Villalago Residences

CALEDON, ONTARIO

Urban Design Brief

Prepared by:
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Prepared for:
Villalago Residences Inc.

April 19, 2017

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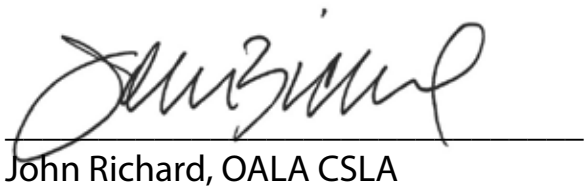
This Urban Design Brief has been prepared by NAK Design Strategies on behalf of Villalago Residences Inc. and is intended to provide urban design guidelines and direction as related to streetscape, open space and built form components of the proposed development.
NAK Design Strategies is a licensed landscape architecture and urban design firm and fully qualified to undertake this study.



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Disclaimer:

The text and images contained in this document are only a conceptual representation of the intended character and vision of the Villalago Residences development. As such, they should not be construed or interpreted literally as to what will be constructed.

TABLE OF CONTENTS

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SECTION 1

INTRODUCTION

1.1 DOCUMENT PURPOSE AND STRUCTURE

The Villalago Residences study area is located in Bolton, Ontario, within the municipality of the Town of Caledon, and consists of a proposed medium density condominium development, predominantly in the form of multiple blocks of 3-storey townhouse units. This Urban Design Brief provides design direction related to the implementation of the vision and intent for this infill development. It focuses on the physical design, with particular reference to opportunities and constraints, structuring elements, pedestrian circulation, vehicular access and parking, streetscape treatment, landscape amenities and built form characteristics.

The Urban Design Brief document consists of four sections: Section 1 provides a description and analysis of the study area, design vision and principles, as well as opportunities and constraints; Section 2 describes the proposed Site Plan and identifies the structuring elements, pedestrian circulation and vehicular access; Section 3 describes the streetscape, landscape and open space features and provides corresponding design guidelines; Section 4 built form vision, types, character and associated design guidelines; and, Section 5 comments on the approval process.

The Urban Design Brief emphasizes and describes those elements that are fundamental in creating an attractive, compact, pedestrian-friendly urban environment situated within the largely existing residential context.

1.2 STUDY AREA AND CONTEXT

The Villalago Residences study area is located along the east side of Queen St. S. (Highway 50), north of the Canadian Pacific Railway corridor (defining the southern boundary) and south of Queensgate Blvd. It comprises a total area of 7.7 acres (3.1 ha.) and is situated adjacent to existing single detached and townhouse residential neighbourhoods to the east, an existing commercial plaza to the north and a retail/lumber yard to the south, on the opposite side of the railway tracks. Directly west of Queen St. S. is primarily industrial/employment uses. The portion of Queen St. S. adjacent to the study area is elevated relative to the grade of the future development as a result of the bridge overpass spanning the railway tracks. This elevation difference gradually diminishes northward and meets interior grades at the existing commercial block.

The close proximity of Queen St. S., the primary avenue for Bolton, provides local and regional bus transit service with direct connections to downtown Bolton, local and regional commercial amenities, as well as employment lands.

The study area is located within the Bolton Queen Street Corridor Study Area, an analysis recently initiated by the Town of Caledon with the objective of identifying land uses and design opportunities along the corridor that will promote active transportation and connectivity in Bolton and establish Queen Street (Highway 50) as a "complete street" that responds to the needs of pedestrians, cyclists and motorists.

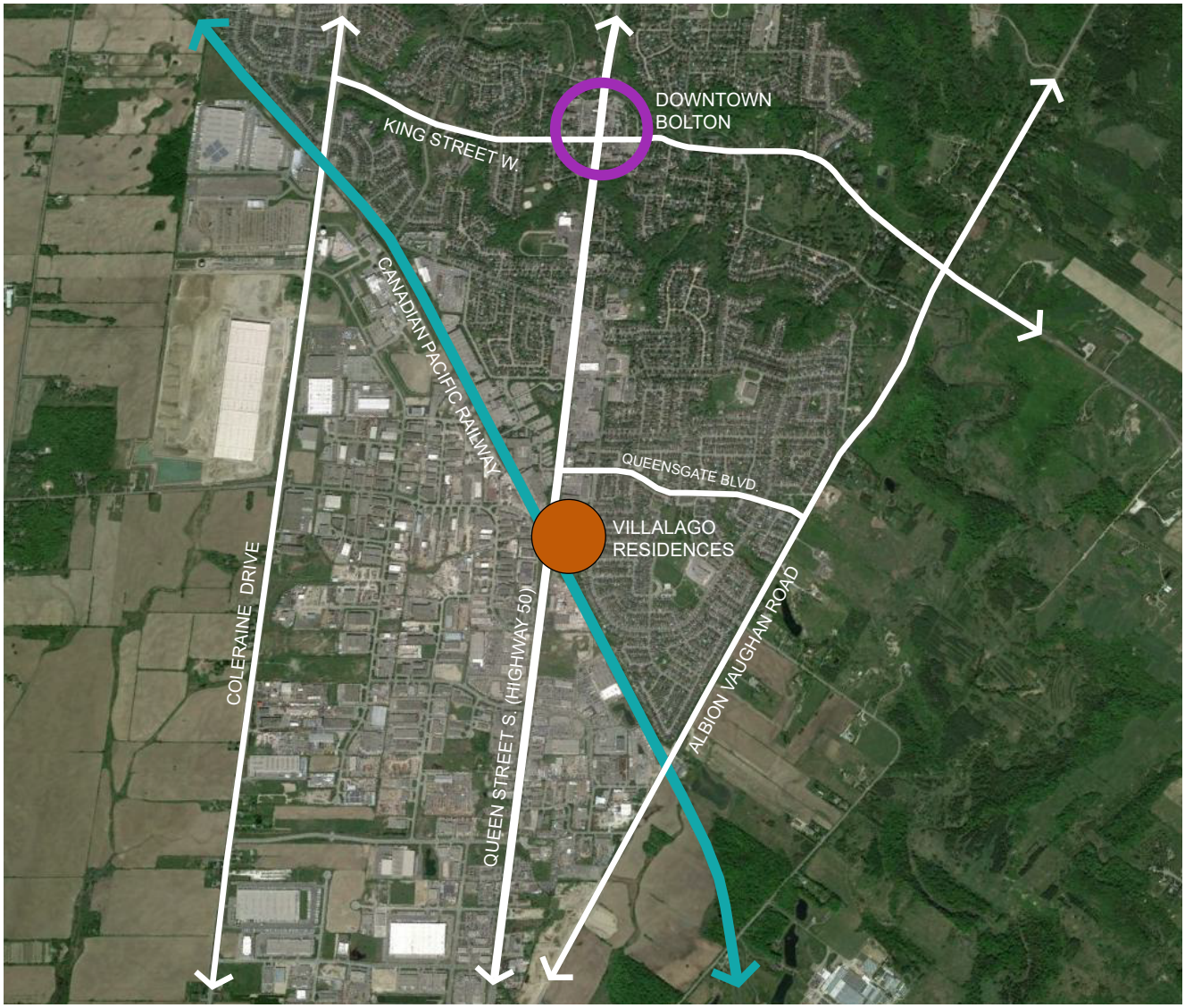

Figure 1.2a - Villalago Residence site location and surrounding local context.

Figure 1.2b - View of the study area from Queen Street South (Highway 50) (source: Google Earth).

Figure 1.2c - View of the study area from the north edge (source: Google Earth).

Figure 1.2d - View of the study area from the east edge along Landsbridge Street (source: Google Earth).

Figure 1.2e - View of the north perimeter of the site with existing conditions along the interface with commercial (source: Google Earth).

Figure 1.2f - View of the adjacent existing commercial at the corner of Queen St. S. (Highway 50) and Queensgate Blvd. (source: Google Earth).

Figure 1.2g - View of adjacent existing residential at Hanlon Cr. and Landsbridge Street (source: Google Earth).

Figure 1.2h - View along Stella Cr. terminating at the study area lands (source: Google Earth).

Figure 1.2i - View along Queensland Cr. terminating at the study area lands (source: Google Earth).

1.3 COMMUNITY DESIGN VISION / PRINCIPLES

The Villalago Residences development is envisioned as a medium density pedestrian and transit-supportive infill development, with well-crafted, contemporary built form that will be appropriately integrated with adjacent residential neighbourhoods and the Queen St. S. (Highway 50) interface. It shall reflect the design parameters set forth in applicable Town of Caledon development guidelines and standards, while striving to achieve a residential development that is uniquely urban in form and architecture.

The Villalago Residences shall consist of primarily 2-1/2 to 3 storey townhomes divided into approximately 18 blocks. Blocks will front onto Queen St. S. on the west, the extension of existing residential blocks to the east, as well as Common Elements (Condominium) roads internal to the study area. Blocks shall consist of 4 to 8 units, combining to deliver 114 total units, including 102 condominium and 7 freehold townhouse units, 4 semi-detached units and 1 single detached unit. The proposed development shall provide an appropriate transition from the existing single-detached and townhouse residential neighbourhoods to the east.

The following principles shall be used to guide the development and realize the vision:

- Develop a strong development image and character;
- Create a visually attractive, distinct built form environment;
- Ensure a strong built form orientation and relationship to Queen St. S. (Highway 50);
- Achieve an effective transition and logical integration with adjacent existing residential;
- Establish an effective and consistent landscape treatment;
- Ensure the landscape treatment is appropriate to the built form architecture and materials. Any built landscape elements (planter walls, columns, etc.) or paving materials should be designed and selected to complement the architecture, using materials that reflect or complement those used for the built form;
- Achieve safe pedestrian connections throughout with direct links from adjacent sidewalk, laneway and walkway areas to the front steps;
- Integrate a park amenity space with tot playground features to serve the immediate residents;
- Provide convenient and effective pedestrian connections to Queen St. S. to encourage public transit usage and establish convenient access to commercial amenities.
- Provide a strong streetscape presence along Queen St. S. that is conducive to the scale of these roads.

1.4 OPPORTUNITIES AND CONSTRAINTS

The site plan design process has presented a set of opportunities and constraints related to the development location, the vicinity of major road connections, contextual issues, as well as mandated design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. A primary focus for this proposed development and others within the Town of Caledon's Bolton Queen Street Corridor Study Area is to seek opportunities to maximize infrastructure that enhances active transportation (sidewalks, cycling connections, inter-neighbourhood linkages).

These opportunities and constraints include the following:

1. Neighbourhood Compatibility - mitigate negative impacts to existing adjacent residential;
2. Neighbourhood Connector - utilize existing street fabric for neighbourhood linkages;
3. Internal Vehicular Connection - create safe and logical internal vehicular connections with existing street fabric;
4. External Pedestrian Connections - create direct links with existing sidewalk connections to the east neighbourhood;
5. Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development;
6. External Streetscape Presence - achieve an effective streetscape edge along Queen St. S. that is appropriate to the built form and reflects the scale of the road;
7. Internal Streetscape Presence - achieve an effective streetscape edge along the internal private laneways that is appropriate to the built form and reflects the scale of the road;
8. Gateway Entry Feature - designate a formal entry into the development through a combination of built form and gateway features.

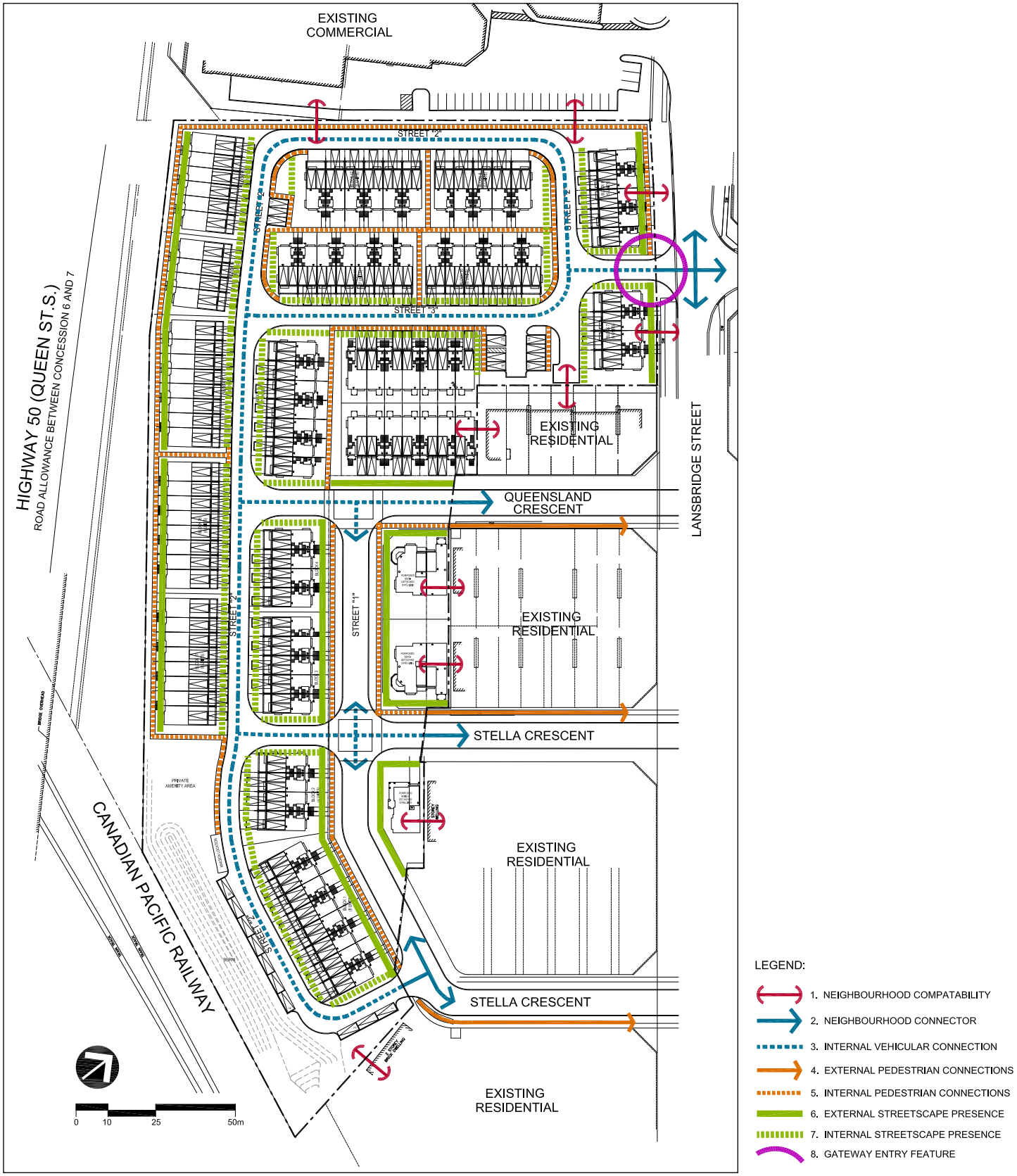

Figure 1.4 - Conceptual Opportunities and Constraints Plan

SECTION 2

COMMUNITY DESIGN PLAN

2.1 STRUCTURING ELEMENTS

The structuring elements associated with the proposed Villalago Residences development will function as the major building components for establishing the configuration of the site plan area, built form locations and streetscape features. The major structuring elements include:

- Queen St. S. (Highway 50) as the primary regional link;
- Existing residential block configuration along the east side;
- Internal vehicular connection with a link to the existing street fabric;
- Pedestrian linkages - internal and external;
- Existing single detached and townhouse residential dwellings to the east;
- Existing neighbourhood park (J.A. Potts Memorial Park) within the community to the east;
- Children's play area;
- Allowances for garbage pick-up, snow plowing and snow storage;
- Parking allowance for visitors provided internal to the site.

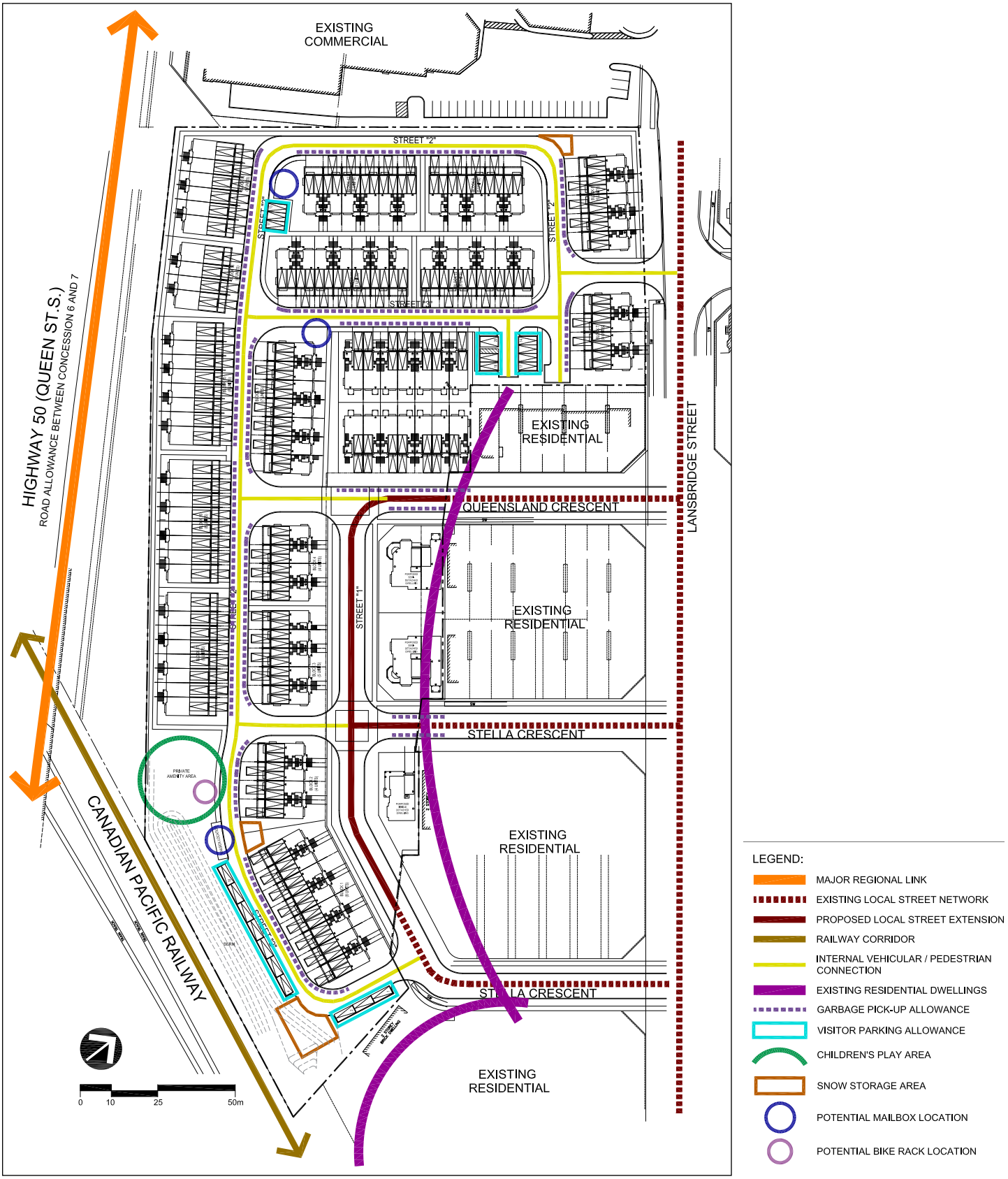

Figure 2.1 - Conceptual Structuring Elements Plan

2.2 PEDESTRIAN CIRCULATION

Safe, direct and logical pedestrian connections is a fundamental element of any new residential development and will be a key development principle for the Villalago Residences. Sidewalks and walkways proposed within the development area will link with existing sidewalks of the neighbourhood to the east.

Internally, the 6.0m wide 2-way lanes shall be designed to limit vehicular speeds in order to ensure a comfortable pedestrian environment and social interaction space for residents.

- Ensure safe and logical connections to the existing sidewalks along Hanton Crescent, Queensland Crescent and Stella Crescent to the east.
- Sidewalks proposed within the development area shall be strategically located along the most frequently traveled routes to encourage walking trips throughout the surrounding neighbourhoods. For example, a direct link with the existing J.A. Potts Memorial Park and St. John The Baptist Elementary School is achieved through the extension of the Queensland Crescent and Stella Crescent sidewalks into the study area.
- All sidewalks within the development site shall consist of broom finished concrete and be a minimum of 1.5m width.
- 1.5m width walkways will serve as a common connector for townhouse units facing onto an internal shared open space.
- Areas of frequent pedestrian crossings or congregation may be distinguished by alternative paving materials with colour and/or textural changes to provide visual cues to drivers (traffic calming) and reinforce the intent of a pedestrian focused environment.

2.3 VEHICULAR ACCESS, PARKING AND SERVICING

Vehicular access to the proposed development will occur at 3 points along the east side, including extensions from Hanton Crescent, Queensland Crescent and Stella Crescent. Internal to the study area is a proposed network of 2-way 6.0m wide private laneways. As it is intended that garbage pick-up for individual units will be from the garages, the lane shall be accessible for garbage pick-up functions.

Each townhouse shall integrate 1-2 internal and 1 external parking space per unit (laneway towns will accommodate 2 internal spaces). The internal space shall be incorporated into the building envelope and accessed from the internal lane. The external space will be a single car width driveway in front of each garage. The provision of guest parking for the development shall be consolidated in strategic areas of the site, including the south-west, north-west and north-east, reflecting a rate established with the Zoning By-Law.

- The design speed for the 2-way lane shall be kept to a minimum in order to create a safe and comfortable pedestrian focused environment, which is particularly critical along shared-use roads.
- Areas of frequent pedestrian gathering, such as the park space or mailbox kiosk, shall be fully visible from and to all vehicular routes.

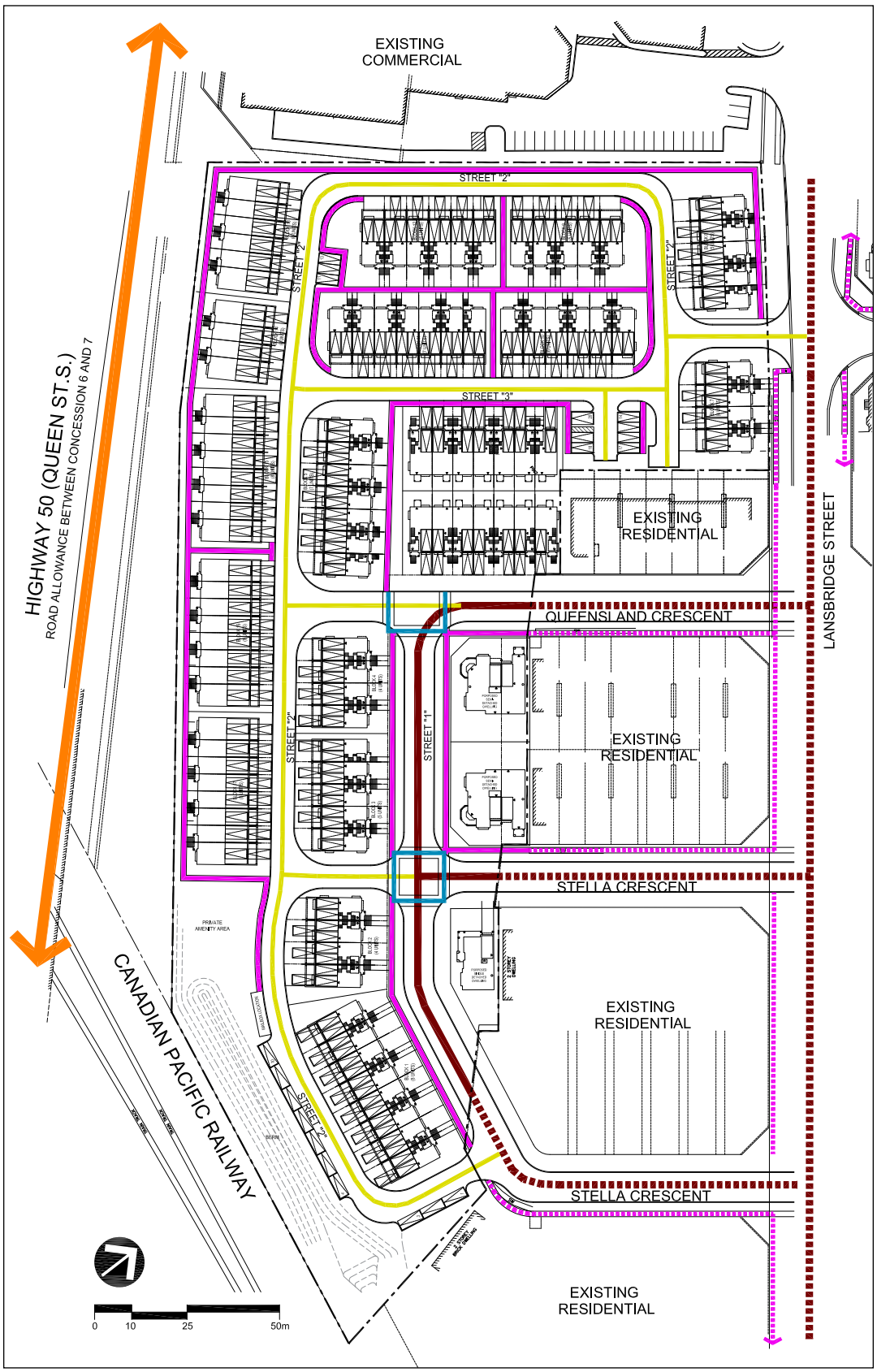

Figure 2.3 - Conceptual Pedestrian and Vehicular Circulation Plan

SECTION 3

STREETSCAPE AND OPEN SPACE GUIDELINES

3.1 STREETSCAPE TREATMENT / PLANTING

The character of the public realm within Villalago Residences will largely be influenced by the streetscape treatment and planting scheme proposed for areas interior to the development and those associated with the adjacent extended road network. Given that the proposed development comprises common elements such as private lanes and shared open space, the planting of trees and shrubs are associated with front yard and open space opportunities, rather than traditional street boulevard conditions.

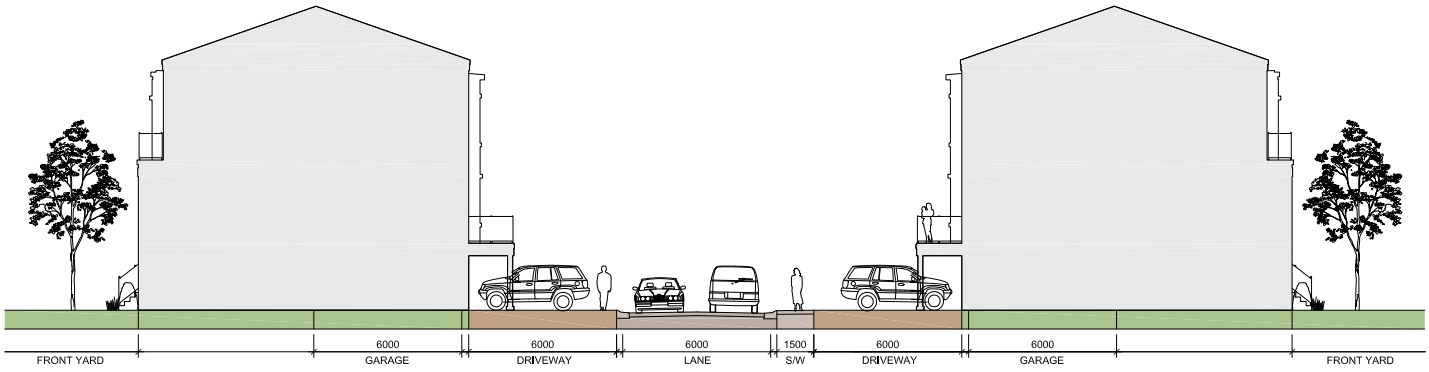

Figure 3.1 - Conceptual section of typical townhouse and lane interface.

3.1.1 Planting

- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Tree planting shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- Generally, preference shall be given to native species.
- Selection of proposed tree species and caliper size shall be from the Town of Caledon's recommended list.
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas.
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage.
- If applicable, retain good quality soil on site and enhance, if required, with locally sourced soil of equal or better quality.
- Devise a snow storage strategy in conjunction with planting plans to ensure salt laden snow piles do not affect vegetation.

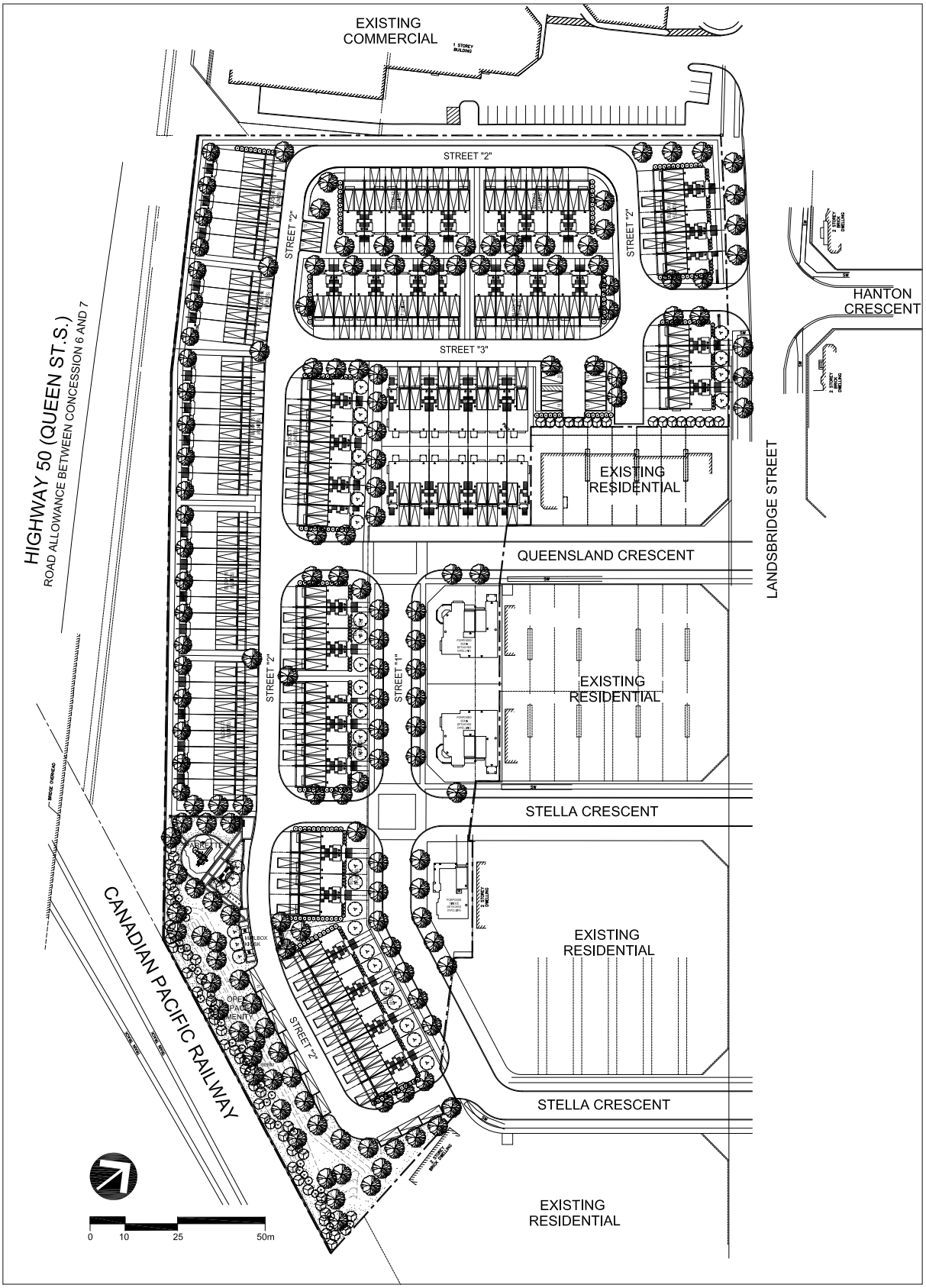

Figure 3.1 - Conceptual Landscape Plan.

3.1.2 Internal Walkways / Courtyards

A unique dwelling condition is the orientation of townhouses fronting onto an internal walkway, with parking access from a private lane on the rear side. This is the intended character of the townhouse blocks at the north end of the site.

- The walkway shall be broom finished concrete and 1.5m in width.
- Front yards shall be grass surface with small stature ornamental deciduous trees and foundation planting at the base of the dwelling.
- Masonry columns may be installed to demarcate the entry to the walkway on both ends.
- Pedestrian scale lighting may be required. If so, lighting design (pole and luminaire) shall be coordinated with all other light standards and shall be appropriate to the site and function to avoid excessively lit area and impacts on adjacent dwellings.

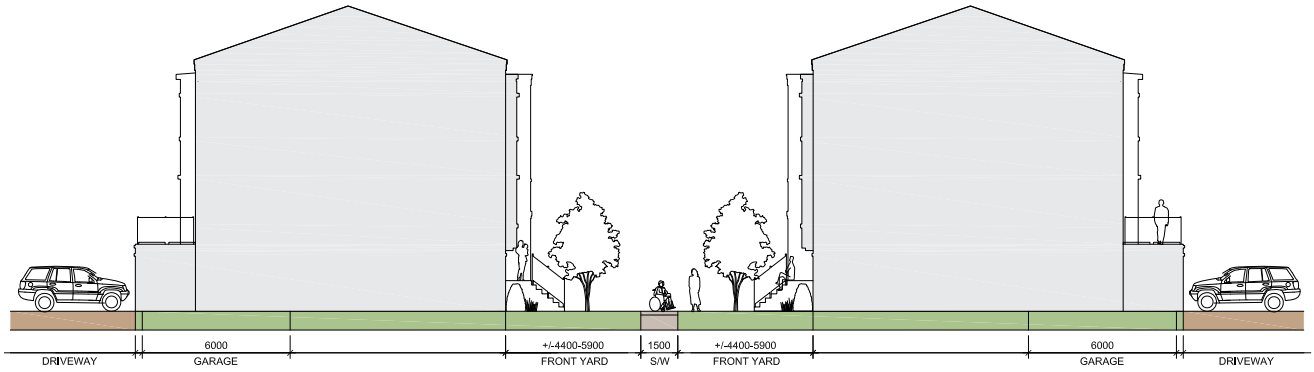

Figure 3.1.2a - Conceptual section of typical townhouse and courtyard / walkway interface.

Figure 3.1.2b - Image examples of townhouses oriented towards a central walkway and courtyard.

3.1.3 Mailbox Kiosk

Consolidated community mailbox locations shall be designed as important community features that positively contribute to the streetscape realm.

- The community mailbox shall be supplied by Canada Post and located in an easily accessible, safe and highly visible location within the development.
- The mailbox kiosk shall be enhanced through landscaped features, such as an enclosure structure with weather protection, decorative paving, waste receptacle and adjacent planting.
- The design of the enclosure structure shall be attractive and complementary to the prevailing architectural theme of the development, using high quality, robust materials. Integrated masonry components, such as columns and low walls, shall be consistent with other masonry elements (entry columns, parkette elements).

Figure 3.1.3 - Image examples of a mailbox kiosk and amenity area with associated planting and seating.

3.1.4 Fencing

Fencing requirements for Villalago Residences will include wood privacy fencing at the flankage of exposed rear yards, chainlink fencing along the south and west perimeter of the site and low decorative metal fencing framing the proposed parkette. Additional fencing or wall components forming the acoustic requirements along the north side of the site is discussed in section 3.1.5 Acoustic Barrier.

Generally, fencing design shall reinforce or complement the character and identity of the community.

- Fencing shall comprise only robust, sturdy components for long term durability.
- Cedar wood privacy fencing located along rear yard flankage conditions is typically 1.8m height. Intricate design features using smaller components should generally be avoided for wood fencing due to the effects of weather over the long term.
- A low decorative metal fence (1.2m height) is proposed where the playground perimeter faces the street to deter children from running onto the road in the course of play. The same fence is extended along the north side of the parkette to frame the open space and provide a sense of enclosure.

3.1.5 Acoustic Barrier

A 4.5m high sound barrier is planned for the portion of the development area that is adjacent to the commercial plaza (Shoppers Durg Mart) to the north. In addition to the following, refer to the Environmental Noise Impact Study by Valcoustics.

- The sound barrier will likely have to be constructed entirely as a sound wall due to the space limitations at the north end of the site.
- It is understood that the 4.5m height exceeds the Town of Caledon's typical maximum allowable sound wall height of 2.4m. However, an exception to this policy should be considered since there is not enough space to accommodate a 2.1m height berm (height difference), which would require approximately 12.6m depth space for a typical 3:1 slope berm.
- The wall height may comprise two components, a base component and a wall or fence component, to provide stability and help break up the mass of the wall, particularly important where buffer planting is limited.

Figure 3.1.5 - Image example of an acoustic barrier with a base and fence or wall component used to help break up the mass and provide stability.

3.1.6 Entry Feature

- Masonry entry columns shall be located at the primary street entry into the site from Landsbridge Street, aligned with Hanton Crescent, where it will help to define the interface with existing residential and reflect the character of the development.
- The design of the columns shall be complementary to the architectural elevations, using high quality, robust masonry and pre-cast materials that are consistent with other masonry elements (mailbox kiosk column base, parkette features).
- All entry elements shall be located within private property and maintained by the associated townhouse condominium body.

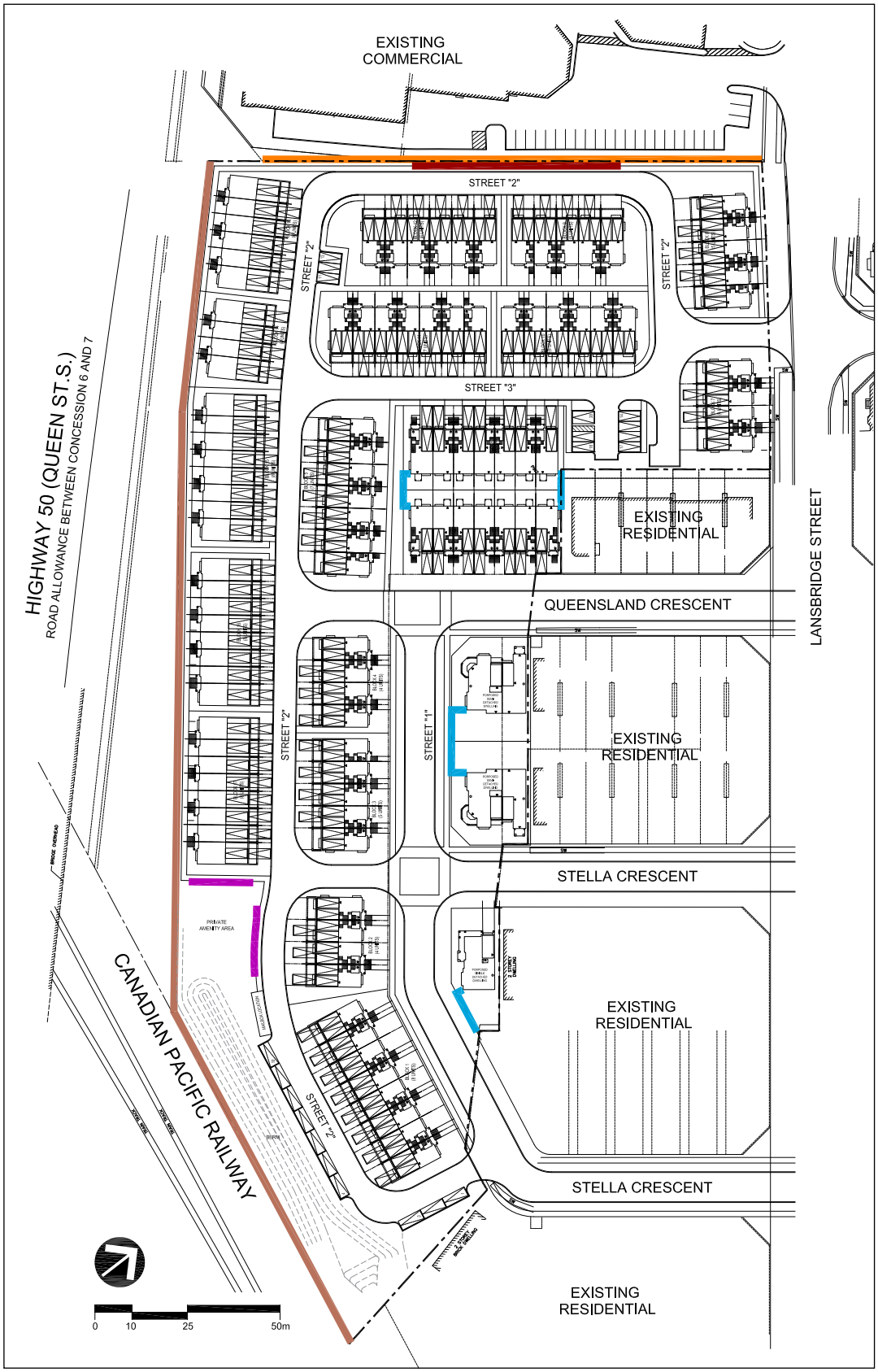

Figure 3.1.4 - Conceptual Fencing Location Plan

Figure 3.1.6 - Image example of a masonry column used to define a main entry into a residential development.

3.1.7 Lighting

Proper lighting design is critical to ensuring safe pedestrian and vehicular circulation, as well as defining the character of Villalago Residences.

- Lighting design (pole and luminaire) shall be coordinated with the architectural style to promote a consistent and definable character for the development.
- Select a pole and/or luminaire that is appropriate to the site and function to avoid excessively lit areas and light pollution.
- Ensure that there is no light encroachment onto adjacent lands.
- Encourage 'night sky' compliance as a component of sustainable design, with illumination directed downwards.

3.1.8 Site Furniture

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

- The colour, material, form and style of site furniture shall be consistent with and complementary to the established design theme for Villalago Residences.
- The site furniture palette, inluding benches, waste receptacles and bike racks, shall reflect a similar style, colour and/or material.
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form orientation.
- As much as possible, furnishings shall be vandal-resistant and low maintenance, with readily available components.

Figure 3.1.8 - Image examples of street furniture reflecting a similar style, colour and material.

3.2 FRONT YARD AND OPEN SPACE

3.2.1 Front Yard and Foundation Landscape

- Front yard landscape treatment shall typically consist of a grass yard with a planted deciduous tree (smaller ornamental tree where space is limited) and foundation shrub planting.
- The species palette shall be kept to a minimum to reflect a strong architectural element in the landscape and reduce maintenance requirements.

3.2.2 Internal Open Space Areas

- Pockets of internal open space predominantly comprise flankage areas which, depending on location and size, combine to serve several functions, including the integration of mailbox kiosks, designated space for snow storage and, generally, areas for soft landscaping that enhances the overall appeal of the development.
- Planting typically consists of a grass surface with deciduous trees with foundation shrub planting or, where space is limited or privacy desired, coniferous tree planting.

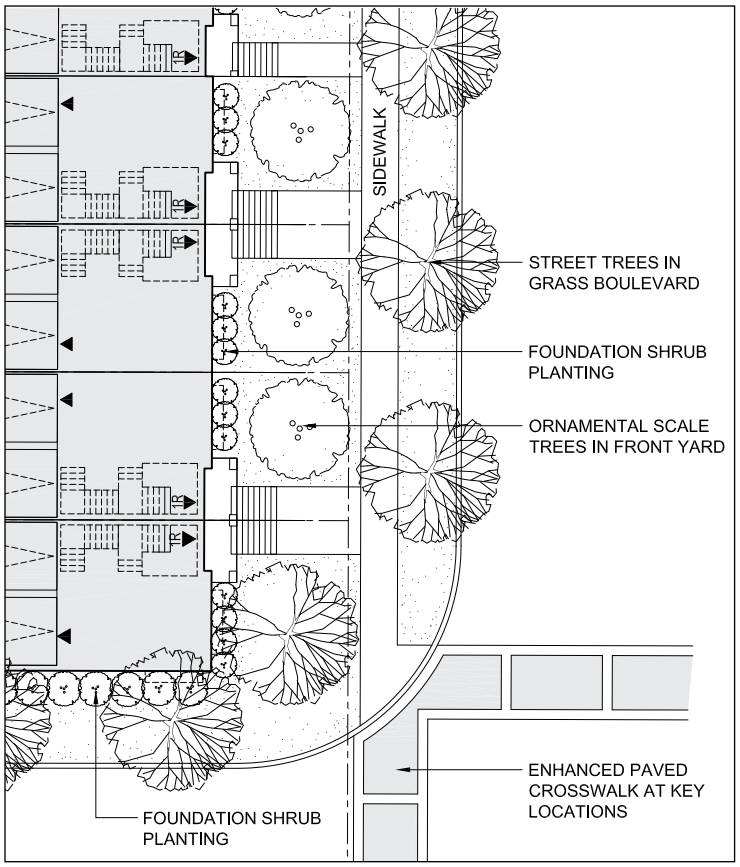

Figure 3.2.1 - Conceptual plan of typical front yard and streetscape treatment.

Figure 3.2.2 - Image example of a landscape treatment for shared open space areas between townhouse buildings.

3.3 PARKETTE DESIGN

A parkette feature will be proposed in the south-west corner of the study area to serve the immediate recreation needs of Villalago Residences, as well as those within the adjacent neighbourhood. The parkette and adjoining open space will supplement the existing multi-facility J.A. Potts Memorial Park located within walking distance to the east. The parkette will be framed by proposed townhouse dwellings on the north side, transition and buffer lands along the west and south sides (interface with Queen St. S. and railway corridor), and street frontage along the east side.

- Formal entries into the parkette shall be oriented to the street side of the park.
- Formal entries may be distinguished with decorative paving, masonry columns/low wall and seating.
- The parkette shall include a junior play structure element to serve as the main recreation component.
- Key features of the parkette shall be sited in line with principal views into the open space. The play feature and shade structure shall be designed as a major focal element of the parkette.
- A decorative paved walkway is intended to connect the formal entries, play structure and seating amenity.
- The parkette shall be predominantly soft landscaped with the remaining areas comprising mowed grass to allow for unprogrammed open space and shade tree planting.
- The design of hard and soft landscape elements and features, including points of entry, shall be consistent with established development themes.
- A low decorative metal fence may be required along the side of the parkette adjacent to the street if it is deemed that the playground setback distance does not meet minimal standards. In this case, the metal fence will deter park users from inadvertently running onto the road.
- A commemorative strategy will be implemented to honour the legacy of the farmstead (Biason family) which occupied the land, in keeping with the Town of Caledon's Official Plan, which calls for the promotion and "continuing public and private awareness and appreciation and enjoyment of Caledon's cultural heritage".
- Commemoration may include the naming of the parkette in recognition of the Biason farmstead legacy. As well, the Town of Caledon's standard park signage provides space for commemorative information specific to a given park name, provding an opportunity to describe the family ownership, farmstead operation, relevant dates, etc., as an important part of Caledon's farming legacy. This signage is best situated at the most prominent area of the parkette, such as the formal entry.
- Pedestrian scale lighting may be required within the parkette to supplement lighting around the perimeter. Lighting shall minimize disturbance to adjacent dwellings.
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species.

Figure 3.3a - Image example of a playground component as a focal feature for a parkette.

Figure 3.3b - Image example of a formal park entry with decorative paving, masonry columns/low walls and seating.

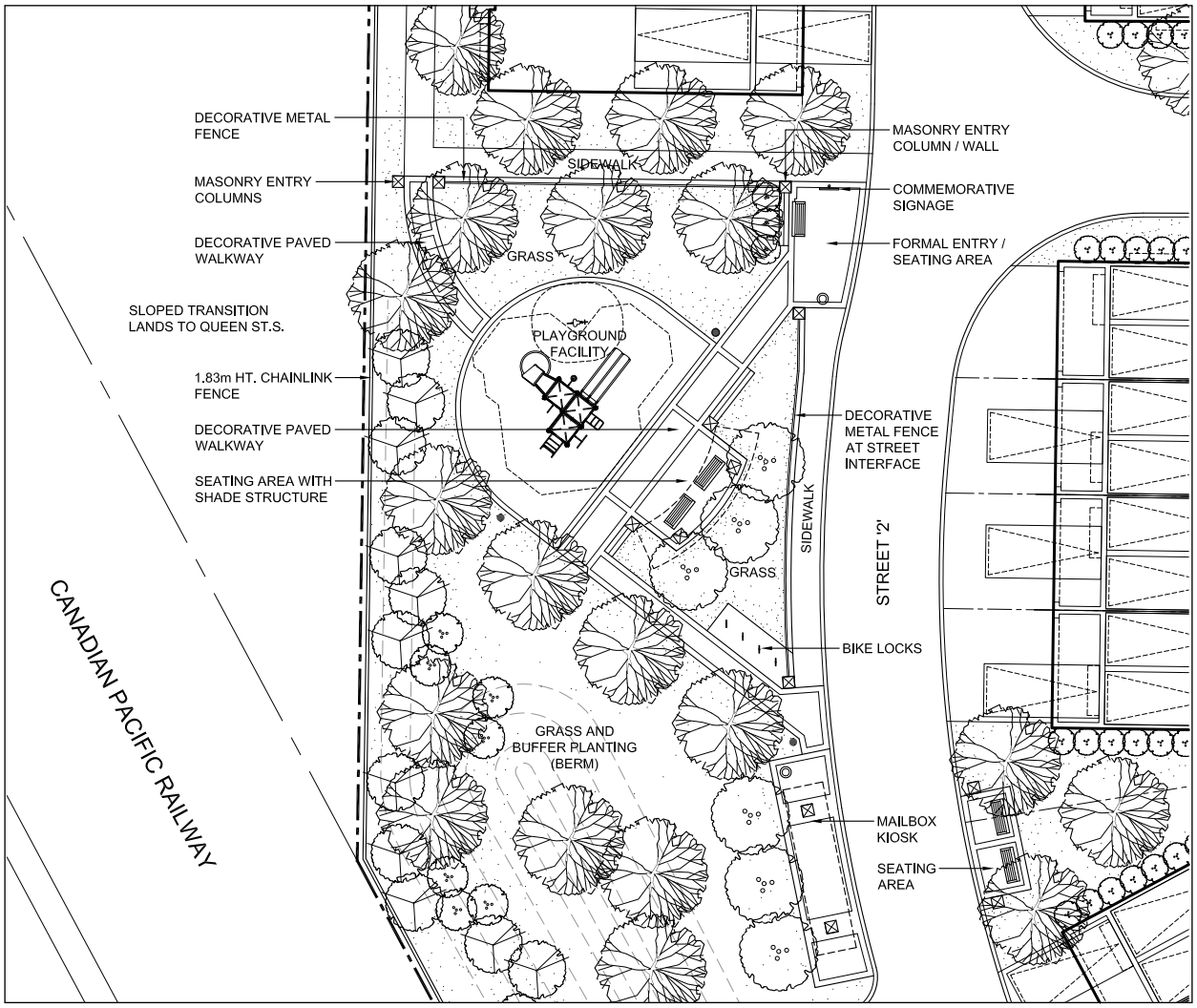

Figure 3.3c - Conceptual Parkette Plan.

Figure 3.3d - Image example of standard Town of Caledon park signage with space provided for commemorative information.

3.4 RAILWAY BUFFER BERM / OPEN SPACE AMENITY

The south-west limit of the development lands interfaces with the railway corridor. Land use alongside this interface is proposed as unprogrammed open space, consisting largely of an acoustic berm with planting, functioning as noise abatement and visual barrier, as well as an extension of the proposed parkette. The boundary of the railway corridor will be demarcated with a proposed 1.83m height chainlink fence with adjacent extensive buffer planting consisting of trees and shrubs.

- Create an interface treatment that serves as an attractive landscape feature and passive-use amenity space, integrating continuous buffer planting and adjacent unprogrammed open space.
- Buffer planting will consist of a combination of deciduous and coniferous trees, as well as an understory of shrub and groundcover/grasses, planted in a dense formation that still enables full mature growth in accordance with individual species requirement.
- Emphasis shall be placed on the selection of native plant species that are tolerant of urban conditions.
- Apart from the buffer planting, the open space amenity shall contain open grass areas for unprogrammed recreation, with clustered groupings of deciduous trees for shade.

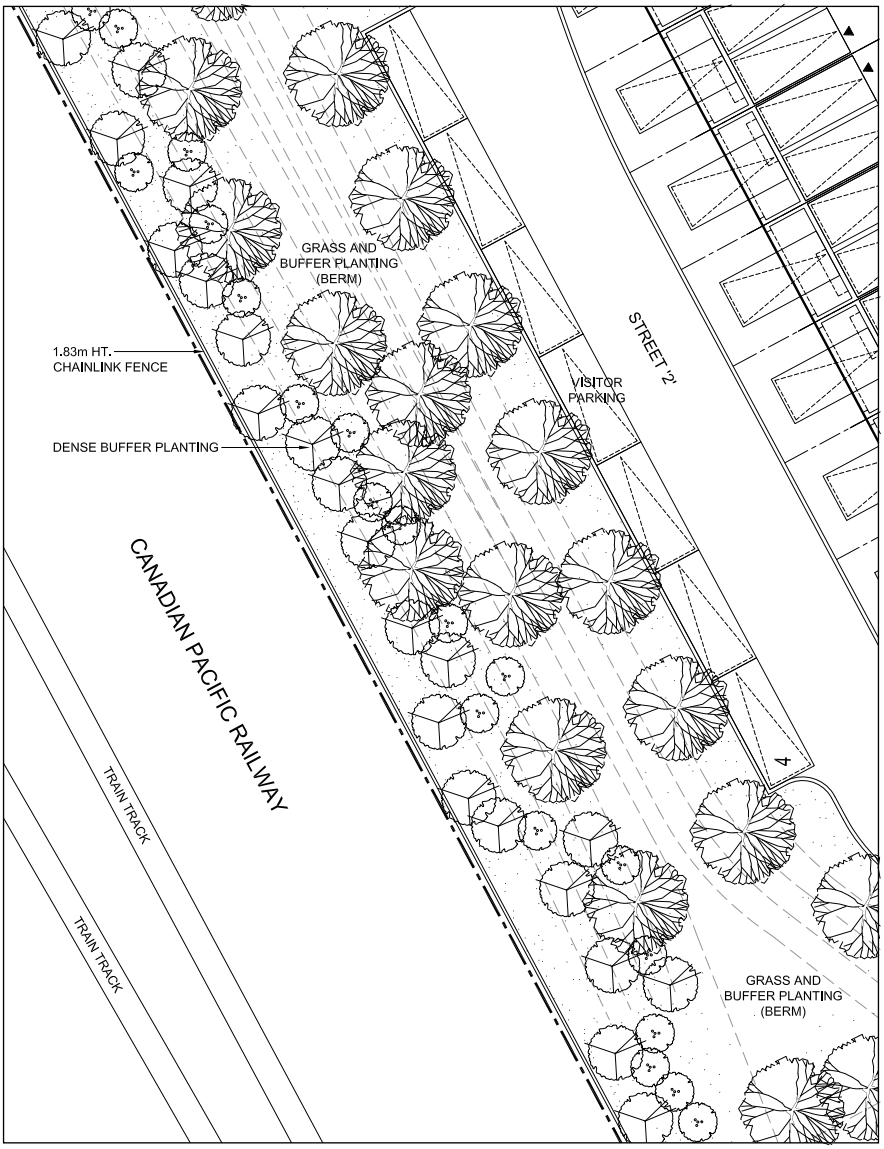

Figure 3.4 - Conceptual Railway Buffer and Open Space Amenity Plan.

SECTION 4

BUILT FORM GUIDELINES

4.1 BUILT FORM VISION

Villalago Residences is proposed as an entirely residential development, consisting of predominantly 2-1/2 to 3 storey condominium townhouses designed in a contemporary modern style, as well as a single detached dwelling and semi-detached dwellings. A total of 18 townhouse blocks are proposed, consisting of 4 to 8 units each and combining to deliver 109 units, including condominium and freehold townhouse units, as well as 1 single detached unit and 4 semi-detached units (114 units total). The townhouses are sited and designed to provide an appropriate transition from existing single-detached and townhouse residential neighbourhoods immediately to the east.

Consistent with a contemporary modern style, the form of the buildings will include a mix of masonry with stucco and/or stone face treatment, pitched roofs and ample fenestration.

4.2 SITE PLANNING

4.2.1 Street / Visual-Building Relationship

An attractive streetscape is largely achieved by the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block typically has greater impact than a dwelling units individual detailing. Height and massing that is appropriate to the context of the adjacent private lane or street is key to achieving a pedestrian-friendly, comfortable scale environment.

- Massing should appropriately transition from surrounding existing low and medium density residential to the proposed medium density development through building designs that achieve harmony along the streetscape. The proposed 2-1/2 to 3 storey townhouse forms provides an appropriate scaled transition from the existing 2 storey dwellings and results in a positive front door relationship with the street. The resulting streetscape character is maintained as a pedestrian-scaled local road.
- Buildings located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.
- The maximum number of townhouse units permitted in a row shall be 8, and the minimum number of units shall be 3.
- Each townhouse unit will have a single or double car garage (rear lane towns shall accomodate 2 internal spaces) accessed from the street, accommodating 2 or 3 cars per unit (1 or 2 in garage and 1 on driveway).

4.2.2 Building Setbacks

- Setbacks for townhouses shall allow for a front yard or balcony amenity space facing the street or private lane.
- Each unit shall have a minimum front yard setback to enable the provision of a usable front porch/portico and delineate the transition between the private and shared realm. The front yard depth shall allow for the planting of a small stature deciduous tree that will not inhibit access into each unit or between units.
- Rear side of building units shall be setback from adjacent curb to allow for single car parking outside, likely partially covered by a balcony or rooftop terrace.

4.3 BUILDING DESIGN

4.3.1 Architectural Style

The architectural design theme will reflect a distinct urban form and treatment that is appropriate to the study area and will result in an attractive, unique addition to the surrounding community. A singular, modern architectural style will define all proposed townhouse blocks, characterized by strong horizontal lines, flat roofs, consistent colour palette, simple detailing and adornment with respect to porches, window styles, bay windows, base condition, parapet, etc. As a compact infill residential site, this singular design emphasis is intended to deliver a cohesive character for the development and create a distinct, attractive sense of place within the immediate community context and the broader Queen Street Corridor area.

- A distinct and well-designed architecture utilizing high-quality materials (brick, stone and/or stucco, as appropriate to a contemporary modern aesthetic) shall be a consistent characteristic.
- Building composition shall ensure a continuity of massing and design.
- Uninteresting, generic architecture lacking in character is not acceptable.
- Mixing discordant architectural styles and elements together within a single building is discouraged.

4.3.2 Rooflines

- The roof form is a critical element in communicating the architectural theme of the building, particularly with pitched or flat roofs supporting contemporary modern designs.
- Roofing materials, whether asphalt, metal, wood or composite materials, shall be consistent with the architectural style and roof form.

4.3.3 Facade Treatment

- Building facades shall be well articulated and achieve a consistent and high level of design quality with appropriately coordinated materials and colours.
- Irrespective of architectural influence, a large portion of openings (windows, doors, porches, balconies) to solid wall should be integrated into elevations.
- Fenestration style shall be compatible with the architectural theme and consistent throughout the building.
- Building facades shall have a strong orientation to adjacent private lanes and streets.
- In many instances, facades will be prominently exposed on front (front porch) and rear (garage) sides. In this case, the facade treatment for both shall display equivalent levels of architectural design and detail, notwithstanding the presence of an integrated garage, balcony or rooftop terrace element.

4.3.4 Building Entrances

- A prominent main entrance shall be integrated into the architectural design as a focal feature of each dwelling unit.
- Should weather protection at main entrances be proposed, it shall be integrated into the design in a form consistent with the architectural style.

4.3.5 Building Materials

- The use of high quality, durable, low maintenance building materials shall be specified to achieve the proposed architectural theme.
- Cladding materials shall be compatible with the architectural style.
- Exterior colour packages shall combine to create a visually harmonious streetscape appearance.
- Exterior finishes shall demonstrate a high quality in workmanship, with consideration for sustainability and long term durability and maintenance.

TYPICAL 4.62m FRONT ELEVATION

TYPICAL 6.00m FRONT ELEVATION - A

Figure 4.3.1 - Image examples of 2-1/2 storey townhouse dwellings (rear loaded) designed in a distinctive, contemporary modern style with high quality materials, ample fenestration and prominent entries.

4.3.6 Compatibility with Adjacent Neighbourhood

- Given the discordant architectural styles and brick type that characterizes the existing single detached and townhouse residential neighbourhood to the east , it is not advised that the proposed new development should derive an architectural style, material or tone from this precedent.

4.3.7 Private Amenity Space

- Each multiple unit building will have varying amounts of outdoor amenity space, depending upon its location within the development area. The amenity space may include front yard space, balconies over front and rear entry doors, and terraces above carports and garage extensions.
- The design of a terrace or balcony shall be appropriately integrated with the architectural style of each unit and the overall built form massing.

4.3.8 Mechanical Units and Utilities

- Utilities shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.
- Banked and screened utility meters are encourage and should be located on internal end units within a wall recess treated as part of the overall architectural design to lessen its visibility from public areas, subject to compliance with applicable utility company guidelines.
- Similarly, utility meters, transformers, HVAC and other mechanical equipment should be located away from public views and/or screened by planting and landscape features.
- Rooftop mechanical equipment shall be visually screened from public view.

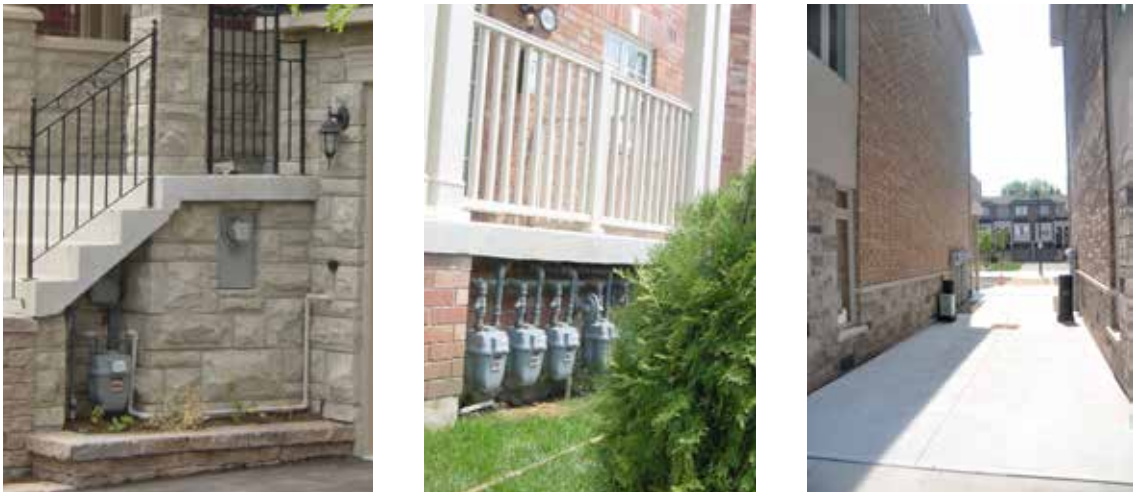

Figure 4.3.8 - Utility meters should be architecturally integrated, screened or otherwise located in an unobtrusive manner to minimize views from public areas.

4.3.9 Garages And Driveways

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

- Garages, both front-accessed and lane-accessed shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality.
- Acceptable design options for attached street-facing garages include integrating the garage into the main massing of the dwelling flush (or recessed) with the porch; integrating the garage into the main massing of the dwelling flush (or recessed) with the main wall; provide a tandem garage; stagger the front facade of the garage.
- Only sectional, roll-up type garage doors shall be considered.
- Garage door design shall be harmonious with the architectural style.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred.
- Where dropped garage conditions occur on rear-to-front sloping lots, architectural treatment shall minimize the massing between the top of the garage doors and the underside of the soffit above.
- Garages on corner lots or other publicly exposded areas shall be designed with upgraded architectural treatment consistent with the main dwelling.
- Garages and driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.
- To break up the expanse of asphalt for double or paired garages, consideration shall be given to integrating decorative paving features. For example, a double soldier course of interlock pavers may be placed on the property line between each adjacent driveway, effectively dividing a single large asphalt area into two smaller areas.

4.4 PRIORITY DWELLINGS

Priority residential dwellings refers to those lots and units that are located within areas of the development that have a greater degree of visibility from the public realm. Their visual prominence from adjacent streets and open spaces requires that the siting, architectural design and landscape treatment for each of these dwellings represent an upgraded quaility in recognition of the landmark location within the community. Built form for priority dwellings shall be designed to ensure an attractive architectural appearance is achieved, consistent with the architectural style and built form type. Specific to townhouse dwellings, the townhouse block composition will also need to display overall massing and design continuity, while addressing priority dwelling treatment, where appropriate to a given architectural style. Therefore, it is acknowledged that upgraded treatment for individual townhouse units may be more subtle to ensure a sense of design continuity and cohesiveness with adjoining units within the block massing.

Priority dwellings include:

- Corner dwellings
- View terminus dwellings
- Gateway dwellings
- Enhanced front elevation dwellings (park facing)
- Enhanced side elevationn dwellings (park flankage)

4.4.1 Corner Dwellings

Dwellings on corners typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character and quality of the community.

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Single detached dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street. A similar upgraded flankage treatment is required for townhouse units.
- Both street frontages for corner dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encourage on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling.
- A privacy fence shall enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it shall begin as close as possible to the rear corner of the dwelling.

4.4.2 Gateway Dwellings

Similar to corner dwellings, gateway dwellings are characterized by a very high profile location within the community that results in a significant impact on the perception of the image, character and quality of the community from the outside.

- Built form massing, orientation and detailing shall be the principal component for defining the gateway.
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function.
- Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage (Landsbridge Street).

4.4.3 View Terminus Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the dwelling lot or unit, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.

4.4.4 Enhanced Front Elevation Dwellings (Park Facing)

Given the prominence of the proposed Parkette and adjoining amenity space and it's role as the focus and gathering space for the community, dwellings that front onto the park shall be designed in a manner that considers and complements the exposure from this public open space.

- Given that these dwellings are very visible from the main gathering space within the community, an enhanced architectural treatment consistent with the architectural style and townhouse built form type shall be implemented, such as prominent, well proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- The use of upgraded materials and detailing may be integrated into the elevation design to distinguish these dwellings.

4.4.5 Enhanced Flankage Elevation Dwellings (Park Flankage)

Where a dwelling's flankage elevation is prominently exposed to the public realm, such as the proposed Parkette, the exposed side elevation shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.

- The design of the side facade shall, therefore, acknowledge the prominent exposure to the public realm.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing, gables and dormers, wall articulations, etc., consistent with the architectural style and townhouse built form.

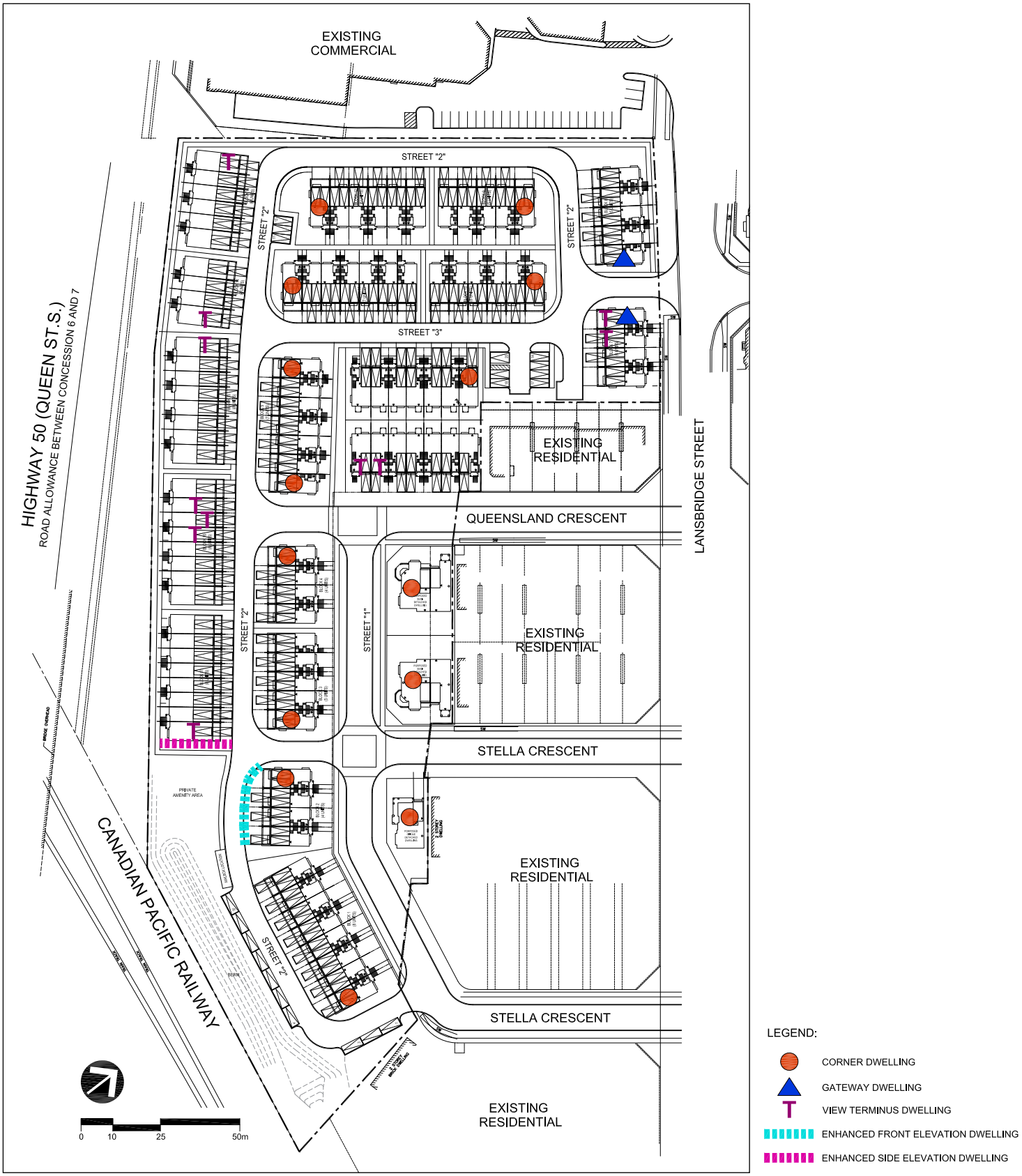

Figure 2.3 - Conceptual Pedestrian and Vehicular Circulation Plan

IMPLEMENTATION

5.1 ARCHITECTURAL CONTROL PROCESS

Architectural Control for Villalago Residences will occur through the Site Plan Approval Process and through the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural designs that comply with the urban design objectives and built form guidelines of this Urban Design Brief, all submitted plans and designs shall be reviewed and approved through an architectural control process. Formal approval by the Control Architect is either prior to building permit issuance or through the Site Plan Approval process. In all instances, the developer or builder is to make satisfactory arrangements with the Control Architect in regards to cost. In no instance shall the Control Architect and the design architect be the same individual or firm.

5.1.1 Site Plan Approval Process

Consistent with the requirement for Site Plan Approval, Town staff will circulate the application to the Control Architect for review and coordinate comments for the applicant. Plans reviewed by the Control Architect will include the following: site plan; architectural renderings and elevations; and, material and colour charts. Approved drawings will be stamped by the Control Architect, and suffice for any subsequent approval required as part of the release of a Building Permit