TOWN OF CALEDON

ALLOA COMMUNITY

ARCHITECTURAL CONTROL GUIDELINES

APRIL 2026

SECOND SUBMISSION

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Prepared for:
Alloa Landowner Group

DISCLAIMER: All imagery, diagrams, and illustrations in this report serve as conceptual design intent only. Final project execution is subject to detailed engineering, site-specific constraints, and the municipal approvals process.

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INTRODUCTION

Document Purpose & Structure

Regional & Local Context

1.1 DOCUMENT PURPOSE & STRUCTURE

The Alloa Community are located in the Town of Caledon and Regional Municipality of Peel. As part of the approval process, a Secondary Plan and Community Design Plan have been prepared and shall form the basis of the Architectural Control Guidelines (ACG). These guidelines establish a common vision and provide a framework for the physical layout, massing, and relationships of built form to ensure the development of a quality living environment with a coordinated community image.

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

The ACG consists of six (6) sections which have been broken down into the following:

SECTION 1: INTRODUCTION

Provides a description and analysis of the study area.

SECTION 2: COMMUNITY DESIGN VISION

Describes the proposed Draft Plan of Subdivision and identifies the vision, guiding principles, policies, and opportunities and constraints.

SECTION 3: STRUCTURING ELEMENTS

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

SECTION 4: STREETSCAPE DESIGN CRITERIA

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

SECTION 5: ARCHITECTURAL DESIGN GUIDELINES

Provides detailed architectural design vision and built form guidelines for residential built form typologies, publicly exposed elevations and dwellings located on priority lots, and non-residential buildings.

SECTION 6: IMPLEMENTATION

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

Figure 1.2: Alloa Community Context Map

1.2 REGIONAL & LOCAL CONTEXT

The Alloa Community comprises 725 hectares (1800 acres) of greenfield lands in southwest Caledon, 237 hectares (585 acres). The study area is located east of Heritage Road, south of Old School Road and the Greenbelt lands, and bounded by Mayfield Road to the south, Chinguacousy Road to the east, and the future Greater Toronto Area (GTA) West Transportation Corridor (Highway 413) to the north and west. It is legally described as Lots 18-22, Concessions 3 & 4 WHS in the Town of Caledon.

The developments adjacent to Alloa present an opportunity to create a complementary community, well-connected to existing and planned open space networks, a diversity of land uses, housing options, and major transit networks.

The Alloa Community is bound by the following:

East: Chinguacousy Road and Mayfield West Phase II, a complete community which offers a mix of residential, retail, employment, institutional, and open spaces uses that would complement the uses proposed within Alloa;

North and West: The future GTA West Transportation Corridor, proposed to serve as an outer ring road around the built-up areas of Brampton and Vaughan, permitting traffic to bypass much of the GTA. Greenbelt lands lie north of the planned GTA West Corridor;

South: Mayfield Road (also the Caledon / Brampton city limit), sit the proposed Heritage Heights community, the Mount Pleasant community, and Mount Pleasant Village (MPV) - a full-service, transit-oriented development and GO transit mobility hub, with a mix of residential, retail, civic, and cultural uses in proximity to the Alloa Community.

1 *Conceptual perspective of the Spine Road within the Mayfield West Phase II community*

2 *Image of Alloa Public School from Mississauga Road*

3 *Image of Malala Yousafzai Public School from Mayfield Road*

4 *Image of Mount Pleasant Recreational Trail*

5 *Image of single detached dwellings in Mount Pleasant neighborhood*

6 *Image of single detached dwelling along Chinguacousy Road*

CHAPTER 02

COMMUNITY DESIGN VISION

Community Design Vision

Community Design Guiding Principles

Policy Context

Opportunities & Constraints

2.1 COMMUNITY DESIGN VISION

Alloa is envisioned as a unique, innovative and successful community. To be unique and innovative, the community must reflect and reinforce the character of the Town of Caledon, distinct from other suburban developments, and establish a truly sustainable community that is compact, walkable and transit supportive, with a mix of housing types and densities, while emphasizing the preservation and enhancement of natural features and assets. To be successful, the measures proposed to achieve this unique and innovative character must be implementable.

Implementing these fundamental tenets in the development of the community will result in several key defining attributes, including, but not limited to, the following:

PROMOTE TRANSIT-SUPPORTIVE DENSITIES THAT PROVIDE CONNECTIVITY TO TRANSIT AND FOSTER SUSTAINABLE DEVELOPMENT

Integrate high and medium density land uses along transit corridors to create active and healthy neighbourhoods, with seamless mobility options to Major Transit Station Areas (MTSA).

CREATE A VIBRANT, COMPACT, AND COMPLETE COMMUNITY

Promote development that provides a balanced mix of land uses with a diverse range of housing forms, mix of uses, community facilities, services, and transportation options.

PROVIDE A FINE-GRAINED NETWORK OF STREETS WITH LOGICAL CONNECTIONS TO ADJACENT EXISTING AND FUTURE COMMUNITIES

Ensure that the Alloa Community is part of a well-connected and cohesive planning framework to promote the '15-minute neighbourhood', with strong pedestrian, active-transportation, and vehicular links to the adjacent communities.

PROVIDE A HIGH-QUALITY AND ATTRACTIVE BUILT FORM

Encourage a high standard of design for all areas of development, while balancing financial feasibility to deliver affordable housing.

CREATE PEDESTRIAN-FRIENDLY PUBLIC REALM AND STREETSCAPES

Design and site buildings to respond appropriately to their location within the community, maintaining positive relationships between built form and public spaces in order to achieve quality streetscapes.

PROVIDE ACCESS AND VISIBILITY TO SURROUNDING NATURAL AREAS

Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability and a linked natural heritage and open space system, while maintaining the integrity of all environmental systems.

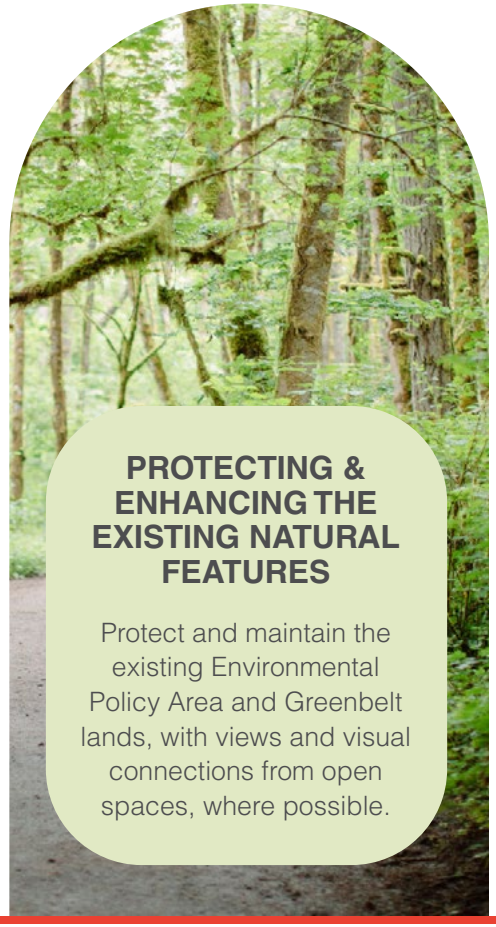
INTEGRATE ACTIVE AND PASSIVE PARKS AND OPEN SPACES

Provide a robust system of parks and open spaces for all ages and abilities, that encourage passive and active all-season use, promote unique experiences and educational opportunities, and incorporate natural features.

2.2 COMMUNITY DESIGN GUIDING PRINCIPLES

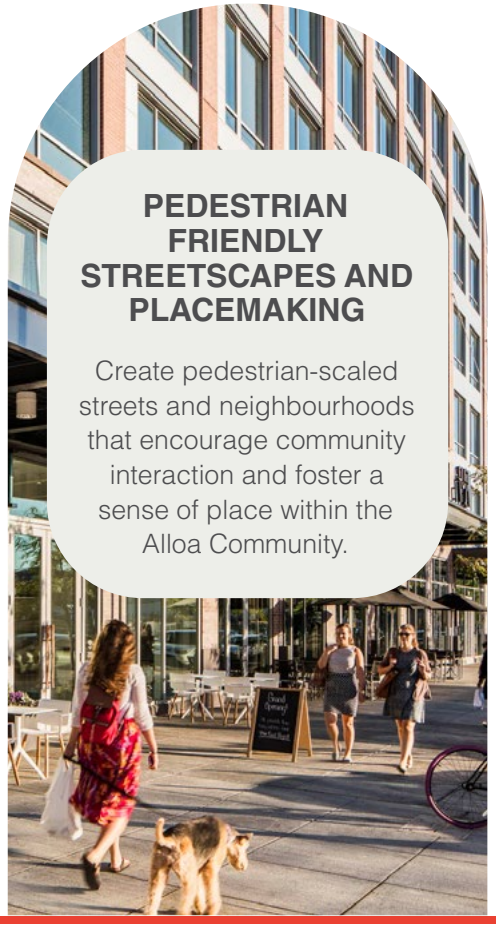
The Alloa Community is intended to supply new residential housing with the goal to promote, facilitate, and participate in the development of affordable, welcoming, and vibrant neighbourhoods within the Town of Caledon.

The Guiding Principles have been formulated to provide insight and direction into the overall community framework/structure, theming refinement, and preliminary open space concepts.



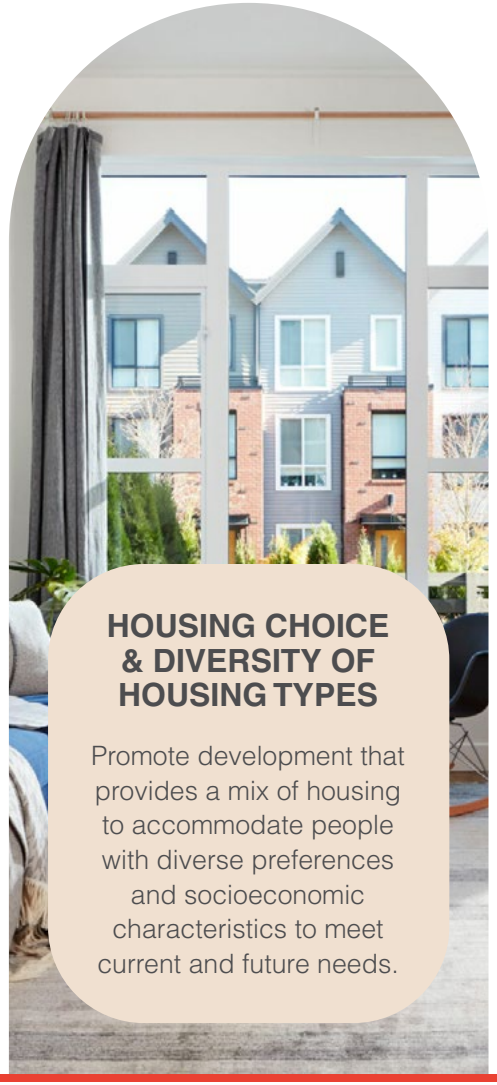
PROTECTING & ENHANCING THE EXISTING NATURAL FEATURES

Protect and maintain the existing Environmental Policy Area and Greenbelt lands, with views and visual connections from open spaces, where possible.



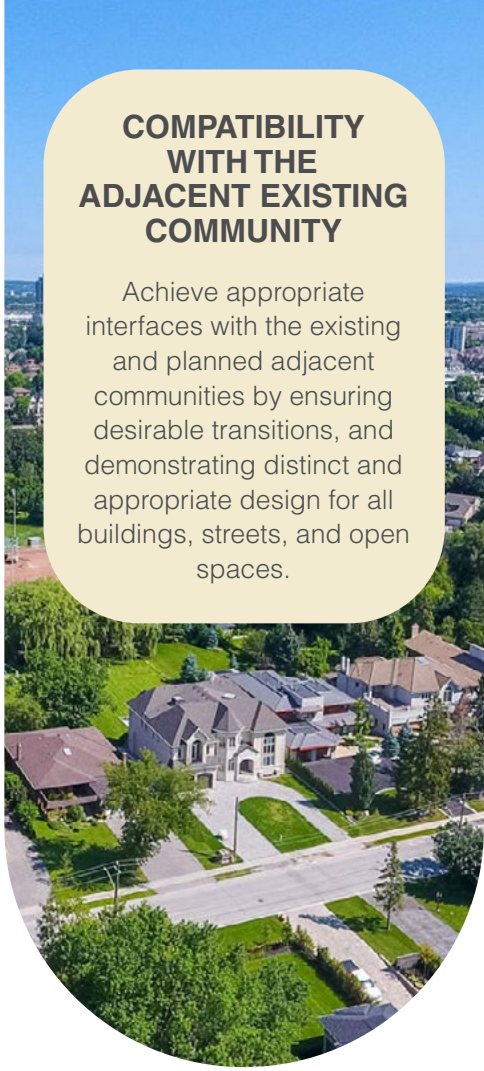
PEDESTRIAN FRIENDLY STREETSCAPES AND PLACEMAKING

Create pedestrian-scaled streets and neighbourhoods that encourage community interaction and foster a sense of place within the Alloa Community.



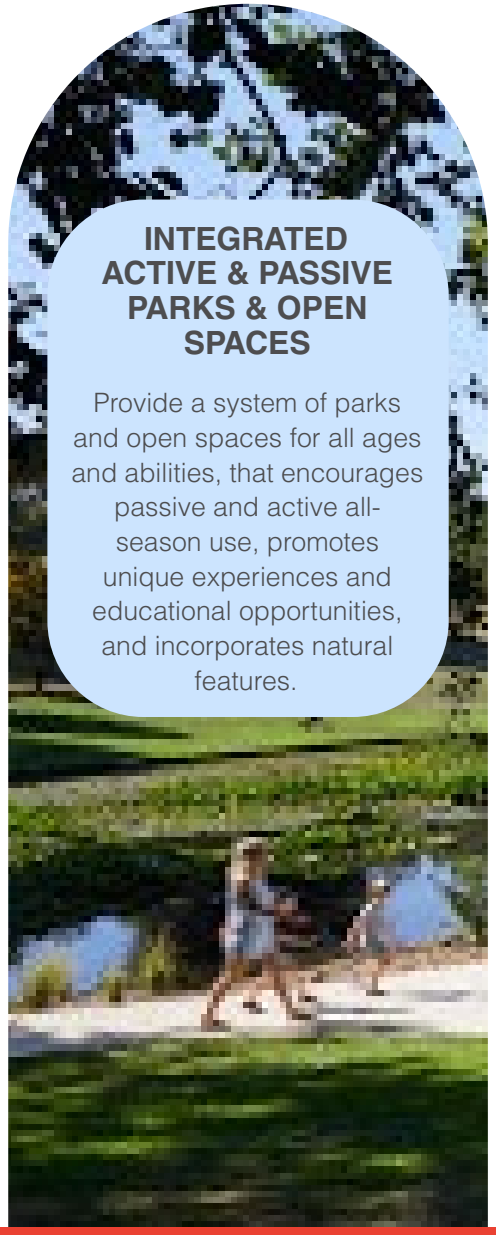
HOUSING CHOICE & DIVERSITY OF HOUSING TYPES

Promote development that provides a mix of housing to accommodate people with diverse preferences and socioeconomic characteristics to meet current and future needs.



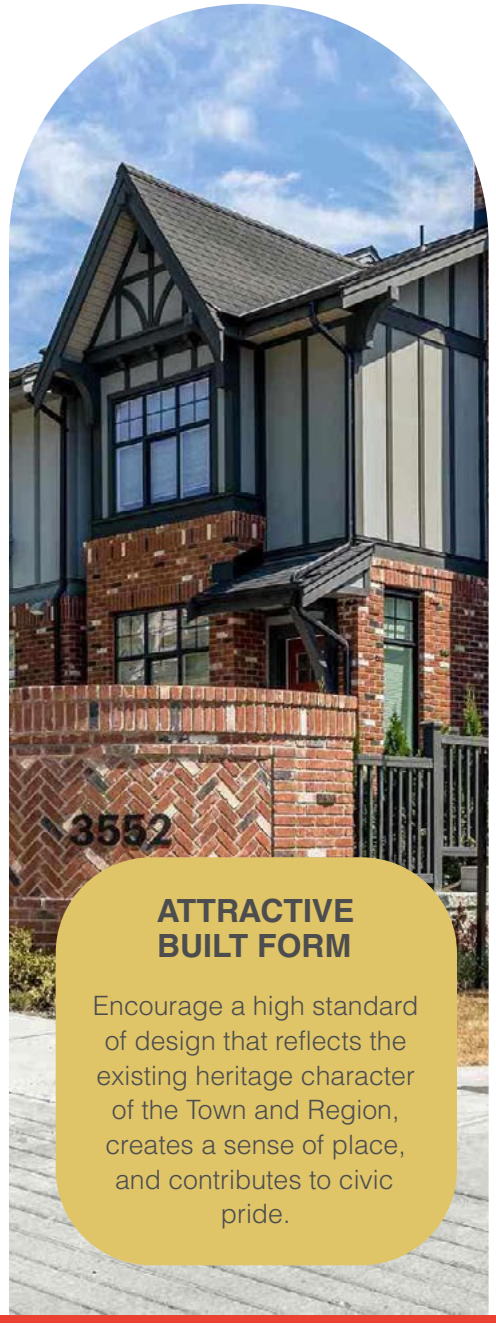
COMPATIBILITY WITH THE ADJACENT EXISTING COMMUNITY

Achieve appropriate interfaces with the existing and planned adjacent communities by ensuring desirable transitions, and demonstrating distinct and appropriate design for all buildings, streets, and open spaces.



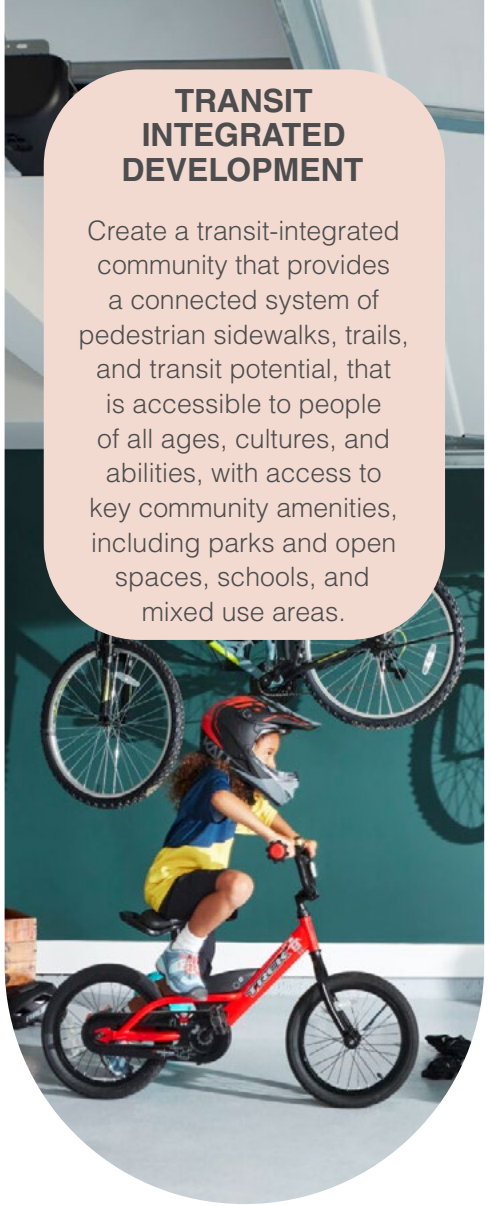
INTEGRATED ACTIVE & PASSIVE PARKS & OPEN SPACES

Provide a system of parks and open spaces for all ages and abilities, that encourages passive and active all-season use, promotes unique experiences and educational opportunities, and incorporates natural features.



ATTRACTIVE BUILT FORM

Encourage a high standard of design that reflects the existing heritage character of the Town and Region, creates a sense of place, and contributes to civic pride.



TRANSIT INTEGRATED DEVELOPMENT

Create a transit-integrated community that provides a connected system of pedestrian sidewalks, trails, and transit potential, that is accessible to people of all ages, cultures, and abilities, with access to key community amenities, including parks and open spaces, schools, and mixed use areas.

LOW IMPACT DEVELOPMENT

Integrate appropriate low-impact development strategies as a key component of open space and built form design that promotes environmental health, social wellbeing, cultural vibrancy, and economic vitality.

2.3 POLICY CONTEXT

The Alloa Community provides an opportunity to develop integrated and affordable neighbourhoods with a diversity of housing options within the Town of Caledon. The proposed development is subject to several planning and urban design policy documents, including the Provincial Planning Statement, the Greenbelt Plan, the Region of Peel Official Plan, the Town of Caledon Official Plan, and the updated Caledon Comprehensive Town-Wide Design Guidelines.

In conjunction with the planning and urban design policy goals and objectives, this document will be used to provide a set of high-level guidelines to direct the planning process to help achieve the vision for the development. The following policy documents specifically apply to the Alloa Community, where the outlined goals align with the proposed development.

2.3.1 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, replacing both the PPS 2020 and the Growth Plan for the Greater Golden Horseshoe. It establishes a comprehensive vision for land use planning in Ontario, centered on building strong, liveable communities and increasing housing supply.

A primary pillar of the PPS is the promotion of efficient development patterns. Section 2.3.1 directs that growth and development be focused within settlement areas, which include urban areas as well as rural settlement areas such as towns, villages, and hamlets. The PPS mandates that new development in designated growth areas occur adjacent to existing built-up areas, utilizing a compact form and a mix of uses that optimize land, infrastructure, and public service facilities.

The proposed development within the Alloa Community in the Town of Caledon directly supports the following policies of the PPS:

1. Efficient Settlement Patterns (Section 2.3.1.2) Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

    - Efficiently use land and resources (2.3.1.2 a);
    - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, avoiding unjustified or uneconomical expansion (2.3.1.2 b);
    - Minimize negative impacts to air quality and climate change, and promote energy efficiency (2.3.1.2 c);
    - Prepare for the impacts of a changing climate (2.3.1.2 c);
    - Support active transportation (2.3.1.2 d); and
    - Are transit-supportive, where transit is planned, exists, or may be developed (2.3.1.2 e).

2. Healthy and Liveable Communities (Section 2.1.1) Healthy, liveable, and safe communities are sustained by:

    - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (2.1.1 a);
    - Accommodating an appropriate affordable and market-based range and mix of residential types—including single-detached, additional residential units, multi-unit housing, and housing for older persons—to meet projected needs (2.1.1 b); and
    - Improving social equity and quality of life for all, including through the design of public spaces that are safe and accessible (2.1.1 f).

2.3.2 GREENBELT PLAN

The Greenbelt Plan (2017) identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring in the Greater Golden Horseshoe region.

The Alloa Community contains a natural heritage feature beyond the boundary of the Secondary Plan Area, within the Greenbelt Plan Area Boundary, giving it permanent protection. The Greenbelt feature will form a connection with a larger Natural Environmental System (NES), around which the development of the community has been planned.

2.3.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan (2024) outlines strategies to guide growth and development in Peel Region for the period 2005 to 2031 for the Urban System, which is composed of a variety of communities that contain diverse living, working, and cultural opportunities. The following provides a summary of the key policy objectives proposed for Chapter 5.

Designated Greenfield Area through Stage 3 – Settlement Area Boundary Expansion (SABE), to support the progression of growth in south Caledon:

- To develop the Designated Greenfield Areas in a logical manner in accordance with approved phasing and sequencing within delineated secondary planning areas;
- To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, healthy, high-quality and sustainable communities with strong neighbourhood centres;
- To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility;
- To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, recognizes the importance of protecting and conserving the archaeological resources, cultural heritage resources, built heritage and agricultural resources of Peel;
- To ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions; and
- To ensure that development of the Designated Greenfield Area is supported by a structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.

2.3.4 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan, 2025 (OP) is meant to provide a road map for the next 20+ years of development. The principles and objectives contained in the OP support the Town's strategy to preserve its rural character and cultural heritage, while adapting to pressures of urbanization, fiscal capacity, and the demand for more urban services. Within the OP, the structure and development of Subject Lands are guided by the Alloa Secondary Plan.

To support Town's strategic direction, the following principles will be integrated in the development of Alloa:

- Settlement pattern that reinforces the concept of Caledon continuing to be a community of communities and provides the residents with convenient access to opportunities for employment,learning, culture, recreation, and physical and social well-being;
- A hierarchy of roads and a road pattern which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town;
- Quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities;
- An open space system which promotes a diversity of recreational and leisure opportunities; and
- A mix and range of housing that responds to the needs of the community.

2.3.5 CALEDON COMPREHENSIVE TOWN-WIDE GUIDELINES

The updated Comprehensive Town-wide Design Guidelines (2025) are intended to be a single, consolidated source of guidance for both urban and rural settings in the Town of Caledon. All development applications shall reference relevant sections of the Town-wide Design Guidelines in addition to the guidelines outlined in this document.

To support diversified uses in the Town's urban areas, the following key design principles will be adopted in the development of the Alloa Community:

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

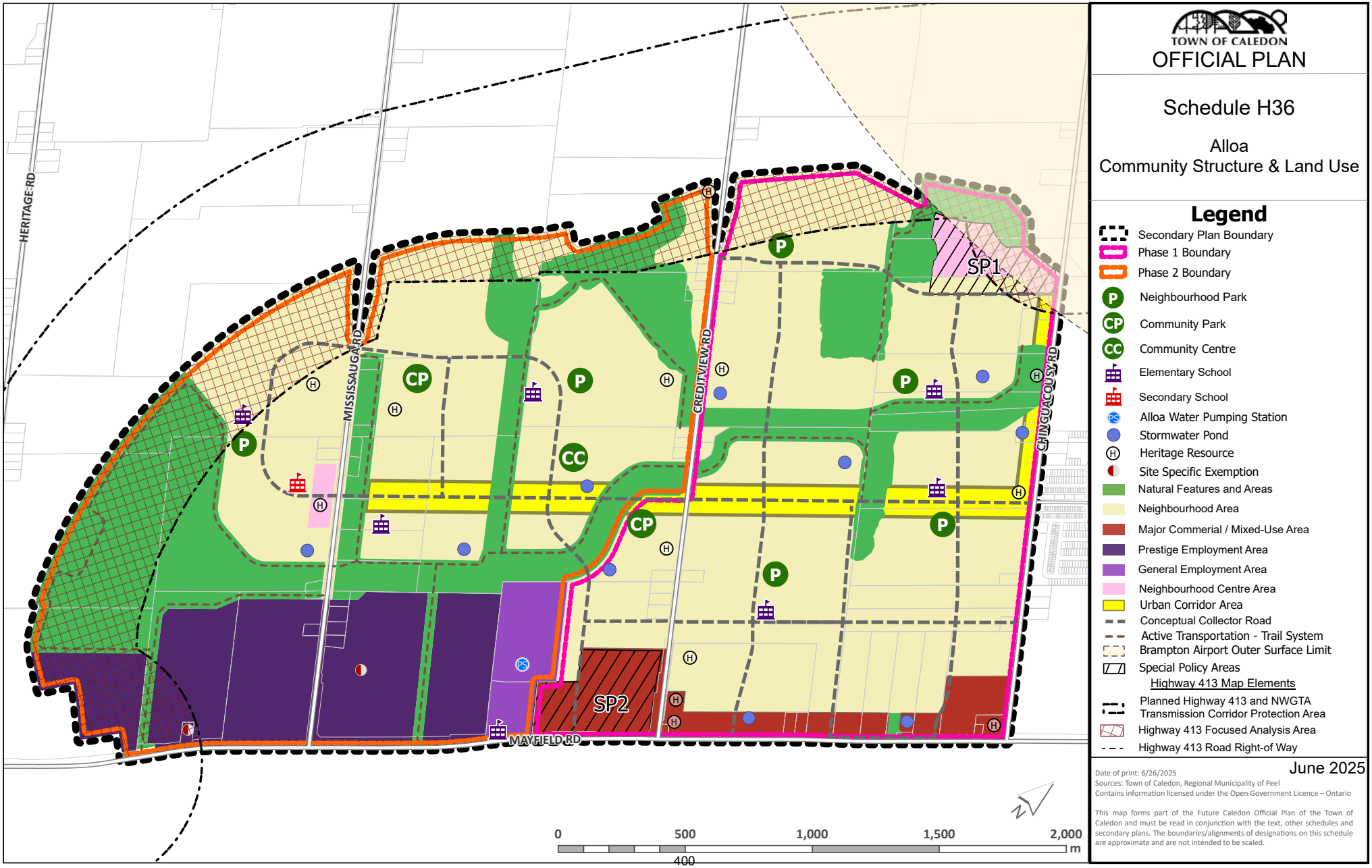


Figure 2.1: Alloa Secondary Plan: Land Use Plan

2.3.6 THE HEALTHY DEVELOPMENT ASSESSMENT USER GUIDE - REGION OF PEEL

The Healthy Development Assessment User Guide (2016) is adapted from the Health Background Study Framework (HBSF) and is intended to assist in the planning and development of creating healthy, supportive environments for Peel residents. By measuring the health promoting potential of development proposals, the guide helps identify design standards that are essential to building healthy and complete communities.

The HDA User Guide will act as a tool to assess and implement six (6) Core Elements of the built environment into the design and planning of Alloa to ensure the community is suited to fit into Caledon's diverse development context. These core elements will include:

- Density;
- Service Proximity;
- Land Use Mix;
- Street Connectivity;
- Streetscape Characteristics; and
- Efficient Parking.

2.4 OPPORTUNITIES & CONSTRAINTS

The Alloa Community presents a set of opportunities and constraints related to the development's location, as well as mandated design policies, that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

Figure 2.2 illustrates the community's main structuring elements, which are further described in the following subsections.

2.4.1 OPPORTUNITIES

The Alloa Community is ideally situated to connect with the existing and planned communities of Mount Pleasant, Heritage Heights, and Mayfield West Phase II, deeming it the next logical progression of growth in south Caledon. Its proximity to these communities serves as a building block that helps define the various land uses, establish the street hierarchy and network, and create the framework for neighbourhoods, while linking its residents with surrounding amenities, such as a diversity of residential typologies, accessible transit, integrated green spaces, education, community networks, retail, and employment. Features within the subject site that present key design opportunities include:

- **The Natural Environmental System (NES):** The NES presents a significant opportunity to strengthen the interconnected open space network throughout the south Caledon and north-west Brampton communities, while establishing key views and vistas within Alloa;
- **Arterial streets:** Mayfield Road, Mississauga Road, Creditview Road, and Chinguacousy Road offer opportunities for neighbourhood linkages, focused medium density development, community gateways, an employment corridor (Mayfield Road), and future transit potential;
- **Urban Corridor Area:** The proposed Urban Corridor Area functions as the central character avenue and transit link for Alloa. Its proposed continuation west of Chinguacousy Road through the Alloa Community to Mississauga Road, along Chinguacousy Road north of Tim Manley Avenue, as well as along Mayfield Road, strengthens the progression of growth in south Caledon;
- **Pedestrian connections:** The proximity to established and planned communities presents an opportunity to create direct links with existing sidewalk connections that lead to safe and logical pedestrian connections within the proposed development;
- **External streetscape presence:** The bounding streets of Mayfield Road and Chinguacousy Road present opportunities to achieve effective streetscape edges along the Alloa Community perimeter, that are appropriate to the adjacent built form and reflect the scale of the roads; and
- **The GTA West Transportation Corridor:** Bounding the Alloa Community to the north and west, the GTA West preferred route and combined transitway is planned as an alternate route that will allow traffic to bypass much of the GTA, connect people to major employment centres, and connect under served communities with regional transit options.

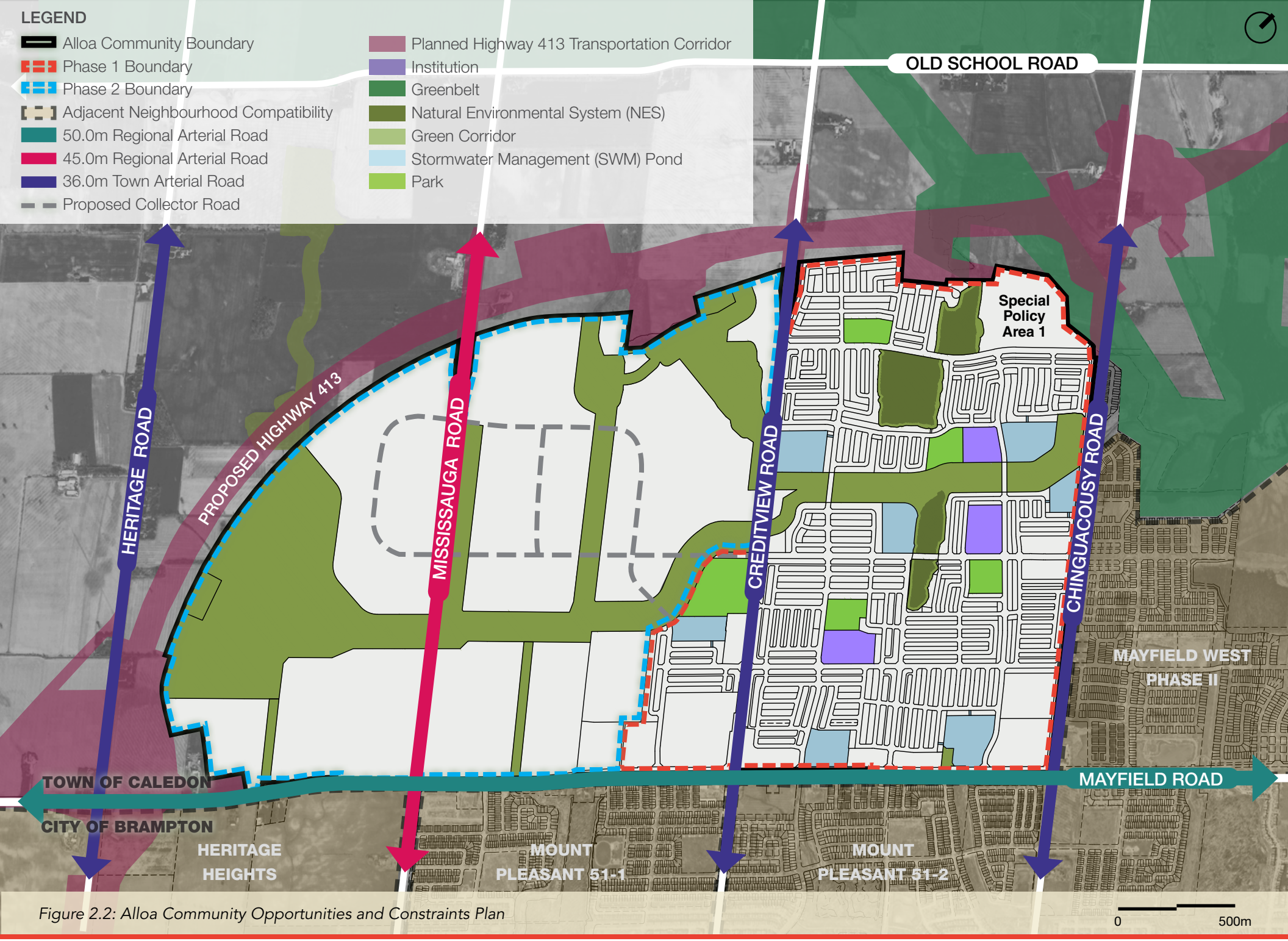


Figure 2.2: Alloa Community Opportunities and Constraints Plan

2.4.2 CONSTRAINTS

The Alloa development site is not a blank slate, so constraints are expected. However, it is important to embrace constraints and allow them to guide the design. The following features require consideration, but may present opportunities as well:

- **Environmentally sensitive lands:** While the NES presents an opportunity to link to the open space network within south Caledon and north-west Brampton, appropriate setbacks and buffers around watercourses, woodlots, and wetlands must be carefully considered. Any associated trails within the NES must be sensitively integrated to mitigate impacts to the core natural functions of the system;
- **Neighbourhood compatibility:** Due to Alloa's proximity to the established and planned communities of Mount Pleasant, Heritage Heights, and Mayfield West Phase II, consideration for appropriate land uses shall be given along these interfaces to ensure compatibility; and
- **The proposed Highway 413 transportation corridor interface:** The proposed Highway 413 corridor, forming the north and west boundaries of the community, may pose issues around safety, noise, and visual appeal. Residential development near 400-series highways must follow mitigation measures and submit plans to the Ministry of Transportation Ontario (MTO) for approval. Mitigation measures may include landscape screenings, gateway treatments, architectural enhancement strategies (including noise barriers), wildlife crossing measures, etc.

CHAPTER 03

STRUCTURING ELEMENTS

About the Structuring Elements

Designated Greenbelt

Natural Environment System (NES)

Road Network

Proposed Land Use

Proposed Highway 413 Extension

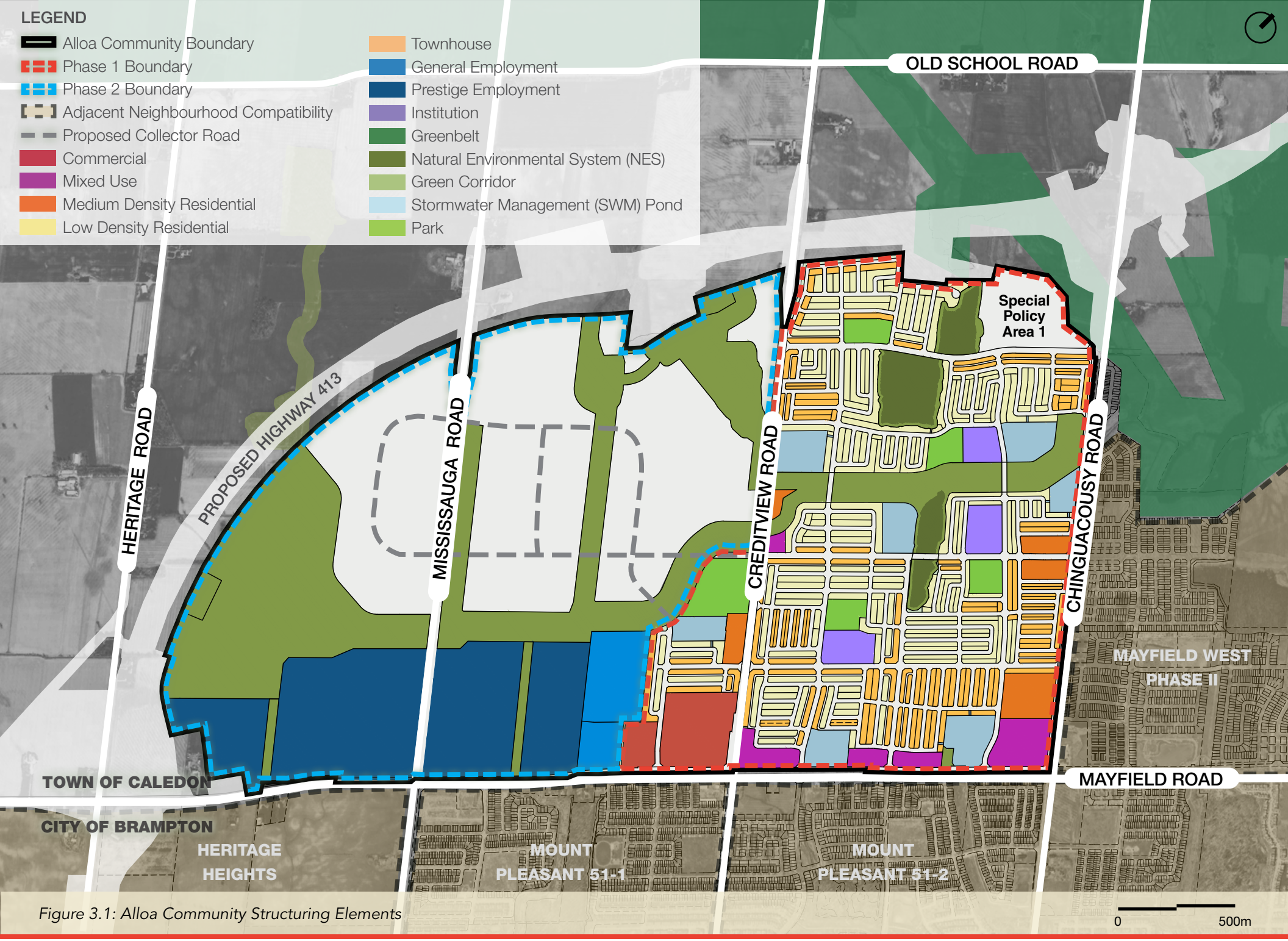


Figure 3.1: Alloa Community Structuring Elements

3.1 STRUCTURING ELEMENTS

The Alloa Community structuring elements serve as the main building blocks in defining the various land uses, establishing the street hierarchy and network, and creating the framework for neighbourhoods. New developments in greenfield areas should be designed as complete communities that provide jobs, housing, transit, and recreation opportunities, while supporting individual and community health. The proposed Community Design Guidelines shall leverage opportunities for complete community building strategies, including:

- Protecting and enhancing existing natural features, while establishing views and visual connections throughout the community;
- Integrating active and passive open spaces through an extensive open space network;
- Creating a transit-integrated community that provides a connected system of pedestrian sidewalks, trails, and future transit potential;
- Ensuring compatibility and complementarity with adjacent communities;
- Achieving the Town's objectives for a diversity of residential dwelling types to serve the needs of a range of residents;
- Providing appropriate building massing and attractive built form;
- Creating a sense of placemaking and identity through pedestrian friendly streetscapes that will make for interesting, attractive, and supportive navigation throughout the community; and
- Integrating appropriate low-impact development strategies as a key component of open space and built form design to promote environmental health, social wellbeing, cultural vibrancy, and economic vitality.

The main structuring elements, described and illustrated in this chapter, include the following:

- Designated Greenbelt;
- Natural Environmental System (NES);
- Road Network;
- Proposed Land Use; and
- Proposed Highway 413.

Natural systems play a role in shaping the structure of communities

3.2 DESIGNATED GREENBELT

Consistent with the objective aimed at ensuring the sustained integrity of agricultural land uses and associated ecosystems, the Town of Caledon recognizes the lands situated immediately north of the Alloa Community as designated Greenbelt Plan Area lands. The Greenbelt Act was enacted to provide regulatory protection from urban development and sprawl in the Golden Horseshoe area. While protecting prime agricultural land is its primary purpose, the Greenbelt provides for the protection of the Niagara Escarpment and Oak Ridges Moraine.

Designated Greenbelt lands are north of the Alloa Community, providing opportunities for trail linkages and potentially accommodating stormwater management facilities.

3.3 EXISTING NATURAL ENVIRONMENTAL SYSTEM (NES)

The Town of Caledon recognizes that the sustained integrity of the natural environment is essential to the continued ecological, social and economic well-being of the Town and its residents.

As such, the Town has adopted goals and objectives aimed at protecting, enhancing and restoring ecosystem functions and processes with respect to woodlands and wetlands, groundwater, fish and wildlife species, and valley and stream corridors.

Existing woodlands and wetlands, as well as existing drainage patterns, form the backbone of the proposed Natural Environmental Systems (NES) and associated linkages. Along with the existing road network, these features provide a framework for the layout of the proposed land use fabric, including streets, residential blocks, schools, parks, etc.

A road network that is well designed and integrated with surrounding communities will make circulation for all road users safe and efficient

3.4 ROAD NETWORK

The Alloa Community framework plan is largely influenced by the existing concession road fabric, which will serve as the major community road network. This network consists of Mississauga Road, a north-south arterial in the west of the community; Creditview Road, a central north-south arterial; Chinguacousy Road, a north-south arterial that forms the eastern limit of the community; and Mayfield Road, an east-west arterial that forms the southern limit of the community and the Caledon / Brampton city boundary.

Recognizing the potential for mixed-use development near existing or planned public transit stations, along with social and physical infrastructure has led to a well-defined and connected hierarchy of streets intended to extend from the existing Mayfield West Phase II and Mount Pleasant street network into the Alloa Community. This grid configuration will facilitate all modes of movement and circulation, thereby supporting accessibility and transit ridership, and promoting a safe and active lifestyle for residents and visitors alike.

Combined with collector streets, local streets, and laneways, this network provides for the safe and convenient movement of pedestrians, cyclists, and vehicles, serves as a common space for social interaction, and establishes the initial visible impression of the community. The character of these streets will be defined by their transportation function and the type of adjacent land uses.

The proposed street hierarchy consists of the following typologies:

- Collector Streets;
- Local Streets
- Window Streets; and
- Laneways.

3.5 PROPOSED LAND USE

The naturalized areas, including the Natural Environmental Systems (NES) and their linkages, along with the road network, will provide the foundational structure for individual neighbourhoods. With this structure in place, neighbourhood amenities such as parks, schools, transit stops, and pedestrian pathways will be strategically located within a reasonable walking distance, typically within a five-minute radius.

This approach envisions distinct neighbourhood areas for the Alloa Community. Coupled with the major community structuring elements, including the proposed Highway 413 corridor, existing arterial roads, and the connection to Greenbelt lands, will create a cohesive framework for the area, establishing sub-neighbourhoods with a supportive mix of land uses..

These land uses include the following -

- A comprehensive open space linkage system that critically connects to Greenbelt lands and the adjacent Mayfield West Phase II and Mount Pleasant communities, establishing key viewshed opportunities throughout the Alloa Community;
- Proposed parks within walking distance from each neighbourhood, adjoining NES features and stormwater management (SWM) ponds, and situated adjacent to schools for convenient and efficient co-use opportunities;
- Schools sited to enable walking and cycling connections from all neighbourhoods, promoting pedestrian activity and contributing to an active lifestyle for all residents;
- A trail network that ties all parks, SWM ponds, natural open spaces, and schools together to provide safe and convenient connections for throughout the community;
- Roads with cycling infrastructure that are linked to the trail network and also linked to the adjacent communities;
- Rear lane townhouses that frame the majority of the main arterial corridors and collector gateways, with low and medium density filling out the remainder of the neighbourhoods;
- Mixed-use development opportunities at key nodes and the intersection of Chinguacousy and Mayfield Roads; and
- Commercial and employment lands along Mayfield Road, in proximity to the proposed Highway 413 corridor interchange, Mount Pleasant community, and future Heritage Heights community.

3.6 PROPOSED HIGHWAY 413 CORRIDOR

The proposed Highway 413 corridor, is a major infrastructure project aimed at enhancing transportation connectivity in the Greater Toronto Area. This highway will pass through the Town of Caledon, providing significant benefits to the community and the region at large. The highway will provide residents and businesses in Caledon with better access to major urban centers, reducing travel times and improving the efficiency of transportation for goods and services.

The Highway 413 will play a crucial role in the development and success of the new Alloa Community in southwest Caledon. The highway will provide Alloa residents with convenient access to major highways, significantly reducing travel times to Toronto, Brampton, and other key destinations. Improved transportation links will attract businesses and commercial investments to Alloa, creating local job opportunities and fostering economic growth within the community. The easy access to Highway 413 will make Alloa an attractive location for home buyers seeking a balanced lifestyle with both urban amenities and suburban tranquility.

The planning and design of Highway 413 will incorporate measures to minimize environmental impacts and preserve the natural heritage of Caledon. Environmental assessments and public consultations have been conducted to ensure that the project aligns with community values and sustainable development goals. The highway is expected to ease traffic congestion on local roads and existing highways, improving overall traffic flow and safety. Highway 413 will integrate seamlessly with the existing road network, providing improved access to key destinations within the Greater Toronto Area and beyond.

The MTO has completed the environmental assessment phase and is entering the next stage of design. This project represents a significant step forward in improving transportation infrastructure in Caledon and the Greater Toronto Area. It promises to deliver enhanced connectivity, economic growth, and improved quality of life for residents and businesses alike, particularly benefiting the new Alloa Community with its strategic location and development potential.

CHAPTER 04

STREETSCAPE DESIGN CRITERIA

Street & Building Relationships

Elevation Variety

Building Heights Compatibility

Exterior Colour Selections

Driveways

Lighting

Site Furniture

Fencing

Visually attractive built form environments have a strong street presence which supports the pedestrian scale of the street

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents. To reinforce the character and identity of the proposed development and ensure the safety, comfort, and accessibility of pedestrians, cyclists, and motorists, the design of built form within the streetscape shall be coordinated and consistent throughout the whole community.

4.1 STREET AND BUILDING RELATIONSHIPS

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

Design Guidelines:

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

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

4.2 ELEVATION VARIETY IN THE STREETSCAPE

A range of building designs shall be offered to the market to create visual diversity in the Alloa Community streetscape. Variations in massing, building forms, rooflines, garage treatments, and materials shall be used to differentiate homes from one another.

For specific guidelines regarding architecture, refer to Section 5.3.1 Architectural Variety in Elevations.

Design Guidelines:

- A minimum of two (2) units must separate houses with the same elevation on the same side of the street.
- Buildings with the same elevation shall not be located directly across the street from one another.
- To avoid monotony, buildings with the same elevation are encouraged to make up no more than 30% of any single streetscape block (excluding corner lots).
- Special designs shall be provided for prominent locations and view termini to address their exposure to the public view.

4.3 BUILDING HEIGHTS COMPATIBILITY

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

Design Guidelines:

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

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

4.4 EXTERIOR COLOUR SELECTIONS

In order to achieve variety in the Alloa Community streetscapes, careful attention should be given to the selection of exterior building colour packages.

Design Guidelines:

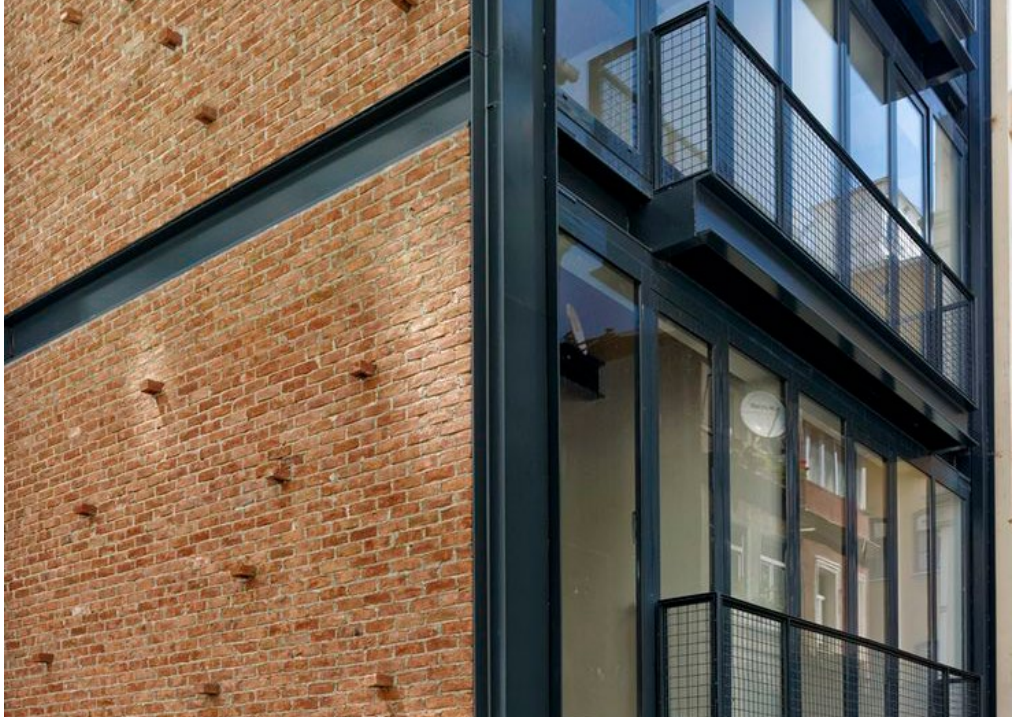
- The selection of colours and materials for buildings shall be in keeping with the architectural style being quoted by the design of the building;
- Two (2) buildings are encouraged to separate buildings with the same exterior colour packages, except where the buildings feature the same sequence of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

4.5 DRIVEWAYS

Minimizing the presence of driveways and attached garages within the streetscape is a key requirement for all dwelling designs within the Alloa Community.

Design Guidelines:

- Where apprpriate, the width of a single car driveway may be increased to allow for additional pad parking to accommodate an additional residential unit;
- The pairing of driveways is encouraged to maximize landscaped areas, where grading permits; and
- Driveways should be located away from intersections and away from daylight triangle or rounding.



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

A driveway located away from an intersection

Examples of lighting designs that are appropriate to the site and function

4.6 LIGHTING

Street lighting is an essential element of streetscape design, and the choice of light standards in the community will play a key role in reinforcing the character of the Mt. Pleasant Heights public realm.

Design Guidelines:

- Local street light standards shall reinforce safe, attractive pedestrian connections;
- Street lighting shall be designed to minimize projection onto adjacent lands uses that could be negatively impacted, such as NES and residential areas;
- 'Night sky' compliance shall be encouraged as a component of sustainable design, with illumination directed downwards; and
- Street light poles and luminaires shall reflect approved Town of Caledon standards.

4.7 SITE FURNITURE

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

Design Guidelines:

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

4.8 FENCING

Fencing requirements for the Alloa Community will include wood privacy fencing at the flankage of exposed rear yards and chainlink fencing on private lots along the perimeter of parks. Generally, fencing design shall reinforce or complement the character and identity of the community and be coordinated with to match the existing fence design present in the immediate neighbourhoods.

Design Guidelines:

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

Examples of robust fencing that complements the character of the community

CHAPTER 05

ARCHITECTURAL DESIGN GUIDELINES

Built Form Character

Residential Built Form Typologies

Residential Architectural Design Guidelines

Priority Lotting

Non-Residential Architectural Design Guidelines

High quality built form designs that establishes the character of Alloa

5.1 BUILT FORM CHARACTER

The Alloa Community will offer high quality built form that reflects the established character of the area, including utilization of architectural styles and treatments that promote vibrant pedestrian environments and help foster a distinct identity for the community as attractive, cohesive, and the next logical progression of growth in south Caledon. The architectural styles and themes for each neighbourhood will be developed in a coordinated manner, in consultation with the stakeholders and the Town.

Traditionally inspired buildings are designed to provide contemporary amenities, while paying homage to a particular architectural style or community theme. The various founding villages that collectively establish the historic vernacular and existing character of Caledon are an ideal touchstone for identifying an architectural style that will be used to influence the design of low to medium density dwellings within the Alloa Community. Most prominent throughout these villages are examples of Gothic Revival architectural styles that were quite common to Canadian farm communities built in the mid-late 19th century. The Italianate style remained popular from 1875-1900, followed by Queen Anne in the late 19th and early 20th century, and Edwardian Classicism in the early 20th century.

Stylistic influences may be borrowed from local architectural precedents, and may include:

- Gothic Revival Style (Ontario Country Traditional);
- Italianate Style;
- Edwardian Classical Style;
- Georgian Style;
- Tudor Style; and
- Transitional Style.

5.1.1 GOTHIC REVIVAL STYLE

Common elements of Gothic Revival or Ontario Country Traditional Style designs include:

- House has classical proportions which are emphasized by the first storey 6-over-6 windows.
- Also present are two steeply-pitched gables with 4-over-4 gothic windows and a front porch covered by a bell-curved roof supported by flattened columns;
- Steeply pitched roof, front gable(s) usually with decorative bargeboard;
- Entrances are centred, often with sidelights and transom around the main door; and
- Verandas usually have bargeboard, often second storey balcony above entrance.

Gothic Revival Style with steeply pitched front gables

5.1.2 ITALIANATE STYLE

Common elements of Italianate designs include:

- Typically low-pitch hip roof, with wide overhanging eaves and large decorative brackets.
- Tall, narrow wndows, often paired, and single-story entry porches with supporting square posts.

5.1.3 EDWARDIAN CLASSICAL STYLE

Common elements of Edwardian Classical designs include:

- Gable front, primarily red brick, sometimes combined with white painted wood, stucco, and stone sills.
- Large windows and expansive front porches typically white painted wood with slender columns.

Edwardian Classical Style with gable front and large front porch.

Georgian Style with symmetrical windows and pedimented dormers

Tudor Style with decorative half-timbering

5.1.4 GEORGIAN STYLE

Georgian style designs typically have symmetrical compositions of the following elements:

- Pedimented entries with transom and side lights, or decorative pilasters;
- Gabled or pedimented dormers;
- Fine brickwork such as Flemish or English bond patterns, and belt courses, using traditional colours;
- Quoining, decorative moulding on cornices;
- Double hung windows (six, nine or twelve panes per sash) with louvered shutters, and lintel type window heads; and
- Roofs that are side gabled (open or closed), and hipped or double hipped.

5.1.5 TUDOR STYLE

Common elements of Tudor designs include:

- Steeply pitched roof, usually side-gabled, façade dominated by one or more prominent cross gables, usually steeply pitched;
- Decorative (i.e. not structural) half-timbering present on about half of examples;
- Tall, narrow windows, usually in multiple groups and with multi-pane glazing; and
- Massive chimneys commonly crowned by decorative chimney pots.

5.1.6 TRANSITIONAL STYLE

Transitional style in architecture refers to the practice of using traditional forms and materials to design and build a house that is referential to the past but use these forms and materials in new ways. For example, homes with traditional neoclassical elements such as columns or a traditional farmhouse with the gabled roof can be given a more transitional style by using more modern windows that will enhance the architecture and give a modern open feel. The identifiable characteristics of transitional architecture can be distilled to a few guiding principles that capture the overall qualities that are commonly associated with this style.

Design Guidelines:

- Pairing down of the materials and elaborate details of a more traditional façade;
- Use of neutral tonal colours and natural woods to elevate the traditional exterior materials of the dwellings;
- Exterior cladding materials may be varied and include the following: brick, stone, stucco, prefinished siding (fibre cement or laminated veneers).Other materials may be considered subject to design merit;
- Roof forms may be sloped or flat. The appearance of a flat roof may be created with parapets with sloping roof behind provided that the parapets are returned back far enough not to create a false fronting effect;
- Large expanse of fenestration are encouraged with mullions or division of glass appropriate to the selected architectural style;
- The main entry should be emphasized as the focal point of the elevation; and
- Garages should be integrated in the overall design and encouraged to feature more contemporary styled doors. Other door types would also be considered subject to design merit.

Transitional Style using natural wood details to elevate the traditional exterior materials

Transitional Style with neutral tonal colours and large windows

5.2 RESIDENTIAL BUILT FORM TYPOLOGIES

Low-rise residential development will account for the majority of new built form constructed within the Alloa Community. A wide variety of housing choices will therefore be provided to create a diverse, yet cohesive, community for residents of different incomes, households, and lifestyles. The various architectural forms within the development shall provide for a harmonious mix of attractive architecture which may incorporate traditional/ heritage influences with contemporary amenities to reflect a high quality character, and a cohesive and legible community identity.

It is important that new residential buildings are designed to be complementary to the design of the public realm. Building elevations exposed to public view will be designed in such a way so as to ensure attractive, harmonious streetscapes are realized.

Outlined on the following pages are design objectives for the various low-rise dwelling types that may be constructed within the Alloa Community, including:

- Single Detached Dwellings;
- Semi-Detached Dwellings;
- On-Street Townhouse;
- Rear-Lane Singles/Townhouses;
- Dual-Frontage Singes/Townhouses;
- Stacked Townhouses;
- Back-to-Back Townhouses;
- Mid-Rise Buildings; and
- Mixed-Use Buildings.

5.2.1 SINGLE DETACHED DWELLINGS

Single detached dwellings on a variety of lot frontages will encompass the majority of residential homes within the community.

Design Guidelines:

- Lot widths for single detached dwellings may range from 7.8m to 15.24m;
- Single detached dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community;
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades;
- Each individual dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style;
- Single-detached dwellings shall feature a massing of up to two storeys at the eaves, with third-storey lofts permitted where they are integrated into the roofline via dormers or architectural gables;
- It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing and building height relationships are achieved;
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line; and
- Corner lot dwellings should be a minimum of 2 storeys.
- Dwelling designs with covered front porches or porticos, where appropriate to the architectural style, are encouraged;

- Porches and bay windows are permitted to encroach into the front, flankage and rear yards as a prominent architectural feature;
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane -accessed) may be explored, where feasible;
- Attached street-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape. Dwelling designs with garages projecting beyond the front façade of the dwelling or porch are discouraged;
- For lot frontages less than 11.0m, a single or 1-1/2 car garage is standard; however, double-width driveways may be permitted to accommodate side-by-side parking, provided municipal requirements for soft landscaping and utility placement are met;
- For lot frontages between 11.0m and 17.9m, two-car street-facing garages are permitted;
- For lot frontages 18.0m or greater, three-car street-facing garages are permitted, provided the garage face is staggered to reduce visual impact;
- A community-wide average of one on-street parking space per unit shall be provided. On-street parking locations shall be determined by the overall streetscape and utility plan, rather than strictly on a per-lot basis; and
- The Zoning By-law provides minimum requirements for garage sizes. Provision of extra space for storage is recommended, where feasible.

Individual dwellings should have an appropriate design that positively contributes to the individual character of the neighbourhood

Porches and bay windows are permitted to encroach into the front yards as a prominent architectural feature

5.2.2 SEMI-DETACHED DWELLINGS

Semi-detached dwellings contribute to the mix of housing types in the development and add to the diversity of housing choice and streetscape character.

Design Guidelines:

- Both halves of the building should be compatible in terms of design expression and material selection. Elevations may be symmetrical or asymmetrical;
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades;
- Each dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style;
- Semi-detached dwellings should have 2 to 3 storey massing. Bungalow forms are generally discouraged for this housing type;
- Semi-detached dwellings should be fully attached above grade. Consideration may be given to dwellings partially attached above grade, subject to design review;
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style;
- Porches and bay windows shall be permitted to encroach into the front, flankage, and rear yards;
- For corner lot buildings, the entry of the interior unit should be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line;
- Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape;

Both halves of the building should be compatible in terms of design expression and elevations may be symmetrical or asymmetrical

- Street-accessed semi-detached dwellings should generally be restricted to a single-car garage;
- Garages / driveways for semi-detached dwellings should be paired to maximize on-street parking opportunities;
- The Zoning By-law provides minimum requirements for garage sizes. Provision of extra space for storage is recommended, where feasible; and
- Utility meters for corner lot semi-detached dwellings shall be recessed in accordance with adopted standards.

5.2.3 ON-STREET TOWNHOUSES

On-Street Townhouse dwellings are an efficient use of land and an energy conservative housing form that will add built form diversity to the development of the Alloa Community. They are proposed to be located in areas of the development where a denser housing form is desired, such as in proximity to planned transit routes. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

As townhouses comprise individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage.

Design Guidelines:

- Townhouse blocks may be a maximum of 16 bays wide, without exceeding a maximum width of 8 units, not including accessory dwelling units;
- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape;
- Townhouse dwellings should have 2 to 3 storey massing. Bungalow forms are generally discouraged for this housing type unless extra-wide lot frontages are contemplated;
- Street townhouses shall feature a single-car, front-facing garage. To ensure adequate off-street parking, each unit shall be designed to accommodate a minimum of two (2) parking spaces (one within the garage and one on the driveway);
- An additional parking spot is permitted for townhouses with an additional dwelling unit;
- Townhouse dwellings should be fully attached above grade. Consideration may be given to dwellings partially attached above grade, subject to design review;
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style;

The overall townhouse block composition should display massing and design continuity while achieving adequate streetscape variety

Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes

- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes. For some architectural styles (i.e. Georgian) simple massing and roof articulation is preferred;
- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches, where appropriate;
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades;
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style;
- Porches and bay windows shall be permitted to encroach into the front, flankage, and rear yards;
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit should be oriented to the flanking lot line;
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape;
- While street-accessed townhouse dwellings will generally have single-car attached garages, corner units may have attached double-car garages. To ensure adequate parking is available, additional parking space will be given on the driveway. Consideration may be given to wider garages based upon merits of the design;
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities;
- When site conditions allow, rear yard access from the garage may be provided for interior units; and
- Utility meters and air conditioning units shall be carefully placed and concealed from public view subject to local utility company requirements and/or maintenance access requirements.

5.2.4 REAR LANE SINGLES & TOWNHOUSES

Rear lane townhouses, with rear yard garages accessed from a public or private laneway, have been strategically located along arterial roads and major collector roads of the community, where more intensive pedestrian activity and transit-supportive built form is desired. Rear lane products contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

In addition to the design guidelines stated for street townhouses, the following will apply.

Design Guidelines:

- Rear lane townhouses shall feature 2-3 storey building massing to provide an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy. Heightened building massing at main intersections should be considered;
- Rear lane townhouses within community nodes and along key streets shall be 3 storeys in height and feature consistent architectural detailing on all publicly exposed façades;
- The main dwelling facade should typically be sited no further than 4.0m from the front lot line to create a strong and active street edge;
- Garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted;

- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway;
- Front entrances shall be directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing and/or edge planting;
- Outdoor amenity areas for lane-based townhouses may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/ balcony (with integrated garages);
- Utility meters should be screened from prominent public views. Individual gas meters should ideally be located within front-porch niches or recessed architectural pockets;
- For multi-unit blocks or townhouses, banked hydro meters are permitted and preferred on end-unit side elevations, provided they are screened by a wing wall or landscape treatment;
- Where units are served by a rear laneway, utility meters are permitted on laneway elevations. To ensure consistency, meters should be grouped and located away from primary entry points or decorative features of the rear facade;
- Where meters must be located on a street-facing or visible side elevation, they shall be screened from view using a combination of architectural treatments and/or ornamental plantings; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities.

Outdoor amenities for lane-based townhouses may include conventional rear yards with detached garages or raised terraces/ balconies with integrated garages.

Outdoor amenity areas for dual frontage townhouses may take the form of a second floor terrace/balcony on the rear side

5.2.5 DUAL FRONTAGE TOWNHOUSES

Dual front townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted public realm condition with trees that is predominantly urban in character. Dual front townhouses will have 3-storeys, and a single car, rear facing garage accessed from the street at the rear of the unit. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.In addition to applicable guidelines stipulated for rear lane townhouses, the following criteria will apply:

Design Guidelines:

- The main dwelling facade should be sited appropriately to create a strong and active street edge;
- Garages will be accessed from a street at the rear of the unit and will be attached to the dwelling;
- Garages should be complementary to the main dwelling in terms of materials, massing, character, and quality. They should be designed and arranged to provide an attractive visual environment within the rear private street;
- Front entrances should be directly linked to the sidewalk with a walkway;
- Secondary entrance or porch will be provided at the back of the dwellings. These entrances should be paired, wherever feasible, to maximize on-street parking opportunities;
- Outdoor amenity areas for dual front townhouses may take the form of raised terrace or balcony; and
- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).

5.2.6 BACK-TO-BACK TOWNHOUSES

Back-to-back townhouses are generally three-story units with front-facing garages accessed from public or private roads. These units share a common rear wall along with the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a balcony.Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities. This development type requires Site Plan Approval when located on condominium internal roads. In addition to applicable guidelines stipulated for street townhouses, the following criteria will apply:

Design Guidelines:

- Back-to-back townhouse block sizes may range from 6 up to 16 units, not including accessory dwelling units;
- Private outdoor amenity space is typically provided in the form of a balcony;
- Privacy screens should be provided between outdoor amenity spaces of neighbouring units;
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials;
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs;
- Flat roofs and/or rooftop terraces are permitted;
- Garages shall not project beyond the front wall or porch face of the dwelling;
- Utility meters should be recessed or otherwise located away from immediate public view;
- Air conditioning units should be located discreetly on the balcony away from public view; and
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.

Examples of back-to-back townhomes

Surface parking area, located away from the road, with direct access to the units of the stacked townhouse

5.2.7 STACKED TOWNHOUSES

Stacked townhouses may occur within medium and mixed-use density blocks within the Alloa Community. This building type is typically a multi-level condominium housing form comprising individual units stacked on one another) with typically rear-accessed garages, surface or underground parking. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

Design Guidelines:

- Buildings should have minimal setbacks from street edge to help frame a pedestrian friendly environment;
- Parking areas may occur as surface parking or within garages integrated into the massing of the building. Main parking areas and garages shall be located away from the roads;
- Private outdoor amenity space is required for each unit and typically takes the form of a functional balcony or terrace for the upper-level units and an at-grade or sunken courtyard for the lower level units;
- Façades shall be developed to create a 'main street' appearance;
- Flat roofs may be permitted to allow for rooftop terraces;
- Pedestrian walkways within stacked townhouse blocks shall provide safe and direct access between dwelling entrances, parking areas, amenity areas and adjacent streets; and
- Banked and screened utility meters shall be provided and located on internal end units where feasible, subject to compliance with local utility company regulations.

5.2.8 MID-RISE BUILDINGS

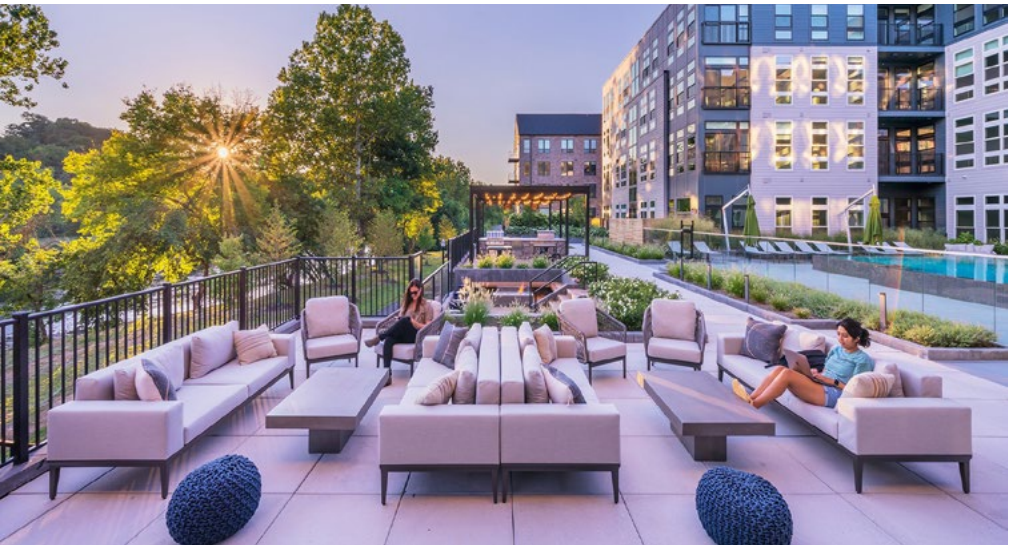
To ensure a diverse and visually appealing community, Alloa incorporates a mix of densities, including mid-rise residential buildings. These buildings have been thoughtfully designed to offer a range of configurations, allowing them to seamlessly integrate with low-rise or taller buildings within the same block. This deliberate juxtaposition of heights creates a dynamic streetscape and adds visual interest, avoiding the monotony often associated with uniform massing.

The configuration of blocks which propose mid-rise buildings has been carefully considered to achieve a harmonious transition between different building types. By strategically stepping down the height and scale of taller buildings, a gradual and pleasing progression is established.

Furthermore, the positioning of mid-rise buildings proposed for Alloa aids in framing larger-scale open spaces, contributing to a sense of enclosure and creating inviting gathering areas. These well-proportioned and appropriately framed open spaces serve as focal points within the community, providing residents with attractive and functional places for relaxation, social interaction, and recreation.

Examples of mid-rise buildings

Building materials, colour and detailing should enhance the architectural character and elevate the streetscape's overall aesthetic.



Apartment units shall feature private open space amenities to enhance residents' living environments.

Design Guidelines:

- Building heights from 4 to 6 storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- A shadow impact study may be required, depending on building height, location and orientation relative to adjacent land uses;
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space;
- Building set-backs shall be minimized to relate well to the adjacent roadway, village square and/ or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities;
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed;
- Corner buildings shall provide façades which appropriately address both street frontages;
- Main entrances shall be designed as a focal point of the building. They shall be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances shall also be ground-related and wheelchair accessible;

- Building materials and detailing shall be used to enhance the architectural character, ensure durability, and contribute to the overall aesthetic quality of the streetscape;
- The base portion shall reinforce a human scale environment at street level;
- The middle portion shall contain the largest mass of the building and should reflect the architectural character of the community;
- The upper portion shall be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward;
- Where flat-roofed buildings are contemplated, a strong cornice line should be provided;
- Apartment units shall include private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating;
- Underground parking is preferred to avoid unsightly large expanses of parking typically associated with higher density buildings;
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors-focused dwellings where residents benefit from a closer proximity to these outdoor features;
- Where surface parking is provided, it shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening;
- Garbage facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility;
- Mechanical equipment shall be screened from public view and integrated into the design of the building;
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement proposed park or open space amenities.

Streetscape example with a variety of architectural styles on the front elevation

5.3 RESIDENTIAL ARCHITECTURAL DESIGN GUIDELINES

5.3.1 ARCHITECTURAL VARIETY IN ELEVATIONS

Harmoniously designed streetscapes contribute to the identity of the Alloa Community and are key to establishing an attractive, vibrant, and livable neighbourhood.

Design Guidelines:

- Each single detached dwelling form shall be designed with at least two (2) distinct front façade options to ensure architectural variety.
- For corner lots, the flanking (side) elevations shall be architecturally distinct from the flanking elevations on lots abutting or directly opposite.
- A variety of garage door treatments is encouraged, with porches remains the dominant feature of the front elevation to promote a pedestrian-friendly environment.
- Repetition of architectural design may be permitted in key areas (such as surrounding parks or within special character areas) where it helps to visually strengthen a specific neighbourhood identity.

For specific guidelines regarding the required separation distances and siting frequency of identical elevations, refer to Section 4.2 Elevation Variety in the Streetscape.

5.3.2 CONSISTENCY OF DETAILING

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

Design Guidelines:

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

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

The main entry should be a distinctive feature, reflecting the character of the entire building

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

5.3.3 MAIN ENTRY & PORCH DESIGN

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

Design Guidelines:

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

5.3.4 EXTERIOR BUILDING MATERIALS

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

Design Guidelines:

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

Priority lots are encouraged to have consistent materials on all publicly exposed elevations

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

Roofscapes should vary in slopes and articulation, where possible, to contribute to the creation of interesting skyline streetscapes

5.3.5 ROOFS

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

Design Guidelines:

- Housing forms should generally have pitched roofs. The minimum main roof slopes should generally be 8.75:12 pitch (side slopes) / 5.75:12 (front to back slopes);
- Transitional style elevations may have roof slopes of 6.75:12;
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape;
- Roof overhangs should generally be 300mm;
- Plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof, wherever possible, and should be prefinished to suit the roof colour; and
- The use of false dormers is discouraged and shall only be considered where scale, orientation and roof line make them appropriate and an authentic appearance is assured.

5.3.6 PRIVATE AMENITY SPACE

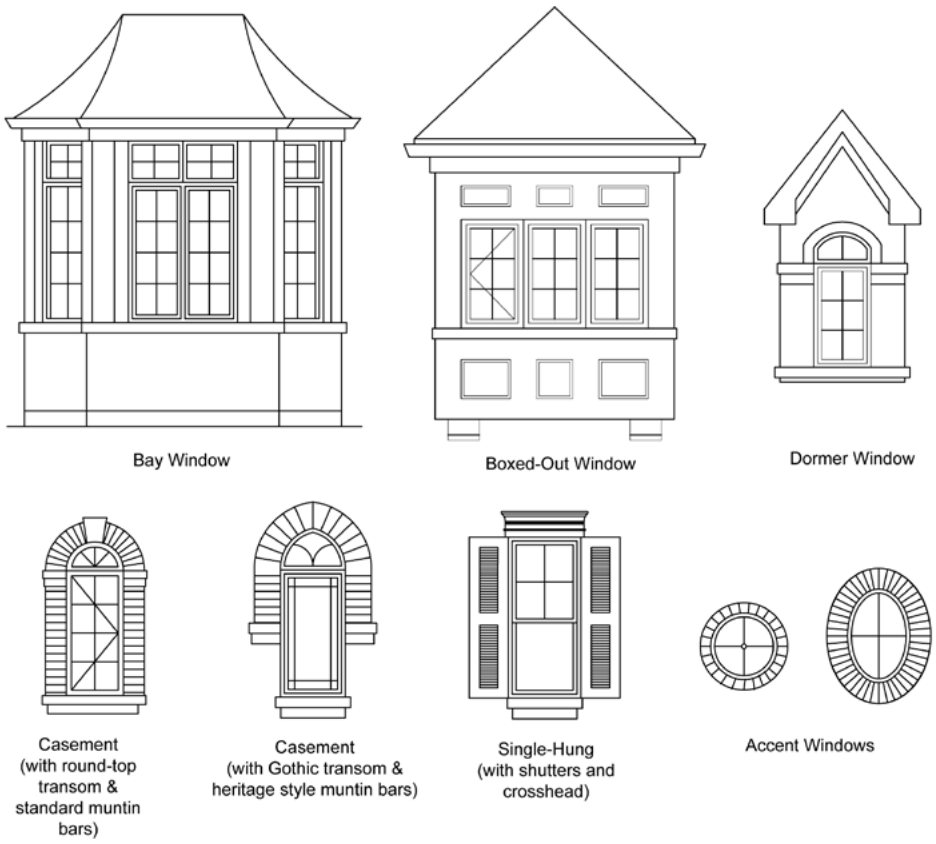
In addition to single detached dwellings, each townhouse unit shall have ample outdoor amenity space particular to the townhouse type to enhance the private living environment of residents.

Design Guidelines:

- Front-loaded townhouses will have traditional rear yards, whereas back-to-back and rear lane townhouses will provide private amenity space in the form of a terrace or balcony, in addition to the front yard or front/side yard for corner units;
- The design of the terrace or balcony shall be appropriately integrated with the architectural style of each unit and the overall built form massing; and
- Opportunities for terraces or balconies at multiple levels should be considered.

Private outdoor amenity spaces should have access to sunlight, be comfortable, and designed to ensure privacy for all residents

Examples of window style variety



5.3.7 FENESTRATION

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

Design Guidelines:

- Publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling;
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the dwelling;
- False windows and blackened glass are not permitted, but may be considered for small glazed areas above the eavesline (i.e. small dormers, oval windows) where a high quality glass set within a sash is provided;
- Colour treatment for windows shall be consistent between floors of the same building. Varied colours shall be avoided; and
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.

5.3.8 SITE GRADING CONDITIONS

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

Design Guidelines:

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

Refer to Subsection 5.3.9 - Garages for detailed guidelines related to adverse grading and garage design.

Building designs shall be adapted to grading conditions and care shall be taken to ensure foundation walls are not overexposed

5.3.9 GARAGES

A. Attached Front Facing Garages

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

Design Guidelines:

- Minimizing the presence of attached garages within the streetscape is a key requirement for all low and medium density dwelling designs;
- Garages shall be complementary with regards to character and quality of the principal dwelling;
- Acceptable design options for attached street facing garages include:
- Integrating the garage into the main massing of the house, flush with the porch;
- Integrating the garage into the main massing of the house, flush with the main wall;
- Locating the garage at the side of the house, recessed behind the main front wall face;
- Projecting up to a maximum of 1.5m from the front wall or porch face (this may only occur on a limited basis for up to 20% of the streetscape);
- For three-car garages, stagger the front façade of the garage.
- The amount of garages per dwelling type or lot size will be provided as follows:
- Semi-detached dwellings may have a single car garage;
- While street townhouses will generally have single-car garages, corner units may have double-car garages;
- Detached dwellings on lots with frontage less than 11.0m shall have a single-car or 1-1/2 car garage;

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

- Dwellings on lots with frontage 11.0m or greater may have a double car garage;
- Dwellings on lots with frontage of 18.0m or greater may have a three-car garage, provided the garage face is staggered;
- Only sectional, roll-up type garage doors shall be considered. A variety of garage door styles shall be provided;
- Where a double-car garage is provided, the use of either a single double-width door or two individual doors separated by a masonry or siding column is permitted to ensure a diverse streetscape; and
- Where dropped garage conditions occur on rear to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit.

B. Rear-Accessed Garages

Lots with rear-accessed garages provide space for large front porches, and ensure doors and windows are articulated along the sidewalk and street edge. The continuity of the street and sidewalk is not disrupted by driveway crossings, which eliminates a vehicle/pedestrian conflict on the sidewalk.

Design Guidelines:

- Lane accessed garages may be attached or detached from the dwelling. Both single and double-car lane garages may be permitted;
- Lane garages shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality;
- Detached garages shall be designed with articulated roof lines or other architectural elements to enhance their appearance within the laneway;
- Only sectional, roll-up type garage doors shall be considered;
- Parking pads are permitted beside the rear yard garage, where space permits. For corner lots, parking pads shall not be located between the garage and the exterior side lot line; they shall be screened from street view;
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling;
- Habitable and/or amenity space above an attached/ detached rear lane garage may be considered to animate the lane and provide a distinct character to certain neighbourhoods; and
- Garages shall be sited to provide for access and drainage from the rear yard of the unit to the laneway.

Any garages (detached or attached) should match the main dwelling through vernacular, massing, materials, and colour

Detached garages shall be designed with articulated roof lines or other architectural elements to enhance their appearance

Outdoor lighting shall be in keeping with the overall architectural style of the building and coordinated with the community

5.3.10 LIGHTING

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

Design Guidelines:

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

5.3.11 MUNICIPAL ADDRESS SIGNAGE

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

Design Guidelines:

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

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

5.3.12 UTILITIES & SERVICE ELEMENTS

Design Guidelines:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite for detached dwellings shall be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard; and
- For townhouse building forms, utility meters shall be located in the rear lane or screened / recessed into the wall, wherever possible, subject to local utility company requirements (refer to 5.2.4 Rear Lane Singles & Townhouses).

For townhouse building forms, utility meters shall be located in the rear lane or screened / recessed into the wall

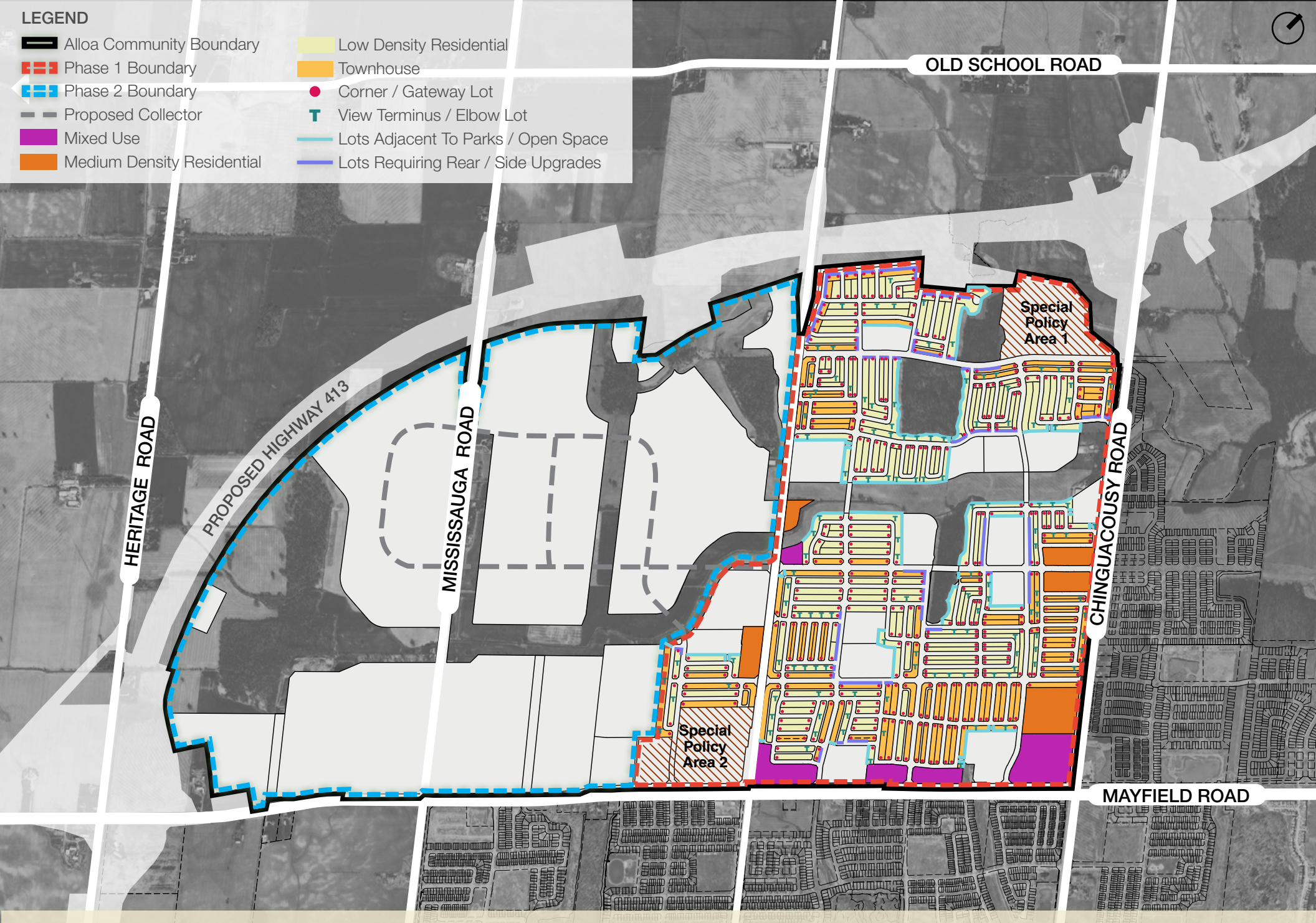


Figure 5.1: Alloa Community Priority Lot Plan

Example of enhance front elevation

5.4 PRIORITY LOTTING

Priority lots are located within the areas of the community that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design, and landscape treatment for the dwellings on these lots be of an exemplary quality to serve as landmarks within the community. Built form on priority lots will require special design consideration to ensure an attractive streetscape character is achieved.

Priority lots include:

- Corner / gateway lots;
- View terminus / elbow lots;
- Lots requiring rear / side upgrades;
- Lots adjacent to parks / open spaces;
- Community edge / window street lots.

A gateway dwelling with the main entry facing the flanking street frontage

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

5.4.1 GATEWAY / CORNER LOTS

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

Design Guidelines:

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

5.4.2 VIEW TERMINUS / ELBOW LOTS

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other. Elbow lots occur when a street bends at a ninety degree angle. Dwellings in both lot types play an important visual role within the streetscape by terminating long view corridors.

Design Guidelines:

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

Elbow dwellings shall be designed to provide visual interest due to their prominence at terminating view corridors

Dwellings should incorporate upgraded rear elevations when backing onto public open space areas

5.4.3 LOTS REQUIRING REAR / SIDE UPGRADES

Upgraded rear and side architecture is required where elevations are exposed to public view, such as lots which back or flank onto roads, walkways, and public open space areas, including parks, SWM ponds, and the NES.

Design Guidelines:

- Where a building's side or rear elevations are exposed to the public realm, both the front and exposed side and/or rear elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the building's front façade.
- Applicable enhancements on the exposed elevations include the following:
  - Enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing; and
  - Gables.

5.4.4 LOTS ADJACENT TO PARKS / OPEN SPACES

Dwellings that front or flank onto open spaces such as parks, SWM ponds, or the NES shall be designed in a manner that considers and complements the exposure to the public view.

Design Guidelines:

- A variety of model types, elevation styles, and colour packages are encouraged for all park and open space-facing dwellings to ensure streetscape diversity, while maintaining a cohesive and harmonious architectural relationship across the entire block;
- Consistent levels of architectural detailing, material quality, and fenestration are to be provided across all prominent elevations, ensuring that dwellings flanking public spaces feature an exposed side elevation that matches the design integrity of the front;
- Selection of elevations with larger porches is encouraged to promote 'eyes on the street', resulting in an informal monitoring of the park and its activities.

These dwellings provide a backdrop to important community spaces and should be designed in a manner that complements their public exposure

5.4.5 COMMUNITY EDGE / WINDOW STREET DWELLINGS

Streetscapes containing community edge / window street dwellings are those situated on single-loaded roads and laneways along the edges of the Alloa Community. Window streets, in particular, are designed as local roads and allow front-loaded housing to face onto higher order roads while maintaining the benefit of driveway access from a local road. This arrangement ensures undesirable reverse frontage lot conditions are avoided. Given the prominence of these locations, the dwellings and associated streetscape treatment will help establish the community's character and identity from the surrounding areas.

Design Guidelines:

- Elevations with a variety of rooflines should be selected to create an alternating skyline. The distribution of ridge heights and orientations are encouraged to ensure the community edge appears as a diverse collection of styles rather than a repetitive wall of buildings; and
- Minimum two-storey building massing should be provided to match the scale of the adjacent main roads. Single-storey homes in these prominent locations are not permitted.

Window street dwellings shall provide a high level of architectural detailing and articulation to reflect the quality of the community

Community edge dwellings shall have a minimum two-storey building massing to relate to the prominence of the arterial road

Buildings shall be designed with active front and flanking façades with consideration for balconies

High quality building exteriors shall present an attractive mixed-use image with identifiable architectural treatments

5.4.6 MIXED-USE BUILDINGS

As referenced in the Alloa Community Design Guidelines, mixed-use buildings are mainly proposed along Mayfield Road, and within the Neighbourhood Centre and Mixed-Use Node areas to create vibrant, accessible spaces. Located along major streets or at intersections, these developments offer several benefits, including enhanced walkability, support for community nodes, economic growth, increased transit use, and a strong sense of place. These building forms are appropriate in establishing an active urban character through the provision of at-grade retail, office, or studio use and an emphasis on building height and massing where intensity of use and a landmark form is desirable. This built form provides greater flexibility in commercial unit sizing, potentially attracting a wider range of tenants and uses that can contribute to the vitality of the community.

Design Guidelines:

- Mixed use building façades may either be designed in a contemporary, urban style or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding mixed use, low and medium density blocks. This can be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment, as well as size and colour;
- Publicly exposed building exteriors shall present an attractive mixed use image with identifiable architectural treatments to differentiate this type of built form from residential built form;
- Building height to be minimum 3 storeys high with a minimum ground floor height of 3.5m;
- In order to create a comfortable pedestrian environment, all buildings shall be aligned and sited close to the adjacent street and/or intersection. Setback from the public sidewalk should range from 1.5m to no more than 4.0m;

*Figure 4.2: Ultimate Mixed-Use Condition**

*Figure 4.1: Mayfield/Street 'E' Demonstration Plan - Interim Condition**

*Figure 4.4: Ultimate Mixed-Use Condition**

LEGEND

- Single Detached Residential
- Townhouse
- Stormwater Management (SWM) Pond
- Hydro Transformer Substation
- Open Space/Amenity Area
- At-Grade Retail
- Medium Density Residential

*For demonstration purposes only. Alternate options may be proposed through the Site Plan Approval process.

*Figure 4.3: Mayfield/Chinguacousy Medium Density Demonstration Plan - Interim Condition**

Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows

- Buildings shall be designed with active front and flanking façades with ample fenestration and consideration for balconies to overlook the central Village Corridor Park. This overview of the street contributes to safe and active public spaces;
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows;
- No less than 56 sq.m. (600sq.ft.) of ground floor area should be dedicated to be commercial/non-residential uses;
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style;
- Backlit signage is discouraged;
- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture (including outdoor patio furniture) within the boulevard are encouraged in order to enhance the pedestrian experience;
- On-street parking should be provided in front of mixed-use buildings to facilitate convenient access to commercial functions;
- Main entrances shall be ground-related and wheelchair accessible;
- Corner buildings shall provide façades which appropriately address both street frontages; and
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units and other mechanical units shall be located away from publicly exposed corners and other publicly exposed views.

The Mixed-Use Node at the intersection of Chinguacousy Road and Mayfield Road comprises 3.86 ha (9.53 ac) of mixed-use, 4.41 ha (10.90 ac) of medium-high density residential, 0.96 ha (2.24 ac) of commercial, and 0.18 ha (0.44 ac) of Hydro One lands.

The combination of these two blocks presents a unique opportunity to integrate commercial activities with higher-density residential spaces and strengthen to interfaces along Mayfield Road and Chinguacousy Road, forming a destination place and gateway into the Alloa Community.

Important to accommodating the Town of Caledon's growth and goal to creating complete and sustainable communities, relocating the designated Neighbourhood Centre to this location is ideal. Due to its interface with two major roads, accessibility, as well as proximity to adjacent communities, it will serve people's needs beyond the Alloa boundary.

As a Neighbourhood Centre, it will support local businesses, provide convenience and access to daily needs and services, and employment opportunities within a short walk or bike ride from where residents live. In doing so, it will contribute to a vibrant public realm that fosters a sense of place, and where alternate modes of transportation is supported and encouraged, aligning with 15-minute city principles.

Figure 5.2 illustrates a preliminary demonstration plan for the medium density and mixed-use node at the intersection of Mayfield Road and Chinguacousy Road.

Key attributes of the design include:

- Compact built form and distinct architecture form a strong street frontage that showcases the character of the community;
- Retail at-grade to encourage an active and attractive public realm;
- Sidewalks that connect to the larger active transportation network (such as trails within the adjacent stormwater management pond), as well as adjacent neighbourhoods; and
- Parking is located internally and hidden from view along the major roads, contributing to a pedestrian-friendly streetscape.

5.5 NON-RESIDENTIAL ARCHITECTURAL DESIGN GUIDELINES

In addition to the range of housing options throughout the Alloa Community, several mixed-use and non-residential development sites have been proposed in key areas of the community, including:

- Commercial Buildings;
- Schools; and
- Employment Area Buildings.

Prominent building massing and high quality architectural design shall be provided at the street edges

5.5.1 COMMERCIAL BUILDINGS

A commercial centre will anchor the southern end of the Spine Road (Tim Manley Boulevard) at the main entrance to the Alloa Community from Mayfield Road. Commercial buildings shall be designed and sited appropriate to their prominence and function as community focal elements. They shall reinforce the objective of creating an urban village or 'main street' character that contributes to the streetscape and will attract walkable connections from surrounding neighbourhoods.

The siting of commercial retail buildings within blocks should be arranged in a grid configuration that integrates a traditional street pattern and allows for more logical and safer pedestrian, cycling, and vehicular navigation. The grid configuration also enables the commercial lands to strategically evolve over time, with opportunities to redevelop blocks on an individual basis (for example, to convert single purpose commercial to higher storey residential with at-grade commercial. The design of successful and attractive commercial developments hold in common several key characteristics, including:

- Buildings that have a strong relationship with the street frontage, with minimal setbacks from the street edge;
- Well-articulated, attractive street façades using high quality materials;
- A building scale that is appropriate to the street and reinforces comfortable pedestrian connections;
- Display windows and/or glazing shall comprise the majority of the ground/street level portion of a retail building;
- Building entrances that strike a balance between direct access from the adjacent street and rear parking areas;
- Parking areas that do not dominate street frontages, substantially screened from views by built form and landscape features; and
- Signage design that is appropriate to the architectural style.

Buildings shall have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define and relate to the adjacent street frontages and sidewalks

Design Guidelines:

- Where appropriate, strive to create mixed-use opportunities (retail, office, service) that will draw from a varied group of users at different times of the day within the neighbourhood or beyond;
- Buildings shall have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define and relate to the adjacent street frontages and sidewalks;
- Building frontages shall ideally occupy approximately 50% of the street and extend in front of parking areas, where practical;
- Surface parking areas shall predominantly be located to the side or rear of the building to ensure a strong built edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements;
- To encourage alternative modes of transportation, including use of public transit, large parking areas shall be reduced into smaller pedestrian-scale blocks that are defined by landscaping and walkways. Landscaped medians, appropriately sized for healthy tree growth, shall terminate parking aisles in key areas;

*Figure 5.2: Ultimate Mixed-Use Condition**

*Figure 5.1: Mayfield/Creditview Retail Demonstration Plan - Interim Single Use Commercial Condition**

- Prominent building massing and high quality architectural design shall be provided at the street edges. Well articulated façades shall be provided for visual interest;
- The design of the built form and landscape shall achieve an identifiable theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level;
- Architectural styles and materials for commercial buildings shall be compatible and complementary to other buildings within the Village Hamlet to reinforce the prevailing community character. The use of masonry brick as a main wall cladding material is preferred;
- Corner buildings shall address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape;
- For multi-building sites, larger anchor buildings should be located further away from the street with smaller format buildings defining the street edge.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation;
- Continuity of architectural character within large sites is recommended;
- Main entrances shall be grade-related, face the street/ sidewalk where feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis;
- Barrier-free access shall be provided at the ground level of all buildings and to public destinations within the Alloa Community;
- Glazed areas shall be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use;
- Outdoor patios should be considered in the design of the building where appropriate to its commercial use;
- Pedestrian routes shall be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments. Sidewalk depths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection; equipment should be located to the rear of buildings away from public view;
- Sidewalks, parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting;
- Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- A consistent and compatible approach to signage shall be provided throughout the commercial site as a means to establish a coordinated image. A themed approach to site lighting shall therefore be implemented;
- Signage shall be reflective of the architectural style of each district or neighbourhood, while respecting the business community's desire for corporate logos;
- Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit. Cut-out signage is preferred and backlit box-signage is discouraged;
- Provide high quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) to support the community character and function within commercial community areas;
- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts; and
- Utility meters, transformers and HVAC equipment should be located away from public views. Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes shall run internally for all commercial building.

5.5.2 SCHOOLS

Schools serve as landmark buildings within the community and have been strategically located to provide safe and logical accessibility by pedestrians, cyclists and motorists, and to achieve maximum visibility from surrounding areas, through siting at prominent intersections and providing linkages with the open space system and trail network.

Design Guidelines:

- School grounds shall be physically and visually connected to adjacent park sites and any fenced areas shall not impede public access to and through school grounds after hours;
- The design of school grounds should accommodate potential community use outside of school hours;
- School buildings located on corner sites should be situated close to the intersection and address both street frontages in a consistent manner. Main entrances shall be directly visible from the street and be given design emphasis;
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and direct access to the main entry from adjacent sidewalks;
- Each school may develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the surrounding community. High quality building materials shall be used, including brick or stone as the main wall materials;
- Schools shall incorporate prominent building features into their design, which will help to reinforce their landmark function within the community;
- 2-3 storey building massing shall be provided;
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school shall, typically, be limited to drop off zones;

A strong built form relationship to the surrounding streets should be created through minimum building set-backs and direct access to entries

Schools shall incorporate prominent building features into their design to help reinforce their landmark function within the community

Architecture style and built form of institutional buildings can create landmarks in the community and enhance the streetscape

- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment. A passenger pick-up / drop-off area shall be sited within the school site;
- Pedestrian routes shall be clearly defined and provide easy, direct and barrier-free access to school entrances;
- Conflicts between pedestrian and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. The provision of parking should be shared and coordinated with adjacent park programming during non-school hours, pending coordination between the applicable school board and the Town of Caledon's Parks & Recreation department;
- School parking areas, driveways and walkways shall be adequately illuminated. Pedestrian scaled lighting is encouraged to define pedestrian routes and to complement any larger scaled lighting used specifically for the parking area;
- Pedestrian routes shall be clearly defined and provide easy, direct and barrier-free access to school entrances;
- Paved surfaces on school sites shall be provided in accordance with the applicable School Board requirements for parking and barrier-free play areas;
- Landscaping in the form of trees, shrubs and hardscaping shall be designed to complement the school building, buffer adjacent residential uses and parking areas, and provide opportunities for shade in strategic areas;
- Perimeter fencing and gateway features located in proximity to the street edge shall be consistent or complementary with the prevailing architectural theme of the school and neighbourhood;
- Lighting designed for school buildings shall be consistent or complementary with the architectural theme of the school. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- Signage shall be incorporated into the building architecture. Where ground level signage is used it shall be designed as a landscape feature, integrating other components such as planting, lighting, entry walls, planters, columns, etc.;
- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts;
- Bike racks shall be installed for all schools in highly visible locations close to points of entry.
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views; and
- Rooftop mechanical equipment shall be screened from ground level view by integrating into the roof or a parapet.

5.5.3 EMPLOYMENT AREA BUILDINGS

The Employment Area proposed along Mayfield Road will allow for prestige employment uses such as office, research and development, light industrial, and manufacturing. Capitalizing on its location at Mayfield Road and Mississauga Road, and in proximity to the future GTA West Transportation Corridor interchange, the employment area will have direct access to public transit and provincial highways. The primary goal for the development of the employment lands is to create a consistently high quality built environment through the combination of site planning, building massing, architectural detail, materials and landscape/ streetscape treatments.

Design Guidelines:

- No outdoor storage will be permitted;
- A unique built form identity may be developed for each employment parcel;
- Plain, unarticulated, box-like building designs with large blank walls will not be permitted;
- Glazed areas shall be maximized along street frontages. Windows shall be large, well proportioned and compatible in scale with the building mass and architectural style;
- Primary entrances are encouraged to be the focal point of the building;
- Articulated roof form is encouraged through the use of parapets, cornices and roof elements;
- High quality, durable building materials shall be used. This may include, but should not be limited to architectural glass, steel panels, polished stone, brick and textured concrete panels;
- Building façades which are highly visible from the public realm shall provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, lighting and materials to express a distinct visual identity, while harmoniously blending into the neighbourhood fabric;

Employment area buildings that are designed with visual interest, expressing distinct identity in the community

A unique built form identity may be developed for each employment parcel

Primary entrances are encouraged to be the focal point of the building

- Corner buildings shall be sited close to the intersection and address both street frontages in a consistent manner. Access points for corner lot buildings shall be located away from the intersection;
- Buildings shall be designed and sited to minimize the impact of overshadowing, blocked views and overlook onto adjacent residential properties;
- Buildings shall be designed and sited to have a positive relationship to the street, with the primary façade parallel to the roadway and located close to the minimum setback to appropriately address, define and relate to the adjacent street edge;
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation;
- On-site pedestrian routes shall be well defined and provide easy, direct and barrier-free pedestrian access to main entrances of the building;
- The number of driveway entries from roadways shall be minimized to reduce interruptions to pedestrian walkways and increase opportunities for street tree planting and landscaping treatments;
- Where large parking areas are proposed, they shall be located to the rear or side of the building's primary frontage or façade. Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways;
- Along less prominent, internal roadways, a double row of parking and a central drive aisle may be permitted between the front of the building and the street for site circulation and parking purposes;
- Where parking areas are visible from the street, they should be screened through the use of enhanced edge landscaping and/or architectural elements;
- The office component of light industrial buildings shall be located closer to the street than the warehouse functions to maximize opportunities for windows facing the street;

Example of a highly visible pedestrian crossing and leading to a primary entrance

- The length of the building façade exposed to the street view shall be optimized. Building frontage shall be proportional to the lot frontage;
- For sites adjacent to the NES, the use of a multi-building campus design may be considered with buildings sited and designed to overlook and integrate with these features;
- Loading, service and garbage areas shall be located away from prominent street views and shall be integrated into the building design or screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odors and vibrations on adjacent properties;
- Rooftop mechanical equipment shall be integrated into the roof design and screened from prominent public view;
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views;
- Noise attenuation measures shall be provided, as required, where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings / structures to reinforce the image of the community;
- Pedestrian walkways, entrances and parking areas shall be adequately illuminated;
- All lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- All proposed signage shall be of a high design quality and shall at all times be in compliance with the Town's sign by-laws;
- Signage shall be designed to be characteristic of the architectural identity of each commercial development while respecting the business community's desire for corporate logos;
- Signage may be internally or externally illuminated. Cut-out letter signage is preferred. Plastic backlit signage and tall, freestanding pylon signage is not permitted; and
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complementary to the building design. Ground-related signage shall be designed to incorporate landscaping / planting beds.

CHAPTER 06 IMPLEMENTATION

Approval Process

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

Please refer to Section 13.1 Implementation of the Caledon Town-wide Design Guidelines for more information.

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