

PREPARED FOR:
Wildfield Village Landowners Group

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Wildfield Village

Community Design Guidelines

SGL



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PROJECT

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1 Introduction

1.1 Purpose of the Guidelines

The Wildfield Village Secondary Plan Area is being planned as part of The Town of Caledon’s New Community Areas. The Wildfield Village Secondary Plan implements the Future Caledon Official Plan by providing a set of supplementary, detailed development policies to guide growth within the Secondary Plan Area. The Wildfield Village Community Design Guidelines build on the policies of the Secondary Plan and establish a cohesive framework for the design and development of the new community.

The Guidelines provide design direction for the public and private realm, including built form and sustainable development, in support of creating a compact, well-connected and complete community. The purpose of the Guidelines is to ensure development reflects both the Town’s vision for New Community Areas, as well as Wildfield Village’s Secondary Plan Area’s unique design objectives.

The Wildfield Village Community Design Guidelines reflect best practices in community design, as well as direction from the Future Caledon Official Plan and the Caledon Town-Wide Design Guidelines. The Guidelines support the implementation of the Wildfield Village Secondary Plan and are to be read in conjunction with the Future Caledon Official Plan and Comprehensive Zoning By-law.

Creativity and context sensitivity is encouraged to achieve the intent of each guideline throughout this document. Alternative approaches may be considered on a case-by-case basis where it can be demonstrated that the objectives of the guideline are being met.

1.2 Secondary Plan Area and Context

The Wildfield Village Secondary Plan Area is comprised of approximately 355 gross hectares of land in southern Caledon, bordering the City of Brampton to the south.

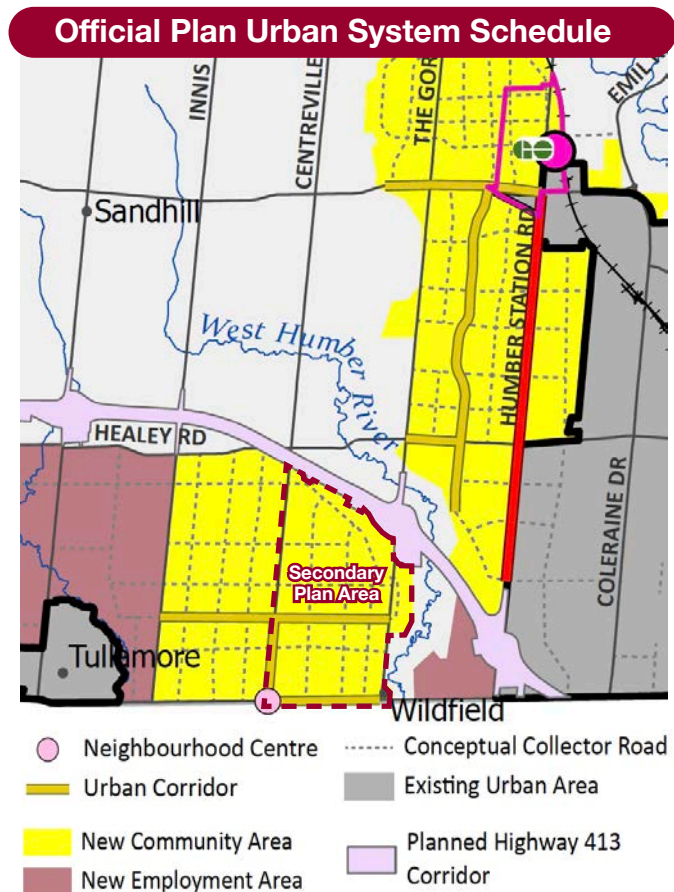
The Secondary Plan Area is bordered by:

- North:** Highway 413 Transportation Corridor
- South:** Mayfield Road / Brampton
- East:** The Gore Road and the Greenbelt Plan
- West:** Centreville Creek Road

The Wildfield Village Secondary Plan Area is located between the Settlement Areas of Bolton to the east and Tullamore to the west. Wildfield Village is also located immediately north of the established Vales of Humber community in Brampton, representing a logical progression of development from the built-up neighbourhoods to the south.

The majority of the Secondary Plan Area consists of agricultural fields with some residential and farm-related dwellings fronting onto portions of the roads bordering the Secondary Plan Area. The Secondary Plan Area contains scattered wetlands and headwater drainage features. The West Humber River and its associated valley, consisting of woodland and wetland habitat are located north and east of the Secondary Plan Area within the Greenbelt.

The Region of Peel Official Plan and Future Caledon Official Plan both designate Wildfield Village Secondary Plan Area as New Community Area. The New Community and New Employment Areas surrounding the Wildfield Village Secondary Plan Area will be developed as part of individual secondary planning processes.



1.3 Community Vision

Wildfield Village Secondary Plan Area's vision is to create a compact, well-connected and complete community. The Secondary Plan Area will offer a range of housing opportunities, commercial and community uses and access to green space. Wildfield Village will be designed to achieve excellence in community design and will strive to integrate a high-quality public realm.



1.4 Guiding Principles



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



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



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



Establish centralized mixed-use areas to support livability and community vibrancy and provide for the day to day needs of residents in proximity to their homes.



Protect natural features and areas and ensure proposed land uses compliment the natural heritage system.



Provide community facilities including parks and schools, that will accommodate future growth in The Town of Caledon.



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



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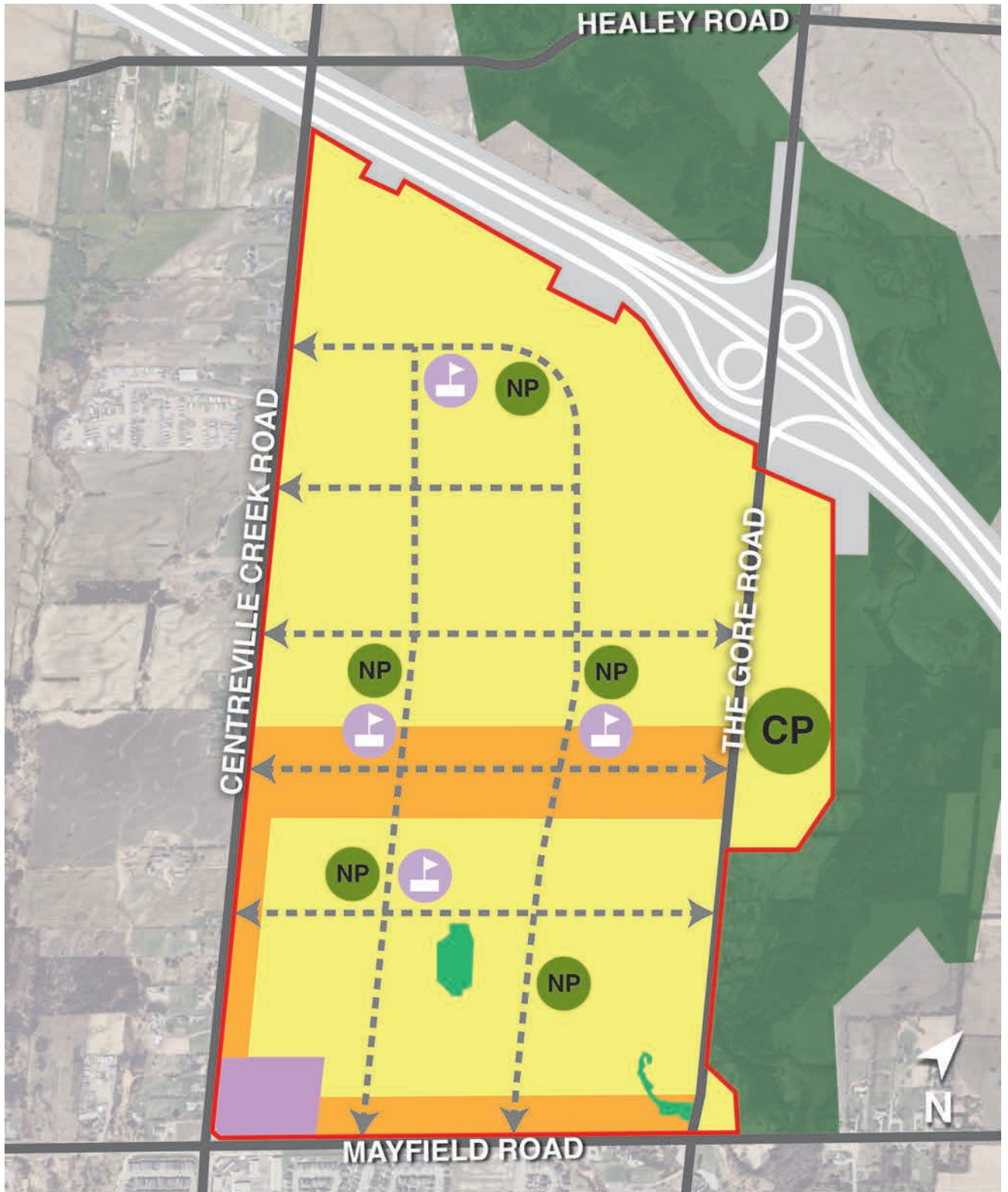
Community Structure

2.1 Overview

The Secondary Plan provides a framework for the development of a compact, walkable and accessible community. Wildfield Village will offer a range of housing options, a mix of uses and access to public open space. The main structural elements of the plan include:

- A vibrant, compact mixed use, **Neighbourhood Centre** at the intersection of Mayfield Road and Centreville Creek Road.
- Three mixed use **Urban Corridors** along Mayfield Road, Centreville Creek Road and a new east-west collector road.
- **Neighbourhood Areas**, which occupy the majority of the Secondary Plan Area and are intended to accommodate a range of housing types, parks, schools and community uses.
- **Natural Features and Areas**, to be protected and restored where possible.





- | | | |
|----------------------|----------------------------|---|
| Secondary Plan Area | Neighbourhood Park | Conceptual Collector Road |
| Neighbourhood Area | Community Park | Arterial Road |
| Urban Corridor | Natural Features and Areas | Planned Highway 413 Transportation Corridor |
| Neighbourhood Centre | Neighbourhood Park | |
| Elementary School | Neighbourhood Park | |

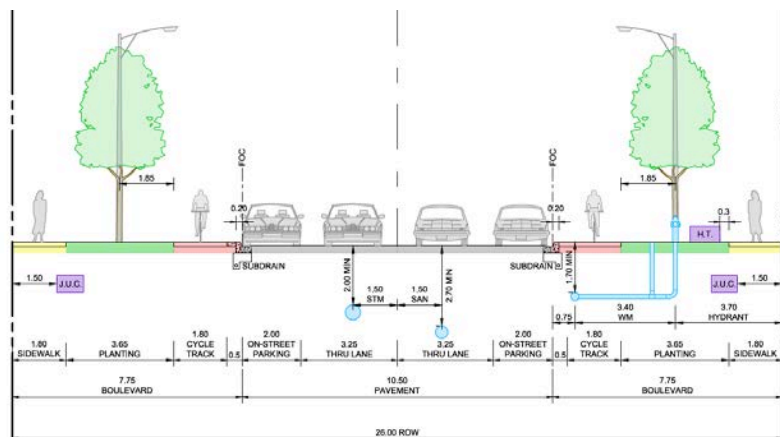
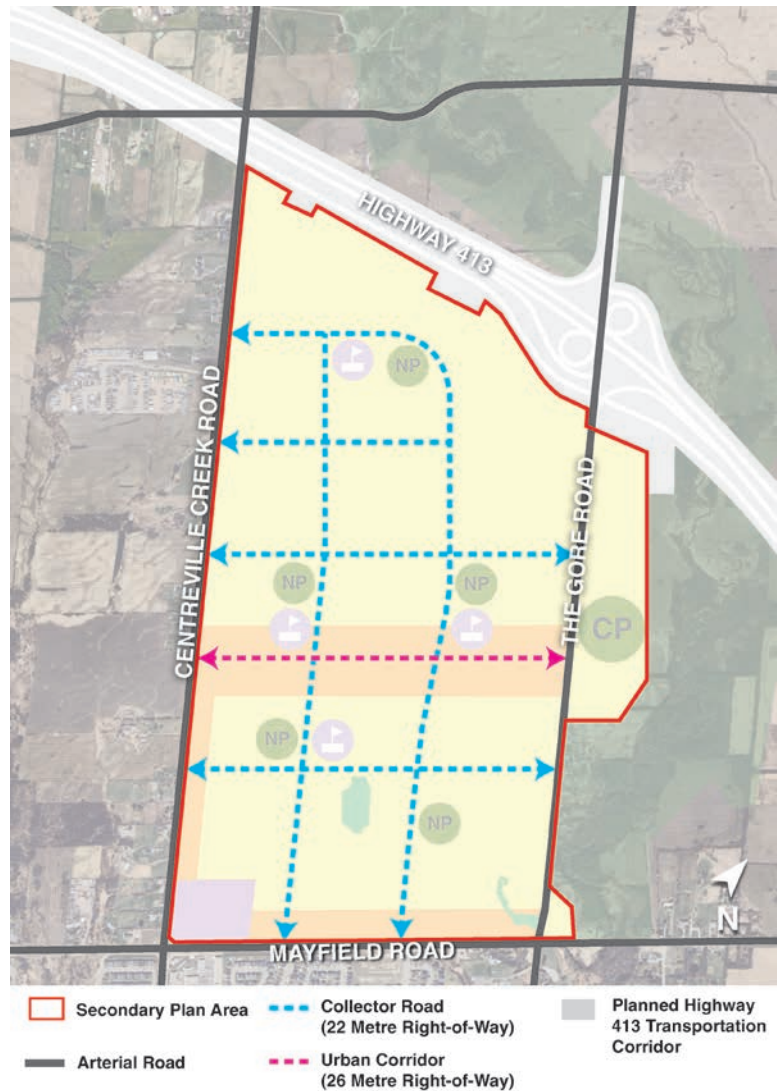
2.2 Transportation Network

The proposed road network for Wildfield Village builds off the existing arterial road network that borders the community, as well the Planned Highway 413 Transportation Corridor to the north. There is a proposed on/off-ramp for Highway 413 located at The Gore Road, just south of Healey Road.

A strong grid network of east-west and north-south collector roads linked to the external surrounding arterial road network will be further augmented through local streets that will provide for a high degree of access, permeability and connectivity. The new collector roads will where feasible include multi-use paths on both sides, buffered from the travel portion of the street by street trees and street furnishings.

Two new north-south collector roads are proposed to extend into the Secondary Plan Area from the existing Vales of Humber neighbourhood to the south. Five new east-west collector roads are proposed to provide access throughout the community and future connections to the new residential community to the west. The Urban Corridor traversing east-west through the community will be designed to include on-street parking, as well as a dedicated and separated cycle track on both sides of the street.

The transportation network will provide opportunities for people of all ages and abilities to access and choose different mobility options.



Urban Corridor Collector Road - 26 Metre Right-of-Way

2.3 Neighbourhood Centre

The Neighbourhood Centre at the corner of Mayfield Road and Centreville Creek Road will be developed with a broad range of retail and community uses in a compact built form. This area will be planned as a vibrant focal point for the surrounding community, with compact mid- to high-rise mixed-use buildings and an emphasis on a high-quality public realm and streetscapes. Mixed-use buildings up to a maximum of 20-storeys are permitted.

Design with a high priority on the pedestrian, cycling and transit experience will reinforce convenience, comfort and safety. A strong identity for the Neighbourhood Centre will be developed through high quality built form, active at-grade uses, greenery and public art.



2.4 Urban Corridor



The Urban Corridors along Mayfield Road, Centreville Creek and the central east-west collector road are intended to provide a range of activities as part of a compact, mixed use built form that meet the needs of residents living along the corridor, as well as within the surrounding neighbourhoods. A mix of townhouse typologies and mid-rise buildings up to 12-storeys are permitted across the Urban Corridor. Retail, service commercial and office uses will be accommodated at the base of residential mixed use buildings or in stand-alone buildings.

Compact, more dense, transit supportive built forms along the Urban Corridors are intended to encourage investment in future transit. Attractive and comfortable streetscape along Urban Corridors will be created through high-quality built form and prioritization of pedestrians and cyclists. Transitions in building height and massing to adjacent Neighbourhood Areas.

2.5 Neighbourhood Area

The Neighbourhood Area designation applies to the majority of the Secondary Plan Area and is intended to accommodate a wide range of housing types, alongside neighbourhood-scale commercial and service uses, schools and parks.

A full range of ground-related housing is encouraged throughout the Neighbourhood Area including single detached dwellings, semi-detached dwellings, street townhouses, back-to-back townhouses and stacked townhouses. Housing will be developed in a more compact built form than Caledon's older established neighbourhoods.

The compact and more efficient built forms throughout the Neighbourhood Area is intended to be supportive of active transportation and transit and will provide walkable access to nearby parks, community services and amenities for all residents.



2.5 Parks and Schools



Wildfield Village proposes one community park on the east side of the Gore Road, adjacent to the Greenbelt area. This location will serve the needs of Wildfield Village and the broader surrounding areas, including the new residential neighbourhoods between The Gore Road and Humber Station Road.

Five neighbourhood parks are distributed throughout the community and ensure all residents are within a 5-minute walk or less to a park. Almost all neighbourhood parks are co-located with elementary schools.



Based on estimated unit counts and pupil yields, as well as preliminary confirmation from the school boards, three public elementary schools and one catholic elementary school are provided to service the new community.

3

Public Realm and Streetscape

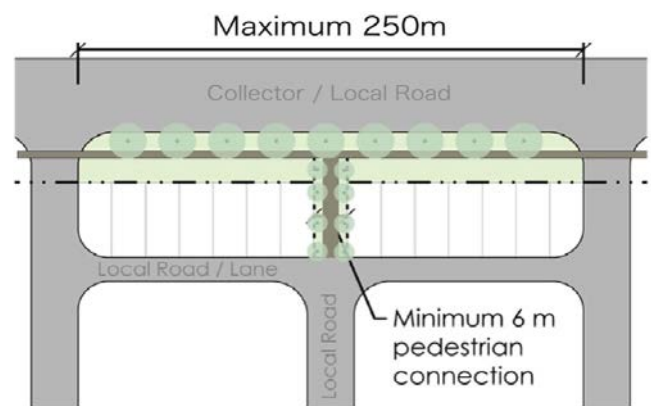
3.1 Streets and Blocks

Wildfield Village will be developed based on a well-defined and logically connected hierarchy of streets as a modified grid network that balance the needs of pedestrians, cyclists, motorists and future transit. The following guidelines should be used to develop draft plans of subdivision and site plans.

General Guidelines:

1. Develop streets based on a well-defined, modified grid network with shorter block lengths that reduce travel distance and increase opportunities for a variety of distinct streetscape elements.
2. Block lengths should not exceed 250 metres to support walkability.
3. Irregular shaped blocks are appropriate when responding to topographic or unique conditions to achieve distinct neighbourhood character.

4. Block depths should be designed to maximize pedestrian activity and density, allow for appropriate built form typologies and accommodate adequate setbacks, outdoor amenity spaces, and service and parking arrangements.
5. The design of streets should create views to new landmarks within the community, public facilities such as parks and schools or natural features through careful placement of intersections and terminus.



3.2 Street Hierarchy

The design of streets within Wildfield Village will facilitate the movement of all users in a safe, comfortable and accessible environment. The Secondary Plan introduces a strong grid network of east-west and north-south collector roads linked to the external arterial road network. The network will be further augmented through local streets, designed through the draft plan of subdivision process, that will provide for a high degree of access, permeability and connectivity.



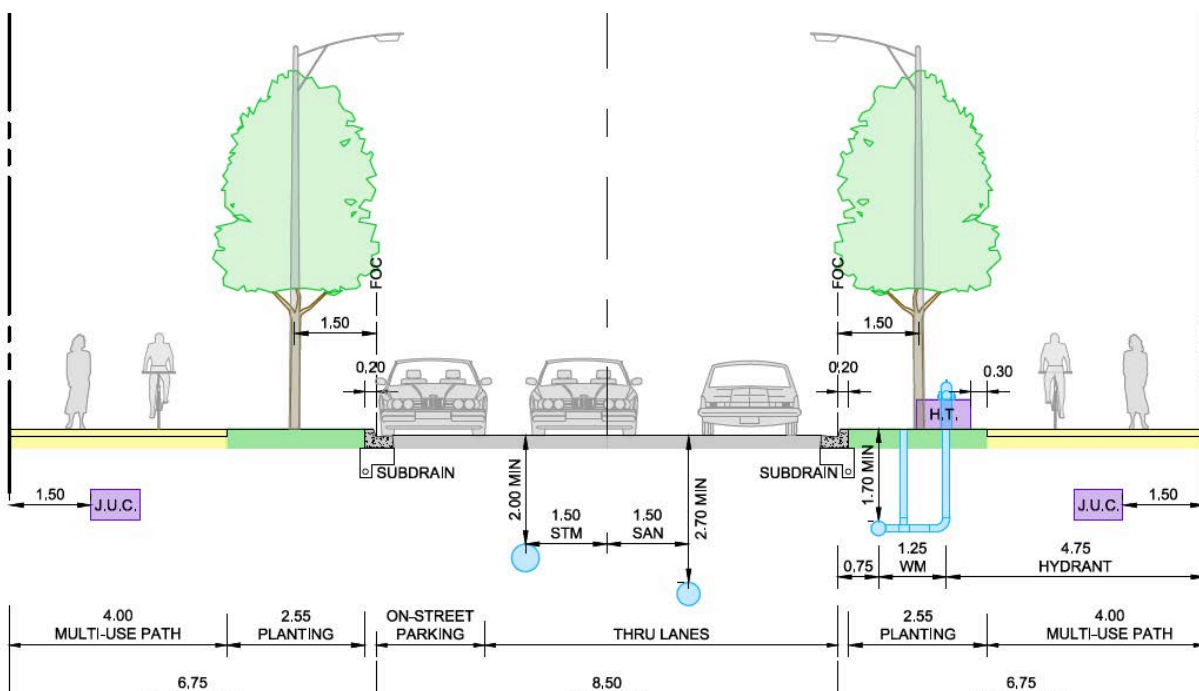
3.2.1 Collector Roads

The collector road network will provide connections between the arterial roads surrounding Wildfield Village and new local roads.

The collector roads will act as the primary internal cycling spine for the community and are intended to provide future supplemental transit access routes.

The typical 22-metre collector road cross section will include:

- A multi-use path on both sides of the street;
- On-street parking on one side of the street;
- One travel lane in each direction;
- Street trees on both sides of the street.



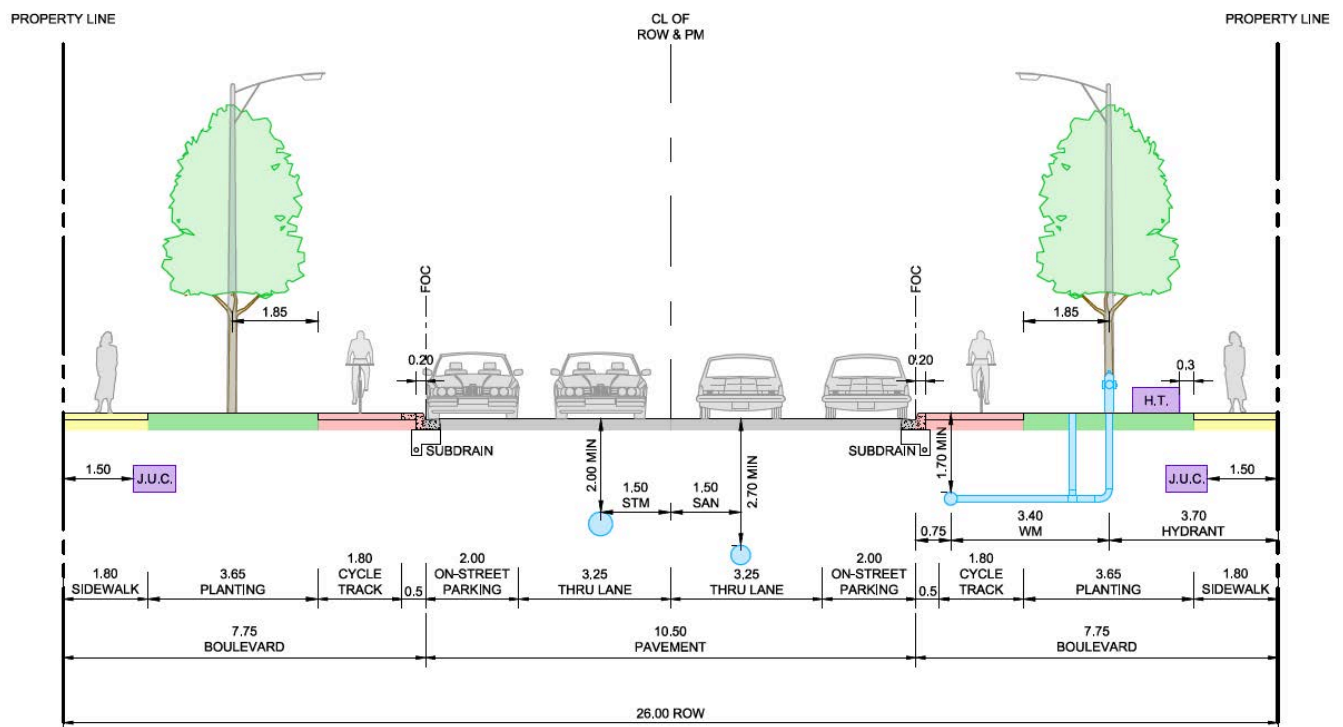
Collector Road - 22 Metre Right-of-Way

3.2.2 Collector Roads - Urban Corridor

The central Urban Corridor traversing east-west through the community will be designed to support a mixed-use, walkable environment. A wider right-of-way of 26 metres will be used to develop a complete street that is active transportation and transit supportive.

The Urban Corridor cross section will include:

- Sidewalks on both sides of the street;
- A dedicated cycle track on both sides;
- On-street parking on both sides;
- One travel lane in each direction;
- Street trees on both sides of the street.



Urban Corridor Collector Road - 26 Metre Right-of-Way



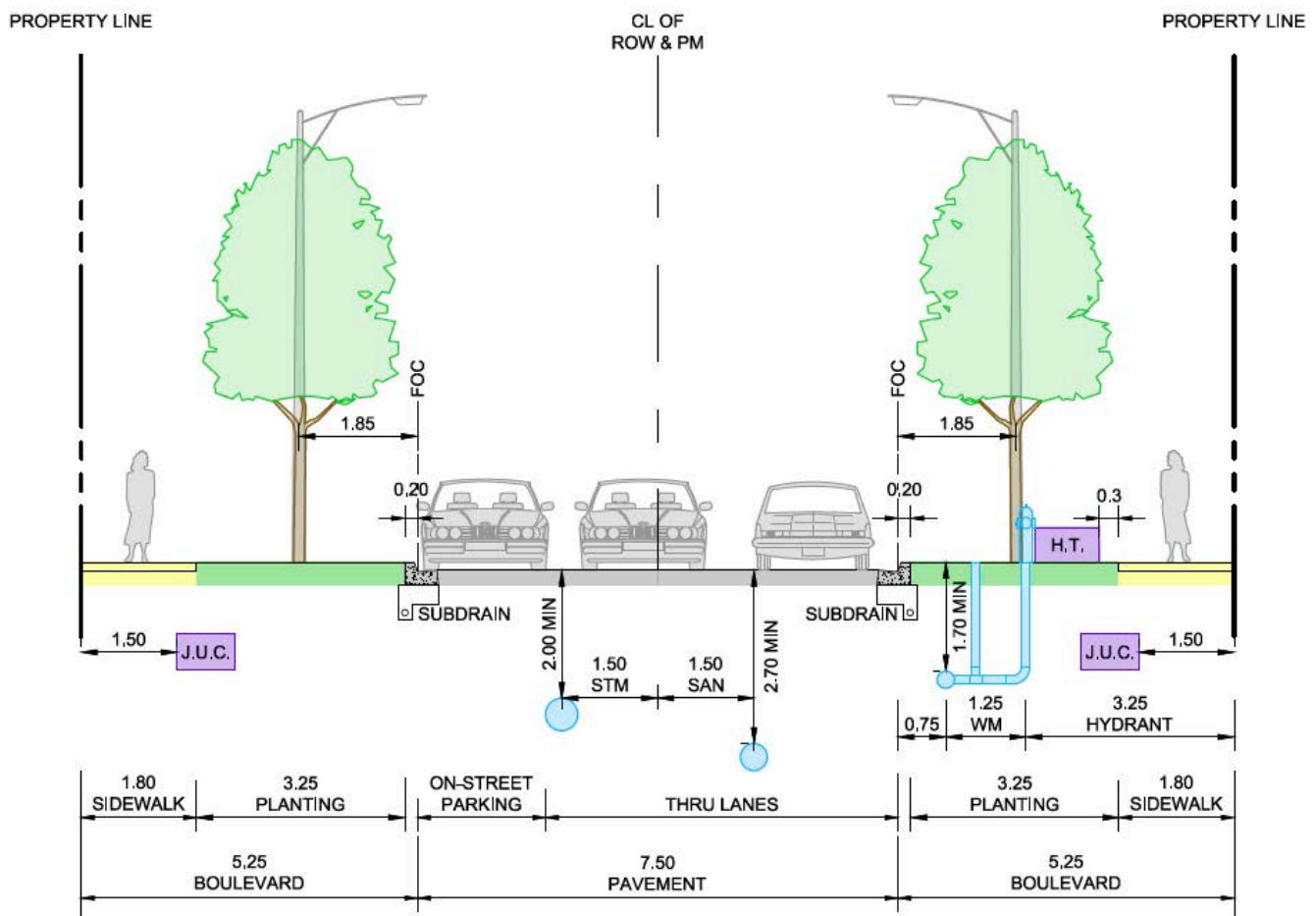
3.2.3 Local Roads

Local roads throughout the community will be designed to be accessible, minimize speeds, provide access throughout the Neighbourhood Area and foster a comfortable pedestrian environment. The local road network will be designed to enhance the character of different neighbourhoods.

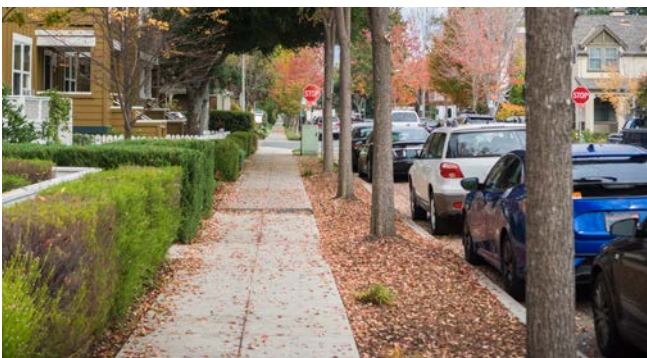
Local 16-metre window streets are also proposed within the community with sidewalks on one side.

The typical 18-metre local road cross section will include:

- Sidewalks on both sides of the street;
- On-street parking on one side;
- One travel lane in each direction; and
- Street trees on both sides of the street.



Local Road - 18 Metre Right-of-Way



3.3 Streetscape Design

Well-designed, complete streets are important to create vibrant and pedestrian-supportive streetscapes. Streetscape elements form an important part of the open space system and include components such as sidewalks, street trees and planting, street furniture, lighting and utility placement. Where possible, green infrastructure should be considered in the boulevard.

Streetscape elements will vary based on the character of the Neighbourhood Centre, Urban Corridors and Neighbourhood Areas. When streetscape elements are appropriately coordinated based on local context, they help to create an attractive, cohesive and safe environment.

3.3.1 Transition/Marketing Zone

1. Within the Neighbourhood Centre and Urban Corridors, the transition zone between the building and the sidewalk is encouraged to contain outdoor seating areas, patios, planters, signage, retail displays, sidewalk sales and other elements that extend active land uses outdoors and create visual interest in the streetscape.
2. Where residential uses are located at grade in mixed use areas, include landscaping, seating and/or patios between the building and sidewalk to provide a transition from public to private.



3.3.2 Sidewalks and Multi-Use Paths

1. All sidewalks and multi-use paths should be constructed to municipal standards, with their width responding to land use context and accessibility requirements.
2. Sidewalks and multi-use paths must be direct, continuous, and located on both sides of all streets.
3. Sidewalks should be designed to connect to other public realm components such as parks and open spaces and tie directly with trails and multi-use paths.



3.3.3 Street Furniture

1. Street furniture, including benches, lighting, waste and recycling bins, bollards, planters, bicycle parking and transit shelters, should be coordinated to establish a unified streetscape appearance. Street furnishing should be coordinated and selected to establish a distinct character for the Neighbourhood Centre, Urban Corridors and Neighbourhood Areas.
2. Street furniture should be located in areas with the highest pedestrian traffic and should be coordinated with private lands along a streetscape.
3. Ensure the placement of street furnishings are clustered for safety, provided at all transit stops and located to minimize conflicts with pedestrian travel routes.



3.3.4 Lighting

1. Selection and placement of lighting fixtures shall be in compliance with Town standards.
2. Light fixture design should address functional requirements while supporting and enhancing the identity of the Neighbourhood Centre, Urban Corridors and the Neighbourhood Areas.
3. Pedestrian lighting should be provided in areas with high pedestrian activity.
4. The selection and placement of lighting fixtures should ensure “night sky” compliance as a component of sustainable design, with illumination directed downwards.
5. Opportunities should be considered for renewable energy use, such as solar-powered lighting along pedestrian paths and within parks.



3.3.5 Street Trees, Planting and Low Impact Development

1. A variety of native street tree species should be planted to enhance biodiversity and selected to support the character of distinct areas, including along Urban Corridors and within the Neighbourhood Areas.
2. Tree species should be tolerant to pollution, salt, drought and compaction. Select trees indigenous to the Credit Valley and Toronto Region Conservation Areas.
3. Generally, shade tree varieties should be selected over smaller ornamental varieties.
4. Street trees shall generally be planted with sufficient soil volumes to reach maturity between the curb and the sidewalk, with the intent of creating a continuous canopy on both sides of the street. Provide access to a minimum of 30 m³ soil volume for newly planted trees or tree-specific soil volume indicated in municipal tree species guide.
5. A topsoil depth of 200 mm should be specified for all sod boulevard areas.
6. Incorporate low impact development strategies in boulevards, such as rain gardens, to help minimize overall stormwater management infrastructure.



3.3.6 Utilities

1. Utilities should be consolidated and screened from view.
2. The location of street trees, landscaping and street furniture should be coordinated with underground and above-ground utilities and planned concurrently.
3. Within the Neighbourhood Centre and along the Urban Corridors, utilities should be strategically placed to mitigate visual impacts and avoid physical barriers to pedestrian flow.



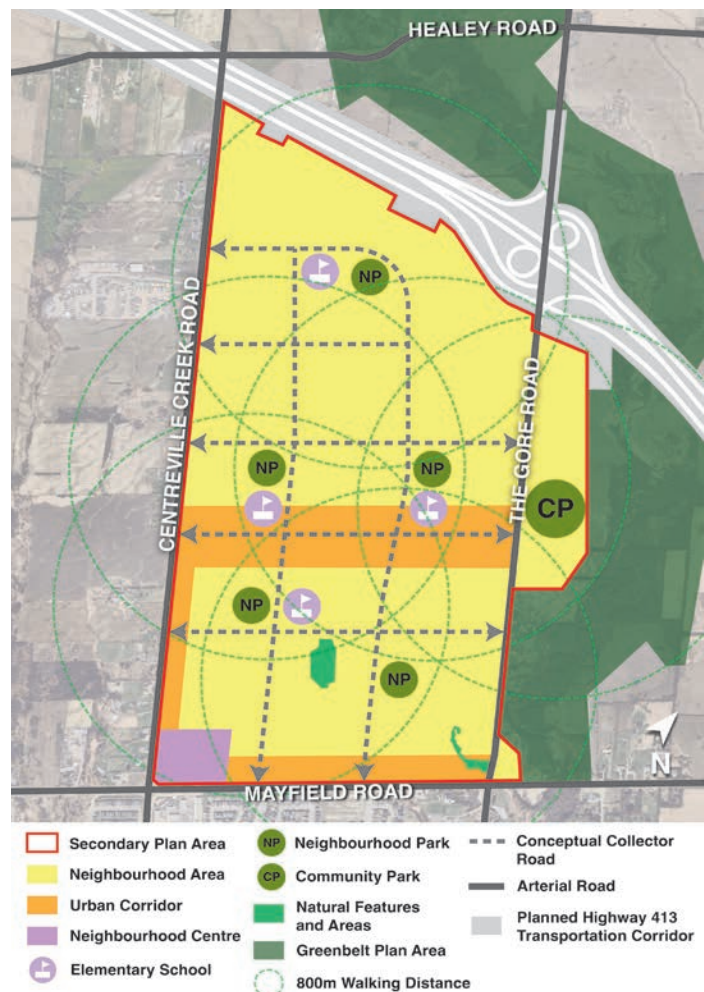
4

Parks and Open Space Network

A community park on the east side of The Gore Road is proposed (approximately 5 hectares in size), adjacent to the Greenbelt Plan Area. The Community Park will provide the opportunity for a range of active and passive outdoor recreation activities, as well as connection with the Natural Heritage System.

Five neighbourhood parks are proposed (approximately 2 hectares in size), with a minimum service radius of 800 metres, which will ensure all residents are within a 5 to 10-minute walk or less to a park. Most neighbourhood parks are co-located with elementary schools.

The final location of parks will be determined through the draft plan of subdivision process to ensure they fit within the context of the neighbourhood as the community develops.



4.1 General Park Design

1. Integrate parks into the fabric of the surrounding community using walkways or open space connections to adjacent facilities, neighbourhoods, natural areas, trails and cycling routes.
2. Contribute to a healthy urban forest canopy by planting hardy, native tree species, shrubs, grasses and ground covers. Shade trees and structures should be planted to provide relief from the elements.
3. Provide high quality public amenities that enhance the user experience and provide opportunities for year-round use.
4. Provide accessible and visible bicycle parking.
5. Provide adequate lighting per the Town's Outdoor Lighting Standard Manual to ensure safe use throughout the seasons.
6. Consider adjacency to natural areas or the Greenbelt and include the planting of native trees and buffer vegetation.
7. Include no mow grass areas/naturalized areas adjacent to natural features and areas and/or in areas of passive use areas
8. Maximize the urban forest and integrate green infrastructure through features such as shade trees and structures, low impact development measures, permeable surfaces, flood protection, cooling stations, splash pads and water fountains.

4.2 Community Park

1. Provide the Community Park in a location highly visible for the community, generally at the intersection of public streets with significant street frontages.
2. Locate the Community Park with at least 50% on a collector road. The community park can have frontage adjacent to an arterial road.
3. Provide a Community Park 4 to 6 hectares in size to accommodate a variety of outdoor recreation activities, including both active and passive programming.
4. The general shape and orientation should provide a variety of recreational amenities for people of all ages, including playing fields for organized sports, children's play equipment and seating.
5. On-street parking is encouraged adjacent to Community Parks, on the same side of the street. Parking within a park should be minimized and screened from the street.





4.3 Neighbourhood Parks

1. Provide Neighbourhood Parks in centralized locations that are accessible to residents within a 5- to 10-minute walk (400 to 800 metres).
2. Locate Neighbourhood Parks on collector roads.
3. Provide Neighbourhood Parks 1 to 2 hectares in size to accommodate both active and passive programming.
4. Where appropriate, co-locate parks and schools to allow shared amenities such as recreational fields and parking areas.
5. Provide on-street parking adjacent to the park.
6. Minimize back lotting and maximize exposure to surrounding public streets through single loaded roads. Design Neighbourhood Parks with a minimum 50% public road frontage.
7. Provide a variety of recreational amenities for people of all ages, including low to intermediate sports facilities, children's play equipment and seating.



4.4 Privately Owned Publicly Accessible Spaces

1. Privately-Owned Publicly Accessible Spaces (POPS) are encouraged to be located within the Neighbourhood Centre or along Urban Corridors at prominent intersections
2. POPS may include urban squares, plazas, parkettes, walkaways or mid-block connections.
3. POPS should contribute to the public realm through high-quality design and integration with adjacent built form.



4.5 Stormwater Management Facilities

1. The co-location of parks and stormwater management facilities is encouraged.
2. Where possible, stormwater management facilities are encouraged to be provided underground and below parks, providing the opportunity to utilize the surface level for active park components.
3. Where stormwater management ponds are proposed, appropriate native planting should be used along slopes of ponds to help achieve a natural pond appearance. Plant fast growing wetland species of trees and shrubs along the pond edge to encourage rapid naturalization.
4. Any utilities located within a stormwater management facility should be screened from public view using planting, fencing or other built form features as appropriate.
5. Incorporate public walkways or trails alongside stormwater management ponds and where possible, integrate walkways into the wider pedestrian network of sidewalks and trails. Maintenance/access roads may double as public walkways.



5

Site Design and Built Form

The design of individually owned sites and buildings shapes the quality of the public realm and helps to define the character of different community areas. Sites and buildings should demonstrate good design through high-quality architectural and landscape elements.

Sites and buildings in the Wildfield Village Secondary Plan Area will also be designed with a strong emphasis on the integration of sustainable development practices and techniques that support active energy and water conservation and active transportation.

5.1 General Design and Sustainability

1. Develop architectural styles and themes across the community in a coordinated manner that creates a vibrant streetscape appearance. Create a sense of distinct identity, particularly through building scale, rhythm, materials and colours, fenestration patterns and architectural expression.
2. Utilize high quality, environmentally responsible building materials chosen for their functional and aesthetic qualities, compatibility and energy efficiency.
3. The siting and massing of buildings should be compatible with adjacent dwellings.



4. Integrate a mix of unit types and variation in elevations across neighbourhood blocks and along the Urban Corridors.
5. Orient buildings and entrances to the street or adjacent park/open space where possible to establish a streetwall that contributes to an active public realm that encourages walking and cycling.
6. Due to their prominence at intersections, corner lots should have a high level of design detail. Provide equal and prominent design consideration for both building elevations.
7. Define views and vistas through the appropriate placement of built form and landscaping, fenestration and building entrances.
8. Consider designs that utilize energy efficient, low carbon technologies and maximize solar gains. Enhance the use of passive building systems through building orientation to maximize passive solar energy gain and minimize energy loss from prevailing winds.
9. Ensure all buildings with a pitched roof are designed to be solar ready. Green roof technologies or reflective, light coloured roofs should be encouraged for mixed use and mid to high-rise residential buildings in order to reduce solar heat absorption and building energy demand.
10. Reduce the urban heat island effect of large buildings and pavement areas by increasing shade, incorporating reflective paving and rooftop materials and increasing landscaped areas.
11. The use of light coloured surface materials, such as concrete, light asphalt or light coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures.
12. Select paving alternatives that allow for increased permeability and infiltration while accommodating circulation and maintenance requirements. The use of permeable or porous materials, such as open joint pavers, porous concrete or asphalt, and/or precast turf/grid products is encouraged.
13. Ground related dwellings should be designed with rain leader systems to easily accommodate rain barrels or the incorporation of water cisterns for rainwater capture for garden maintenance.
14. Incorporate electric vehicle (EV) charging stations or equipment in key locations where possible, such as mixed use and mid to high-rise residential buildings and municipal parking areas.



5.1 Single and Semi-Detached Dwellings

Neighbourhood Areas

1. Design single and semi-detached dwellings to both individually and collectively contribute to the character of the different neighbourhoods within the community.
2. Create a consistent street wall by designing dwellings to frame the street edge with a consistent setback. Front doors, windows and entry features should face the street.
3. Each individual dwelling should have appropriate facade detailing, materials and colours consistent with its architectural style.
4. Both halves of a semi-detached dwelling should be compatible in terms of design expression. Symmetrical building elevations are encouraged. Asymmetrical elevations may be permitted provided it is complementary and harmonious to the overall dwelling.
5. The design of porches, stairs and entrance features should give prominence.
6. For corner lots, both street facing elevations should be given a similar level of architectural treatment. Main entries are encouraged to be oriented to the flanking lot line.
7. Garages should generally be set behind or flush with the main building face or accessed from a rear lane. Where a garage protrudes beyond the main front wall, it should be flush with the porch where possible.
8. Attached street-facing garages should be incorporated into the main massing of the dwelling to ensure they do not become a dominant element within the streetscape.
9. Consideration should be given to the incorporation of front yard rain gardens and low maintenance yards.



5.2 Townhouses

Neighbourhood Areas and Urban Corridors

1. The composition of the overall townhouse block should be designed to be visually compatible with surrounding streetscapes through complimentary architectural styles, materials and features.
2. The design of townhouse elevations should achieve a level of quality equal to adjacent single and semi-detached dwellings to promote visual integration.
3. Visually unite and articulate each townhouse block to provide variation between units.
4. Provide a variety of roof lines to break up the massing of the units and allow for sun penetration.
5. Townhouse design should provide a variety of visual elements and details, including front entries, wall articulation and bay and dormer designs to break up the roof/wall planes and provide interest to the streetscape.
6. The side elevation of end units facing the street should be designed to respond to their public exposure by means of articulated building faces, fenestration and detailing equal to the front elevation. Main entrances should be oriented to the flanking lot line where possible.
7. Front-facing garages should be incorporated into the main massing of the building and is encouraged not to exceed 50% of the width of the unit to ensure they do not become a dominant feature along the streetscape. Garages should not project beyond the front wall or porch of the dwelling.

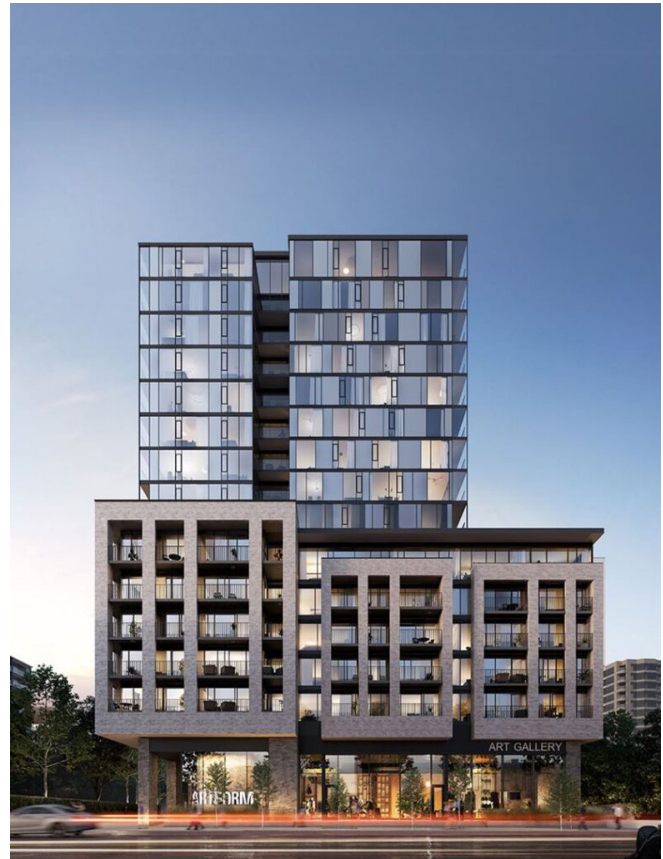


5.3 Mid-Rise and High-Rise Buildings

Neighbourhood Centre and Urban Corridors

Mid-rise buildings will be incorporated along Urban Corridors, while mid- to high-rise buildings will be the focal point of the Neighbourhood Centre. Mid-rise buildings range from 5 to 12 storeys. A high-rise building is generally 13 storeys or more in height.

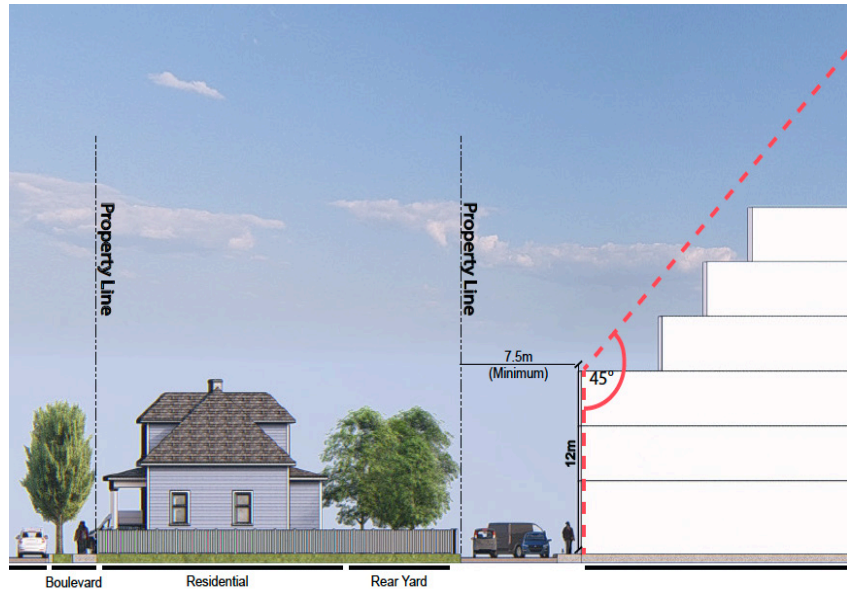
1. Buildings should be carefully articulated with three distinct and integrated parts - base (podium), a middle and a top:
 - Design the base to provide natural surveillance of the public realm and maximize connectivity by incorporating glazing, doors, windows, balconies and space for active at-grade uses.
 - Design the tower to mitigate the physical, visual, wind and shadow impacts on the public realm
 - Design the top to contribute to the skyline character and integrate rooftop mechanical systems into the building design.
2. The maximum height of a slab building should be 12-storeys or 1.5 times the width of the right-of-way the building fronts onto. Buildings taller than 13-storeys should be designed with a point-tower design.
3. Orient buildings to face and address public streets or intersections and locate them close to the street to main a strong street edge. Locate the greatest building heights and density towards the primary street frontage and intersections.
4. Design all sides of buildings, particularly the podium, with the highest quality building materials, articulated massing and interesting architectural features that contribute to a sense of place and establish a human-scale.



5. For buildings 8-storeys and above, a podium should be provided and the tower portion of the building shall be set back a minimum of 3 metres from the outer edge of the exterior wall of the podium.
6. Podiums should have a minimum height of 3 storeys and a maximum height of 6 storeys. Maximum podium height shall be determined based on 80% of the right-of-way.
7. Apply a variety of design approaches where appropriate to minimize shadow, overlook and privacy issues and achieve a compatible transition between adjacent Neighbourhood Areas including:
 - Height transitions/step backs;
 - Increased setbacks;
 - Separating tower portions of buildings that face each other with windows by a minimum of 25 metres;
 - Constructing smaller floor plates of a tower component above a podium to a maximum of 750 square metres;
 - Differing placement and orientation on the lot.
 - Providing a minimum 12.5 metre setback of the tower component to a property line that is not the street.
8. For all buildings 6-storeys and higher, conduct a Sun/Shadow Analysis in accordance with the Town's Terms of Reference to inform building placement and design that minimizes shadow impacts. For buildings 12-storeys and higher, conduct a Wind Study in accordance with the Town's Terms of Reference to determine how to place and orient the building on the site to minimize potential wind impacts.



9. Where a lot containing a mid- or high-rise building abuts a Neighbourhood Area, the building height above 12 metres shall be limited by a 45-degree angular plane. The angular plane will be measured from a height of 12 metres from the finished grade at the 7.5 metre setback for an abutting rear yard and at the 3 metre setback for an abutting side yard.

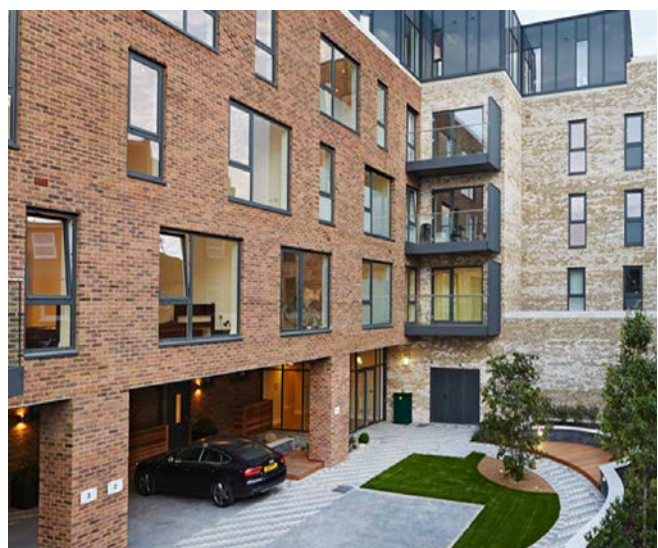


10. Where a slab building is acceptable, the overall design should consist of a distinct base, middle and top and:

- Contribute to the existing or planned street wall;
- Provide a podium, with the remainder of the building set back a minimum of 3 metres from the outer edge of the exterior wall of the podium;
- Break up the mass of the building through façade articulation of the base and middle;
- Include a top that steps back from the middle of the building and breaks up into sections of varied heights and articulation; and
- Minimize massing with a maximum 60 metre length along the street.



11. Priority will be given to underground parking structures. Where surface parking is permitted, locate parking in the side or rear yard behind the front main building wall, away from the primary street view.



5.4 Mixed Use and Commercial Buildings

Mixed Use Buildings - Neighbourhood Centre and Urban Corridors

Stand-Alone Commercial Buildings - Urban Corridors and Neighbourhood Area

1. The first floor of a commercial or mixed use building should have a minimum height of 3.5 metres, with 4.5 metres preferred, to accommodate retail uses or future conversion to retail uses.
2. Locate buildings close to the street edge, orienting the building massing and height to architecturally address the street and key intersections. Ensure a minimum of 6 metre is provided between the curb and building face.
3. Front commercial development onto the public realm to activate the streetscape or adjacent open space. Active at grade uses such as cafes seating and patios or spill out retail should be provided to encourage pedestrian activity.
4. The collective architectural composition of adjacent mixed use and/or commercial buildings should be considered in terms of massing, roof lines, street relationship and visual impact.
5. Accentuate all public entrances by integrating intuitive signage, effective architectural features and hard and soft landscaping elements.
6. Provide expansive storefront windows for views to activities inside where possible, creating interest for pedestrians along the street.



7. Main building entrances should be grade-related, accessible and barrier-free, face the street/sidewalk where feasible and be given design emphasis.
8. Provide individual storefront identity through signage, façade design and articulation of storefront window treatments in keeping with the physical character of the street.
9. Residential entrances within mixed use buildings should be clearly distinguished from commercial entrances through building design and location.
10. Pedestrian connections should provide direct, convenient and safe access to building entrances, public sidewalks and streets, amenity spaces, parking areas and transit stops. Pedestrian walkways should be clearly differentiated from vehicular paths of travel using distinctive paving matters and materials and physical separation (curbs) to promote pedestrian and non-vehicular safety and contribute to site orientation.
11. Locate parking, servicing and loading facilities to the side or rear of the building to ensure a strong built edge along the surrounding streets and minimize views to parked cars. Parking should be screened from public view through the use of edge landscaping and/or architectural elements.
12. On-street or lay-by parking should be provided in front of buildings to facilitate convenient access to commercial uses.
13. Integrate low impact development techniques in site and building design.
14. Incorporate high quality lighting and signage to support retail visibility, interaction and safety. Well-lit storefronts contribute to the character and activity of the street and provide a sense of identity.



6

Sustainable Design

Sustainability will be prioritized in Wildfield Village through efficient use of land, a mix of land uses and open spaces, a compact built-form and convenient pedestrian and cyclist mobility.

A high standard of sustainable practices and techniques will be targeted through site and streetscape design, built form, infrastructure and all other parts of the built environment.



6.1 Active Transportation and Transit

1. Implement a comprehensive, integrated multi-use path and cycling network within Wildfield Village that provides safe, attractive and convenient access to focal points, open spaces and transit.
2. Multi-use paths and trails should be designed to serve all ages and abilities by minimizing grading and sloping.
3. Clear signage should identify shared or dedicated pedestrian and cycling use.
4. Provide accessible parking and/or storage for bicycles at all mixed use, commercial, office, institutional and residential buildings.
5. Design bicycle parking areas to be sheltered, well-lit and in proximity to building entrances.

6. Street design should consider locations of future transit stops and shelters.
7. Locate transit stops in close proximity to active transportation routes and other community focal points, including mixed-use areas, schools and parks and open spaces.
8. Incorporate appropriate amenities for all transit stops, including but not limited to, transit shelters, seating, tactile paving, bicycle racks, curb cuts and pedestrian lighting.
9. Plant shade trees along sidewalks, multi-use paths and at transit stops.



6.2 Energy Conservation

1. Where possible Incorporate electric vehicle (EV) charging stations or equipment in key locations, such as mixed use and mid to high-rise residential buildings and municipal parking areas.
2. Enhance the use of passive building systems through orientation to maximize the potential for passive solar gain and natural ventilation.
3. Reduce the urban heat island effect of large buildings and pavement areas by increasing shade, incorporating reflective paving and rooftop materials and increasing landscaped areas.
4. Encourage all buildings are deigned to be solar ready.
5. Green roof technologies or reflective, light coloured roofs should be encouraged for mixed use and mid to high-rise residential buildings in order to reduce solar heat absorption and building energy demand.
6. Reduce the urban heat island effect of large buildings and pavement areas by increasing shade, incorporating reflective paving and rooftop materials and increasing landscaped areas.



6.3 Water Conservation and Mangement

1. Where possible, utilize rainwater harvesting techniques to use stormwater resources for irrigation. Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands or rain gardens.
2. Select paving alternatives that allow for increased permeability and infiltration while accommodating circulation and maintenance requirements. The use of permeable or porous materials, such as open joint pavers, porous concrete or asphalt, and/or precast turf/grid products is encouraged.
3. Implement roof downspout disconnection to prevent water from reaching the sewer system and allow it to be managed on site, whether through a storage device, permeable surfaces or an infiltration system.



6.4 Softscaping

1. Naturalized, low maintenance planting shall be provided where appropriate.
2. Street trees shall generally be planted with sufficient soil volumes to reach maturity between the curb and the sidewalk, with the intent of creating a continuous canopy on both sides of the street. Provide access to a minimum of 30 m³ soil volume for newly planted trees or tree-specific soil volume indicated in municipal tree species guide.
3. Utilize xeriscape planting techniques and select drought-tolerant species from local climate zones wherever possible to conserve water.
4. Plant species (trees, shrubs and herbaceous plants) should be native and non-invasive, wherever possible.
5. Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses and on-site servicing areas.





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