

URBAN DESIGN BRIEF FOR 336 KING STREET EAST

Submitted:
October 18, 2018

FOTENN
Planning + Design



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1.0 INTRODUCTION

1.1 DEVELOPMENT OVERVIEW

The subject property is located at 336 King Street East in the Town of Caledon and currently contains a single-detached dwelling, vegetation and the Humber River traversing the southern limit of the property. The proposed development envisions two four-storey townhouse buildings, each containing eight three-bedroom residential units. The subject site has approximately 46 metres of frontage on King Street East, and a lot area of approximately 0.63 hectares. Excluding the area of vegetation and the Humber River, which is designated in the *Town of Caledon Official Plan* (OP) (November 2016 Consolidation) and zoned in *Zoning By-law 2006-50* (ZBL) (revised 2018) as an Environmental Policy Area, results in a total developable portion of the subject property of approximately 0.25 hectares.



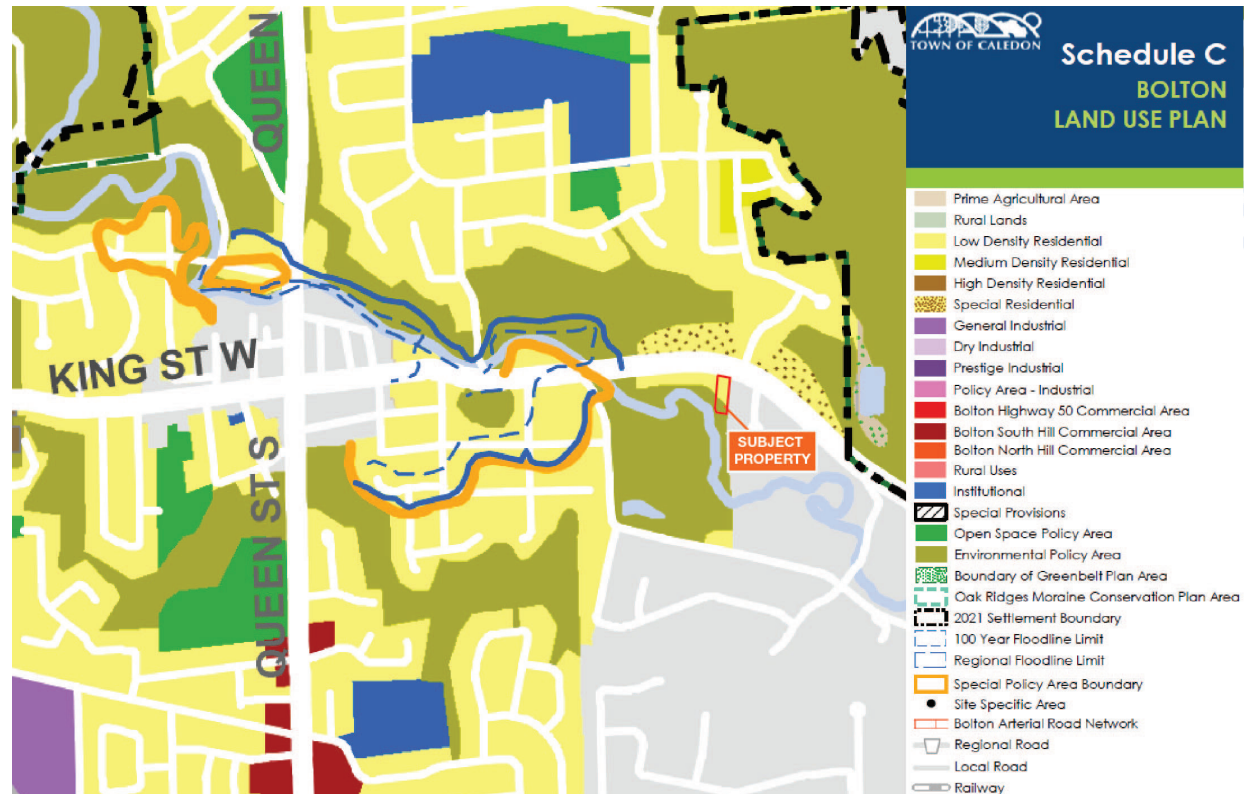
1.2 POLICY OVERVIEW

The subject property is partially designated Low Density Residential and partially designated Environmental Policy Area under the OP (Schedule C). An Official Plan Amendment seeks to redesignate the subject lands to High Density Residential and establish site-specific policies that describe the proposed form of development and density.

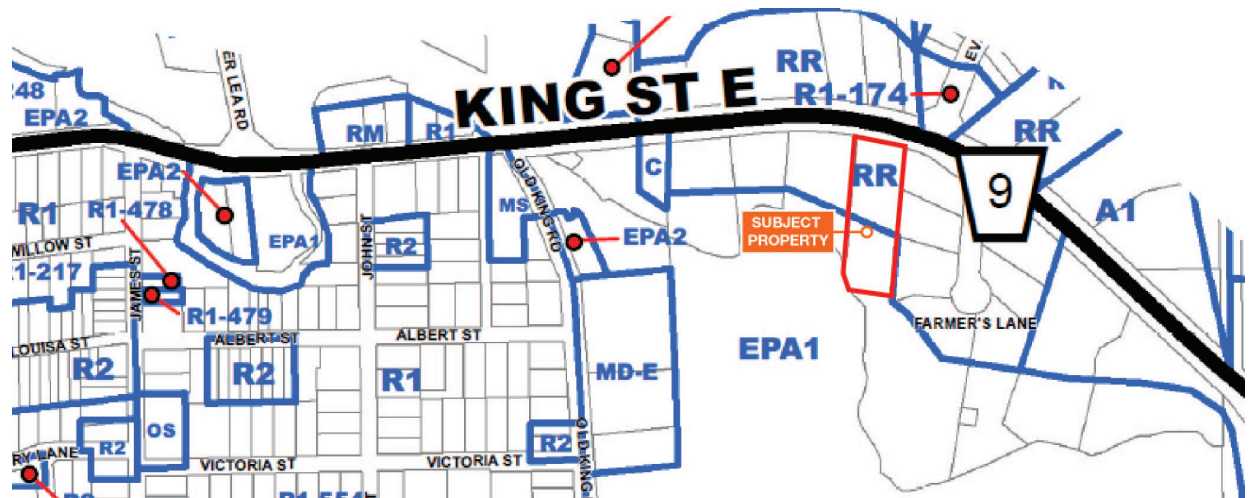
The subject property is partially zoned Rural Residential Zone (RR) and partially zoned Environmental Policy Area 1 Zone (EPA 1) under the ZBL. A Zoning By-law Amendment seeks to rezone the subject property to a site-specific Townhouse Residential (RT) zone to permit the proposed townhouse land use and provide appropriate performance standards to accommodate the proposed development.

The *Town of Caledon Comprehensive Town-Wide Design Guidelines* (TWDG) (2017) provides comprehensive design, site layout, landscape and architectural guidelines for rural and urban areas of the Town to ensure compatibility and a sense of place. The proposed development addresses key principles that govern the TWDG, including Sustainable Design and Compact Development, Accessibility and Universal Design, Community Safety and Security, Complete Streets and Active Transportation, and Cultural Heritage Conservation, as well as general and townhouse dwelling design objectives and criteria.

LAND USE



ZONING



1.3 SITE CONTEXT

The subject property is located within the community of Bolton, which is the largest of three Rural Service Centres in the Town of Caledon. Rural Service Centres are compact, well-integrated rural towns with sufficient existing or planned infrastructure, including full piped water and sewer services as well as community services, and are the primary growth areas that accommodate growth and opportunities for intensification. Bolton contains a full range of land uses and housing and economic development opportunities. The OP intends that “Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly” (OP s. 4.1.1.3.1.a).

The site is located along King Street East, which is an arterial road, adjacent to an existing residential neighbourhood to the north. The location of the site benefits from its proximity to Humber Valley Heritage Trail to the southwest (270 metres) and

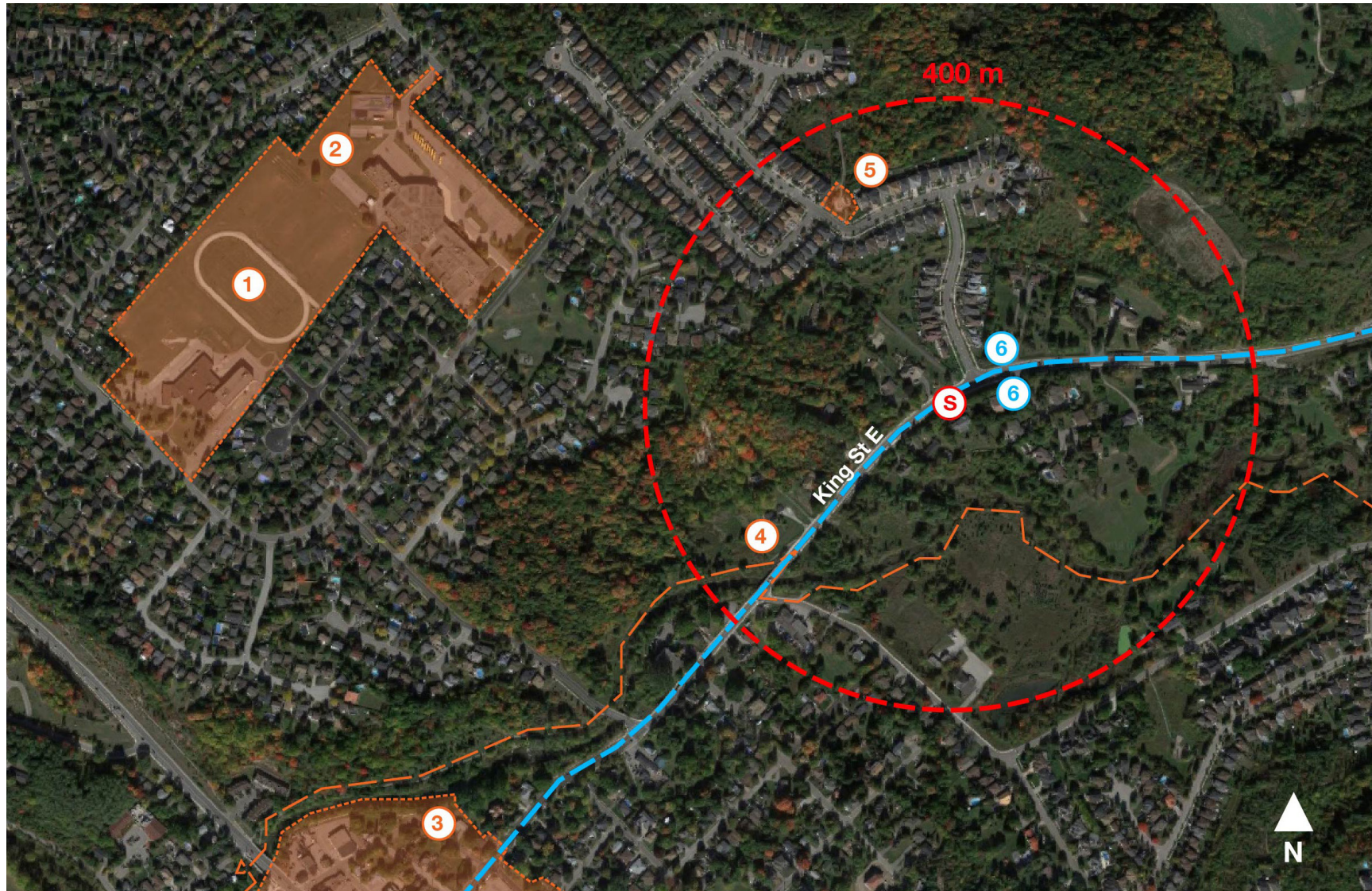
Keith McCreary Park to the north (450 metres) that results in an approximate 5-minute walking distance. Humberview Secondary School (1.1 kilometres) and James Bolton Public School (1.4 kilometres) to the west results in an approximate 15- to 20-minute walking distance. The Bolton Core to the southwest (750 metres) results in an approximate 10- to 15-minute walking distance, and the GO bus stop for route #38 to the east (100 metres) is immediately accessible. This satisfies the TWDG’s social sustainability objective of the Sustainable Design and Compact Development principle to develop compact, connected and walkable communities and support future transit opportunities (TWDG s. 3.1). Similarly, also satisfies the TWDG’s objectives of the Complete Streets and Active Transportation principle to encourage alternative travel modes to the automobile by providing access to effective transit service and opportunities for cycling and walking within the community as practical

elements of the transportation system; to provide access to community amenities within a 5- to 10-minute walk through a connected pedestrian and bicycle network, supported by a legible and connected street network; and to design for compact, connected neighbourhoods with centralized community services and amenities and a mix of land uses that promote walkability and opportunities for future transit use (TWDG s. 3.4).

The uses immediately surrounding the subject site are predominately two to three-storey single-detached residential dwellings. To the east and west are single detached dwellings along King Street East and Farmers Lane. To the north is a residential neighbourhood comprised of single-detached dwellings beginning along Evans Ridge, and to the south is the Humber River and its associated valley land and vegetation.



SITE CONTEXT



(S) SUBJECT PROPERTY

(1) JAMES BOLTON PUBLIC SCHOOL

(2) HUMBERVIEW SECONDARY SCHOOL

(3) BOLTON CORE

(4) HUMBER VALLEY HERITAGE TRAIL

(5) KEITH MCCREARY PARK

(6) GO BUS #38 STOP

2.0 PROPOSED DEVELOPMENT

2.1 LAND USE

The proposed development provides a residential townhouse use within an existing residential neighbourhood comprised of single-detached dwellings. This supports the OP's vision that "A full range of housing types and densities will be planned as an integral part of each Rural Service Centre" (OP s. 3.5.3.5.1). Additionally, this satisfies the TWDG's social sustainability objective of the Sustainable Design and Compact Development principle to facilitate inclusive communities that provide a range of housing opportunities with access to community amenities, services, parks, and trails to promote healthy living (TWDG s. 3.1). No development is proposed within the Environmental Policy Area associated with the Humber River and a 10-metre buffer has been applied to the top of the bank to provide protection to the abutting natural system. This satisfies the TWDG's environmental sustainability objective of the Sustainable Design and Compact Development principle to preserve and enhance environmental protection areas to promote ecological function (TWDG s. 3.1). There are also no cultural heritage assets on or adjacent to the subject property. In turn, the TWDG's Cultural Heritage Conservation principle to conserve and protect cultural heritage is maintained (TWDG s. 3.5).

DRAFT PLAN OF SUBDIVISION



2.2 DENSITY

The proposed development achieves a density of 64 units per net hectare. The OP recognizes that high density housing, defined as being 45-87 units per net hectare, should be located on underdeveloped lands within the Bolton Rural Service Centre on or near arterial or collector roads, closer to commercial/institutional uses than lower density housing, and close to or adjacent to parks and open spaces (OP s. 5.10.3.27.8.b.iii). The proposed development satisfies these criteria by being located along King Street East, an arterial road, which provides an appropriate transition in scale down to the lower-scale single-detached dwellings in the adjacent residential neighbourhood to the north beginning along Evans Ridge. The subject property maintains proximity to the Bolton Core where there are commercial and institutional uses as well as the Humber Valley Heritage Trail and Keith McCreary Park. This makes more efficient use of existing infrastructure and community services in an area of the Town that has been identified for growth, while promoting active and public transportation. This also satisfies the TWDG's economic sustainability objective of the Sustainable Design and Compact Development

principle to promote infill and revitalization where appropriate to stimulate economic and residential growth in centralized and connected communities (TWDG s. 3.1).

2.3 SITE DESIGN

2.3.1 BUILDING LOCATION AND SETBACKS

The proposed buildings are located perpendicular to King Street East, which maximizes the development potential of the site while generally ensuring a rear-yard to rear-yard condition between adjacent properties. The buildings are located 5 metres from the abutting property line, which creates a total separation distance of 17 metres from the adjacent residential dwelling to the west and 21 metres from the adjacent residential dwelling to the east. This separation, combined with the approach to rear-yard balconies outlined in section 2.3.2 of this brief, will help to mitigate overlook and privacy concerns on adjacent properties. In addition, with the perpendicular alignment of the buildings to the street, the side

elevation of both townhouse buildings faces King Street East to maintain the modular rhythm of single-detached dwellings along the streetscape and to provide visual breaks between buildings to reduce the perceived scale and massing. This supports the TWDG's design objectives and criteria for Townhouse Dwellings to avoid fronting end units onto a main road, where possible (TWDG s. 8.1.3). The proposed townhouse buildings are located closer to King Street East than the adjacent properties. However, unlike the smaller narrower lots with single-detached dwellings in the adjacent residential neighbourhood to the north, the lots along King Street East are larger and more irregular resulting in well-spaced single-detached dwellings with a variation in setbacks, and that are often screened from public view by large trees. In turn, the side elevation of the proposed townhouses that face King Street East reflect this partial public exposure using articulated building faces, fenestration, and detailing, while being screened by landscaping with large trees.

CONCEPT PLAN

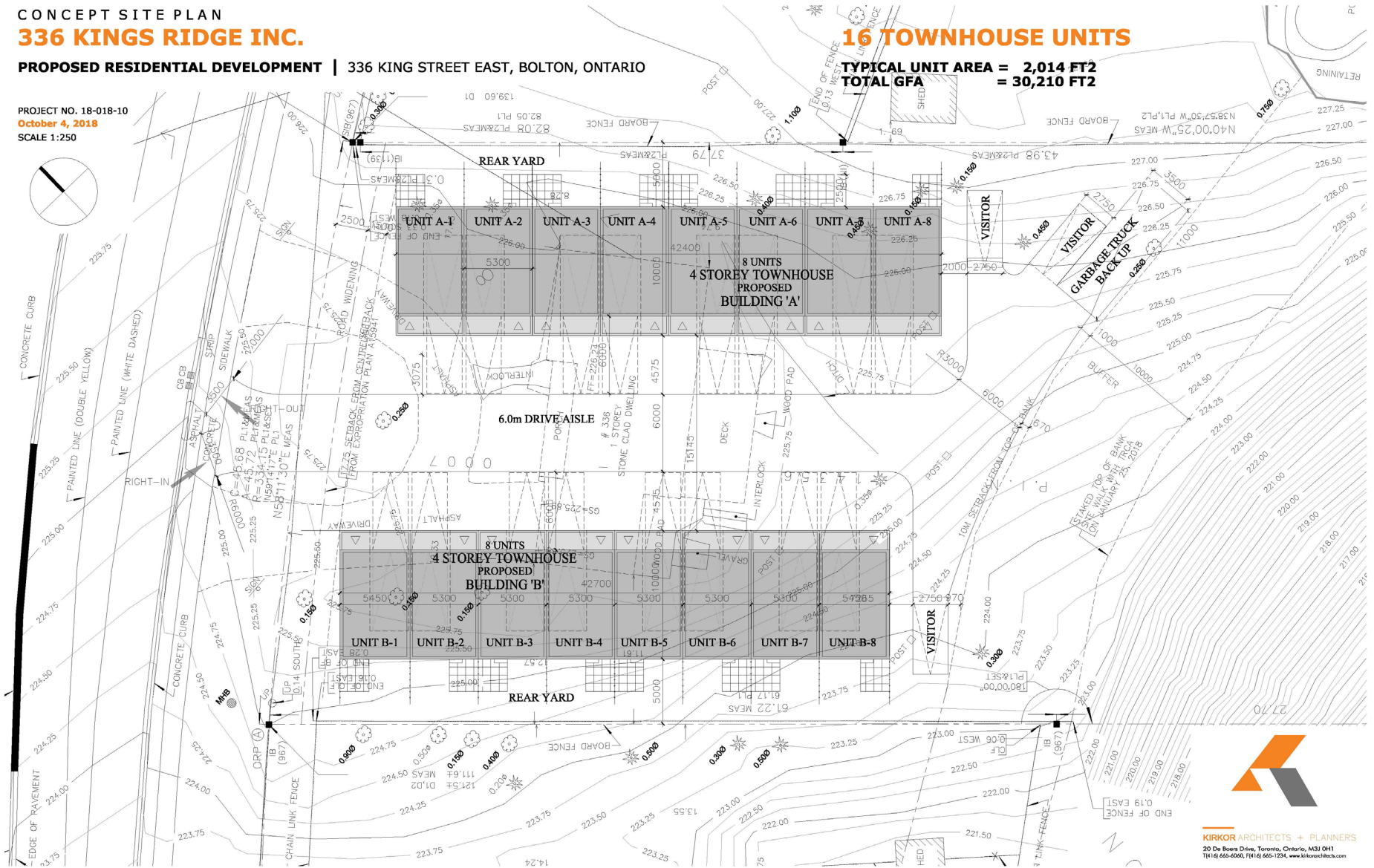
CONCEPT SITE PLAN 336 KINGS RIDGE INC.

PROPOSED RESIDENTIAL DEVELOPMENT | 336 KING STREET EAST, BOLTON, ONTARIO

PROJECT NO. 18-018-10
October 4, 2018
SCALE 1:250

16 TOWNHOUSE UNITS

TYPICAL UNIT AREA = 2,014 FT²
TOTAL GFA = 30,210 FT²



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2.3.2 AMENITY SPACE

Outdoor amenity space is provided for each unit by 4.5 metre front yard landscaping areas with sodding that can be used for private gardens and to create variation between properties, and by 5 metre rear yards. The rear yards provide both private space with small concrete slab patios and wood privacy screens, as well as a more linear space that runs across all properties providing additional opportunities for children to run and play, while providing further permeability through the site for residents. In addition, the proposed development has rear facing balconies on the second floors and front facing balconies on the second, third, and fourth floors. The absence of rear facing balconies above the second floor and the orientation of active spaces in either townhouse including the kitchen and living room away from the rear yard will mitigate privacy and overlook concerns on adjacent properties. These spaces support the TWDG's design objectives and criteria for Townhouse Dwellings to provide outdoor amenity areas in the form of conventional rear yards or a functional raised terrace/balcony, where possible (TWDG s. 8.1.3).

2.3.3 ACCESS AND PARKING

The proposed townhouses front either side of a common element private road providing direct vehicular and pedestrian access perpendicular to King Street East and the abutting sidewalk. Internal storage is also proposed for garbage and recycling bins to reduce adverse impacts on the common element private road and the public realm. This satisfies the TWDG's objective of the Complete Streets and Active Transportation principle to form environments that encourage active transportation and provide safe, convenient, appealing and accessible options for all users (TWDG s. 3.4). Integrated single-car garages are proposed in the front of each unit with driveways fronting onto the common element private road. In support of the TWDG's design objective and criteria for Townhouse Dwellings, the Garage doors are single-car door widths and the garages and driveways are paired to maximize on-street parking (TWDG s. 8.1.3). The driveways are 6 metres in length to allow for additional front yard parking while maintaining pedestrian circulation. Similarly, in support of the TWDG's design objective and criteria for Garages with Street Access, the presence of garages are minimized

by being integrated into the overall design of the townhouse buildings, the garages and driveways are paired to maximize on-lot private landscaping areas, the garages and driveways are located on the far side of the adjacent common element private road intersection with King Street East, and the driveway widths do not exceed the width of the garage (TWDG s. 8.1.4). The presence of the garages is particularly mitigated by columns and overhangs that emphasize the adjacent front door pedestrian entrances. Three visitor parking spaces are also provided at the end of the common element private road, where they are generally screened from view of the public realm. The requirement for accessible parking consistent with Accessibility for Ontarians with Disabilities Act, 2005 will be complied with the provision of one accessible visitor parking space. This supports the TWDG's Accessibility and Universal Design principle to promote accessibility to people of all ages and abilities (TWDG s 3.2).

The proposed townhouse development satisfies the TWDG's design objective of the Community Safety and Security principle to incorporate

Crime Prevention through Environmental Design (CPTED). Principles of CPTED include natural surveillance, natural access control, and territorial reinforcement. Natural surveillance is achieved through the facing of townhouse units on the common element private road that provide clear sightlines for the observation of people entering the property. In particular, the more active spaces in either townhouse including the kitchen and living room overlook the front yards. The common private element road and surrounding landscaping also achieve natural access control by providing clear border definition of controlled space that influences the movement of people entering the property from King Street East. In turn, the common element private road also achieves territorial reinforcement by establishing a semi-public transition between the public street and private townhouses.

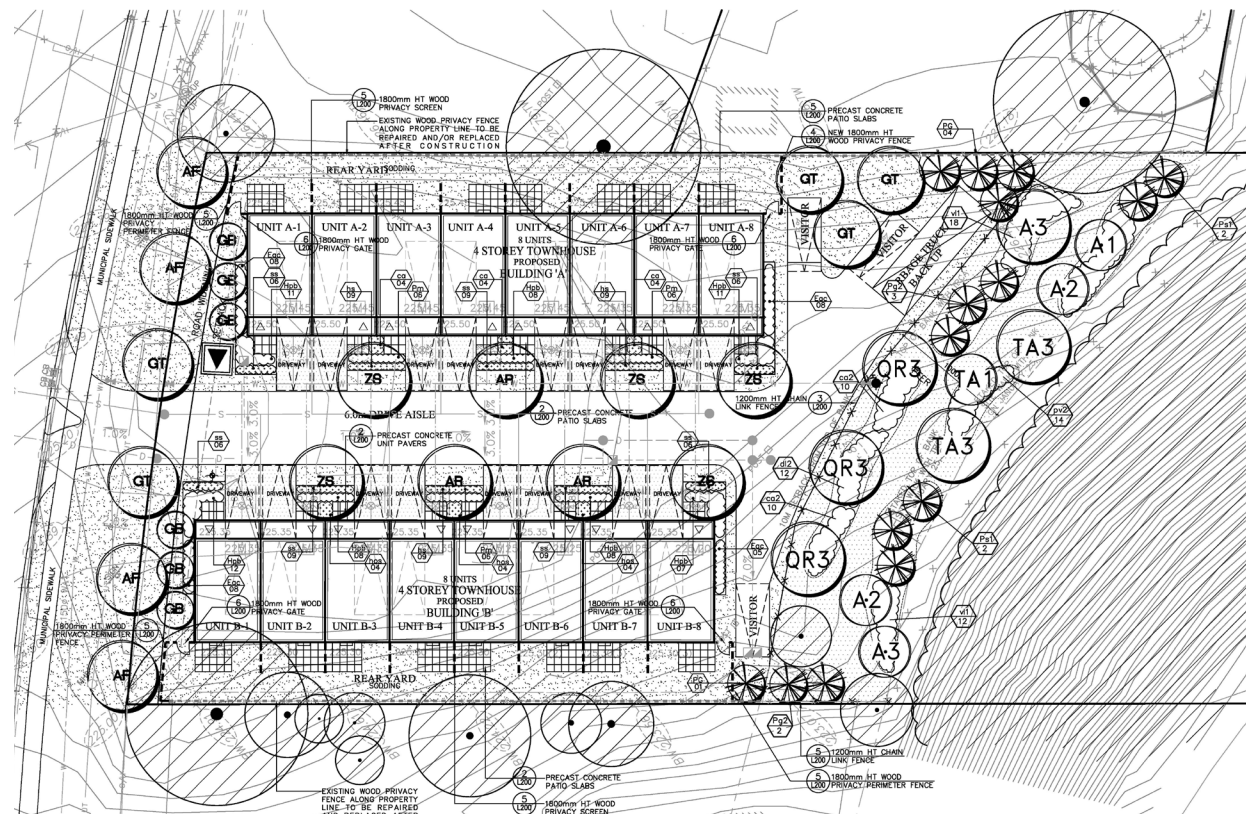
2.3.4 ON-SITE LANDSCAPING

Large deciduous trees are proposed in the public right-of-way between the property and the edge of King Street East and ornamental trees are proposed in the street yard setback to screen the exposed side elevations of both proposed townhouses. Additionally, on-lot private sodding areas are provided for each townhouse unit in

5-metre rear yards as well as in 4.5-metre front yards. The front yards can be used for private gardens to create variation between the properties, while framing the private common element road through the placement of shrubs, perennials and large deciduous trees. A number of large existing trees will also be maintained on the property and within 6 metres of the property line. This supports the TWDG's design objectives and criteria for

Landscape Design to provide sufficient room for on-lot private landscaping, to reinforce pedestrian routes and accommodate on-site circulation and maintenance, as well as to accentuate desired views (TWDG s. 8.2). Proposed deciduous and ornamental trees surrounding the visitor parking with shrubs located at the building edges adjacent to the valley land and vegetation associated with the Humber River also screen the proposed visitor parking spaces, while existing wood fences provide a buffer to adjacent uses to the east and west.

LANDSCAPE PLAN



2.4 BUILT FORM AND MASSING

2.4.1 ARTICULATION AND MATERIALS

The proposed development supports the TWDG's design objectives and criteria for Townhouse Dwellings (TWDG s. 8.1.3). Both proposed townhouse buildings are approximately 12 metres tall and no more than 8 units are proposed in each townhouse block. The building is designed in the Georgian Architecture style that is compatible with the character and materiality of the existing houses along King Street East and will create an enhanced image for the Bolton neighborhood. The perceived mass of the building is reduced into smaller, human-scaled elements using a series of larger wall recesses and projections, vertical and horizontal articulation, contrasting colors, and a variety of high-quality and low maintenance materials that articulate the roof and wall planes and distinguish the ground floor and each townhouse unit. The building is clad in stone at the street level to create a strong base, while the upper levels are clad in brick to create a lighter feel and break up the mass. At the first floor the horizontal articulation of portico entrances and the use of Tuscan columns create interest at the

street level. This serves to define the entrances to the units and create a focal point which visually takes away the focus from the garage doors. On the upper floors, the recessed balconies give a greater sense of extrusion to the portico below. These recessions in the mass also create vertical articulation for the portion of the building above the garage door which has been defined by the use of symmetrical window placements, cornices and reveals. This provides a break from the planar façade of the building. The banding along the roof lines also creates variation from the rest of the building. The front and rear elevations apply the same architectural treatment and incorporate the same window treatment on all windows. The side elevations facing King Street East are also screened by large deciduous and ornamental trees.

2.4.2 NEIGHBOURHOOD TRANSITIONS

The rear yard of the townhouse building to the east abuts the rear yard of the abutting single-detached dwelling, while the rear yard of the


townhouse building to the west abuts the side and rear yard of the abutting single-detached dwelling. In contrast to the separation distances between the single-detached dwellings in the adjacent residential neighbourhood to the north beginning along Evans Ridge, the separation distance between the proposed townhouse buildings and the abutting single-detached dwellings along King Street East are greater. This greater separation distance promotes the transition in scale between buildings of different intensity by protecting access to sunlight and sky view from the streetscape and limiting shadow and overlook on neighbouring properties. Additionally, King Street East, which is an arterial road, separates the proposed development from and provides an appropriate transition in scale down to the lower-scale single-detached dwellings in the adjacent residential neighbourhood to the north beginning along Evans Ridge. The adjacent residential neighbourhood to the north is also situated at a higher elevation than the subject property, further improving the transition in scale. In turn, the proposed building typology will not have a negative impact on existing residential dwellings.

SOUTH ELEVATION



NORTH ELEVATION




-  VERTICAL ARTICULATION
-  HORIZONTAL ARTICULATION

EAST ELEVATION



WEST ELEVATION



-  VERTICAL ARTICULATION
-  HORIZONTAL ARTICULATION

FRONT PERSPECTIVE



REAR PERSPECTIVE

ARCHITECTURAL ARTICULATION



REAR ACCESS

AMENITY