triacanthos "Shademaster"
Common Hackberry	Celtis occidentalis
London Plane Tree	Platanus x Occidentalis

Woodland Buffer Trees	
Common Name	Botanical Name
Sugar Maple	Acer saccharum
American Beech	Fagus grandifolia
Black Walnut	Juglans nigra
Ironwood	Ostrya virginiana
White Spruce	Picea glauca
White Pine	Pinus strobus
Black Cherry	Prunus serotina
White Oak	Quercus alba
Red Oak	Quercus rubra
Basswood	Tilia americana

Woodland Buffer Shrubs	
Common Name	Botanical Name
Serviceberry	Amelanchier spp.
Alternate- leaved dogwood	Cornus alternifolia
Red osier dogwood	Cornus sericea
Chokecherry	Prunus virginiana
Common elderberry	Sambucus canadensis
Snowberry	Symphoricarpos albus
Nannyberry	Viburnum lentago

Stormwater Management Buffer Perennials & Annuals	
STORMWATER POND MIXTURE OSC #8190	
Common Name	Botanical Name
Fox Sedge	Carex Vulpinoidea
Virginia Wild Rye	Elymus Virginicus
Canada Bluegrass	Poa Compressa
Big Leaf Mountain Mint	Pycnanthemum Muticum
Switchgrass	Panicum Virgatum
Canada Bluejoint	Calamagrostis Canadensis
Black Eyed Susan	Rudbeckia Hirta
New England Aster	Aster Novae-Angliae
Canada Goldenrod	Solidago Canadensis

Woodland Buffer Perennials & Annuals	
WOODLAND NATIVE SEED MIXTURE (OSC #8275)	
Common Name	Botanical Name
Canada Anemone	Anemone Canadensis
New England Aster	Aster Novae-Angliae
Bebb'S Sedge	Carex Bebbii
Nodding/Fringed Sedge	Carex Crinata
Showy Tick Trefoil	Desmodium Canadense
Canada Wild Rye	Elymus Canadensis
Spotted Joe Pye Weed	Eupatorium Maculatum
White Avena	Geum Canadense
Fowl Mannagrass	Glyceria Striata
Wild Bergamot	Monarda Fistulosa
Foxglove Beardtongue	Penstemon Digitalis
Fowl Bluegrass	Poa Palustris
Black Eyed Susan	Rudbeckia Hirta
Little Bluestem	Schizachyrium Scoparium
White/Silver Goldenrod	Solidago Bicolor
Canada Goldenrod	Solidago Canadensis
Hoary Vervain	Verbena Stricta

Stormwater Management Buffer Trees	
Common Name	Botanical Name
Red Maple	Acer rubrum
Silver Maple	Acer saccharinum
Common Hackberry	Celtis occidentalis
White Spruce	Picea glauca
Tembling Aspen	Populus tremuloides
Eastern White Cedar	Thuja occidentalis

Stormwater Management Buffer Shrubs	
Common Name	Botanical Name
Alternate- leaved dogwood	Cornus alternifolia
Silk dogwood	Cornus amomum
Grey dogwood	Cornus racemosa
Red osier dogwood	Cornus sericea
Staghorn sumac	Rhus typhina

Planting Examples



Acer ginnala
Amur Maple



Ostrya Virginiana
Hop Hornbeam



Quercus macrocarpa
Burr Oak



Pyrus calleryana "Chanticleer"
Chanticleer Pear



Tilia x flavescens "Glenleven"
Glenleven Linden



Acer saccharum "Green Mountain"
Green Mountain Maple



Platanus x Occidentalis
London Plane Tree



Sorbus aucuparia
Mountain Ash



Amelanchier spp.
Serviceberry



Gleditsia triacanthos "Shademaster"
Shademaster Honey Locust



Gymnocladus dioica
Kentucky Coffee Tree



Pinus strobus
White Pine



Picea glauca
White Spruce



Populus tremuloides
Trembling Aspen



Prunus serotina
Black Cherry



Cornus sericea
Red Osier Dogwood



Rhus typhina
Staghorn Sumac



Prunus virginiana
Chokecherry



Sambucus canadensis
Elderberry



Amelanchier spp.
Serviceberry



Aster novae-angliae
New England Aster



Rudbeckia hirta
Black Eyed Susan



Glycyrrhiza striata
Fowl Mannagrass



Carex vulpinoidea
Fox Sedge



Solidago canadensis
Canada Goldenrod



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P L A N N I N G
U R B A N D E S I G N
& L A N D S C A P E
A R C H I T E C T U R E