Healey Gore Community Architectural Control Guidelines

Alcan Holdings Inc.
Healey Gore Secondary Plan
Town of Caledon

March . 2026
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1.0 Introduction

1.1 Intent

The "Healey Gore Architectural Control Guidelines" ("ACG") has been prepared on behalf of the Developer, Alcan Holdings Inc., for their Draft Plan of Subdivision located in the Healey Gore Secondary Plan in the Town of Caledon. The ACG has been prepared in accordance with the Town of Caledon's Terms of Reference for Architectural Control Guidelines (July 2023), and is provided as a precondition to the Draft Plan of Subdivision application for the subject lands.

The main intent of the ACG is to provide built form design criteria that will be adhered to by all builders within the Healey Gore subdivision in order to foster the development of an attractive and high-quality built form environment with a positive and distinct identity that is designed to complement and fit into the local context.

The ACG deal primarily with physical elements within the private realm (i.e. building design and siting criteria) and must be read in conjunction with the "Healey Gore Community Design Guidelines" (prepared by SGL Planning & Design Inc. and Cosburn Nauboris Ltd., February 2026) and the Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025) which address the design of physical elements and landscaping within the public realm, as well as additional built form guidance. Combined, these documents will provide design guidance criteria that will shape the visual character of new development within the Secondary Plan subject lands and the overall Healey Gore Community.

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

Promoting architectural variety, innovation and quality

1.2 Vision

The built form vision for the Healey Gore community builds upon the vision and guiding principles established in the Healey Gore Community Design Guidelines, which state:

> *"The Healey Gore Secondary Plan will create a well-connected, compact new community. The Secondary Plan Area will offer a range of housing opportunities and access to park and open space. Healey Gore will be designed to achieve excellence in community design and will strive to integrate a high-quality public realm."*

Building upon this vision, the Alcan Holdings Inc. Draft Plan of Subdivision the subject lands are envisioned to be as a comprehensively planned residential community that will form an integral component of the Healey Gore Secondary Plan. The community will derive its high-quality traditional and contemporary character through a coordinated design approach to built form and streetscapes. Each building will be designed and sited to appropriately respond to its location within the individual neighbourhoods. This will support the development of pedestrian-oriented streetscapes through attention to architectural style, building orientation, massing, articulation and cladding materials. The combination of built form options tailored for modern lifestyles, quality public spaces and attractive views and vistas will contribute to the creation of a vibrant new community with a distinctive identity and a strong sense of place. This design vision shall be adhered to by the developer and builders within the Healey Gore community and shall be realized through a mandatory architectural control review process.

The Healey Gore Community Design Vision: a compact, well-connected and complete community

1.3 Guiding Principles

The Healey Gore Community Design Guidelines sets out a series of guiding principles that form the basis for the various planning decisions and design rationale for the subdivision.

Provide a wide range and mix of housing types, densities, sizes and tenures that will provide families and individuals options throughout the community.

Promote variety and choice of residential building types, sizes, and styles that will help to assist with accommodation options, placemaking, and inclusiveness within the Healey Gore Secondary Plan

Prioritize high-quality design of the public realm and built form that fosters a strong identity and sense of place for the community.

Create safe, pedestrian-friendly and attractive streetscapes, that promote a positive sense of place through building designs that provide a strong public face.

Create a well-connected and walkable community with accessible amenities and open spaces.

A linked pedestrian and cycling system together with a permeable modified-grid road pattern will promote healthy active transportation opportunities throughout the community and the various open space amenity features.

Provide for residential and park uses that will support the community and surrounding area accommodating future growth in Caledon.

A variety of residential forms and a centralized park are provided within the Healey Gore community. Together, these uses will accommodate future growth and the evolving dynamics of the community.

Foster the creation of a sustainable community through compact and resilient community design, built form and transportation networks.

Promote intensification of underutilized lands within the designated Healey Gore Secondary Plan area by providing sustainable housing forms that are energy efficient and transit-supportive. Various urban design components detailed within these ACG and the CDG will serve to promote placemaking that responds to the site's context and results in a sustainable development approach.

Implement an integrated Natural Environment System that protects, restores or enhances the overall natural and water-based environments within the Healey Gore Secondary Plan Area.

The Healey Gore community will be defined by the extensive NHS lands (Greenbelt) that help to create a 'green' community. The proposed built form will respect the surrounding natural heritage features and will include a naturalized channel, public park, and stormwater management facility to serve the recreational needs of future residents.

1.4 Design Control

A privately-administered architectural control design review process will be conducted for all new low-rise housing proposals, within the Healey Gore community, to ensure compliance with the requirements of these Guidelines. The review process by the Control Architect will be conducted expeditiously and fairly. Refer to Section 6 - Implementation of Architectural Control.

The Architectural Control Guidelines provide for sufficient flexibility to foster design creativity and innovation. These Guidelines are not meant to be overly prescriptive, but instead, to foster uniqueness of design, in order to avoid monotony and repetition. Proposed designs which are not in total compliance with the guidelines may be considered by the Design Control Architect, based on their merits, appropriateness of location and design, and may be approved where a design meets the spirit and intent of the guidelines.

The developer and builders shall comply with these Guidelines throughout the design, marketing and construction process. The requirements of the Guidelines are in addition to the provisions of the applicable Zoning By-laws, Conditions of Draft Approval, Subdivision Agreements and all other applicable agreements and legislation. Approvals by the Control Architect do not release the builders from complying with the requirements of the Town of Caledon or any other approval authority.

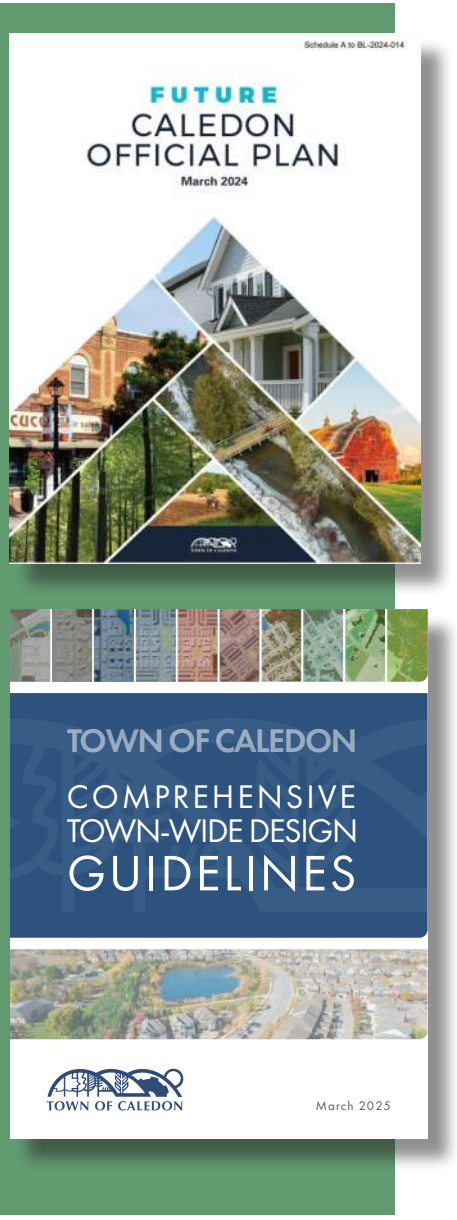
The builders shall only offer for sale dwelling designs once they have been first reviewed and given preliminary approval by the Control Architect.

1.5 Terminology

Within these Guidelines common terms are used in reference to the level of design requirements and guideline compliance. For clarity in understanding the terminology, with respect to compliance in these guidelines, the following explanations are provided:

- **Shall & Will** - The use of the words "Shall" and "Will" denote requirements that must be met.
- **Should** - The use of the word "Should" denotes design requirements that typically must be met but where site specific conditions or the specific merits of a specific design solution may merit flexibility.
- **May and Encouraged** - The uses of the words "May" and "Encouraged" represent guidelines that are encouraged practices and not rigid requirements.

1.6 Policy Reference



1.6.1 Future Caledon Official Plan (March 2024)

The Future Caledon Official Plan identifies the Alcan Holdings Inc. subdivision as "New Community Area" as per Schedule B4, Land Use Designation and Schedule F1, Urban Systems. Section 22.2, New Community Area Designation outlines the various policy objectives, permitted uses, and land use designations for new community areas and the associated secondary plan process. Under Section 22.7.1 Neighbourhood Area Designation, the following policy objectives are provided:

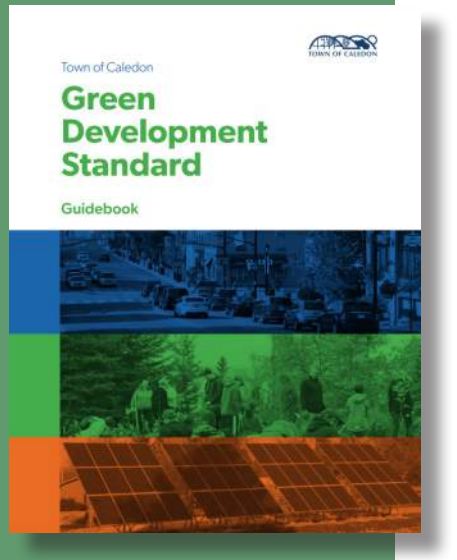
> *"The planning objectives for the Neighbourhood Area designation are as follows:*
>
> *a) provide for new housing opportunities to meet the Town's projected housing needs;*
>
> *b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;*
>
> *c) ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,*
>
> *d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability."*

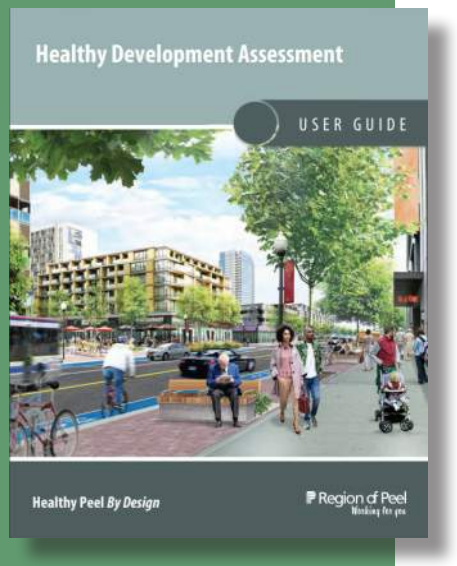
In this regard, the subdivision has been comprehensively planned and designed to takes these objectives into consideration, as well as the Development Polices of Section 22.7.3. These ACG support and expand on the various policies with focus on built form within the community.

1.6.2 Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)

The Town of Caledon Comprehensive Town-Wide Design Guidelines provide a starting point for a discussion about urban design, site planning, built form, and open space concepts and principles for various development situations, including New Community Areas. Part B: Town Wide Design Considerations. It provides a high-level framework of design criteria for the overall identity and structure for new communities, and includes specific guidelines to direct the various uses, densities, transportation networks, open space features, sustainability initiatives, and cultural heritage conservation proposed within the subdivision.

Under Part C: Urban System Guidelines, there is detailed direction to inform the various urban public realm features and built form and site design guidance for the proposed residential (Section 9). The proposed subdivision design, including built form will comply with the general design standards established in the Town of Caledon Comprehensive Town-Wide





Design Guidelines. The Town of Caledon Comprehensive Town-Wide Design Guidelines, in conjunction with these ACG will be considered by the Town in their review and evaluation of various development proposals within the subject lands.

1.6.3 Town of Caledon's Green Development Standards (June 2024)

Caledon's Green Development Standards (GDS) Guidebook sets out expectations for new development to promote Caledon as a zero-emissions, resilient, and complete community. The GDS applies to Draft Plans of Subdivisions which is assessed by GDS Themes and Metrics, including; 1. Community Design and Mobility, 2. Green Infrastructure, and 3. Building and Energy.

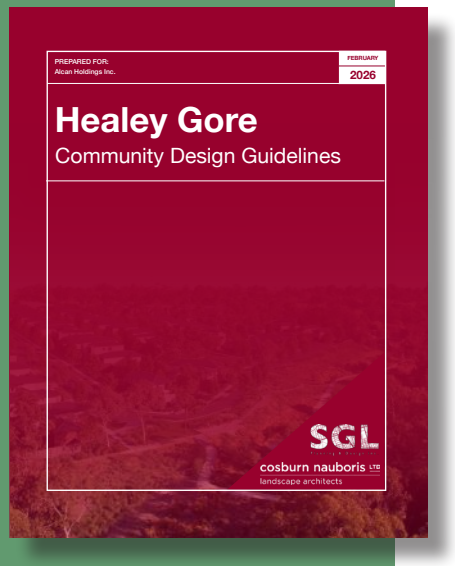
As part of the Draft Plan of Subdivision submission requirements, the applicant will submit, under a separate cover, the Caledon Green Development Standard: Draft Plan of Subdivision Checklist. This checklist requires a detailed overview of the subdivision's compliance with GDS and meeting various targets with supporting materials and references for municipal review and approval.

1.6.4 Region of Peel Healthy Development Assessment User Guide (2016)

The Region of Peel Healthy Development Assessment (HDA) User Guide was created to assist planning and development stakeholders in creating healthy, supportive environments for Peel residents. This document is divided into several key sections that speak to Healthy Development Assessment Instructions, Key Considerations, Reporting Requirements, The Core Elements, Glossary, Appendix A - HDA for large-scale planning or development proposals (applicable for the Healey Gore community).

Through the various Secondary Plan planning studies, including the CDG and these ACG, these reports discuss and demonstrate regard for the various Core Elements such as density, service proximity, land use mix, street connectivity, streetscape characteristics, and efficient parking.

As part of the Secondary Plan process, Appendix A - Peel Healthy Development Assessment (Large-Scale) was used to assess the plan and its various attributes, and received a Bronze scorecard.



1.6.5 Healey Gore Community Design Guidelines (February 2026)

The Healey Gore Community Design Guidelines (CDG), prepared by SGL Planning & Design Inc. and Cosburn Nauboris Ltd., establish a comprehensive framework for the proposed community structure and design vision for the Healey Gore Secondary Plan Area. The CDG addresses a broad range of planning and design considerations, including the:

- articulation of a community vision and guiding principles;
- definition of the overall community plan structure;
- establishment of an active transportation network;
- provision of general design guidance for proposed built form and public realm features; and
- description of sustainability approaches for the community.

Section 4 – Built Form Guidelines of the CDG provides high-level design standards for single-detached and semi-detached dwellings and street townhouses. Complementing and building upon these established built form design standards, these Architectural Control Guidelines (ACG) supplement the CDG by providing site-specific built form and architectural design criteria to guide the development of proposed residential and open space uses within the Alcan Holdings Inc. subdivision.

1.7 Surrounding Context

The Healey Gore Secondary Plan Area comprises approximately 39.41 hectares at the southeast corner of The Gore Road and Healey Road, forming part of the Bolton Settlement Area. The subject site, with the municipal address of 12879 The Gore Road, was previously utilized for agricultural purposes and contains no existing structures and limited vegetation within the tableland portions of the site, outside of the designated Greenbelt Plan Area.

Located within the southwest corner of the subject site is a Natural Heritage System (NHS) area, situated within the Greenbelt Plan Area, consisting of heavily vegetated valley lands containing a tributary of the West Humber River. This environmentally sensitive area will be preserved and integrated into the community as a component of the NHS.

The site is bounded by:

- **North:** Healey Road and existing residential uses; further north are existing agricultural uses and clusters of rural residences fronting onto Healy Road.
- **East:** Existing residential and agricultural uses; further east is Humber Station Road.
- **South:** Existing agricultural lands and Greenbelt Plan Area consisting of the vegetated valley lands associated with a tributary of the West Humber River; further south is the planned route of the future Highway 413 and Transitway.
- **West:** The Gore Road; opposite are lands within the Greenbelt Plan Area and agricultural uses.

The developable table land portions of the subject lands are generally level with respect to grade, with existing drainage features located within the northeastern portion of the site proposed to be integrated into a naturalized channel system. The remaining table land areas are absent of significant environmental features. The southwest corner of the subject site will be preserved and will form part of the broader NHS within the Greenbelt Plan Area.

At present, the subject site consists of remnant agricultural lands that have been extensively cultivated over time. Vegetation within the site is minimal and will be retained, removed, or relocated as necessary to facilitate the proposed development, subject to the findings of a detailed environmental assessment, that will be submitted under separate cover.

View of lands south of the subject site

View of the southwest corner of the study area containing a tributary of the West Humber River

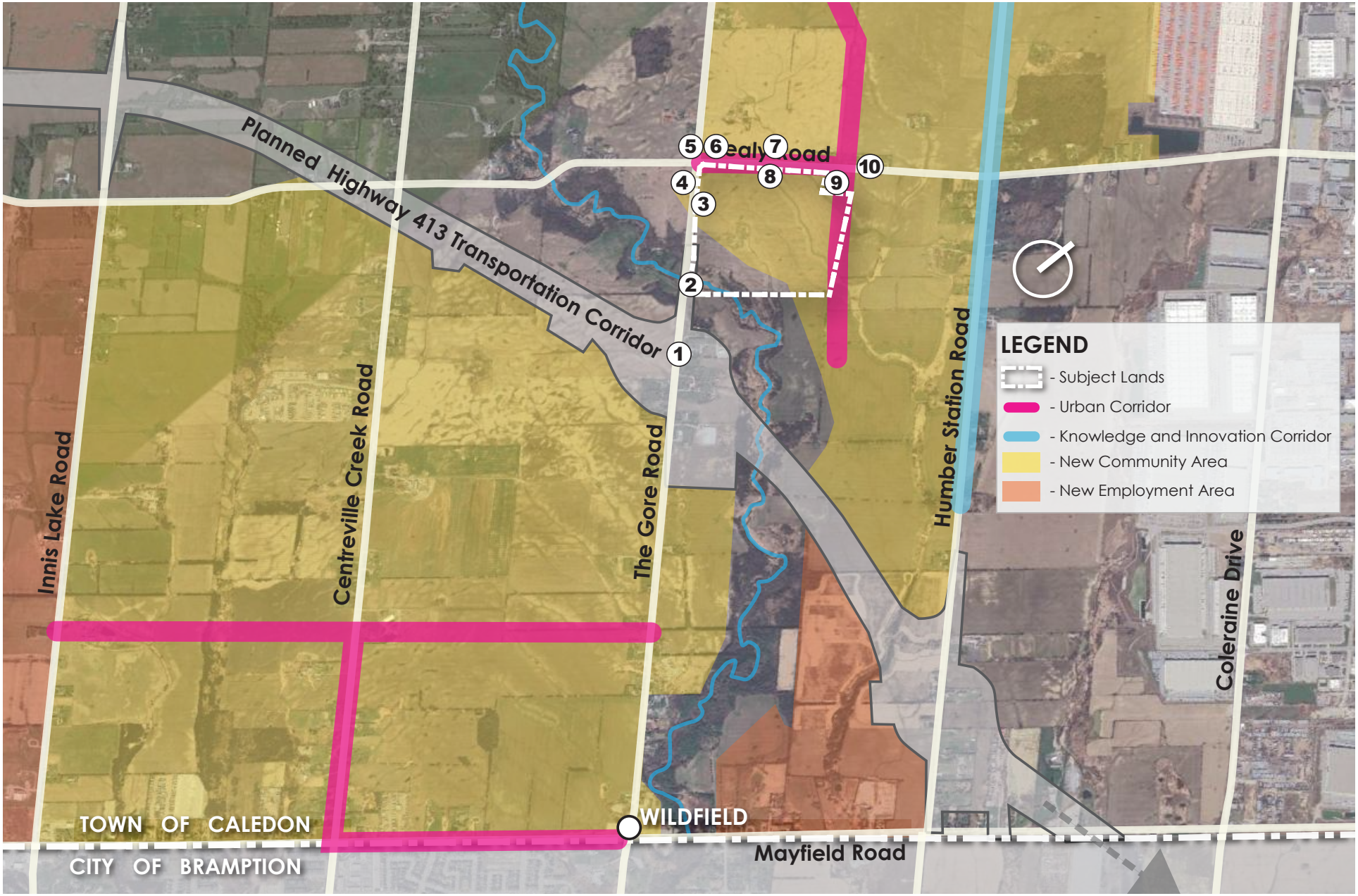


Figure 1.7: Location of the subject lands and surrounding context

View of the subject site from The Gore Road

View looking southwest from the intersection of The Gore Road and Healey Road

View looking northwest from the intersection of The Gore Road and Healey Road

View looking northeast from the intersection of The Gore Road and Healey Road

View of lands on the north side of Healey Road, across from the subject site

View of the subject site from Healey Road

View of existing residential located east of the site from Healey Road

View along Healey Road east of the site

2.0
The Community Plan

2.1 Overview of the Community Plan

The structuring elements within the Healey Gore community will serve as the main components for establishing an integrated community design within the greater Bolton Settlement Area. Main structuring elements include:

- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent and planned road network. This will include a series of collector roads that provide connections to the greater Healey Gore community and access to The Gore Road and Healey Road.
- Collector roads will become key community roads and will connect the various neighbourhoods, parks, open space amenities, and active transportation routes surrounding the Healey Gore community.
- Proposed local roads will branch from the collector road network to form neighbourhood blocks.
- The proposed road network will facilitate pedestrian and cyclist linkages throughout the community and to adjacent areas to support active transportation.
- Community edges and entries are located along The Gore Road and Healey Road. Within these areas, the use of high-quality building architecture and landscape design is required to reflect the character of the Healey Gore community.

Variety of high quality built form

Connected network of collector and local roads with active transportation routes

A variety of open space community amenities

- The subdivision will contain a variety of open space features including:
  - a neighbourhood park of 1.49 hectares centrally located within the community;
  - a stormwater management (SWM) facility of 3.31 hectares and an associated 10.0m wide service block that are located in the southwest portion of the study area;
  - a channel block in the northeast corner of the site to reroute and naturalize the existing drainage areas within the site; and,
  - a series of landscape buffers adjacent to The Gore Road and Healey Road.
- A mix of freehold residential building types are proposed, including:
  - Single detached dwellings (on minimum lot frontages of 9.8m);
  - Semi-detached dwellings (on minimum lot frontages 13.7m, or 6.85m/ unit); and,
  - Street townhouse dwellings (7.62m lot frontage).
  - Note: 13.7m lots are dual-purpose and may develop as single or semi-detached dwellings.
- The proposed lotting fabric is informed by the existing road network and the land uses and road network established through the Healey Gore Secondary Plan Area process. As previously stated, a mix of freehold residential building types are proposed, including; single detached, semi-detached, and street townhouse dwellings. Street townhouses are generally concentrated in the northern and eastern portions of the subdivision, adjacent, or in close proximity, to arterial and collector roads that form part of the Urban Corridor. The location of the townhouses is appropriate to ensure more dense, transit supportive built form is situated near potential transit routes and will provide a transition with single or semi-detached housing forms through compatible massing and architectural styles.
- Priority lot dwellings are distributed throughout the subdivision to contribute to a unique sense of place and identity, address highly public views, and help to define view corridors.
- Refer Figure 2.1 Community Plan on the following page.

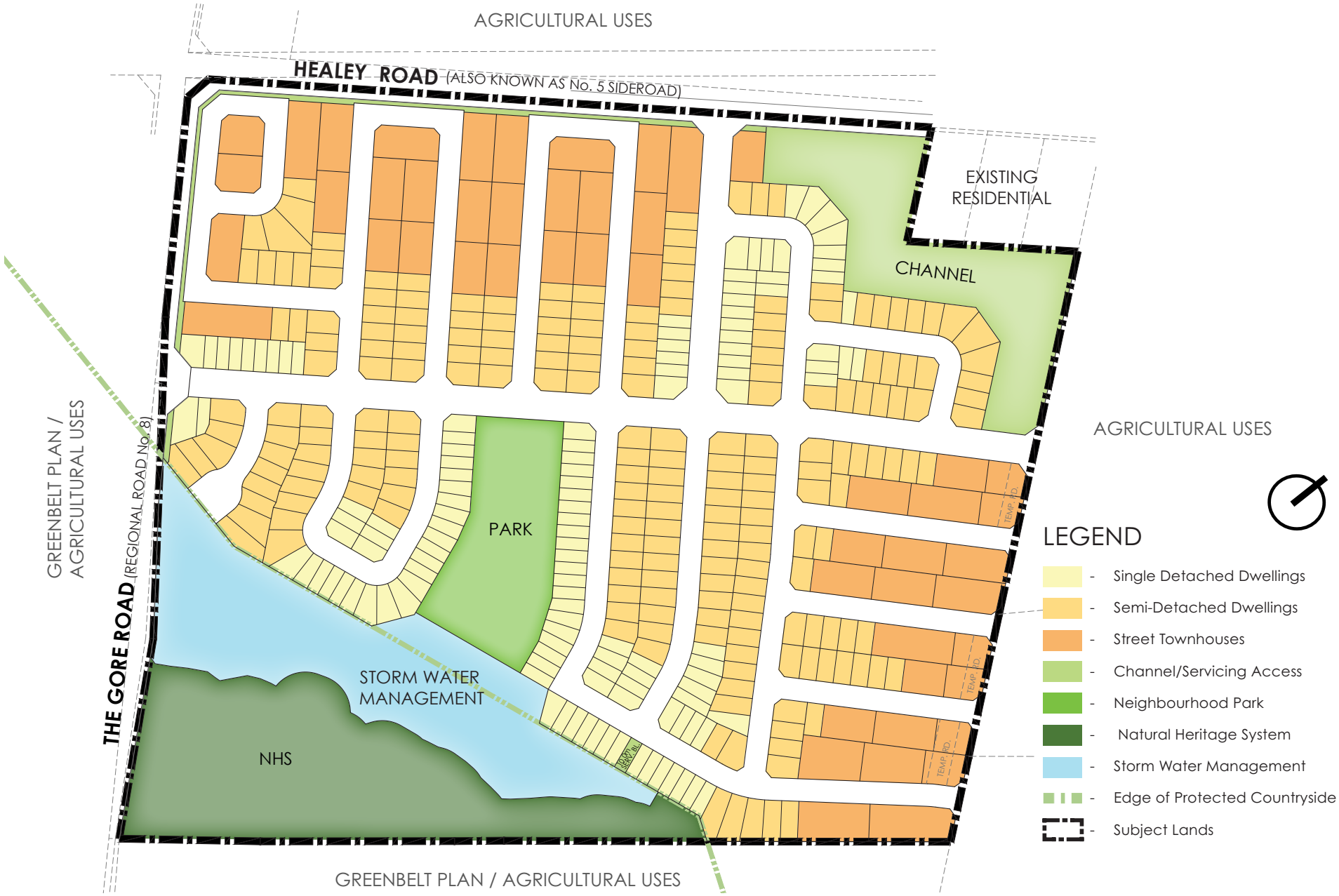


Figure 2.1: Healey Gore Community Plan

2.2 Community Circulation

The Healey Gore community provides a defined hierarchy of new and existing streets designed to accommodate walking, cycling, and vehicular movement. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment that provides for public connectivity throughout the development.

2.2.1 Provisions For All Streets

- Site circulation will be facilitated through a coherent network of public roads and sidewalks for the safe and convenient movement of pedestrians, vehicles and cyclists and to reinforce the vision of a pedestrian-oriented neighbourhood with multiple linkage opportunities.
- On-street parking will occur on public streets, wherever feasible, to reduce vehicle speeds, animate the street and serve as a buffer between pedestrians and moving vehicles.
- Street elements such as light standards, street furnishings and signage should be combined and coordinated where appropriate, to create consistency and continuity both in design and placement.
- In order to create a continuous and uniform canopy on both sides of the street, street trees and planted boulevards shall be provided in accordance with Town of Caledon standards.
- Street name signage shall be incorporated to facilitate orientation and wayfinding.
- All elements of streets shall be designed in accordance with the Region of Peel and Town of Caledon standards, where applicable.
- Ensure pedestrian-scaled lighting for all streets.
- Additional information can be found in Section 3.1, Street and Blocks and Section 3.2, Streetscape Design in the CDG.

2.2.2 Road Hierarchy and Active Transportation Routes

The following road hierarchy and circulation facilities are present or proposed within the Healey Gore community:

Arterial Roads

- The Gore Road and Healey Road are existing arterial roads that frame the west and north edges of the community.
- The Gore Road is planned as a 4-lane Regional Arterial Road that will contain sidewalks on both sides.
- Healey Road is planned as a 4-lane Town Arterial Road that will have a physically separated cycling facility and sidewalk on both sides.

Collector Roads

- Collector roads of 23.5m are proposed within the subdivision and connect to the perimeter arterial roads and future collector road to the east.
- The 23.5m collector road will include:
  - 2 through lanes and on-street parking on both sides;
  - 3.0m wide multi-use paths on both sides to facilitate pedestrians and cyclists; and,
  - 2.55m planted boulevards.
- Refer to detailed cross section on the following page (Figure 2.2b)

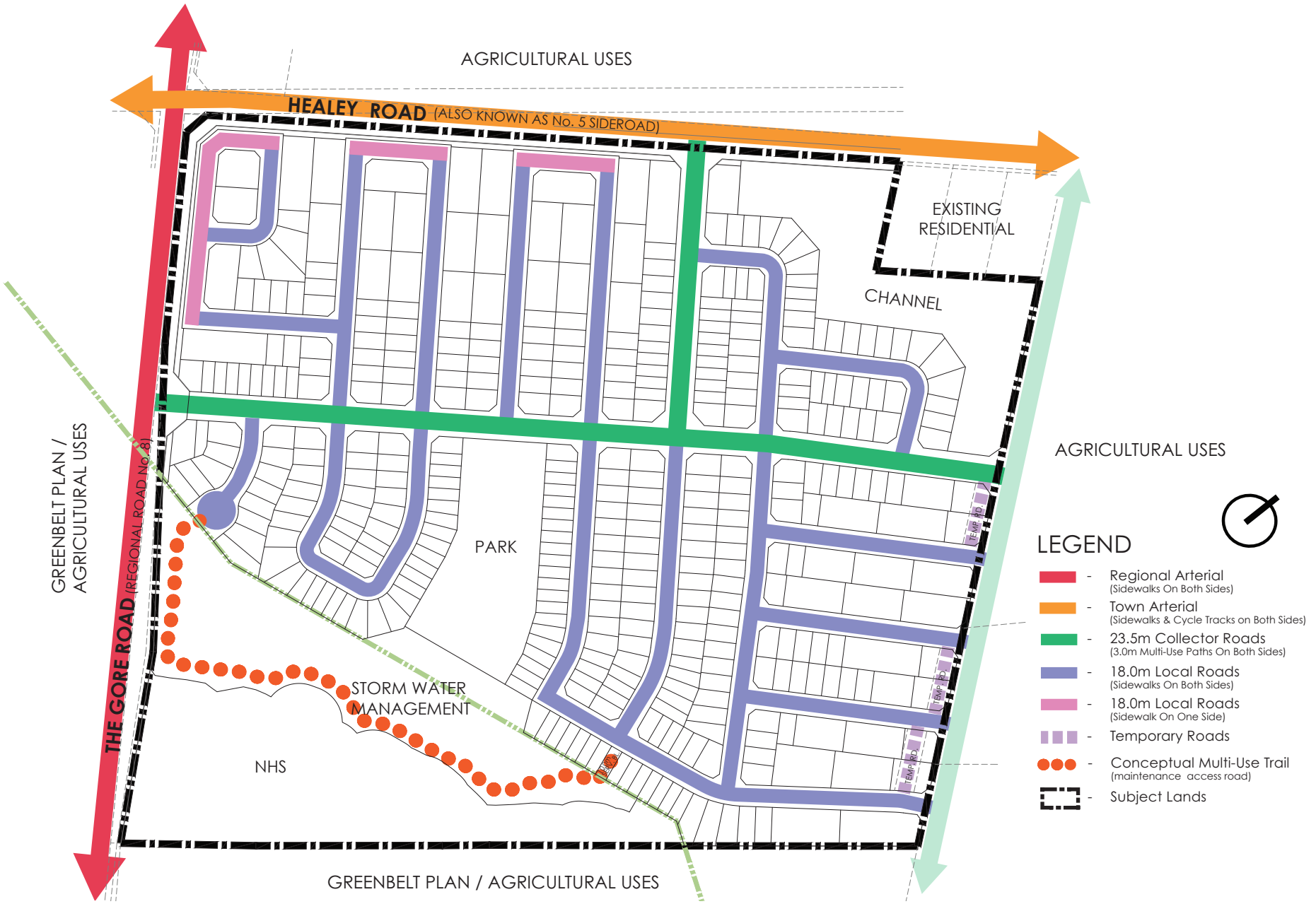


Figure 2.2a: Healey Gore Lands Circulation Plan

Local Roads

- Local roads of 18.0m are proposed within the subdivision, and consist of:
  - 2 through lanes and on-street parking;
  - 1.8m wide sidewalks on both sides; an exception is provided for window streets which have a sidewalk on one side (opposite of the adjacent arterial road), and,
  - 2.8m planted boulevards.
- Refer to Figure 2.2c for a detailed cross section.

Temporary Roads

- A series of temporary roads are proposed along the eastern edge of the subject site as an interim measure to maintain appropriate vehicular connectivity and functionality until such time as the permanent north-south collector road is constructed.

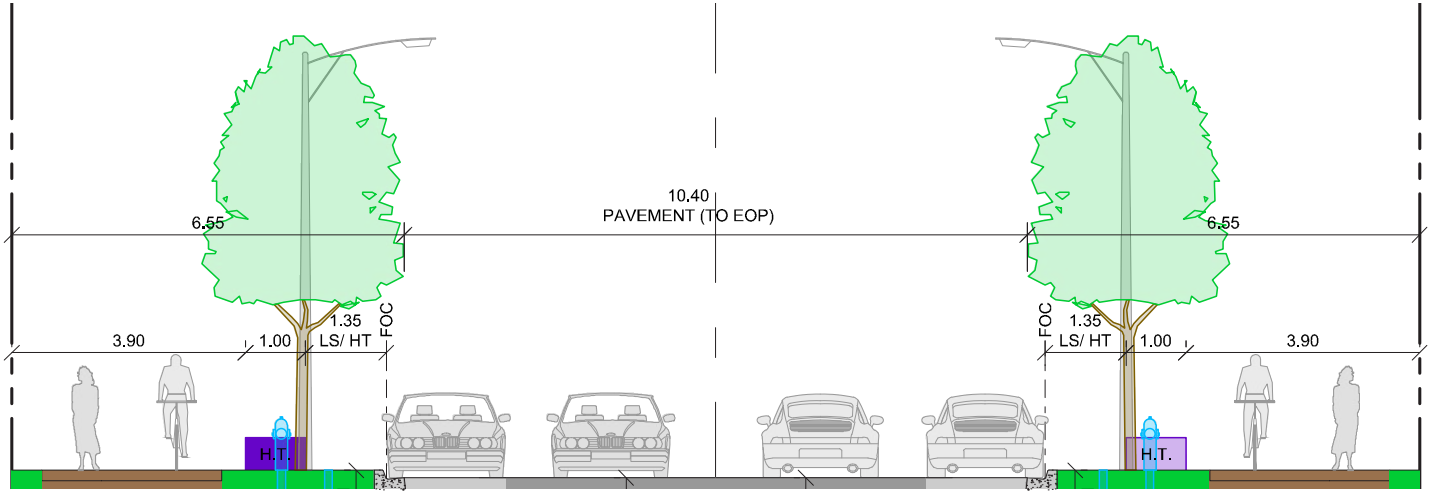
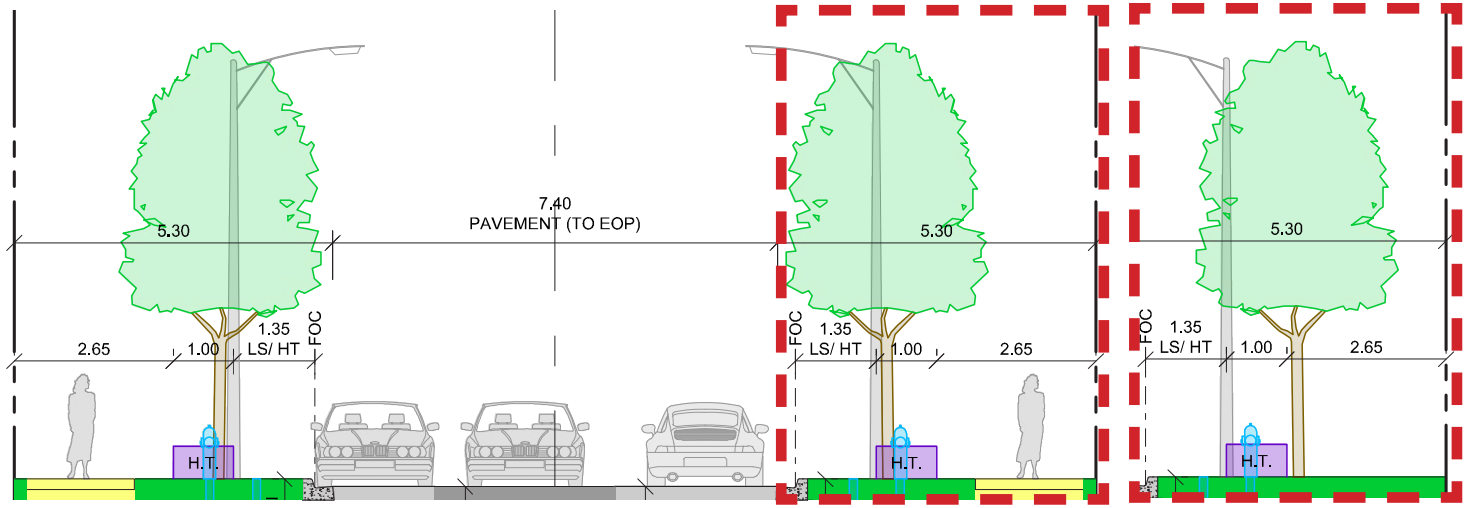


Figure 2.2b: 23.5m collector road



With sidewalks on both sides

With sidewalk on one side - typically provided for window street conditions

Figure 2.2c: 18.0m local road

3.0
Community Design

3.1 Community Character Areas

Community Character Areas and/or opportunities to create an architectural or landscape themes for specific areas, or components of the plan, can foster a unique 'sense of place' within neighbourhoods. This can be realized by promoting identifiable landmarks and streetscapes that will support and define the overall identity of the Healey Gore community. Built form and landscape treatments within these important locations will have heightened public visibility, providing opportunities to express and support a unifying character theme for neighbourhoods.

Accentuating an architectural character that complements the surrounding landscape treatment and creates a distinct streetscape or landmark shall be explored during the building design / architectural control review processes.

Opportunities to establish community character areas include:

- Community Gateways and Entries;
- Urban Corridors;
- Community Collector Roads;
- Neighbourhood Parks; and,
- Stormwater Management Facilities and Channels.

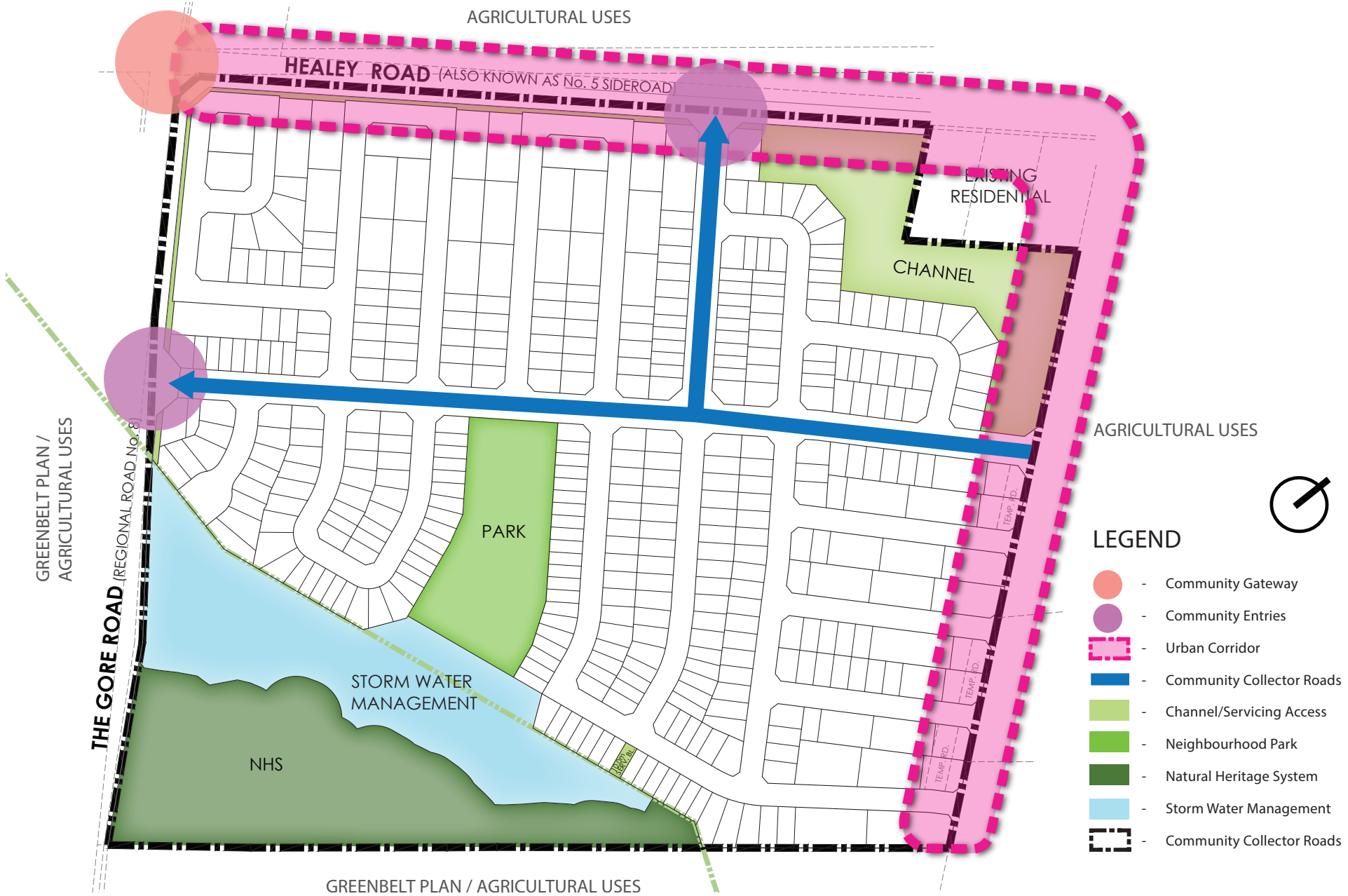


Figure 3.1: Healey Gore Community Character Areas Plan

3.1.1 Community Gateways and Entries

Community gateways and entries provide a sense of entry and arrival, serving as placemaking and wayfinding features within the community. These areas will combine enhanced landscape features with upgraded built form to reinforce the visual entrance into the Healey Gore community.

Gateway dwellings shall be designed to serve as community landmark homes. Dwellings in these areas should display two to three storey massing and should have the entry feature oriented towards the higher order road (e.g. facing the arterial road), where possible. Publicly exposed elevations shall be highly articulated with consistent detailing and upgraded materials that contribute to the overall character envisioned for the Healey Gore community. For gateway dwelling guidelines and locations, refer to Section 3.4.2 and Figure 3.4.

Example of community gateways

3.1.2 Urban Corridors

Within the northern and eastern edges of the community, lands adjacent to Healey Road and the future north-south collector road are identified as Urban Corridor. These areas are envisioned as a community focal areas characterized by a mixture of primarily high density and transit-supportive forms of development.

Within the Healey Gore community, this area includes street townhouses. This higher density and transit-supportive residential form is appropriate in establishing an active urban character through emphasized height and massing where increased intensity of use and density, are desired.

Conceptual image of built form within the Urban Corridor

3.1.3 Community Collector Roads

Community collector roads should reflect an urban streetscape treatment that promotes a comfortable pedestrian scale through built form that frames the road, enhanced building frontages, flankages, and open space uses.

Built form along community collector roads will consist of single detached, semi-detached, and street townhouses dwellings. To create a sense of enclosure and to reinforce a pedestrian friendly environment, built form along community collector roads should display two to three storey massing. The use of well-articulated, high quality architectural treatments, high quality materials, and entry features will define the community collector roads in addition to the soft and hard landscape treatments within the boulevard.

Conceptual image of built form along community collector roads

Example of a neighbourhood park

Conceptual image of a stormwater management facility and channel showing adjacent built form

3.1.4 Neighbourhood Park

The neighbourhood park is a common open space feature within the community which provides opportunities for active and passive recreation, children to play, and residents to socialize. The neighbourhood park will provide a landmark feature within the Healey Gore community which contributes to the definition of the character of the subdivision. For neighbourhood park guidelines, refer to Section 3.3.1 of the CDG.

Dwellings backing onto or flanking the neighbourhood park will be highly visible within the public realm and shall display a higher degree of architectural detailing and features, articulated wall, massing, and high quality cladding materials. Refer to Section 3.4.5, Upgraded Rear and Side Architecture.

3.1.5 Stormwater Management Facility and Channel

A stormwater management facility and channel are located in highly visible areas within the Healey Gore community, adjacent to the NHS, The Gore Road, and Healey Road, providing naturalized focal points for the community. The proposed SWM facility and channel will provide both quality and quantity stormwater controls while providing visual and recreational amenities for the Healey Gore community.

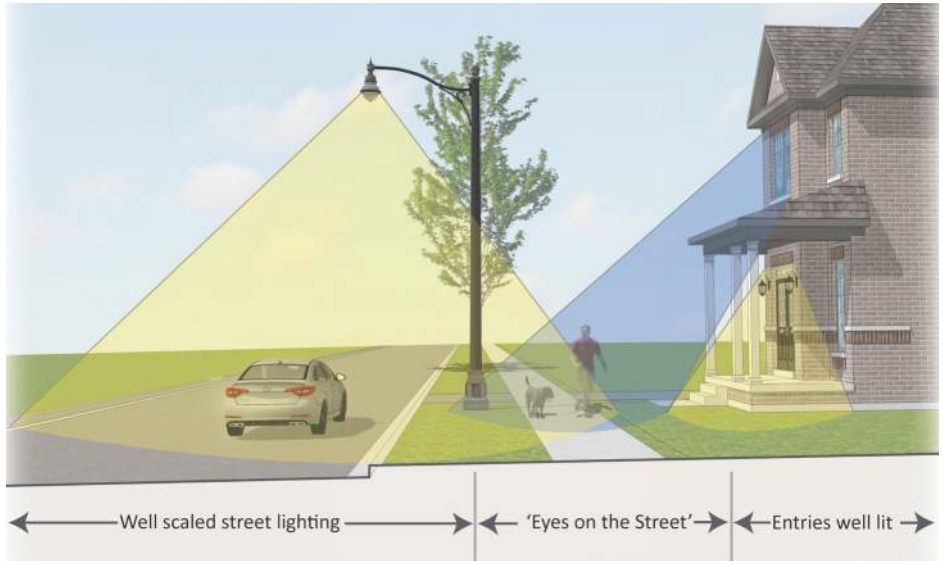
Architectural upgrades to rear and/or side elevations backing or flanking onto the SWM facility and channel will be required, since these dwellings will have a high degree of public visibility. For upgraded rear and side architecture guidelines and locations, refer to Section 3.4.5 and Figure 3.4.

3.2 Community Safety

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

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

The presence of garages and parking areas within the streetscape should be de-emphasized



Buildings and streetscapes should be designed to promote an active and safe pedestrian friendly community

3.3 Residential Siting Design

3.3.1 Building And Street Relationship

A well-defined street edge contributes to a pedestrian-oriented and scaled community. Attractive streetscapes typically consist of a landscaped (sodded and treed) boulevard adjacent to a defining edge of private front yards and carefully sited, well-designed dwellings.

DESIGN GUIDELINES:

- The front façade of the dwelling shall directly relate to the street.
- Housing should be ground-related with a minimum number of stairs to access the main entrance to reinforce a pedestrian friendly neighbourhood. Dwellings with elevated entrances are generally discouraged, subject to site grading conditions.
- Building setbacks should define the street edge and create a visually ordered streetscape. Siting houses close to the minimum required front setback is recommended unless otherwise stated for any special areas within the community. Notwithstanding this objective, variation in building plane setback may be desirable on long, straight street blocks to provide visual relief, where lot depths permit.
- Buildings shall be designed to create harmonious massing within the streetscape.
- Primary building entrances should be clearly visible and identifiable from the street. Ground related entries are preferred to minimize the negative visual impact of large concentrations of stairs.
- Projection into the front or flankage yard by porches, porticos and/or bays are encouraged for their beneficial impact on the streetscape.
- Corner buildings shall be designed to address both street frontages in an equally enhanced manner with consistent architectural treatment.
- Buildings located at a view terminus should have an enhanced design to promote visual interest and address views.
- Garages should be subordinate to the overall home façade to contribute to a comfortable pedestrian environment by minimizing its visual presence.
- Rear yard amenity areas should be screened from street views. Privacy fencing will be required for all corner dwellings and should not extend beyond the rear corner of the dwelling more than approximately 1.5m so that the flankage facade is not obscured.

Buildings shall be designed and sited to relate positively with the street

3.3.2 Facade Variety In The Streetscape

Varied, attractive, and harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The visual appeal of streetscapes is enhanced when the arrangement of the dwellings is ordered with respect to model variety, massing, height and repetition within the group.

DESIGN GUIDELINES:

- Variety of architectural expression among publicly exposed façades shall occur within each street block.
- Publicly exposed elevations shall incorporate adequate articulation, proportions, wall openings and massing variety to avoid large, blank façades.
- Individual buildings shall combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements.
- Models shall be designed with 2 distinctly different elevations. Popular models may require additional façade treatments to avoid monotony within the streetscape.
- Identical elevations shall not occur more than 3 times within a row of 10 single detached dwellings and shall have different exterior material colours.
- To further promote visual diversity along each street, a minimum of 2 detached dwellings must occur between identical elevations of the same model.
- Identical dwelling elevations will not be permitted directly adjacent or directly opposite one another.

Variety of architectural expression shall be provided within each street block to foster placemaking

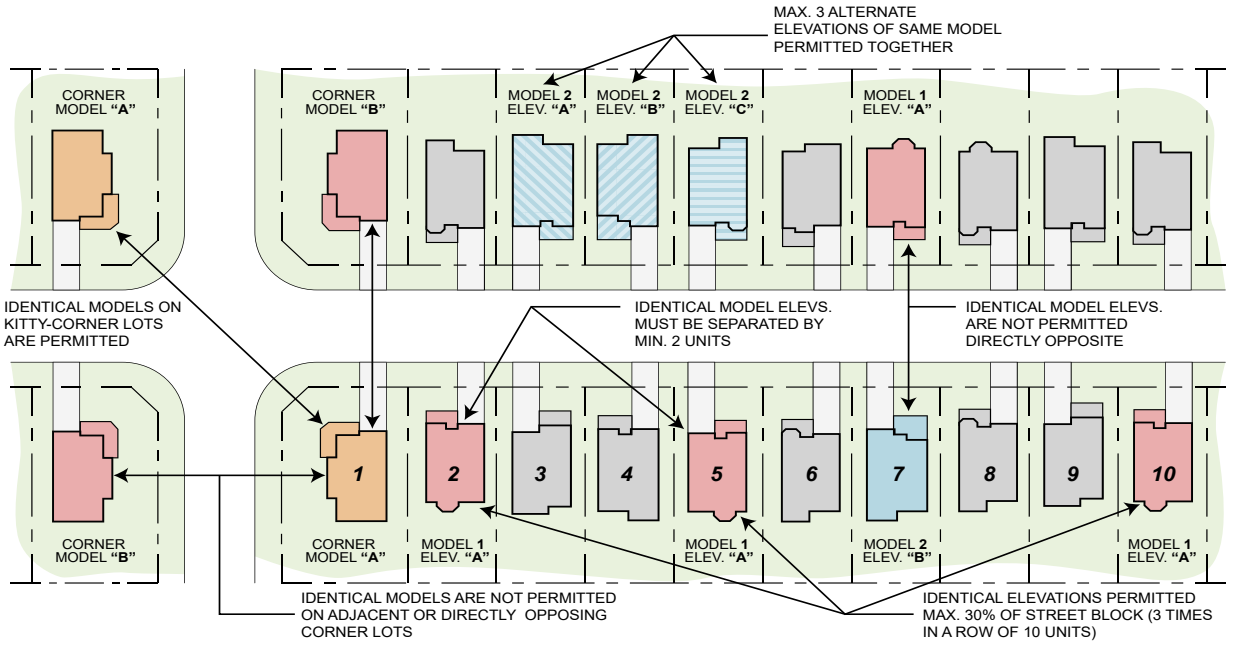


Figure 3.3.2 : Model repetition and façade variety criteria

- Identical colour packages shall be separated by a minimum of 3 dwellings.
- A maximum of 3 alternative elevations of the same model may be sited adjacent one another. There must be at least 3 different model designs (having a different building footprint and floor plan) within each group of ten dwellings.
- For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite. Identical kitty-corner elevations are permitted.
- The above design criteria is applicable primarily for single detached housing forms and may not apply to townhouse building forms within the community where repetition of facade treatments may be desirable. Townhouse building forms will be evaluated on the merits of their façades, the overall streetscape composition and their location relative to neighbouring buildings.

3.3.3 Streetscape Massing

The arrangement of buildings within the street block is a key component in providing an attractive streetscape. The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling.

DESIGN GUIDELINES:

- The scale, height and massing of buildings within the streetscape should seamlessly connect to the adjacent street, creating a well-balanced, human scale massing that encourages pedestrian activity.
- Adjacent buildings should be compatible in massing and height. Extreme variation in massing should be avoided. For example: where bungalows, raised bungalows or 1-1/2 storey dwellings are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units.
- Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side gabled) is employed to provide an acceptable visual transition between these house types.
- It is recommended that 3-storey dwellings not be sited next to a bungalow.

Example of appropriate massing within the streetscape

3.3.4 Residential Built Form Typologies

3.3.4.1 Single Detached Dwellings

Single detached housing with front-loaded garages will occur throughout the Healey Gore community on minimum lot frontages of 9.8m and 13.7m (note: 13.7m lots are dual-purpose and may develop for either single detached or semi-detached dwellings). The following design guidelines will apply:

DESIGN GUIDELINES:

- A variety of bungalow, bungalow-loft, two-storey, and three-storey building massing will be permitted.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation to provide visual interest.
- A variety of architectural expressions and elevation treatments is required to provide visual diversity within the streetscape. Individual buildings should combine to create visual harmony when sited collectively with other dwellings.
- Dwelling designs with porticos or large covered front porches (with sufficient space for comfortable seating) are encouraged, where appropriate to the architectural style.
- Large concentrations of steps at the front entry are discouraged unless as a result of site grading conditions.
- For corner units, the flanking side elevation and rear elevation shall be given a similar level of architectural detailing as the front elevation. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- All garages will be accessed from the street and may be either attached, detached or tandem. Attached street-facing garages should be incorporated into the main massing of the building. Dwelling designs with front facing garages projecting beyond the front façade of the dwelling or porch are discouraged.
- Two-car street-facing garages will be permitted on lot frontages of 11.0m or greater.

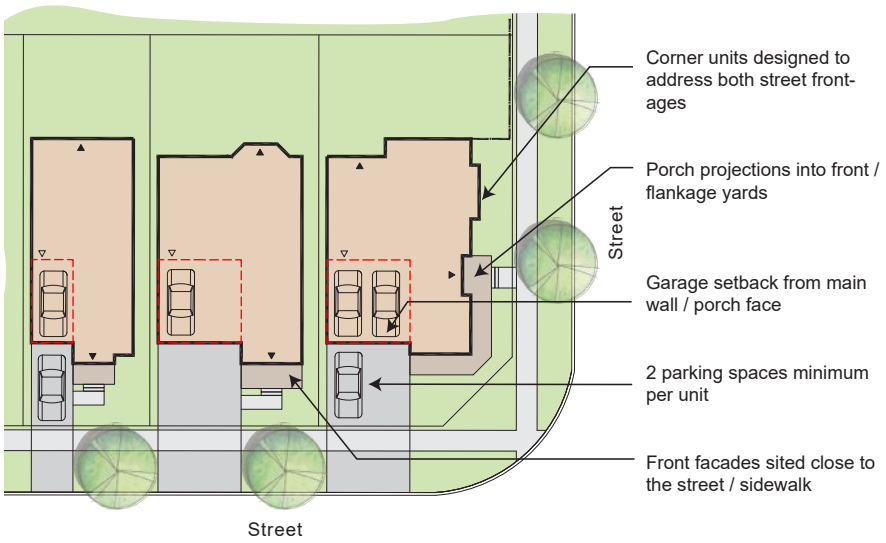


Fig. 3.3.4.1: Conceptual plan layout for single detached dwellings

Conceptual image of single detached dwellings

3.3.4.2 Semi-Detached Dwellings

Semi-detached dwellings contribute to the mix of housing types in the Healey Gore community and may occur on minimum lot frontages of 13.7m (note: 13.7m lots are dual-purpose and may develop for either single detached or semi-detached dwellings). This form of housing will have a front-facing attached garage accessed by a public street.

DESIGN GUIDELINES:

- Both halves of the building should be compatible in terms of design expression. 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 two- to three-storey massing. Bungalows are generally discouraged for this housing type.
- Semi-detached dwellings that are fully attached above-grade are preferred. 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.
- 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.
- Street-accessed semi-detached dwellings should be restricted to a single-car garage.
- Garages / driveways for semi-detached dwellings should be paired to maximize on-street parking opportunities.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.

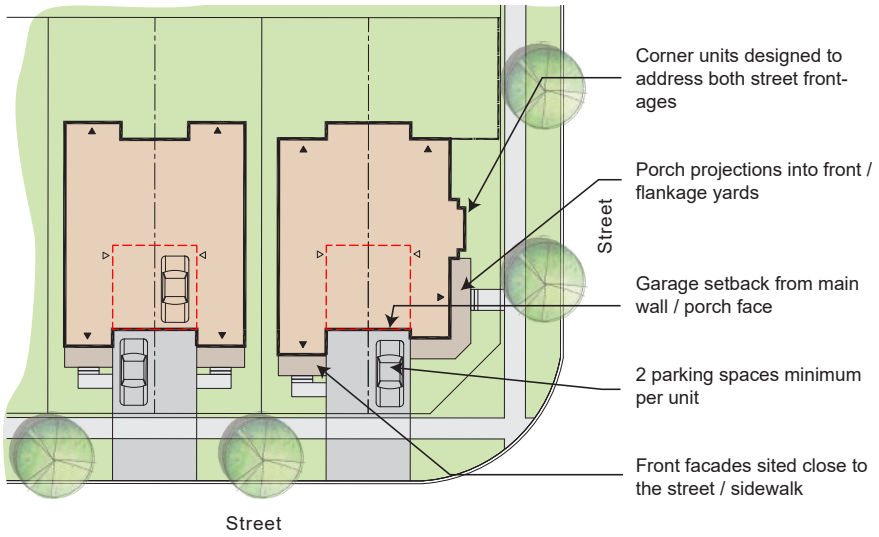


Fig. 3.3.4.2: Conceptual plan layout for semi-detached dwellings

Conceptual image of semi-detached dwellings

3.3.4.3 Street Townhouses

Street townhouses with front-loaded attached garages are permitted throughout the Healey Gore community and are generally concentrated within the Urban Corridor, adjacent to or in proximity to Healey Road and the future north-south collector road, within the northern and eastern portions of the subdivision. Street townhouse dwellings will be developed on minimum lot frontages of 7.62m. The following design guidelines shall apply:

DESIGN GUIDELINES:

- Townhouse block sizes may range from 3 to a maximum of 8 units. Greater block lengths may be considered at the discretion of the Control Architect.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Since townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the entire townhouse block, rather than the individual units, will be reviewed and approved based upon its design merits.
- Townhouses should be designed using varying, yet compatible, architectural expressions, materials and colours within each building block.

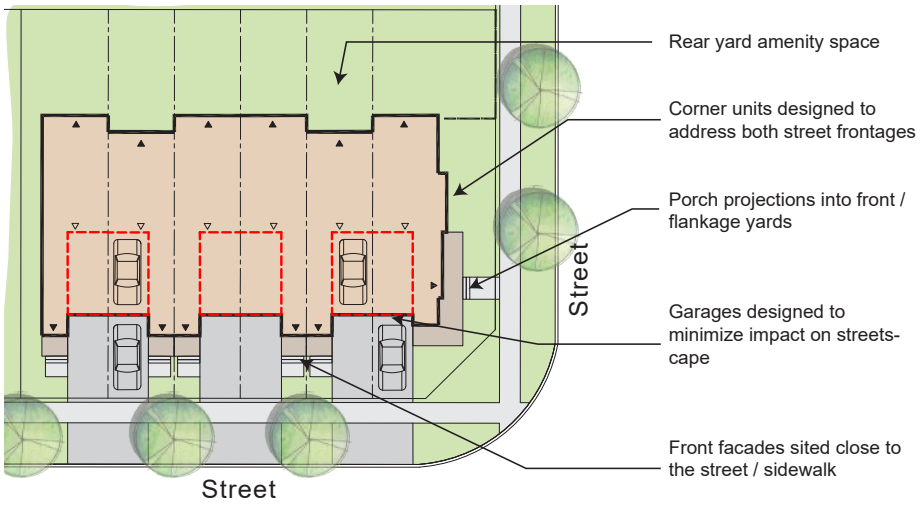
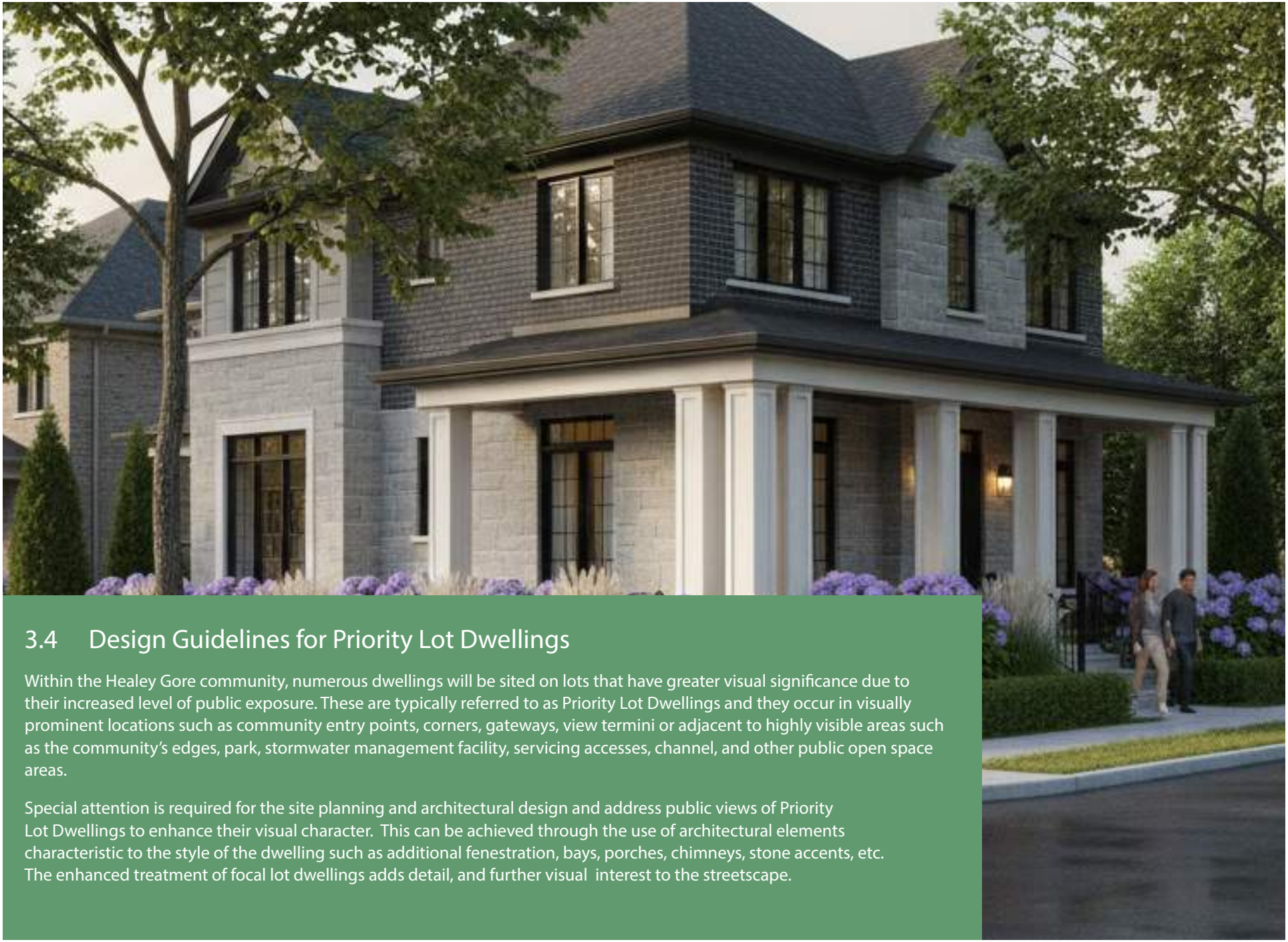


Figure 3.3.4.3: Conceptual plan layout for street townhouses

- The use of two- to three-storey building massing is recommended for townhouses to create a dominant built form presence.
- Front facing garages should not project beyond the main wall or porch face of the dwelling to ensure they do not become a dominant element within the streetscape.
- Ample 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.
- 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 is encouraged to be oriented to the flanking lot line, where grading permits. Where a dwelling unit flanks a laneway, the main entrance should face the public street.
- Utility meters should be concealed from public view in accordance with local utility company requirements.

Conceptual images of street townhouses



3.4 Design Guidelines for Priority Lot Dwellings

Within the Healey Gore community, numerous dwellings will be sited on lots that have greater visual significance due to their increased level of public exposure. These are typically referred to as Priority Lot Dwellings and they occur in visually prominent locations such as community entry points, corners, gateways, view termini or adjacent to highly visible areas such as the community's edges, park, stormwater management facility, servicing accesses, channel, and other public open space areas.

Special attention is required for the site planning and architectural design and address public views of Priority Lot Dwellings to enhance their visual character. This can be achieved through the use of architectural elements characteristic to the style of the dwelling such as additional fenestration, bays, porches, chimneys, stone accents, etc. The enhanced treatment of focal lot dwellings adds detail, and further visual interest to the streetscape.

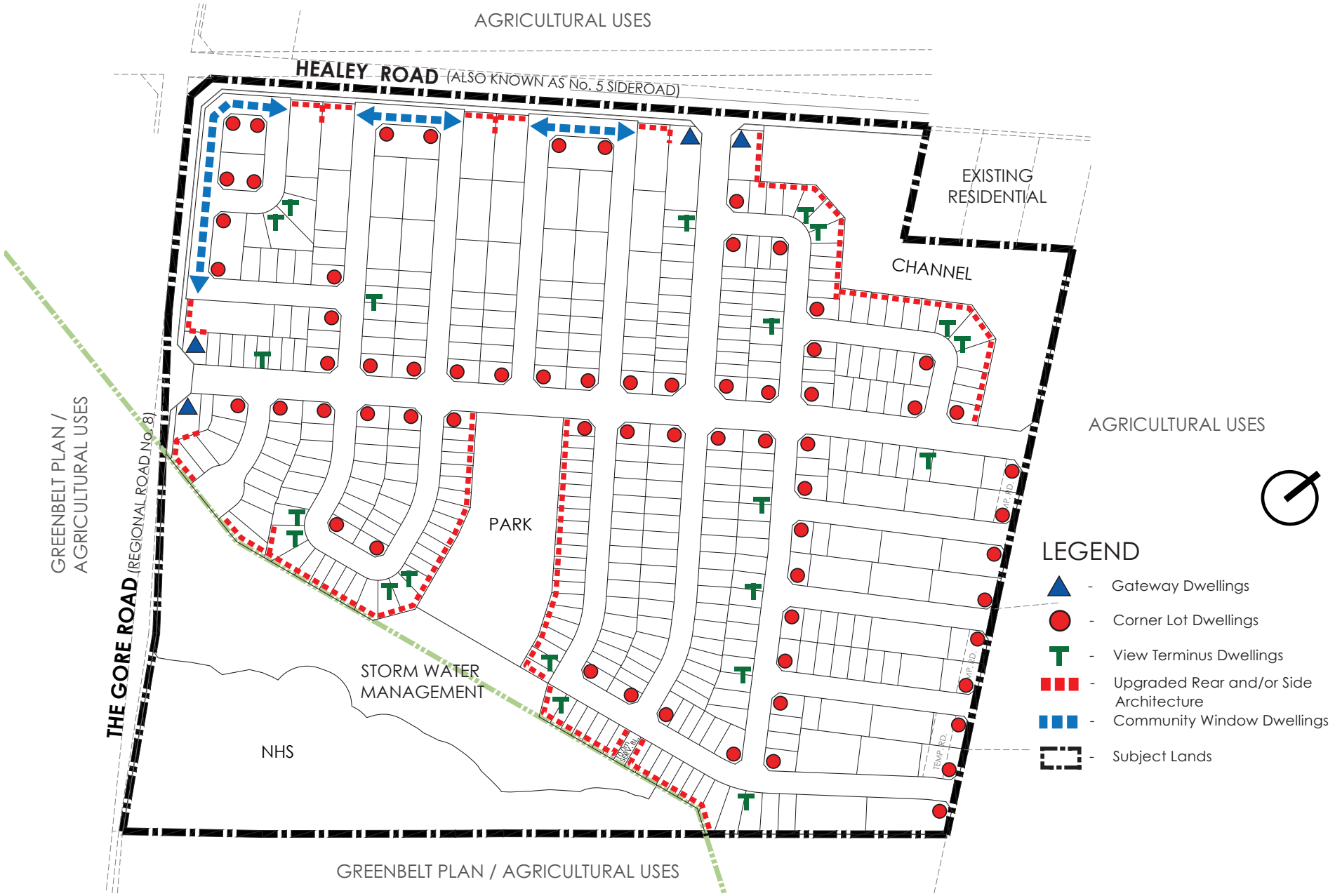


Figure 3.4: Healey Gore Community Priority Lot Plan

3.4.1 Corner Lot Dwellings

Dwellings on corner lots are prominent within the streetscape and require special designs which addresses the flanking elevation in a manner consistent with the front elevation. Corner lot dwellings act as visual anchors in the community and streetscape.

DESIGN GUIDELINES:

- Corner lot dwellings shall address both street frontages in a consistent manner and incorporate ground level detailing (porches, windows, bays, etc.) which reinforces the pedestrian scale of the street.
- 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.
- Building placement and massing shall be oriented to create a distinctive presence at the intersection.
- Special attention to the massing, height, articulation, fenestration, material finish and detailing is required for all exposed elevations (front, flanking and rear).
- The preferred design is with the main entrance facing the long side of the lot (side entry) or the daylight triangle (angled entry), where site grade conditions permit. This treatment shall be provided along main roads within the community and on the majority of corner units sited.

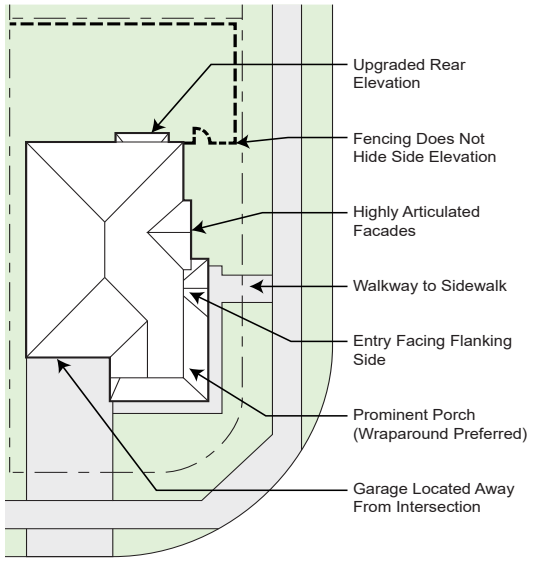


Figure 3.4.1a: Conceptual plan view - corner dwelling

Corner lot dwelling with entry facing flanking side lot line

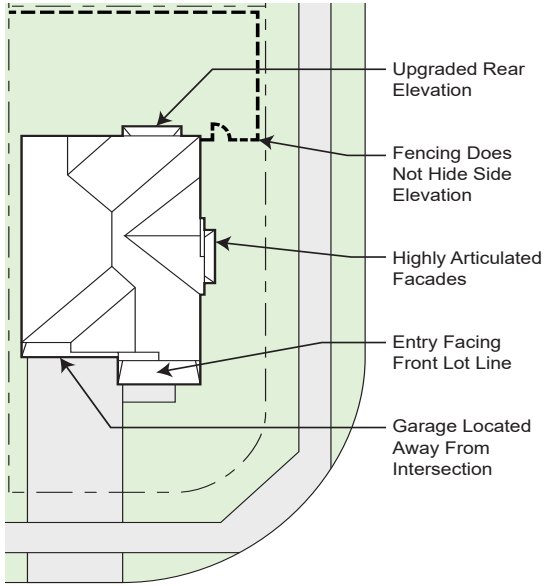


Figure 3.4.1b: Alternative for minor corner lots

Corner lot dwelling with entry facing flanking side lot line

- On a limited basis the main entrance may face the front lot line provided appropriate attention is paid to the design of the flanking wall through the use of bay windows and/or a secondary entrance (this shall apply to minor corner lots only and shall occur at the discretion of the Control Architect).
- Highly articulated flanking elevations are required to avoid flat, blank, uninteresting façades.
- Gables, dormers, or tower features are desirable to articulate and enhance the roof form.
- The rear elevation of the Corner Lot Dwelling shall also be upgraded to include detailing and window treatment consistent with the front and flanking elevations.

A privacy fence shall be provided to enclose the rear yard and shall be placed in such a manner so it does not hide the flanking building elevation.

3.4.2 Gateway Dwellings

Gateway Dwellings are located at the entrances to the Healey Gore community from The Gore Road and Healey Road and play an important role in expressing its image, character and quality. The intention for the Healey Gore community is to avoid the typical community entry features found in most contemporary suburban subdivisions and instead, have the architecture of the building define the gateways to the community. In this regard, special house designs suited specifically for gateway locations will be utilized.

DESIGN GUIDELINES:

In addition to the design characteristics stated in Sec. 3.6.1 for corner lots, the following shall apply:

- Building placement and massing shall be oriented to create a distinctive presence at the intersection. Buildings shall exhibit two- to three-storey massing. Bungalow forms are not permitted in these locations.
- The main entrance should be oriented to the higher order street or to the daylight triangle unless this conflicts with any noise attenuation requirements (berm/fence) or with an entry feature (fence/gate/wall).
- The garage should be recessed or flush with the front porch or wall face and should not face the arterial / the higher order road. Garages shall be oriented away from the higher order street.

Conceptual images of gateway dwellings

- Distinctive architectural elements such as wraparound porches, chimneys, turrets, projecting bays, precast detailing, shutters and gables or other similarly dominant design features should be employed where architecturally appropriate to emphasize the gateway dwelling's landmark qualities.
- Special attention to the exterior colour package is required with the use of upgraded materials such as stone and precast details being strongly encouraged.
- Dwellings and porches shall be sufficiently setback from any gateway entry feature (if provided) to avoid conflicts. Setbacks between an entrance feature (where provided) and a private dwelling should be a minimum of 3.0m. A front or wraparound porch may encroach into the 3.0m setback a maximum of 1.8m, leaving a 1.2m no encroachment zone.
- Where possible, the cladding materials should complement the entry features, where proposed.
- Noise attenuation measures shall be placed in such a manner to complement the flanking building elevation.

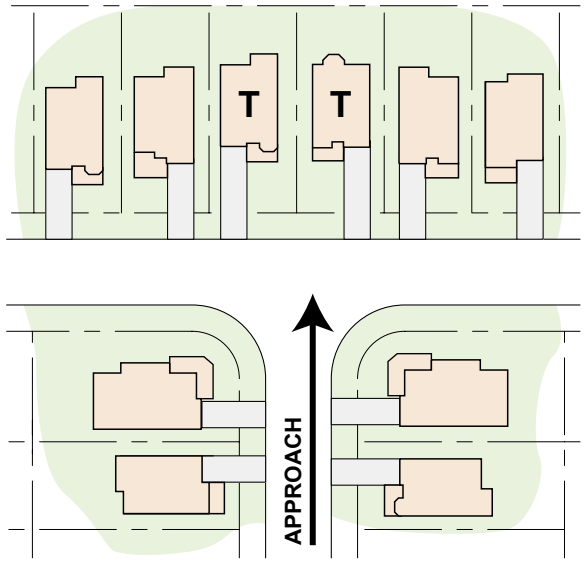


Figure 3.4.3: View terminus dwellings

3.4.3 View Terminus Dwellings

View Terminus Dwellings occur at the top of a 'T' intersection, where one road terminates at a right angle to the other. Dwellings in these locations play an important role in the streetscape by terminating a long view corridor.

DESIGN GUIDELINES:

- Driveways should be located to the outside of a pair of View Terminus Dwellings, where feasible, to increase landscaping opportunities and reduce the prominence of the garage.
- A greater setback from adjacent dwellings is encouraged where lot depth permits.
- Corner lot dwellings opposite view terminus dwellings at a 'T' Intersection should frame the view from the street.
- A dominant architectural element should be provided within the dwelling design to terminate the view and create visual interest.

Example of 'View Terminus' dwellings

3.4.4 Curving Streets and Elbows

Dwellings on curved streets and street elbows provide opportunities to create a grouping of dwellings that accentuate a special architectural and landscape theme. These homes should have design enhancements appropriate to their location, to accent the outside street edge.

DESIGN GUIDELINES:

- Provide greater front yard setbacks, where feasible, than for adjacent dwellings.
- Locate driveways to the outside of paired lots, to allow for enhanced front yard landscaping opportunities.
- Where the lots are pie-shaped, utilize the opportunity to locate garages within the wider portion of the lot, set well back from the street.
- Where dwelling side elevations are fully exposed to the public realm due to step backs between adjacent homes, their design and materials should be consistent with the front elevation.

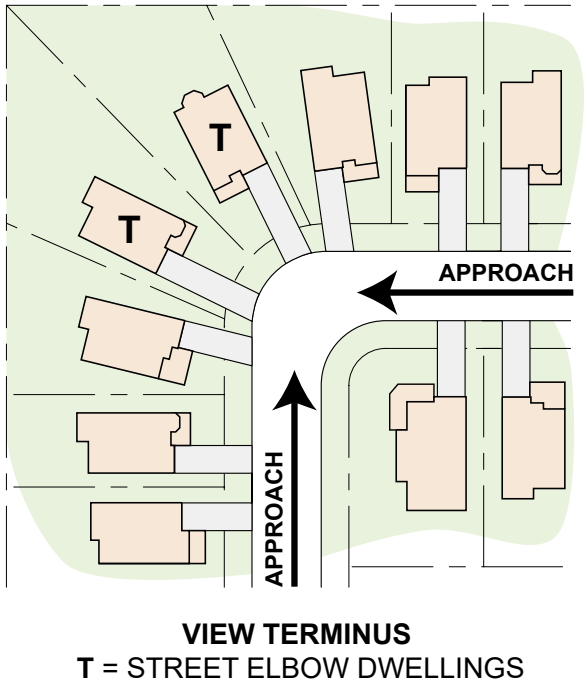


Figure 3.4.4: Street elbow dwellings

Example of 'Street Elbow' dwellings

3.4.5 Upgraded Rear and Side Architecture

Upgraded Rear and/ or Side Architecture is required where these elevations are exposed to public view. This occurs in the following situations:

- Lots which back or flank onto:
  - neighbourhood park;
  - roads;
  - stormwater management facility;
  - channel and,
  - servicing block.

DESIGN GUIDELINES:

The exposed side and/or rear elevations of these dwellings shall have a high degree of design quality and detail consistent with the front elevation of the dwelling. This should include, but not be limited to, features such as:

- Enhanced window style, muntin bars, shutters, frieze board, quoining/ pilasters, decorative panels/louvres and brick detailing (consistent with the dwellings front elevation treatment).
- Introduction of gables and/or bay windows.
- Additional fenestration on the exposed side elevation.
- Some variety among rear yard setbacks or rear wall articulation is encouraged for lots having long stretches of high exposure rear elevations.
- The level of upgrading required will be consistent with the level of public exposure. For example, houses backing onto a park will be quite visible to an open area of frequent public use and will require a higher level of upgrading than dwellings backing onto the NHS.

Conceptual image of a dwelling with upgraded side architecture

Conceptual image of dwellings with upgraded rear architecture

3.4.6 Community Window Dwellings

Community window dwellings occur where a single-loaded window street runs adjacent to and parallel with The Gore Road and Healey Road along the west and north edges of the subdivision. Flankage conditions will occur in these locations as well. A high standard of exposed side elevation design quality will be required for community window dwellings.

DESIGN GUIDELINES:

- These dwellings should have a high degree of architectural detailing.
- The use of upgraded building materials, such as stone or precast detailing is encouraged, where appropriate to the dwelling style, to reflect the high-quality character of the community.
- Dwellings which flank onto the arterial roads will also be considered community window dwellings. The design of these dwellings should be consistent with the requirements of corner lot dwellings or gateway dwellings and should incorporate design enhancements to the flanking façade such as a wraparound porch, additional windows, wall articulation, gables, etc. consistent with the front façade of the dwelling.
- Provisions for screening of headlight glare from oncoming traffic should be considered and incorporated into the design treatment of the landscape buffer where oncoming traffic faces a residential unit.

Conceptual images of community window dwellings

4.0
Architectural Design

4.1 General Elevation Guidelines

4.1.1 Architectural Character And Styles

Architectural expressions that are defined by a blend of high-quality traditional-inspired, transitional (combining traditional massing with contemporary detailing), and contemporary / modern inspired homes, will be a common theme applied throughout the community. Architectural styles will be evaluated through an architectural design control process on their ability to create visually appealing streetscapes of enduring quality, envisioned for the Healey Gore community.

The following guidelines are not intended to impose a rigorous application of any specific architectural style(s). These guidelines provide the builders with a suggested design direction for inspiration, design quality, built form compatibility and consistency, to ensure the architectural styles selected support the intended character of the community.

Architectural character will include high-quality contemporary / modern inspired homes

DESIGN GUIDELINES:

- Housing forms, styles, materials and colours shall be designed to be harmonious with the natural environment and to reflect a high-quality character.
- A cohesive mix of traditional, transitional, and contemporary architectural styles adapted to suit modern lifestyles is recommended to promote harmonious variety of design expressions. This includes designs inspired by: Arts and Crafts, English Country / Tudor, French Country, Modern Farmhouse, Contemporary and Transitional precedents. Other styles are also be appropriate provided they result in a varied yet harmonious community character.
- Specific architectural themes for character areas within the community should be developed in a coordinated manner with proposed landscape treatments. The established landscape design of the public realm will help inform a palette of complementary architectural styles to create an attractive community image.

Architectural character envisioned for the Healey Gore community

Sample renderings and images of the proposed architectural character for the Healey Gore community

- The use of high quality, durable building materials, such as brick, stone, stucco, and high-quality siding or panel system products, will be selected to support the intended architectural character of the residential design.
- Accent materials will also be encouraged in order to enliven the streetscape appearance of the home. These will be evaluated on their durability, quality and suitability to the architectural style of the building.
- Dwellings should be designed to suit the site topography conditions.
- Building design should promote the connection of indoor and outdoor space by the inclusion of generous porches, decks and patios and the use of ample fenestration.
- Buildings should be designed to respond to their location within the community (i.e. priority lots) and to complement the community landscape design initiatives of the public realm.

4.2 Architectural Design Criteria

4.2.1 Main Entrances

The main entrance to the building shall convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street.

DESIGN GUIDELINES:

- Main entries to the dwelling shall be directly visible from the street.
- Weather protection should be provided through the use of covered porches, porticos, or canopies consistent with the style of the dwelling.
- The front entry design and detail shall be consistent with the architectural style of the dwelling. Enhancements to emphasize the entry are encouraged and may include: pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door.
- Natural light at the entry is encouraged through the use of sidelights, transoms or door glazing.

Main entrances should be a focal feature of the home

4.2.2 Porches / Porticos

Front porches and porticos promote safe, socially interactive and pedestrian-friendly residential streets and a transition between the public and private realm.

DESIGN GUIDELINES:

- The majority of dwelling designs should incorporate a covered porch or portico.
- Wraparound porches or side porches/porticos are encouraged on corner lots, where appropriate to the architectural style of the house.
- Porches should be located closer to the street than the garage. This has the beneficial effect of diminishing the importance of the garage and creating a comfortable relationship between the private and public realm for pedestrians.
- Porch should be no less than 1.5m to accommodate seating.
- The size of the porch/portico and its components (columns, piers, brackets or moldings)

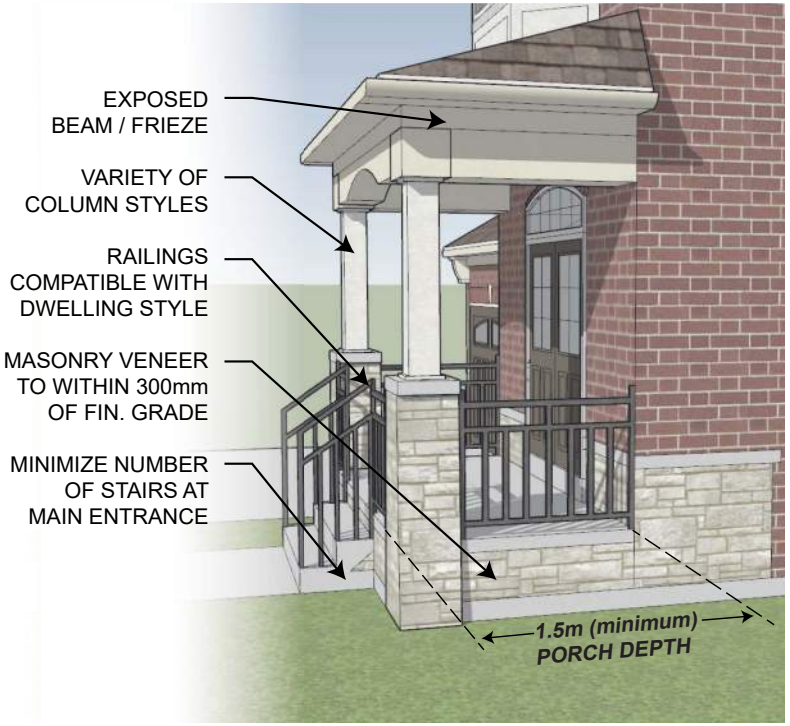


Figure 4.2.2: Typical porch design detail

shall be proportional to the scale of the dwelling and consistent with the architectural style.

- Porch / portico heights should generally not exceed 1-1/2 storeys.
- Where railings are required, they shall be of a design appropriate to the style of the dwelling. The use of high quality pre-finished aluminum and/or glass is preferred.
- Where three (3) or more steps are necessary to access the front or flankage porch, steps should be poured-in-place concrete with the exposed sides finished to match the front façade cladding.
- For porches or porticos greater than 3 risers in height, the main wall cladding or other acceptable finish material should generally extend to within 150mm of finished grade on front and sides of porch to limit exposed foundation walls.

4.2.3 Roofs

Roofs play a significant role in the massing of a dwelling and the overall built form of the community.

DESIGN GUIDELINES:

- A variety of roof forms are encouraged consistent with the architectural style of the dwelling; alternate designs for a given model should have differing roof designs.
- Roof embellishments such as gables and functional dormers with visual interest create an interesting roofscapes.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Roof slopes should be characteristic of the architectural style of the dwelling. For example, traditional architecture should employ steep roofs (min. 7.75:12 side slopes and min. 5.75:12 front-to-back slopes) while contemporary architecture is typically designed with lower roof pitches (min. 5.75:12 slopes).
- For contemporary architecture that utilizes a low sloped or flat roof form, articulation of the roof line should be applied through provision of elevated parapets, a pronounced cornice, deep overhangs, pergolas, etc.
- Roofing materials should at a minimum, be heavy shadow textured, high quality architectural asphalt shingles. Metal roofs are encouraged on secondary roof forms such as turrets, porches, bay windows and garage roofs and shall be a complementary to the main roof colour.
- Metal roofs shall be of a heavy gauge and prefinished in a dark tone complementary to the main roof colour.
- Roof overhangs should be a minimum of 300mm unless constrained.
- All 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.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile. Skylights may be permitted on the front elevation subject to review by the Control Architect.

Example of traditional roof form

Examples of contemporary roof form

4.2.4 Windows

DESIGN GUIDELINES:

- The design and placement of windows should reflect the internal spaces, suit the influencing architectural style of the home and address the streetscapes and views to open space areas.
- Large windows should be provided to take advantage of the views and vistas within the development area.
- High quality window styles are required.
- Window mullions and muntin bars should be used where appropriate to the architectural style of the home. However, where homes are subject to various noise and/ or vibration considerations, there may be exceptions to various window design requirements (i.e. muntin bars may not be suitable within these locations).
- Fenestration quality and style (including use of muntin bars) should be consistent on all publicly visible elevations of the dwelling.
- All windows should be maintenance-free, thermally-sealed, double glazed and either casement, single-hung or double-hung.
- Coloured window frames, compatible with the colour scheme of the dwelling, are encouraged.
- Large ground floor windows are encouraged.
- Rich detailing should be provided around windows.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- The use of false windows is discouraged. Consideration may be given if false windows have reflective glass within a sash to ensure a high standard of design quality is maintained.

Examples of traditional window styles

Examples of contemporary window styles

4.2.5 Wall Cladding

DESIGN GUIDELINES:

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours should be compatible with the architectural style of the dwelling.
- The primary wall cladding materials within the community shall be:
  - Brick in a variety of colours and textures.
  - Stone should be complementary to the brick colour.
  - Siding should be of high quality and may include, composite wood, fiber-cement (i.e. Hardi Board) or metal (i.e. Longboard or Mac). Use of decorative shakes/ scallops, and panel systems (i.e. PVC panels) may also be permitted. The use of vinyl siding should be limited.
- The following secondary or accent materials are suitable where consistent with the architectural style of the dwelling and complementary to the primary cladding material:
  - Stone accents should be complementary to the brick colour and replicate a natural appearance.
  - Stucco in muted earthtones with appropriate trim detailing;
  - Decorative Architectural Precast may be used and must exhibit a high degree of detailing and quality of finish.
- Where stucco wall cladding is desired as a feature of the front façade it shall be used in conjunction with a masonry (stone or brick) base component. It shall not be used as the main wall cladding material on sides or rear elevations and must not be used on the lower portion of the building close to finished grade.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth that extends to the underside of the ground floor windows is incorporated into the design.
- When using a combination of materials, special care should be given to transition of materials. Material transitions occurring near the front corners of the dwelling should return along the side walls to a logical transition point, such as a wall jog, downspout or wall opening. The minimum return shall be 1200mm (4 feet) from the front corner.

Brick, stone, and/or siding will be the primary wall cladding materials

Brick

Stone

Siding

Stucco accent

Examples of wall cladding materials

- Where stone and stucco façades or stone plinths are used they shall return along the side walls a minimum of 1200 mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane, at which point the wall cladding will change to brick or other suitable material.

4.2.6 Materials And Colours

A visually attractive selection of exterior colours and materials shall be chosen for each dwelling as well as for groupings of dwellings within the streetscape. Colour schemes and material selections should be carefully coordinated for visual harmony and for consistency with the architectural style of the dwelling.

DESIGN GUIDELINES:

- Dwellings adjacent or directly opposite one another should not have main wall cladding of the same colour. Identical colours shall be separated by a minimum of 3 dwellings. Exceptions to this may be considered by the Control Architect, in consultation with Town Staff, where the use of identical colours is desirable for emphasis or to frame a particular view or in creating a special character area.

Figure 4.2.6a: Sample of a typical exterior material and colour digital sample board

- Street blocks shall have no more than 20% of the dwellings sharing the same main wall cladding colour.
- The use of an accent colour for brick detailing such as lintels, bands or quoins shall be complementary to the colour of the main façade brick.
- The roof shingle colour shall complement the colour of the primary wall cladding.
- Front door colours should generally be more dominant to draw the eye to the entry.
- Trim paint colours (i.e. columns, louvres, wood detailing, etc.) should coordinate with the dwelling's aluminum soffit, eaves and fascia colour.
- The colour of porch railings should be coordinated with the trim paint colours of the dwelling.
- All flashings shall be prefinished to suit adjacent wall cladding colour or roof.
- Each builder shall submit an "Exterior Material and Colour Schedule" to the Control Architect for review and approval.

PROJECT NAME / BUILDER NAME				
Material Item	**Manufacturer**	**Package #1**	**Package #2**	**Package #3**
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:
1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Figure 4.2.6b: Sample of a typical exterior material and colour schedule

4.2.7 Architectural Detailing

In order to ensure positive public views are maintained throughout the community, all elevations of the home should have consistent architectural detailing, complementary to its architectural style. Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.

DESIGN GUIDELINES:

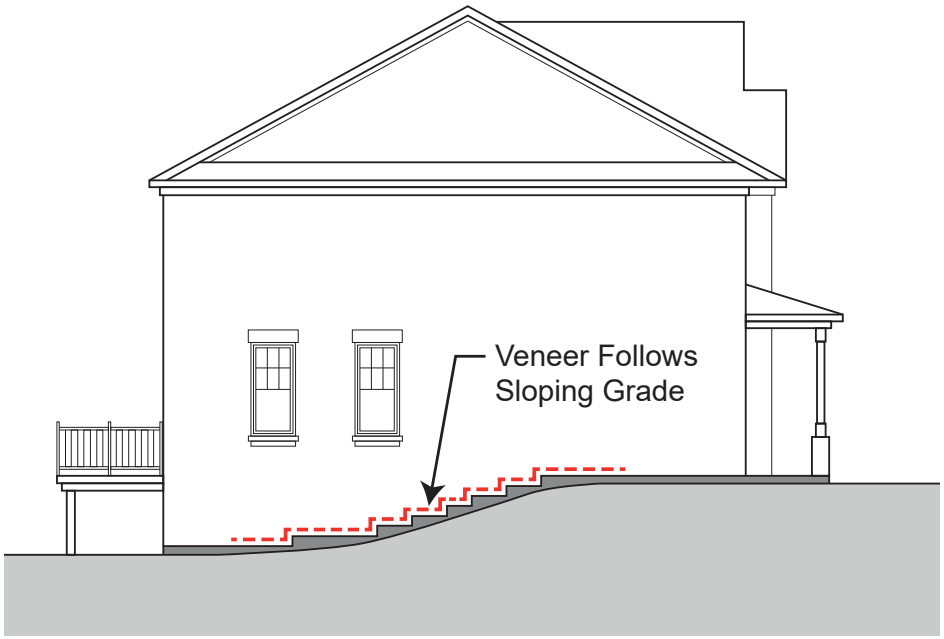
- Each building design shall include rich architectural detailing characteristic to the style of the dwelling in order to convey the intended character envisioned for the Healey Gore community. This may include the following:
  - Brick soldier course banding or lintels, piers and corbelling (brick detailing should generally project 12 mm beyond the building face).
  - Precast sills, lintels, quoins, keystones, imposts.
  - Stone accent features such as plinths or projections.
  - Pre-finished, molded stucco details such as lintels, cornices, window surrounds, etc.
  - High quality accent materials such as cedar shakes, cement fibre (i.e. Hardi-Board), metal siding (i.e. Longboard/Mac).
  - Exterior lighting fixtures for entrances and garages;
  - Address plaques;
  - Large diameter porch columns;
  - Decorative metal / glass railings;
  - Quality garage doors.
- All masonry detailing should be accentuated by projecting about 12mm (1/2") from the wall face.
- A continuous frieze board, cornice or soldier course banding should be provided on all publicly visible elevations of the dwelling underneath the roof soffit, where suitable to the architectural style.

Examples of architectural detailing

4.2.8 Foundation Walls

DESIGN GUIDELINES:

- Highly exposed concrete foundation walls shall be avoided for publicly exposed elevations.
- Grading should be coordinated with dwelling foundation design and constructed so that generally no more than ~250mm (10") of foundation walls above finished grade is exposed on all front elevations of the dwelling, when possible. In areas of lower public visibility a maximum of ~300mm (12") of exposed foundation wall may be permitted.
- Where sloping finished grades occur, finished wall materials and foundations should be stepped accordingly to minimize exposed foundation walls, for publicly exposed elevations. Special care should be taken for sides of projecting garages, porches/porticos, front elevations and highly exposed side elevations.



Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

4.2.9 Site Grade Conditions

DESIGN GUIDELINES:

- Where severely sloping grade conditions exist, the Builder shall provide models designed or modified to adapt to sloping sites.
- Elevated main front entrances and large concentrations of stairs should be reduced, wherever feasible, by:
  - Dispersing the steps over a larger area;
  - Incorporating an entry porch;
  - Turning the steps to face the driveway;
  - Incorporating some risers inside the dwelling;
  - Enhancing architectural detailing over the garage;
  - Providing a steeper roof pitch or lowering the roof form of the garage;
  - Providing flexibility for window enlargement over the garage;
- Relationships of the house to finished grade where the main floor is within 1.0m of finished grade are preferred, wherever possible, as they result in an appropriate scale of entrance stairs and porches to the pedestrian.

4.2.10 Bird-Friendly Building Design

DESIGN GUIDELINES:

- Bird-friendly building design strategies should be employed in the design of buildings. This may include:
  - Creating visual markers (e.g. mullions or muntin bars) and/or muting reflections on glass surfaces, particularly for the first 12 metres or so above grade to avoid the reflection of adjacent trees in the windows.
  - Eliminating upward projecting light pollution and reducing spillover lighting.

4.2.11 Utility And Service Elements

DESIGN GUIDELINES:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite shall be located out of direct view from any street, preferably on dwelling wall faces perpendicular to the street, and recessed into the wall wherever possible.
- For corner lot single detached dwellings, utility meters shall be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally or with landscaping to reduce their visibility from the street.
- Townhouses should be designed with recessed or screened utility meters.
- The location and method of screening utility meters should at all times be in compliance with the requirements of the local utility company.
- Air conditioning units should not be located in the front or flankage yard on corner dwellings or dwellings requiring side upgrades and exposed to public view. Where they are located in the front they shall be screened through landscaping.

4.2.12 Municipal Address Signage

DESIGN GUIDELINES:

- A coordinated approach to municipal address numbers shall be provided by the builder. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
- The municipal address shall be located prominently on the front facade of the dwelling. It is critical that the municipal address is legible from the street, particularly in emergency situations. For this reason the following criteria shall apply:
  - The municipal address shall be located prominently on the front façade of the dwelling or garage in a well-lit area.
  - Numbering shall be a minimum of 100mm tall and in a simple, legible font face using high contrast light and dark colours between the numbers and background for maximum legibility.

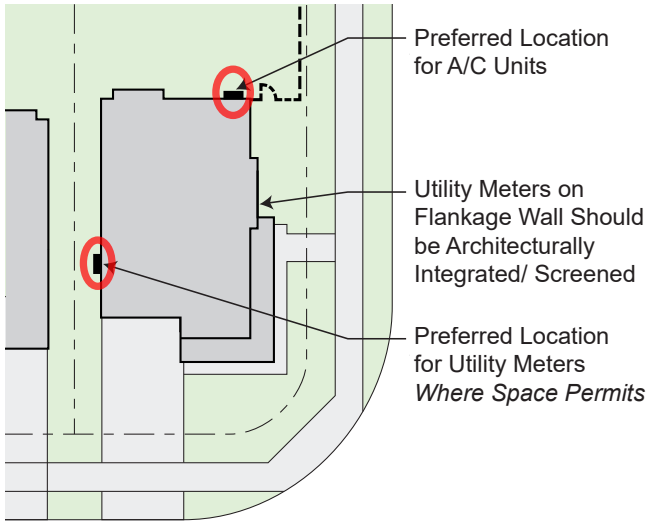


Figure 5.4.10a: Preferred location for utility meters for detached dwellings

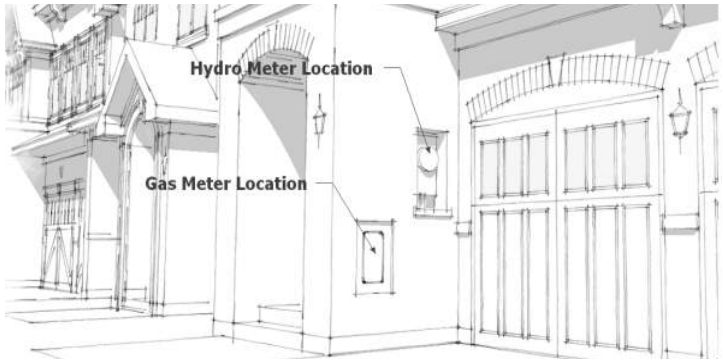


Figure 5.4.10b: Example of recessed / screened utility meters

Municipal addresses shall be complementary to the architectural style of the dwelling

4.2.13 Fencing

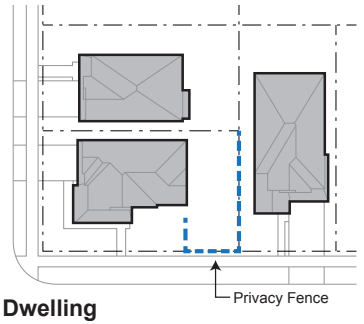
DESIGN GUIDELINES:

- The design of fencing visible from the public realm shall be compatible throughout the community.
- Corner lot fencing shall be provided by the developer/ builder for all applicable corner dwellings.
- Corner lot fencing is intended to screen and / or enclose private rear yards otherwise exposed to flanking streets and must be:
  - consistent with the design, materials and details of other community fencing.
  - in compliance with applicable noise fencing requirements and municipal standards.
  - located within private property.
  - follow the lot line to a point at the rear corner or up to 1500 mm beyond the rear corner of the dwelling and then return to dwelling to accommodate a gate.
  - Refer to Figure 4.2.13 for various corner lot fencing configurations.

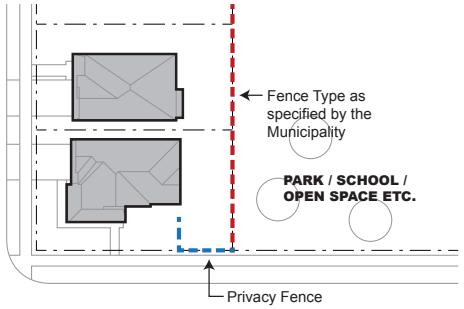
4.2.14 Coordination Of Dwelling Design / Sitings With Streetscape Elements

DESIGN GUIDELINES:

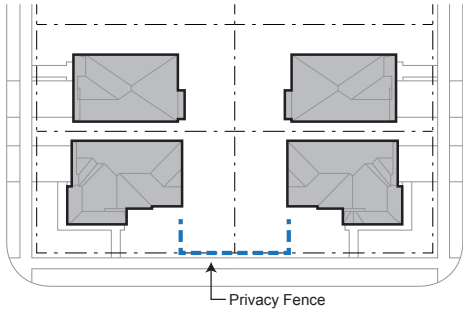
- The Builder's Design Architect must be aware of the approved "Above Ground Utility Plan" for the subdivision in order to coordinate the design and siting of each dwelling with the various streetscape elements (such as community mailboxes, transformers, light standards, street trees and other required street furniture). For example, main doors, living room windows or walkways should not be lined up with light standards, hydro transformers, hydrants, etc.
- It is the Builder's complete responsibility to ensure there are no conflicts in the design and siting of their dwellings with any street furniture or other streetscape elements.



CONDITION ONE: Backing onto Side Lot Line of Adjacent Dwelling



CONDITION TWO: Backing onto Other Land Uses



CONDITION THREE: Back to Back Corner Lots

Figure 4.2.13 :Examples of locations of corner lot fencing

4.3 Design Criteria For Garages

4.3.1 Criteria For Attached Garages

While it is important for these Guidelines to accommodate the need for garages, one of the prime objectives in creating a safe, attractive and livable community is to minimize the visual impact of the garage on residential streetscapes.

DESIGN GUIDELINES:

- Garage design shall comply with all applicable zoning and municipal by-laws and shall not dominate the streetscape.
- Garages shall be designed to be complementary to the principal dwelling in terms of character and quality and shall not overwhelm the massing of the dwelling.
- Garages should be either fully enclosed within the dwelling, flush with or setback from the front wall / porch face of the dwelling, oriented to face away from the street or located in the rear yard in order to minimize their visual impact and to contribute to a comfortable pedestrian environment.
- A variety of garage configurations will be encouraged including:
  - Front facing garages: The front face of the garage should be recessed behind the main front wall or porch face so that is does not form a significant component of the streetscape. Double-car garages are permitted on lot widths of 11.0m and greater.
  - Tandem garages: Tandem garages help to limit the width of the garage and the number of garage doors facing the street, yet provide parking and storage opportunities.
  - Flankage facing garages: May be used on corner lots. The garage is accessed from the flankage side street and setback from the main facade of the dwelling.
  - Rear yard garages: Rear yard garages will be accessed from the front or flankage yard and may either be detached or attached.
  - Other garage configurations will be reviewed based on their merits.

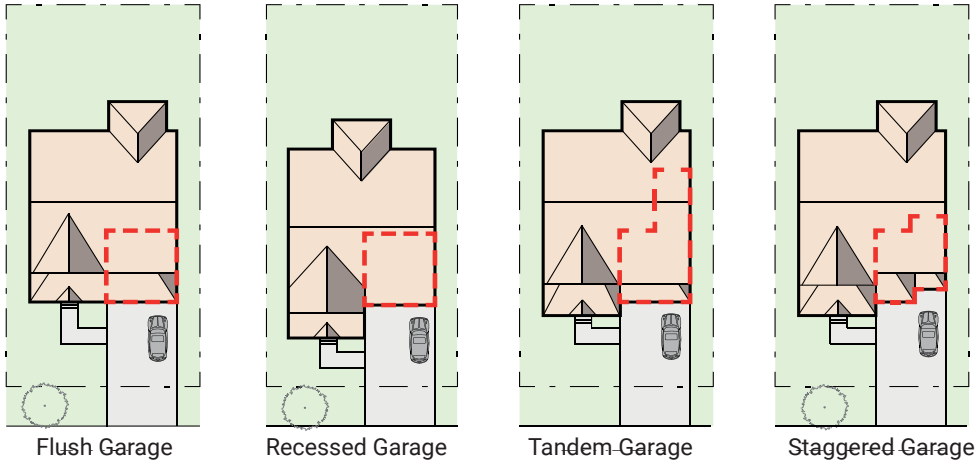
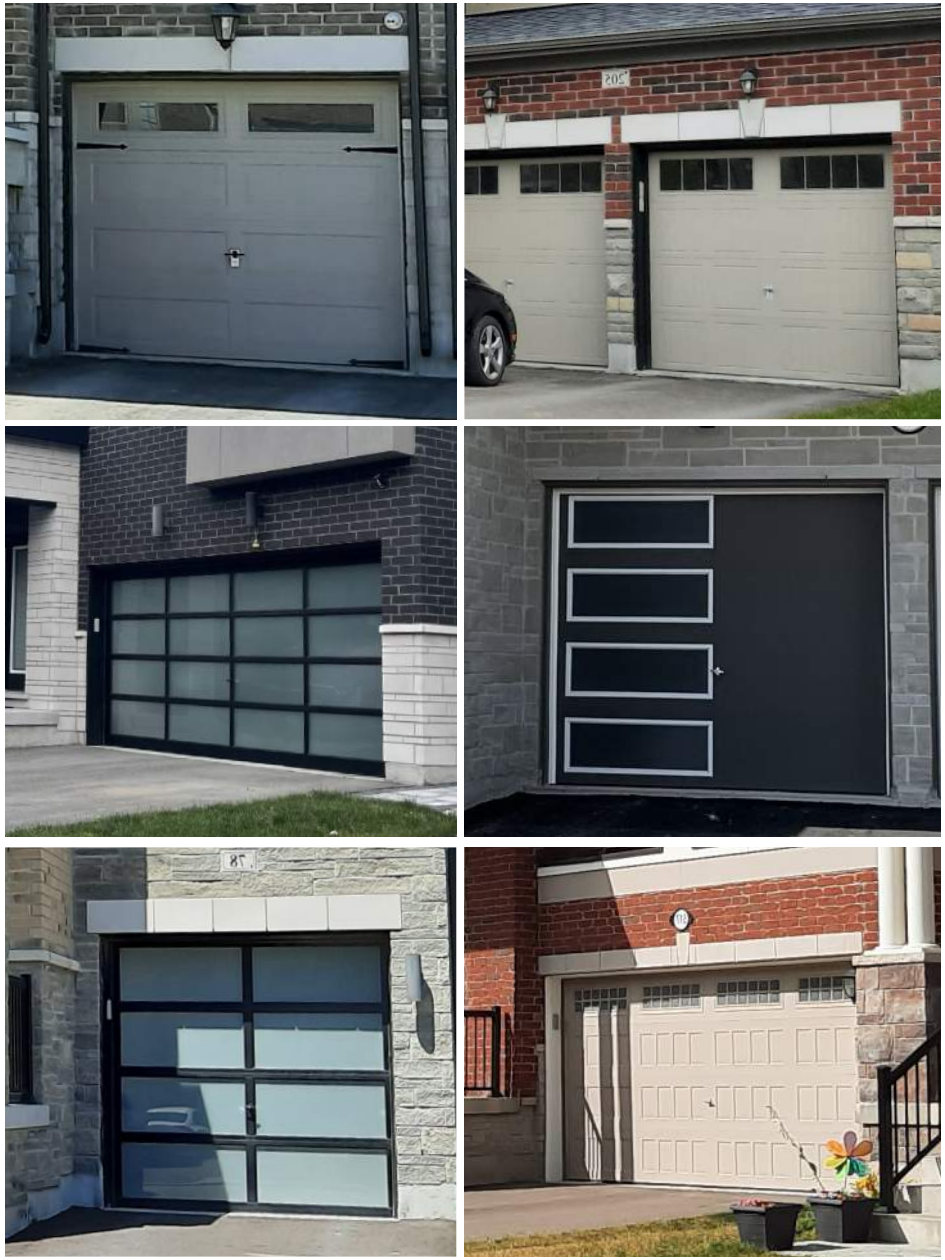


Figure 4.3.1: Conceptual examples of attached garage design options

Garage design shall complement the dwelling

- Where a second storey habitable room is located above the garage, it should occupy at least 60% of the garage's width and should not be set back more than 2.5 metres.
- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style).
- To support a variety of two-car garage configurations, the use of two single bay (8ft. / 2.4m wide) garage doors separated by a masonry pier or a double wide (16ft. / 4.9m) single garage door is permitted. Where a double wide (16ft. / 4.9m wide) garage door is proposed, the door should recessed and patterned to appear as two single doors, where architecturally appropriate.
- A variety of upgraded sectional (roll-up) garage door styles is required throughout the community to avoid repetition and dominance by a single garage door style.
- The use of glazed panels and decorative hardware (such as black metal hinges and handles) shall be provided where appropriate to the architectural style of the dwelling.
- Garage doors shall be constructed of high quality, durable materials, suitable to our northern climate such as: composite or steel. Low quality, high maintenance garage doors shall not be permitted.



Variety of high quality garage door styles

4.3.2 Dropped Garage Conditions

DESIGN GUIDELINES:

- Dropped garages generally occur where rear-to-front sloping grade conditions exist. This often creates "top-heavy" garage massing resulting from additional wall height between the garage door opening and the soffit.
- Where the floor slab of the garage drops more than 600mm (2'-0") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape.
- The preferred alternative design treatments for dropped garages include:
  - lowering garage roof;
  - increasing the height of the garage door;
  - providing arched headers above the garage doors;
  - positioning light fixtures above the garage doors;
  - providing additional detailing, brick banding or a window above the garage doors.

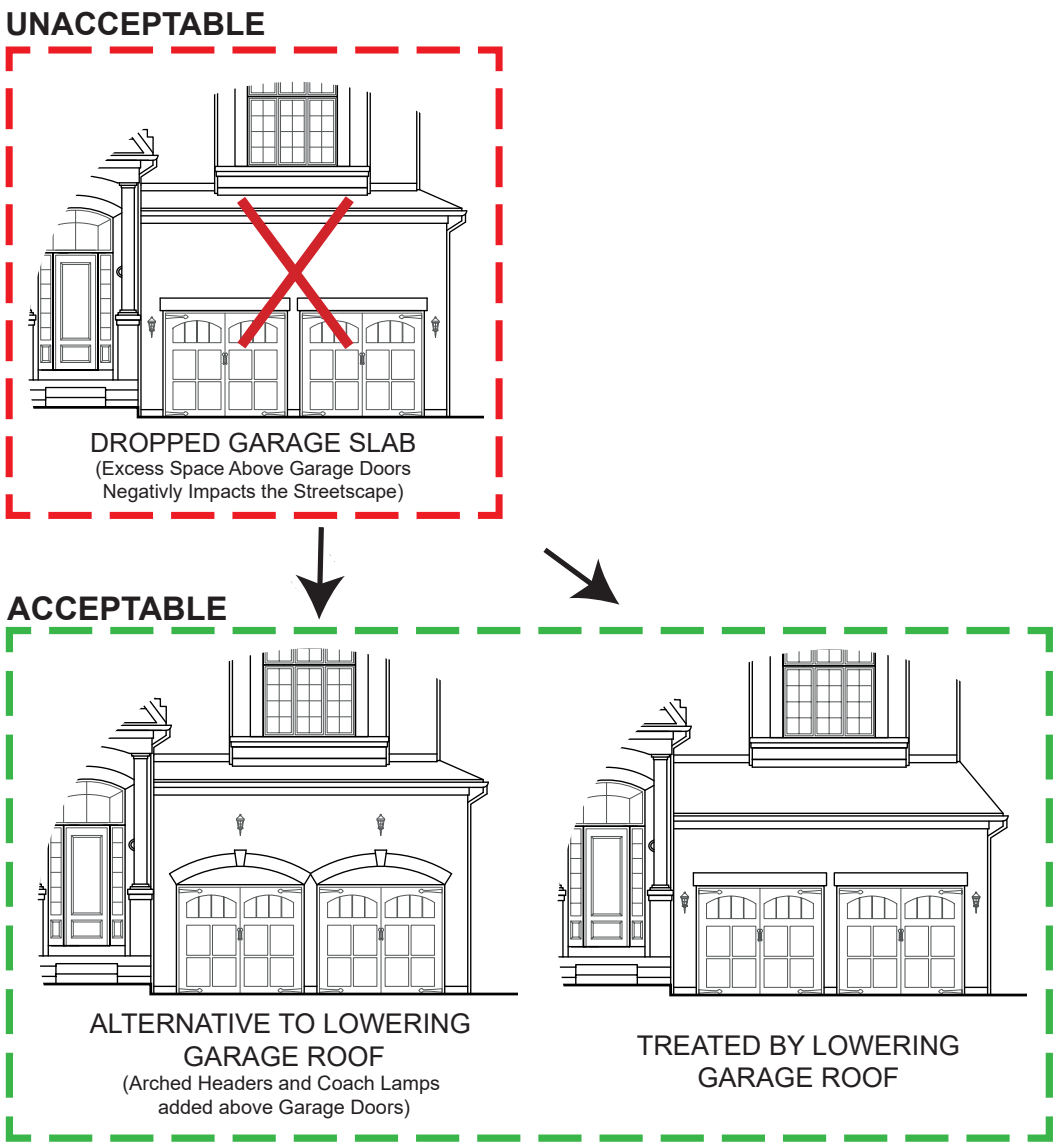


Figure 4.3.2 : Example of dropped garage conditions / solutions

4.3.3 Driveways

DESIGN GUIDELINES:

- Paired driveways are encouraged to increase sodded boulevards, street trees and additional landscape treatments in order to create an attractive streetscape.
- Driveway locations shall be approved by the municipality.
- The frequency and width of curb cuts should be kept to a minimum to maximize on-street parking opportunities. Refer to the on-street parking plan prepared by Paradigm.
- Adjacent driveways at the outside curvature of a street elbow or cul-de-sac should be designed to eliminate overlap at the curb. Landscape strips should separate driveways at the curb.
- Driveways for dwellings adjacent intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view, where feasible.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- All driveways shall be finished with a hard surface paving material.
- For dwellings with a side facing garage, the driveway should be no wider than 6.0m at the street line.

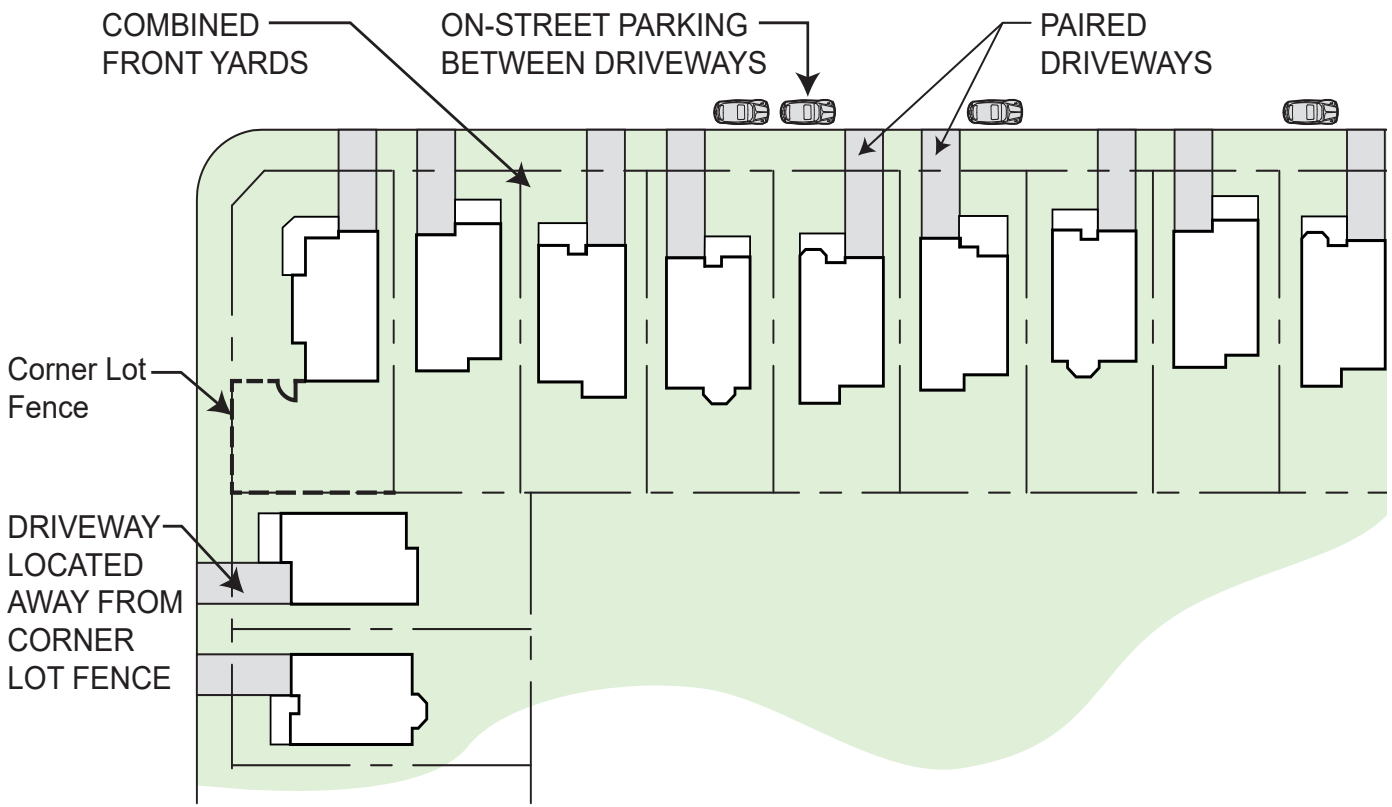


Figure 4.3.3: Conceptual diagram showing design objectives for driveway locations

5.0
Sustainable Design

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. The design objective is to create sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, intensification versus sprawl, conservation of natural areas, building in harmony with the surrounding environment and a greater use of existing infrastructure. Sustainable development will be promoted in the Healey Gore community in both the design of the subdivision and in new home construction in order to:

- Provide a high quality of life for residents.
- Be cost effective to build, operate and maintain.
- Accommodate growth through compact development on a street-grid road system supported by alternative transportation modes.
- Reinforce walkability and cycling.
- Be transit supportive.
- Minimize environmental impacts.
- Be resilient to climate/weather-related events.
- Promote water conservation and energy efficiency.
- Promote green building design.
- Provide for construction of buildings that consider both energy efficiency and conservation in order to enhance building performance, lower utility bills and result in greater environmental protection overall.
- Consider incorporating alternative energy sources.
- Combine living, working and playing environments in close proximity.

Promoting pedestrian and cyclist connectivity, comfort and safety will assist In creating a sustainable and healthy community

5.1 Development Considerations

The following sustainable development practices may be considered:

- Low Impact Development techniques on private property that encourage stormwater to be treated where it falls, thereby improving water quality and quantity on the site.
- Reduce impermeable surfaces and stormwater runoff (including bio-retention, drought tolerant vegetation, rain gardens, etc.).
- Mitigate stormwater flow through the integration of stormwater management ponds and drainage pools.
- Provide additional depth topsoil placement on lots.
- Provide landscaping that increases the urban tree canopy.
- Provide natural feature and wetland restoration areas and edge management planting.
- Provide LED street lighting.
- Source local materials and manufactured components.
- Pedestrian connectivity and links to potential future transit stops to promote active transportation and transit usage.
- Ensure potential future transit route integration with community plan.
- Design street and block alignments to maximize overall site passive solar gain – an east/west alignment typically serves this purpose.

5.2 Residential Building Considerations

All new low-rise homes will be subject to the requirements of the Ontario Building Code (2012) as Amended in 2024, or the applicable code in effect at the time of construction, which incorporates a range of energy efficient building standards. In addition to this, the following energy efficiency and conservation measures may be considered, where feasible, in the design and construction of new homes:

- Supply water efficient fixtures throughout the home.
- Energy efficient lighting fixtures and appliances.
- Occupancy sensors in main living areas and motion sensors for exterior lighting.
- Energy efficient heating, ventilation and cooling (HVAC) systems.
- The provision of a heat recovery ventilation system (HRV or ERV).
- Energy efficient windows/patio doors to help reduce the need for air conditioning in the summer and heating in the winter.
- Ensure the home is tightly sealed to reduce drafts.
- Utilize low-emitting adhesives and sealants, paints and coatings, and carpets and wood flooring.
- Employ a waste management policy to ensure that all trades work efficiently to reduce, eliminate or recycle waste.
- Provide and maintain erosion sediment control at all times during construction, in accordance with approved plans.
- Purchase stone, concrete and masonry from regional/ local sources.
- Use low maintenance building materials.
- Use materials with recycled content.

5.3 Walkability and Cycling

Promoting active transportation is one of the key urban design principles for the Healey Gore community. A major factor in creating a sustainable and healthy community will be promoting pedestrian and cyclist connectivity, comfort and safety. Provision of public sidewalks, multi-use paths, bicycle lanes and off-street trails will offer pedestrians and cyclists alternatives to vehicular travel through the community. Key destinations, such as the various open space, institutional, and mixed-use (urban corridor) assets within the community have been located and designed within walking distance of the residential neighbourhoods. The following design guidelines should be considered:

- All homes should be within approximately a 5 minute walk (500m) of open space assets.
- Attractive, safe and pedestrian-scaled environments shall be created to maximize pedestrian comfort.
- Sidewalk, multi-use path and trail systems shall be interconnected and provide for ease of navigation.
- An inclusive walkable community shall be promoted to reduce barriers for persons with disabilities, seniors, strollers, etc.
- A network of dedicated on-street bicycle lanes shall be provided.

6.0
Implementation Of Architectural Control

6.1 Design Review And Approval Process

The Healey Gore Community Architectural Control Guidelines is a Town document that will be implemented through Town of Caledon's architectural review and approval process.

Approvals by the Control Architect do not release the Applicant from complying with the requirements of the Town of Caledon, the Project Engineer or any other approval authority. These guidelines and their interpretation by the Control Architect are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines may be considered by the Control Architect based on their merits and may be approved where it can be demonstrated that the spirit and intent of the guidelines has been maintained.

The architectural control review and approval process by the Control Architect will generally comprise the following steps:

- Orientation meeting with the Developer / Builder and municipal staff.
- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

6.1.1 Preliminary Review

- Preliminary model design sketches which are in conformity with these Architectural Control Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review.
- Preliminary grading plans and streetscapes for individual lot sitings should be emailed to the Control Architect for review prior to submission for final approval.

6.1.2 Final Review And Approval

i) Working Drawings

- Working drawings must depict exactly what the builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the control architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

ii) Site Plans

- Engineer certified site plans are to be submitted to the control architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.

- In addition to the required grading details, the proposed siting of each unit must clearly show:
  - Model and elevation type;
  - Driveway extending to street curb;
  - A special note indicating a dropped garage condition (greater than 450m (1'-6") drop from location approved on working drawings);
  - A note indicating rear or side upgrades, where applicable.

iii) Streetscape Drawings

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

v) Exterior Colour Packages

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

6.1.3 Submission Requirements

- The Applicant is required to submit the following materials electronically to the control architect for review and approval:
  - engineer approved site plans;
  - working drawings;
  - streetscapes;
  - colour schedules;
  - digital colour sample boards (to include high-resolution images);
  - It is the Applicants' responsibility to make the necessary hard copies, if required by the Town, for building permit submission.
- The control architect will retain a digital copy of the foregoing.
- The Applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings and colour schedules must be incorporated on the originals by the Applicant's Design Architect.
- Any revisions to an existing approval requested by the Applicant will be considered on their merits and if acceptable will be subject to reapproval by the Control Architect.
- It is the Applicants' complete responsibility to ensure that all plans submitted for approval fully comply with these Architectural Control Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Applicant is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.
- Submissions shall be made to:

  John G. Williams Limited, Architect

  40 Vogell Road, Unit 46, Richmond Hill, ON L4B 3N6

  Tel: (905) 780-3936

  email: submissions@williamsarch.com

6.1.4 Town of Caledon Approval

- The Town has the right to undertake periodic reviews to ensure compliance with the Architectural Control Guidelines.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the Applicant from complying with the requirements and approvals of the Town of Caledon and/or any other governmental agency.

6.1.5 Monitoring For Compliance

- The Control Architect will conduct periodic drive-by site inspections to monitor development and will report to the Applicant, Developer and Town any visible deficiencies or deviations in construction from the approved plans which are considered by the Control Architect to be not in compliance with the Architectural Control Guidelines.