HUMBERKING DEVELOPMENTS

CALEDON STATION

ARCHITECTURAL DESIGN GUIDELINES

CALEDON (BOLTON), ONTARIO

DECEMBER 2024

NAK design strategies

CONTENTS

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INTRODUCTION

INTENT, VISION & GUIDING PRINCIPLES
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1.1 INTENT, VISION & GUIDING PRINCIPLES

1.1.1 INTENT

NAK Design Strategies has been retained by Humberking Developments Ltd to prepare Architectural Design Guidelines (ADG) in support of the Draft Plan of Subdivision application, which is required to permit development of two parcels of land in the southeast corner of Caledon Station, respectively comprising of 16.37 ha (40 ac.) and 4.04 ha (10 ac.) within the Town of Caledon. The first parcel legally referred to as Lot 11 in Concession 4 is situated west of Humber Station Rd (hereinafter the "Humber Station Rd West"), while the second parcel which refers to Lots 11 and 12 in Concession 5 is located east of Humber Station Rd (hereinafter the "Humber Station Rd East"). Collectively these proposed development lands, (hereinafter the "Subject Lands") are an integral part of the larger Caledon Station Community that will encompass a variety of features to enhance the surrounding area.

This ADG provides design direction related to the implementation of the vision and intent for this proposed development. It focuses on the physical design of the proposed built form and prescribes detailed architectural guidelines and principles as they relate to the community vision and design for Humber Station Rd East and West.

Aligning with The Town of Caledon Community and Architectural Design Guidelines, the ADG emphasizes and describes those elements that are fundamental in creating an attractive, pedestrian-friendly urban environment, appropriately integrated within the surrounding community. The ADG consists of five sections which have been structured as follows:

SECTION 1: INTENT, VISION & GUIDING PRINCIPLES

Provides an overview of the document's purpose, vision, guiding principles, and site context and analysis.

SECTION 2: COMMUNITY PLAN

Describes the primary structuring elements that serve as framework for defining the various land uses, establishing street hierarchy and network, and creating neighbouhood configurations and community node areas.

SECTION 3: COMMUNITY DESIGN

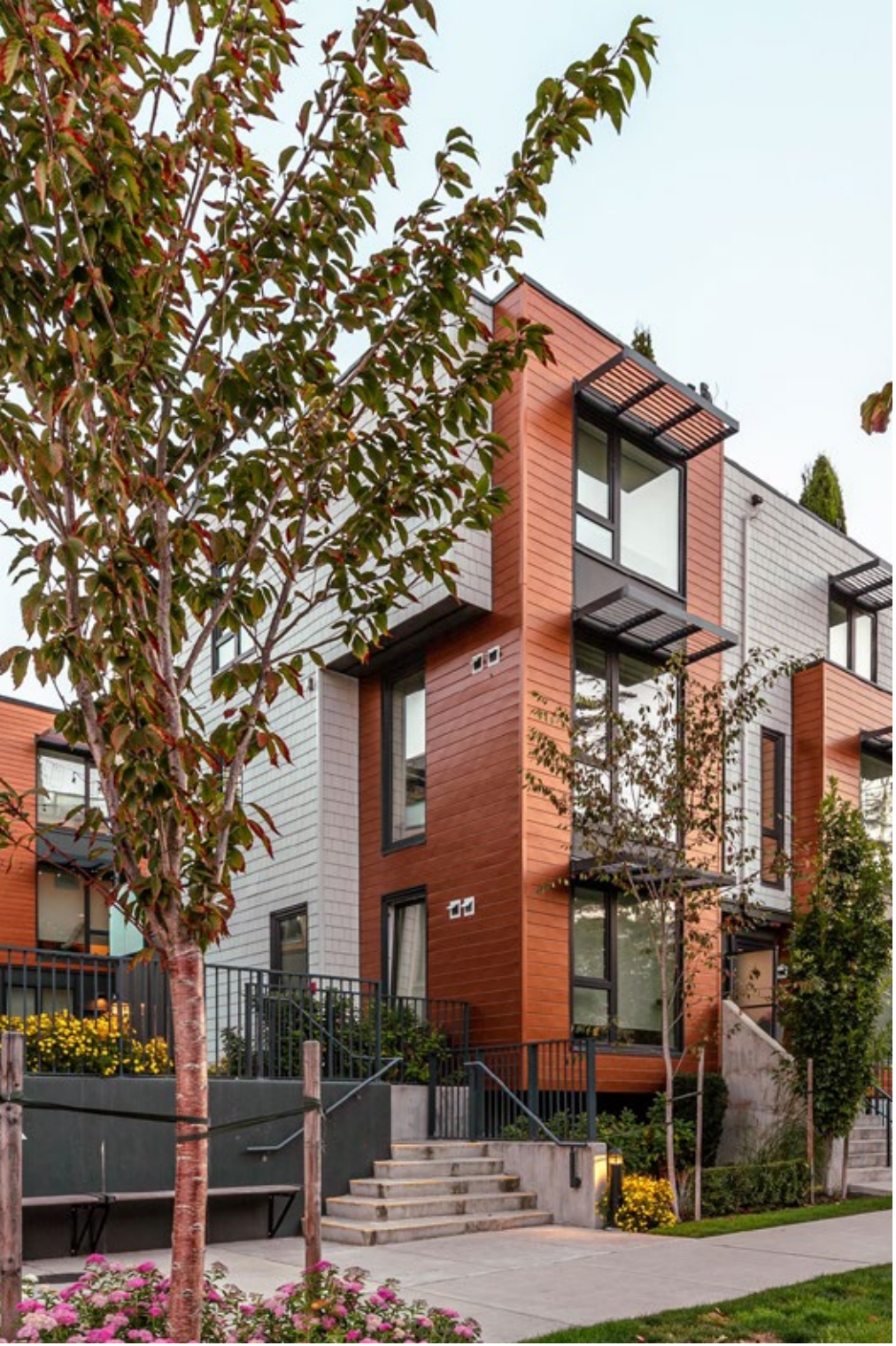
Outlines guiding principles that lay the foundation for the development of a healthy, complete, and resilient community.

SECTION 4: ARCHITECTURAL DESIGN

Provides guidelines for architectural design of all built form present within the subject lands, including priority lot locations that will support the goal of creating a visually attractive and safe streetscape design.

SECTION 5: IMPLEMENTATION

Outlines the implementation process of these guidelines and the design principles noted herein during draft plan development through to Architectural Design Control.



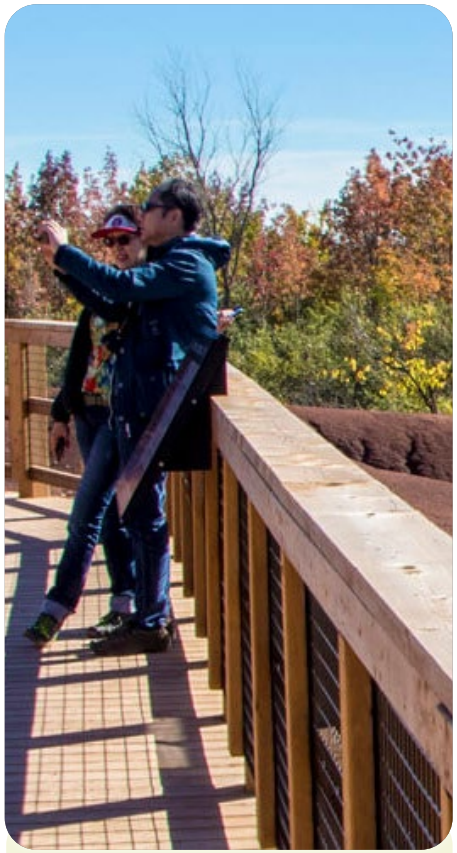
1.1.2 VISION

The Humberking redevelopment will deliver a 'Made in Caledon' community that is healthy, vibrant and connected with a unique community character, high quality residential and mixed use built forms, a neighbourhood park, and open spaces that include an integrated stormwater pond and a natural heritage system.

Acknowledging the design principles outlined in the Caledon Comprehensive Town-Wide Design Guidelines and the Community Design Plan Guidelines, the proposed redevelopment will be organized around an existing road and open space system to highlight the importance of deliberate built form and amenity distribution. The proposed street pattern will support an active public realm and maximize walkability and connectivity by leading to amenities, including commercial, retail, public transit, and a variety of public and private open spaces.

By concentrating the tallest buildings along the southern side of the property, adjacent to a sizable stormwater management pond, and significantly decreasing building heights as they approach the western side, the proposed design will respect the adjacent future low-rise neighbourhoods located to the west. The design also capitalizes on the density opportunity along King Street.

1.1.3 GUIDING PRINCIPLES



MADE IN CALEDON

Strong ties to the identity and character of Caledon, distinct from neighbouring communities.

HEALTHY

Active lifestyle in walkable neighborhoods with amenities that are within walking distances.

VIBRANT

Access to mix of uses that enhance the quality of life in the community and vibrant and lively environments where people can live, work, and play.

CONNECTED

Active transportation network along with an integrated transit system that links the community on a regional scale.

1.2 TERMINOLOGY & INTERPRETATION

The Architectural Design Guidelines are structured to provide a clear framework for achieving consistent, high-quality design outcomes across the development. To ensure clarity in their application, the following terms are used to convey the varying levels of obligation and flexibility inherent in the guidelines:

Shall

This term denotes a mandatory requirement. Any design feature or action described using “shall” must be implemented as stated to ensure compliance with the guidelines. Interpretation: These requirements are non-negotiable and must be adhered to in all instances unless a formal variance is approved.

Should

This term indicates a strong recommendation. Compliance is highly desirable, but alternative approaches may be considered if they achieve the same intent or outcome as specified in the guideline.

Is Encouraged

This term expresses a preferred or suggested design approach. While not mandatory, implementing such measures is seen as beneficial and aligned with the intent of the guidelines.

By incorporating this tiered approach to design control, the guidelines aim to balance rigor with flexibility, ensuring high-quality outcomes while allowing for adaptability and innovation where appropriate.

1.3 SURROUNDING CONTEXT

Caledon Station consists of approximately 182 hectares of land located within the Bolton Residential Expansion Study Area (BRES) of the Town of Caledon. The community is bounded by the Gore Road to the west, King Street West to the south, the Canadian Pacific Railway (CPR) and part of Humber Station Road to the east, and Whitebelt lands to the north.

This GO train service extension to Caledon Station will not only provide regional linkages, but will also be a key component of a well-connected strategy with Bolton residential, commercial and employment lands, as well as providing access to the Greenbelt and the extensive recreation trail networks.

The proposed development lands comprised of two sites, namely Humber Station Road West and Humber Station Road East, are located approximately 4.4km west of downtown Bolton within the southeast boundary of Caledon Station lands between the Gore Road and Humber Station Road within the Bolton Residential Expansion Study Area (BRES) in the Town of Caledon.

The subject lands are surrounded by agricultural lands to northwest, commercial and employment lands to the south, and an expansive Environment Policy Area (EPS) that has the Humber River flowing through it to the northeast.

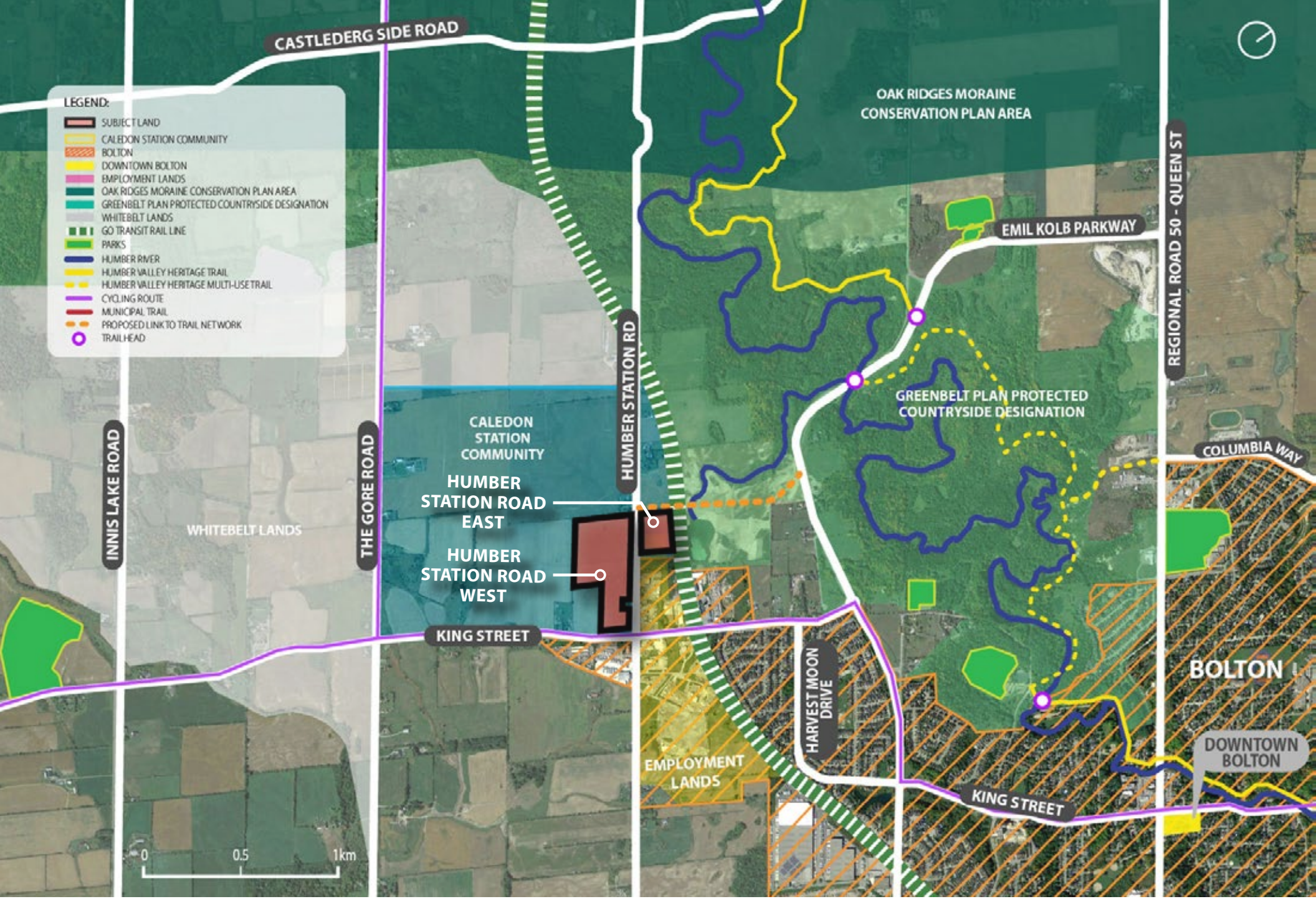


Figure 1: Regional Context Plan

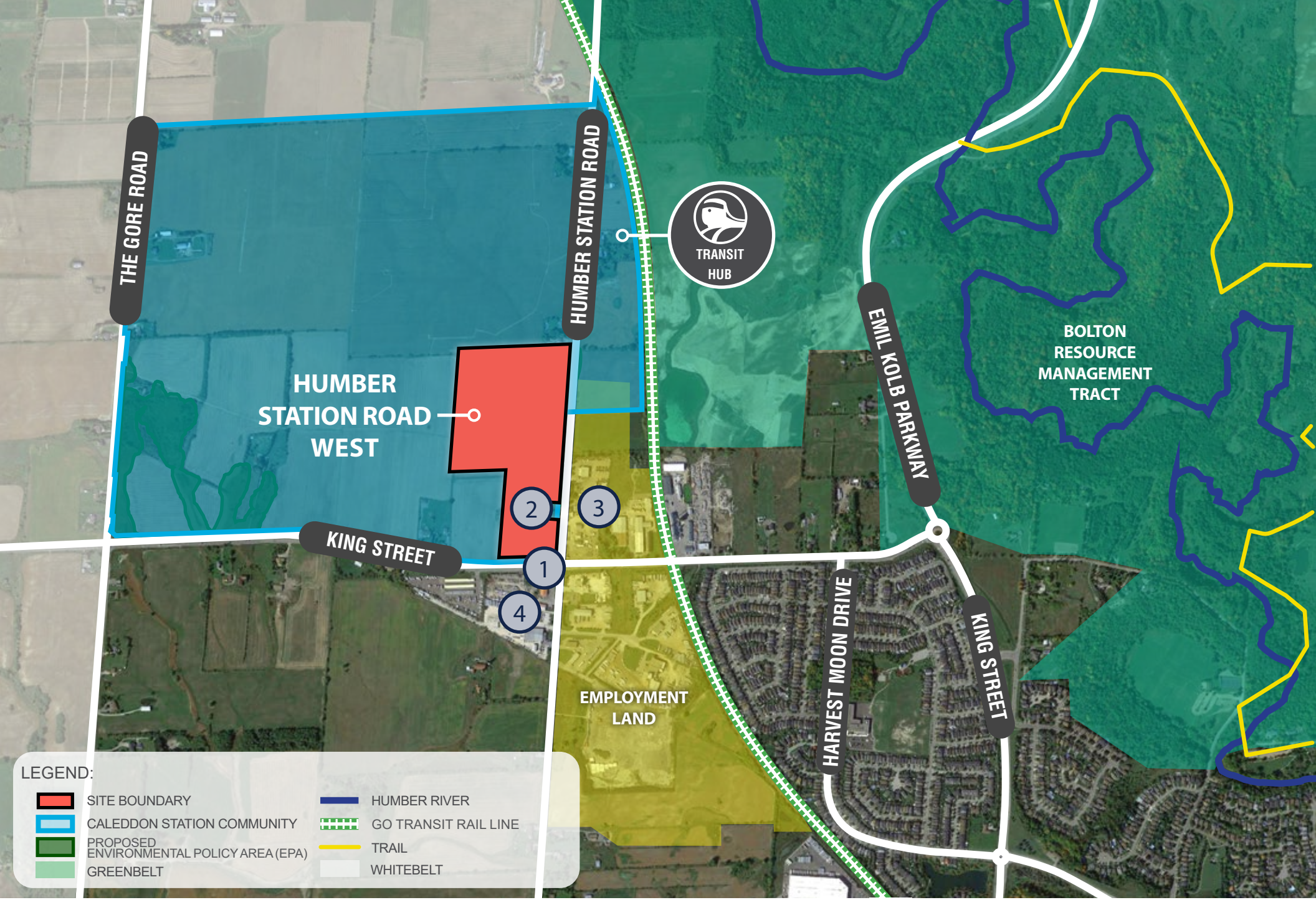
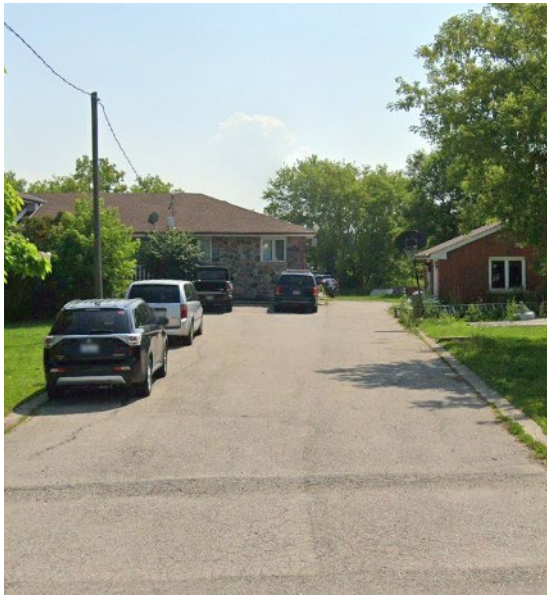


Figure 2: Humber Station Rd West Site Context

1 View of King Street and Humber Station Road intersection looking east



2 Single dwelling home on site west of Humber Station Road

3 Cavalier Transportation System east of site across Humber Station Road

4 Sun Transportation Systems south of site along King Street

1.3.1 HUMBER STATION ROAD WEST (SITE 1)

The Humber Station Road West site occupies the eastern portion of Lot 11 in Concession 4 and is situated west of Humber Station Road, north of King Street, east of The Gore Road.

The block is bounded by the following:

To the north: Agricultural lands, rural residential, and the future Transit Hub on the northeast side

To the east: Various commercial and employment uses and agricultural lands

To the south: Various commercial and employment uses

To the west: Agricultural lands

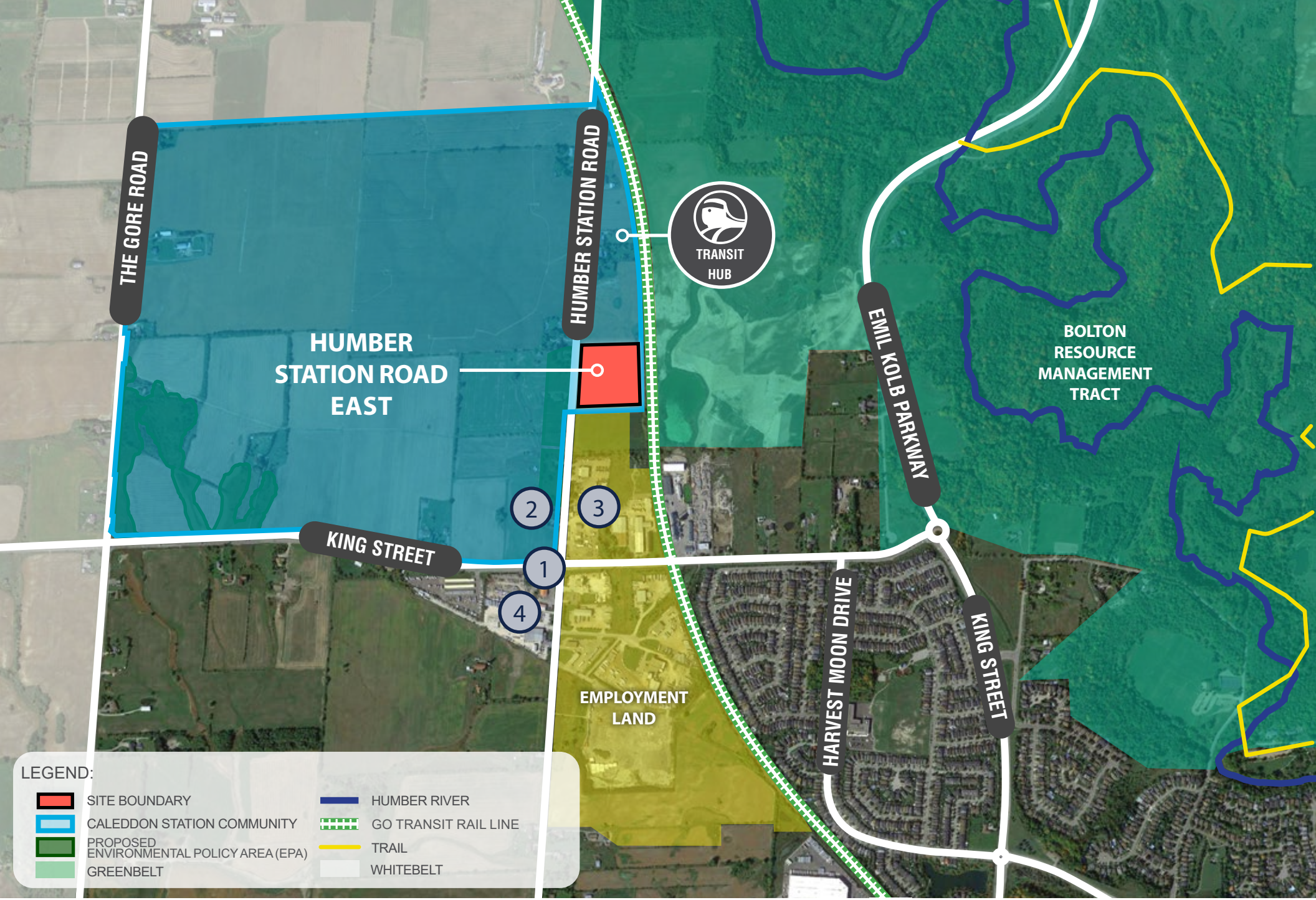
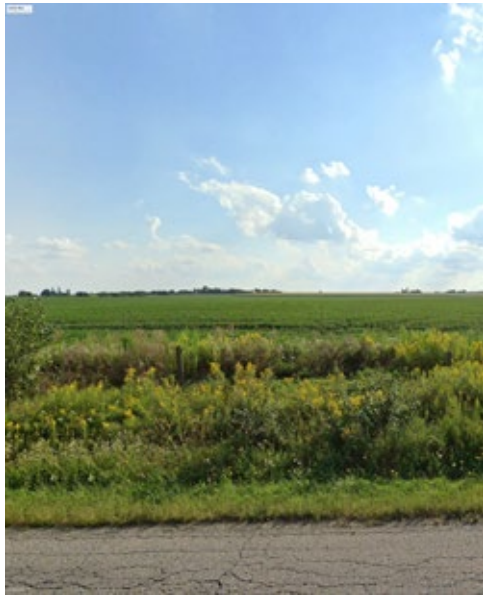


Figure 3: Humber Station Rd East Site Context

1 View facing east to subject lands along Humber Station Road



2 View facing west along Humber Station Road

3 View facing south along Humber Station Road

4 View facing north along King St showing the Canadian Pacific Rail tracks

1.3.2 HUMBER STATION ROAD EAST (SITE 2)

The Humber Station Road East site occupies a section of Lots 11 and 12 in Concession 5, situated east of Humber Station Road, north of King Street, and west of Emil Kolb Parkway.

The block is bounded by the following:

To the north: Humber Station Road on the west side, agricultural lands, and the future Transit Hub

To the east: Canadian Pacific Railway and Natural Heritage System (NHS) further east

To the south: Agricultural lands and various commercial/employment uses

To the west: Humber Station Road and further west NHS and agricultural lands

2

COMMUNITY PLAN

POLICY & GUIDELINES

COMMUNITY STRUCTURE

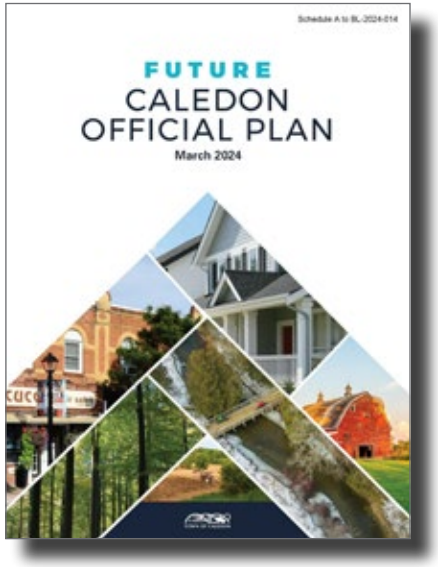
2.1 POLICY & GUIDELINES

2.1.1 TOWN OF CALEDON OFFICIAL PLAN (2018)

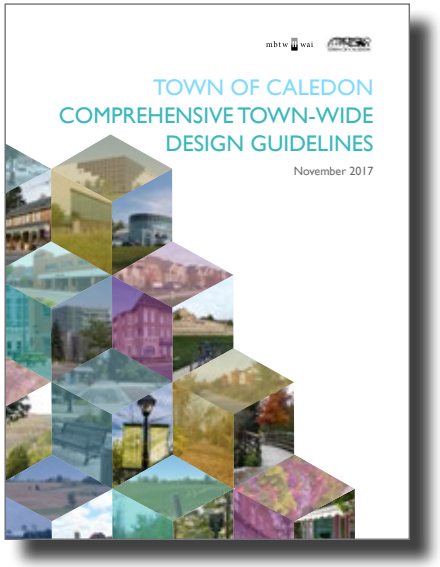
The Town of Caledon Official Plan (OP) serves as a comprehensive guide for the Town's development over the next 20+ years. It is designed to balance the preservation of Caledon's rural character and cultural heritage with the need to adapt to urbanization pressures, fiscal capacity, and the demand for urban services. The principles and objectives outlined in the OP provide a strategic framework for managing growth and ensuring sustainable development.

It is important to note that the Town is currently working on their new 2051 Official Plan, which aims to align with the Growth Plan and the new Region of Peel Official Plan. This update will ensure that the Town's planning policies remain up-to-date and in line with provincial and regional planning directives. The Caledon Station Secondary Plan will complement and conform to the Town's new Official Plan, ensuring a coordinated and integrated approach to development in the Caledon Station area.

To support Town's strategic direction, the following principles will be integrated in the development of Humber Station Rd East & West Sites:



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



2.1.2 CALEDON COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES (2017)

The Town-wide guidelines are intended to be a single, consolidated source of guidance for both urban and rural setting in the Town of Caledon. These guidelines recognize the role and significance of Town's rural areas in establishing the town-wide character and actively contributing to daily interactions throughout the municipality. To support diversified uses in the Town's urban areas, the following key design principles will be adopted in the development of Caledon Station:

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

2.1.3 CALEDON STATION COMMUNITY DESIGN PLAN (2025)

These guidelines provide clear design direction that supports the municipality's development goals while respecting the unique design integrity of the Subject Land. They serve as a reference document for the physical design of the community, promoting economic, social, and environmental values. The guidelines outline strategies and principles that guide the development process and help create a sustainable, attractive, and functional urban environment.

The Community Design Plan Guidelines encompass various aspects, including land use, building design, public spaces, streetscape, landscaping, and environmental considerations. They emphasize the integration of high-quality design, the preservation of natural features, and the creation of a vibrant and inclusive community. By adhering to these guidelines, developers and stakeholders involved in the Caledon Station project can contribute to the overall vision and ensure a cohesive and harmonious development that benefits residents, businesses, and the surrounding environment.

2.1.4 THE HEALTHY DEVELOPMENT ASSESSMENT USER GUIDE REGION OF PEEL (2016)

The Healthy Development Assessment User Guide is adapted from the Health Background Study Framework (HBSF) and is intended to assist in the planning and development of creating healthy, supportive environments for Peel residents. By measuring the health-promoting potential of development proposals, the guide helps identify design standards that are essential to building healthy and complete communities. The HDA User Guide will act as a tool to assess and implement six Core Elements of the built environment into the design and planning of the Humberking lands to ensure the community is suited to fit into both Caledon Station as well as the surrounding Caledon's diverse development context. These core elements will include:

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

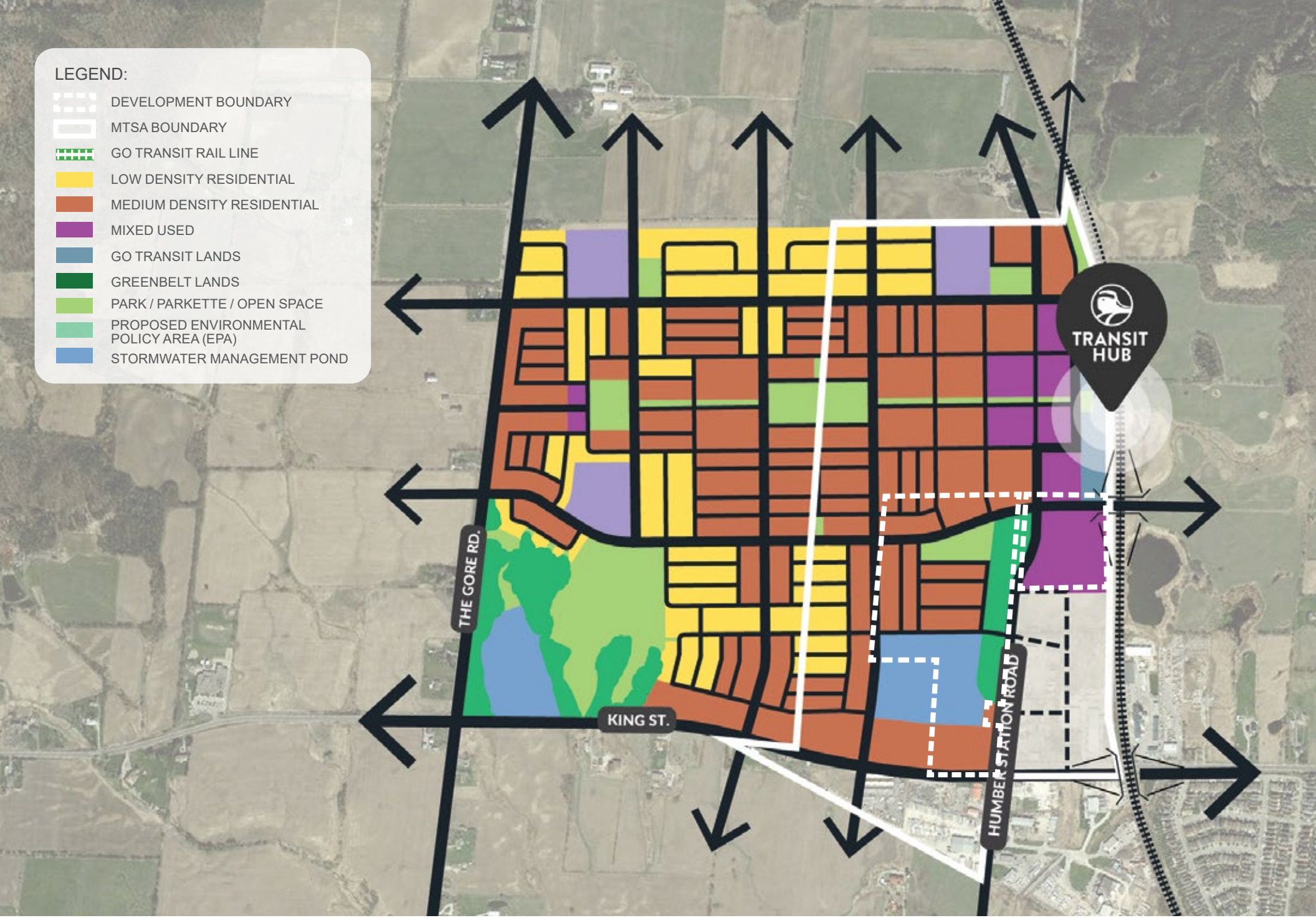


Figure 4: Community Structure Plan

2.2 COMMUNITY STRUCTURE

As an integral component of Caledon Station, Humber Station Road West and Humber Station Road East occupy the pivotal south-eastern corner within the broader community landscape. The community framework, depicted in Figure 4, serves as the guiding blueprint for defining the diverse land uses for both Humber Station Road West and Humber Station Road East which establishes a well-structured street hierarchy and sculpts the neighborhood layouts.

The connectivity of both Humber Station Road West and Humber Station Road East to the surrounding community is seamlessly realized through an extensive network of interwoven trails, paths, and dedicated bike lanes.

To foster a vibrant streetscape, high-density land utilization will be concentrated along King Street, infusing the area with energy and vitality. Concurrently, an Environmental Protection Area (EPA) will grace the western border of Humber Station Road, creating a lush, green backdrop and offering picturesque views into the community when gazing west from the street.

The strategic positioning of the GO Train station facilitates further east support the integration of diverse land uses, including higher residential densities, employment centers, commercial enterprises, and communal open spaces that gracefully envelop the station.

With its thoughtfully designed structural framework and the imminent arrival of the Caledon GO Transit station, the community is poised to attract a diverse and lively population. This dynamic mix of residents, workers, shoppers, and diners will generate the critical mass needed to breathe life into public spaces, bring an influx of patrons to commercial establishments, and foster a vibrant and engaging community ambiance.

3

COMMUNITY DESIGN

COMMUNITY CHARACTER AREAS

PRIORITY LOTS

3.1 COMMUNITY CHARACTER AREAS

Caledon Station's planning revolves around the strategic organization of interconnected neighborhoods, each defined by a distinct sense of place that converges to shape the project's over arching vision. Within this framework, the community character areas play a pivotal role in delineating the unique features and functions of different districts. Specifically, the Humberking Development lands align with Neighbourhood 1 and the Hub, forming integral components of this comprehensive plan. Further details regarding these character areas will be explored in subsequent sections.

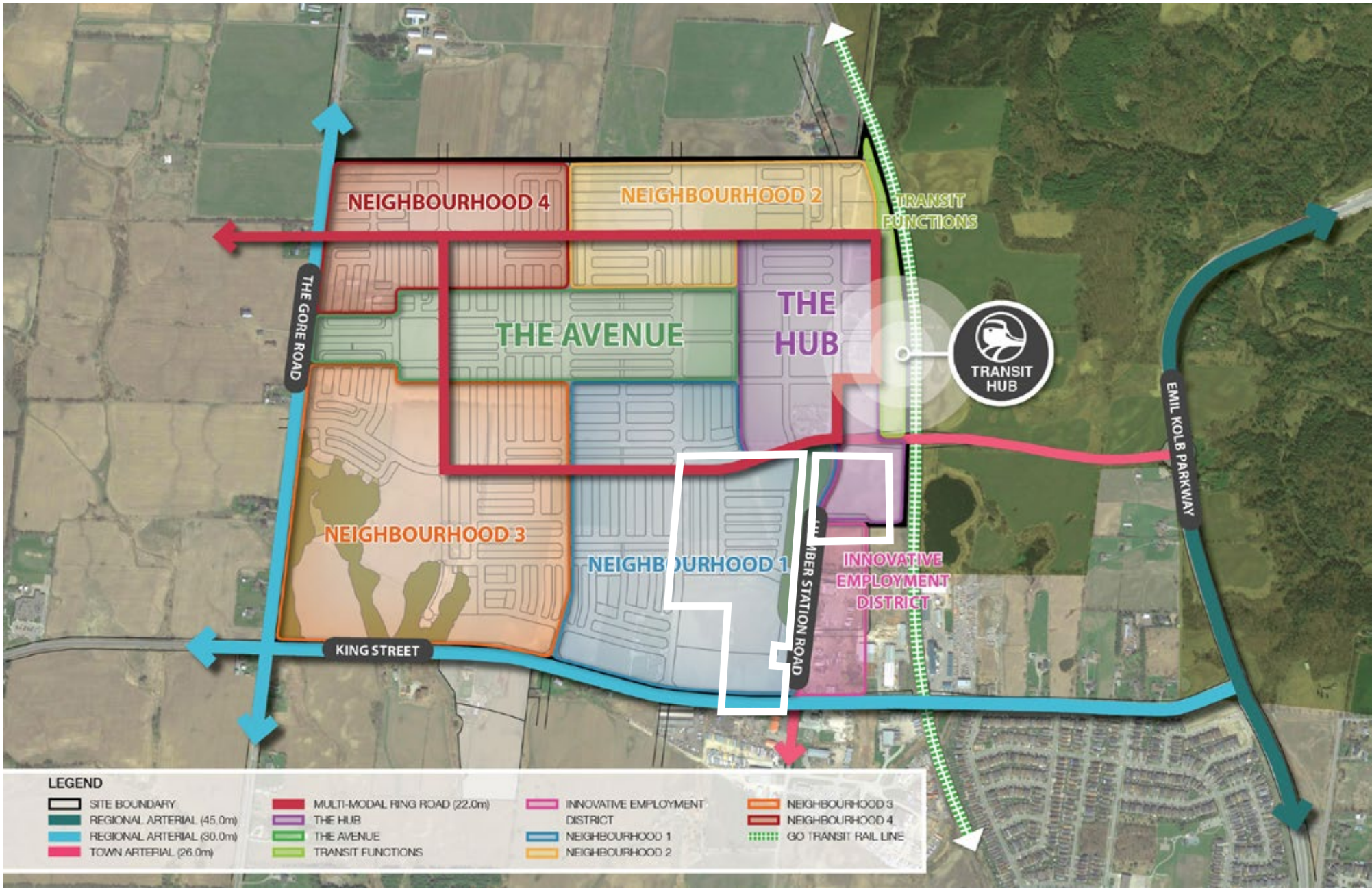
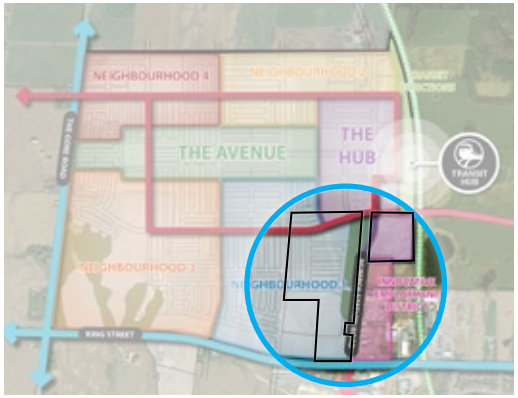
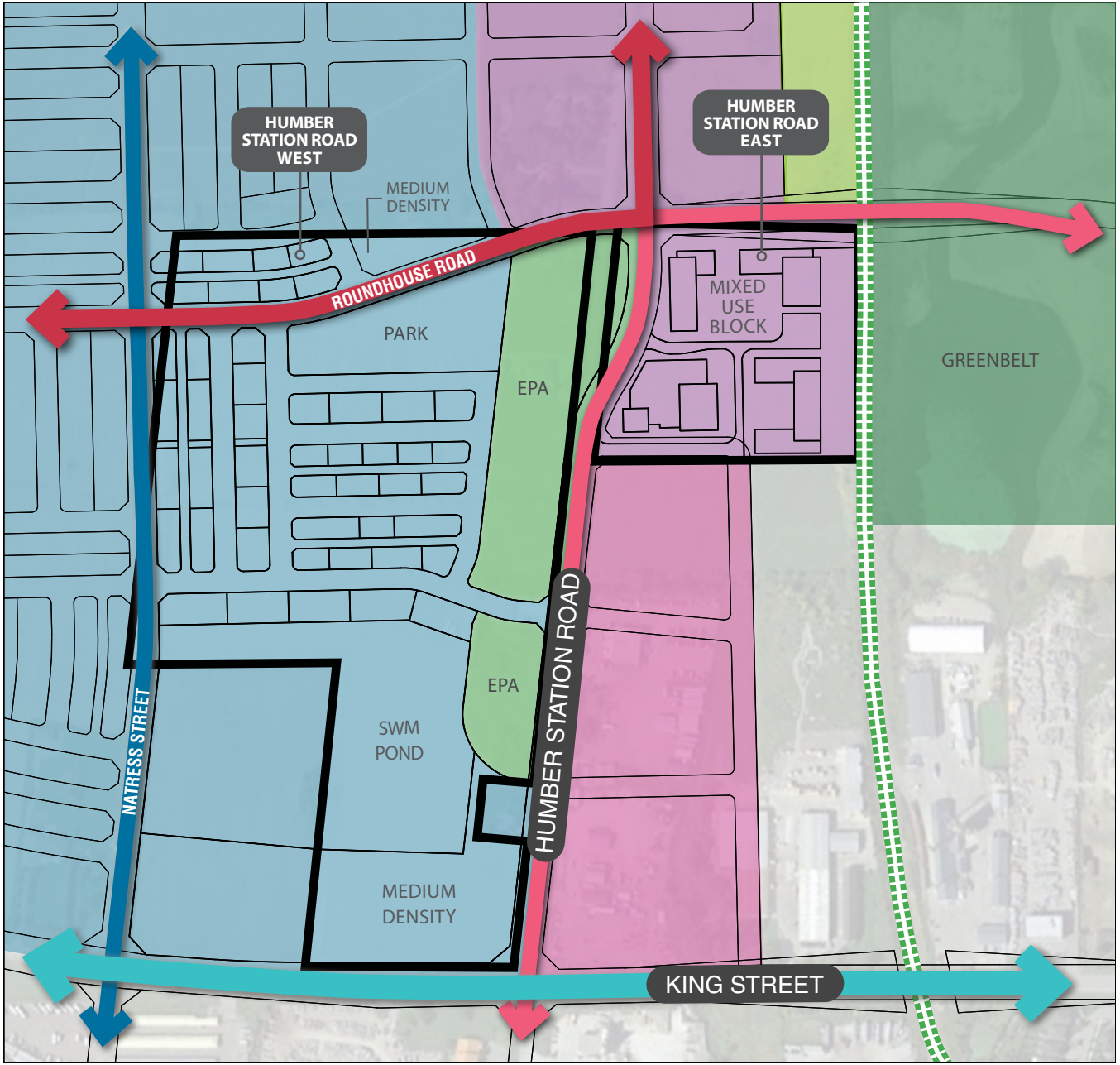


Figure 5: Overall Community Character Plan



KEY MAP



LEGEND

- DEVELOPMENT BOUNDARY
- GO TRANSIT RAIL LINE
- REGIONAL ARTERIAL (30.0M)
- TOWN ARTERIAL (26.0M)
- MULTI MODAL RING ROAD (22.0M)
- TOWN COLLECTOR ROAD (22.0M)
- GREENBELT LANDS
- PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
- THE HUB
- TRANSIT FUNCTIONS
- INNOVATIVE EMPLOYMENT DISTRICT
- NEIGHBOURHOOD 1 AREA

Figure 6: Community Character Plan

3.1.1 NEIGHBOURHOOD 1

In Neighbourhood 1, residential areas will consist mainly of ground-oriented housing, such as detached and townhouse dwellings. The Humberking Development lands, positioned at the key intersection of King Sreet and Humber Station Road, will feature residential mid-rise structures. These buildings will strategically align with Humber Station Road that is expected to experience heightened activity. As an integral part of Neighbourhood 1, the Humberking development will establish access points and connections to open spaces, including a centrally located neighborhood park located at the south side of the Multi-modal Road or Street 'A', contributing to the distinctive identity of Neighbourhood 1. This central neighborhood parkette will be easily accessible within a five-minute walk, serving as a communal focal point.

Design Guidelines:

- Buildings, particularly townhouse forms, shall be set close to the public sidewalk to help frame an enclosure for the street and create a comfortable pedestrian scaled streetscape;
- Dwellings shall be appropriately massed to respect their importance within the streetscape. Single storey dwellings are not permitted adjacent to the King Street;
- Main entrances to front facing dwellings shall be linked to the public sidewalk with a walkway;
- Buildings on lots flanking the Multi-modal Road or Street 'A' shall be designed with well-articulated façades that appropriately address this avenue;
- Surface parking areas or garages should be located to the rear of the buildings to maintain a strong and continuous built edge along the surrounding streets; and
- Building frontages shall occupy the majority of the street frontage.

Refer to Section 3.8 of the Caledon Station Community Design Guidelines for more information.

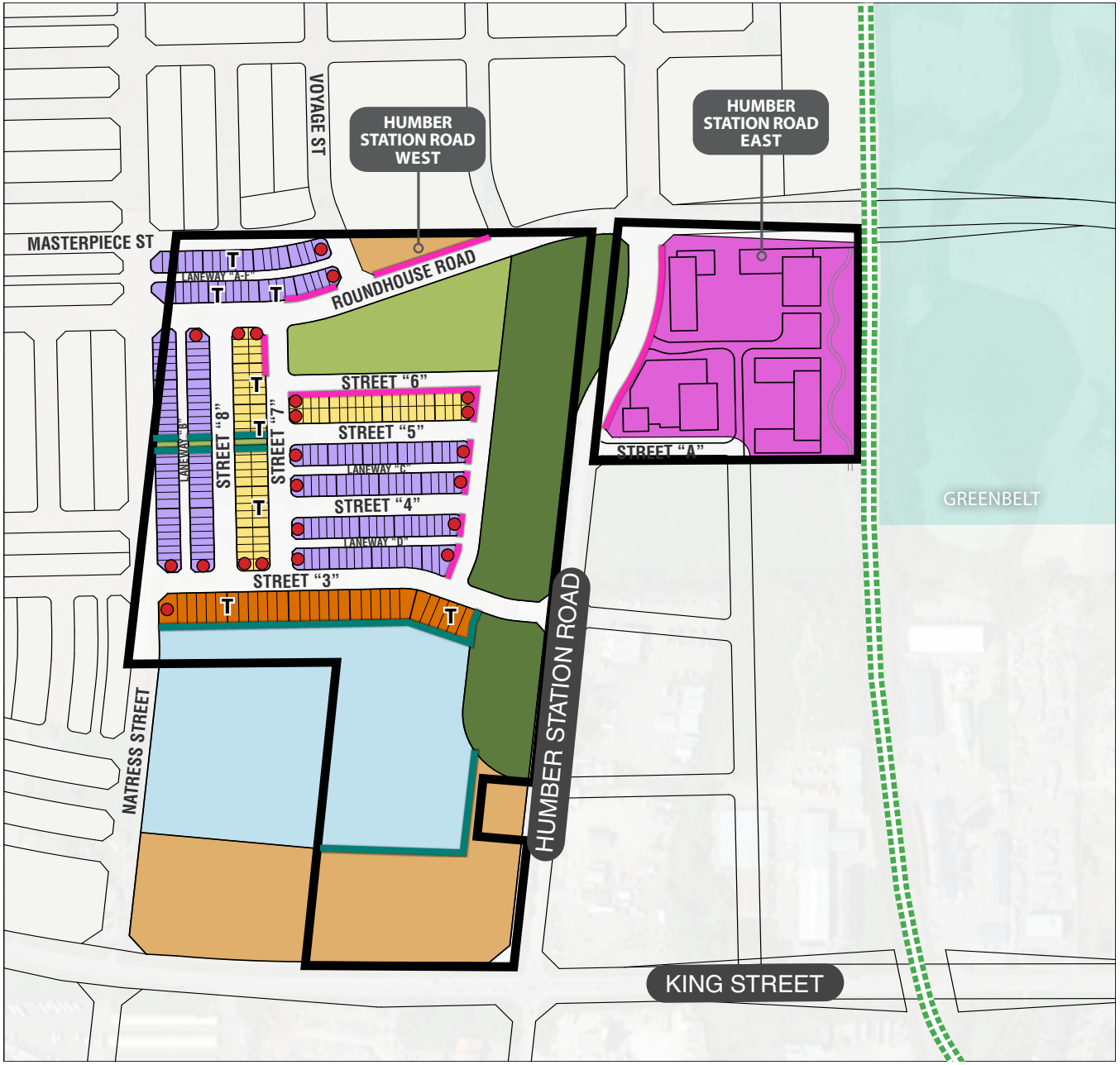
3.1.2 THE HUB

The character area for the proposed Humber Station East lands falls under Station Area/Mixed-Use Core (The Hub). The Hub will strategically achieve a mix of increased residential densities with community serving amenities, including a mix of locally serving commercial and employment coupled with residential use opportunities. The character area for the proposed Humber Station East lands shall be designed to achieve a comfortable and attractive pedestrian scaled commercial, recreational and residential environment.

Design Guidelines:

- Buildings shall establish a positive connection to the street or public open space through minimum building set-backs, accessibility from adjacent sidewalks and curb-side parking in order to create an 'urban village' scale character;
- Building facades shall be designed to create a positive and cohesive pedestrian-scale streetscape appearance. This may be achieved through the use of well-articulated façades, a strong roof line and architectural detailing;
- Building façades which are highly visible from the public realm shall provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, lighting and materials to express a distinct visual identity, while harmoniously blending into the neighbourhood fabric;
- Signage, lighting and site furniture shall support a high quality pedestrian-oriented character;
- Main entrances to buildings shall be grade related and designed as a focal point through architectural treatment and location;
- Loading, service, garbage areas, utility meters, transformers and HVAC equipment should be located to the rear of buildings away from public view; and
- Surface parking areas or garages should be located to the rear of the buildings to maintain a strong and continuous built edge along the surrounding streets.

Refer to Section 3.8 of the Caledon Station Community Design Guidelines for more information.



LEGEND

- DEVELOPMENT BOUNDARY
- CORNER LOT DWELLING
- T VIEW TERMINUS DWELLING
- LOTS FACING OPEN SPACE LOTS
- FLANKING ONTO OPEN
- GO TRANSIT RAIL LINE
- 25' TOWNHOUSES (7.6M)
- 20' REAR LANE TOWNHOUSES (6.05M)
- 21' BACK TO BACK TOWNHOUSES (6.4M)
- MIXED USE
- MEDIUM DENSITY RESIDENTIAL
- PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARK
- VISTA BLOCK
- GREENBELT LANDS
- STORMWATER POND

Figure 7: Priority Lot

Built form on priority lots should exemplify quality architecture design and landscape treatment.

3.2 PRIORITY LOTS

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

Priority Lots include:

- Corner lot / gateway dwellings;
- View terminus dwellings;
- High exposure side/rear elevations;
- Park facing dwellings; and
- Community edge/window street lot dwellings.

Highly exposed dwellings such as corner lots should be treated with upgraded materials and details.

3.2.1 Corner Lot Dwellings/Gateway Dwellings

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

Design Guideline:

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

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.6 of the Caledon Station Community Design Guidelines for more information.

3.2.2 View Terminus Dwellings

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other, and at street elbows. Dwellings in these locations play an important visual role within the streetscape by terminating a long view corridor.

Design Guideline:

- A prominent architectural element shall be provided to terminate the view; 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.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.6 of the Caledon Station Community Design Guidelines for more information.

Dwellings flanking or backing onto publicly accessible areas such as public thoroughfare should feature upgraded architectural treatments for the exposed rear and side elevations compatible with the front elevation.

3.2.3 High Exposure Side / Rear Elevations

Design Guideline:

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

Refer to Section 6.6 of the Caledon Station Community Design Guidelines for more information.

Exposed side or rear elevations to the public realm should well articulated through the use of materiality, proportions, and detailing that match the front elevation.

Dwellings facing publicly accessible areas such as parks and open spaces should feature ample fenestration, proportional massing, and high quality materiality.

Dwellings fronting parks should complement their public setting, enhancing these key community spaces.

3.2.4 Park Facing Dwellings

Any buildings facing open spaces, walkways or parks should make full use of the opportunities presented by these special locations and reinforce their significance. The following guidelines shall apply:

- Since these dwellings are very visible from the main gathering spaces within the community, an enhanced built form treatment consistent with the architectural style shall be implemented, such as prominent front porches, pronounced, 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, such as stone or precast elements, dichromatic brick etc. shall be integrated into the elevation design, consistent with the architectural style.
- Dwellings are encouraged to have wider and deeper porches that effectively allow for multiple seating and will promote 'eyes on the street', which results in an informal monitoring of the park and its activities.
- Park facing dwellings shall have available a variety of model types, elevation types and colour packages. However, a cohesive, harmonious relationship shall be achieved for all lots.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.6 of the Caledon Station Community Design Guidelines for more information.

Prominent community edge dwellings and streetscape design shall define the community's character and identity.

3.2.5 Community Edge / Window Street Dwellings

Streetscapes containing community edge / window street dwellings are those situated on single-loaded roads and laneways along the edges of The Gore Road and King Street. Window streets, in particular, are designed as local roads and allow front-loaded housing to face onto higher order roads while maintaining the benefit of driveway access from a local road. This arrangement ensures undesirable reverse frontage lot conditions are avoided.

Given the prominence of these locations, the dwellings and associated streetscape treatment will help establish the community's character and identity from the surrounding areas.

- Due to their prominent public visibility, community window street dwellings shall provide a high level of architectural detailing and articulation to reflect the quality of the community;
- Minimum two-storey building massing shall be provided to relate to the scale of the combined roadways, as well as the prominence of the arterial road. Single storey built form in these locations is not acceptable.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.6 of the Caledon Station Community Design Guidelines for more information.

4

ARCHITECTURAL DESIGN

DIVERSITY IN BUILT FORM

CULTURAL & ARCHITECTURAL HERITAGE COMPATIBILITY

ARCHITECTURAL DETAILS

BUILT FORM COMPATIBILITY

4.1 DIVERSITY IN BUILT FORM

The Town of Caledon's history and heritage will serve as inspiration for the development of architectural styles and themes for the Humberking developments. Both sites have a unique opportunity to design and shape the various built forms within the development that reflect a harmonious mix of attractive architecture with traditional and contemporary influences.

Humber Station Road West site is planned to comprise of primarily residential architecture including: street townhomes, back-to-back townhomes, and medium density (4-6 storey) built forms, accommodating 1306 units. The Humber Station Road East site will feature mixed use built form, accommodating 37 townhomes, 531 apartment units, and GO station parking. The architectural style for the subject lands shall be designed to reflect a single identifiable architectural style, ensuring that a consistent level of design quality and identity is achieved.

Low-rise residential development will account for the new built form constructed within the subject lands. Humber Station Road West will mainly comprise of street townhouses, lane townhouses, back-to-back townhouses, and medium density residential units. Humber Station East will consist of a mixed-use building block.

4.1.1 On-Street Townhouses

Townhouse dwellings are an efficient use of land and an energy conservative housing form that will add built form diversity to the development of the Subject Lands. They are proposed to be located in areas of the development where a denser housing form is desired.

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

Design Guidelines:

- Townhouse block sizes may range from 3 to 8 units.
- Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape.
- Townhouse dwellings should have 2 to 3 storey massing. Bungalow forms are generally discouraged for this housing type unless extra-wide lot frontages are contemplated.
- Townhouse dwellings should be fully attached above grade. Consideration may be given to dwellings partially attached above grade, subject to design review.
- The overall townhouse block composition should display massing and design continuity while achieving adequate streetscape variety.
- Each townhouse block should have appropriate façade detailing, materials and colours consistent with its architectural style.
- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches, where appropriate.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit should be oriented to the flanking lot line.

4.1.2 Rear-Lane Townhouses

Townhouse dwellings represent an efficient use of land and an energy-conscious housing form, contributing to the built-form diversity within the Subject Lands. They are strategically located in areas of the development where a denser housing form is desirable, aligning with the over arching community design objectives.

The proposed rear-lane townhouse condition, with garages accessed from a rear laneway, offers several benefits. This configuration promotes a pedestrian-friendly streetscape by eliminating front-facing garages, enhancing visual appeal, and prioritizing public realm aesthetics. It also increases opportunities for active front yards and landscaped areas, reinforcing the human-scaled character of the development.

Design Guidelines:

- Rear-lane townhouse conditions require careful attention to both the front elevation, visible from public streets, and the rear elevation, facing the laneway, ensuring high-quality design on all visible façades.
- Townhouse block sizes may range from 3 to 8 units.
- Two- to three-storey massing is recommended to support a balanced streetscape, with consistent height transitions where blocks meet other housing forms.
- Rear façades should be treated with the same level of detail as the front, incorporating architectural elements such as window placement, wall articulation, and material finishes to ensure visual quality along the laneway.
- Rear-lane garages should be designed to minimize visual dominance, incorporating features such as gable roofs, overhangs, or decorative trim to maintain aesthetic cohesion with the overall block design.
- Front elevations should emphasize active, welcoming streetscapes with covered porches, porticos, or stoops where appropriate to the architectural style.

Rear-lane townhouses with garages accessed from the laneway, enhancing the streetscape by prioritizing pedestrian-friendly frontages and reducing the visual impact of parking

- Entrances should be prominent and engaging, contributing to the vibrancy of the public realm.
- For corner lot dwellings, the primary entrance of the interior units should face the front lot line, while the corner unit's entrance should address the flanking lot line, creating a strong relationship with both street edges.
- The use of high-quality materials, coordinated colour palettes, and appropriate detailing will ensure a cohesive architectural character. Both public-facing and laneway-facing façades should adhere to these standards to avoid a utilitarian appearance.
- Large, unbroken expanses of roof or wall planes should be avoided. Techniques such as stepping units, incorporating bays or gables, and varying rooflines are encouraged to create visual interest and reduce perceived bulk.

Example of a Back-to-Back Townhouse


Ground-related entrances that are accessible from the sidewalk

4.1.3 Back-to-Back Townhouses

Back-to-Back Townhouses may occur on public streets or on private streets in the medium / mix-use density blocks within the community. This type of townhouse is typically a 3 storey housing form with front facing garages accessed from a public or private road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage. This form of development will be subject to Site Plan Approval when located on condominium internal roads.

Design Guidelines:

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

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

4.1.4 Mid-Rise Apartment Buildings (4-6 storey)

Medium density buildings offer a range of configurations, allowing them to seamlessly integrate with low-rise or taller buildings within the same block. This deliberate juxtaposition of heights creates a dynamic streetscape and adds visual interest, avoiding the monotony often associated with uniform massing. The positioning of mid-rise buildings proposed for Humber Station Road West development lands aids in framing larger-scale open spaces, contributing to a sense of enclosure and creating inviting gathering areas. These well-proportioned and appropriately framed open spaces serve as focal points within the community, providing residents with attractive and functional places for relaxation, social interaction, and recreation.

Mid-rise residential buildings should be designed to incorporate grade-related main facade entrances with design emphasis

Mid-rise residential built form should have a prominent building massing and consistent architectural treatment along both street edges

Design Guidelines:

- Building heights from 4 to 6 storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- Building set-backs shall be minimized to relate well to the adjacent roadway, village square and/ or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities;
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed;
- Corner buildings shall provide façades which appropriately address both street frontages;
- Main entrances shall be designed as a focal point of the building. They shall be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances shall also be ground-related and wheelchair accessible;
- Building materials and detailing shall be used to establish a base, middle and upper portion for the building:
- The base portion shall reinforce a human scale environment at street level;
- The middle portion shall contain the largest mass of the building and should reflect the architectural character of the community;
- The upper portion shall be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward;

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.7 of the Caledon Station Community Design Guidelines for more information.

Mixed use building facades should be designed to contribute to a dynamic streetscape and add visual interest

Mixed use spaces spilling into the public realm should create a comfortable pedestrian environment

4.1.5 Mixed Use Buildings

Mixed use buildings represent the notion of the traditional 'main street' shopfront, but in a contemporary form that combines an at grade commercial, office or studio use, with second and above floor intended for residential use. This mixing of uses responds to the growing work-at-home trend, reducing the distance between work, home and play thereby creating a more walkable, vibrant community.

Design Guidelines:

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

Signage for mixed use buildings should be coordinated with the architecture style of the building and placed between the first and second storey

- Buildings shall be designed with active front and flanking facades with ample fenestration and consideration for balconies to overlook the Avenue and the urban squares within The Hub. This overview of the street contributes to safe and active public spaces;
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows;
- No less than 56 sq.m. (600sq.ft.) of ground floor area should be dedicated to be commercial/non-residential uses;
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style;
- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture (including outdoor patio furniture) within the boulevard are encouraged in order to enhance the pedestrian experience;
- Lay-by parking should be provided in front of mixed-use buildings to facilitate convenient access to commercial functions;
- Main entrances shall be ground-related and wheelchair accessible; and
- Corner buildings shall provide façades which appropriately address both street frontages.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.7 of the Caledon Station Community Design Guidelines for more information.

A 19th century brick farmhouse located along Gore Road, east of Subject Lands

4.2 CULTURAL & ARCHITECTURAL HERITAGE COMPATIBILITY

Deriving architectural features from heritage buildings located within various hamlets of Caledon offers numerous benefits when designing the built form proposed in Humber Station Rd East and West. By incorporating elements inspired by the local heritage, the community's cultural identity and historical significance are celebrated and preserved.

Firstly, drawing inspiration from heritage buildings creates a sense of continuity and connection with the past. It fosters a feeling of rootedness and pride in the community's history, as the architectural features pay homage to the unique character and craftsmanship of the region's heritage structures. This integration of heritage elements into the built environment helps create a distinct and authentic sense of place, ensuring that Humber Station Road East and West development lands reflect the local context and maintains its cultural heritage.

Secondly, incorporating architectural features from heritage buildings adds visual interest and aesthetic appeal to the new development. The distinctive elements, such as ornate detailing, traditional materials, or characteristic rooflines, bring a sense of charm and timelessness to the built environment. This blend of old and new creates a visually striking and harmonious streetscape, enhancing the overall attractiveness and desirability of Caledon Station as a place to live, work, and visit. Moreover, integrating heritage-inspired architectural features promotes sustainable development practices.

4.3 ARCHITECTURAL VARIETY

Building elevations exposed to public view will be designed in such a way so as to ensure attractive, harmonious streetscapes are realized.

Design Guidelines:

- Allow for a variety of architectural expressions and elevation treatment to avoid monotony within the streetscape;
- Single, semi and townhouse dwelling forms shall be designed with at least two distinct front facade options for each model to avoid visual monotony in the streetscape. Creative and innovative housing types that provide for a variety of options for homeowners and their needs/wants shall be encouraged;
- Identical building elevations within the streetscape shall not be sited side-by-side or directly opposite one another. They shall be separated by a minimum of 2 dwellings (or 2 pairs of semis) and not sited greater than 3 times (30%) within any row of 10 dwellings (or 10 pairs of semis). This requirement will not apply for townhomes or other more dense building forms where facade variety will be evaluated on an individual basis;
- For corner lots, flanking elevations shall be different from those flanking elevations on lots abutting or directly opposite; and
- Repetition of architectural design may be permitted in key areas (such as surrounding parks or within special character areas) where it helps to visually strengthen neighbourhood character.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

Variety in architectural designs will help prevent streetscape monotony.

Modern interpretations of traditional architecture ensure building compatibility across the Humber Station Rd East and West lands, blending contemporary styles with the surrounding context in both mixed-use and residential areas.

INSPIRATION DERIVED FROM EXISTING HERITAGE

LANDMARK BUILT FORM ELEMENTS

TRADITIONAL MATERIALITY

CONTEMPORARY & URBAN MASSING

4.4 BUILT FORM COMPATIBILITY

Derived from tradition-inspired architecture, the built form character will be adapted to suit a modern context, with contemporary architectural styles envisioned in the mixed-use residential at grade commercial core on the Humber Station Rd East lands as well as throughout low and medium density areas of the Humber Station Rd West lands. Architectural styles will be encouraged to vary in order to assist in placemaking by giving unique landmark elements to help identity to the streets within each of the sites.

The use of distinctive and well-designed buildings employing durable, high-quality, environmentally responsible materials that support the intended architectural character of the building will be the common thread linking the planned community.

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

Design Guidelines:

- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

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

4.5 MATERIALS & COLOUR

A visually attractive selection of exterior colours and materials will be chosen for each building as well as for groupings of buildings within the streetscape. Colour schemes and material selections will therefore be carefully coordinated for visual harmony and for consistency with the neighbourhood character.

Design Guidelines:

- The use of high quality wall cladding materials reflective of the architectural style of the building will be required to contribute to the built form character of the community;
- The following main wall cladding materials are suitable for the community:
- Brick in a variety of established local heritage and earth tones and textures;
- Siding, particularly in board and batten profiles with heritage colours;
- Stone that displays heritage colours and textures; and
- Stucco in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering;
- Material changes which help to articulate the transition between the base, middle and top of the building are appropriate. Where changes in materials occur, they should happen at logical locations such as a change in plane, wall opening or downspout;
- Main wall cladding material shall be consistent on all elevations of the dwelling. No false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick;
- A wide variety of exterior colour packages should be provided to avoid monotony within the streetscape. Given a Caledon inspired thematic emphasis, colours should reflect a heritage palette of deep reds and browns with subdued yellows; and
- Individual exterior colour packages shall combine to create a visually harmonious streetscape appearance.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

Presence of ample fenestration is encouraged to provide opportunities for informal surveillance of the neighbourhood

Specific types of windows are encouraged that compliment the built form

Windows should reflect the architectural style of the building

4.6 ROOF LINES/CHIMNEYS

Design Guidelines:

- Roof form plays a significant role in the massing of the individual building and in the overall built form character of the community;
- A variety of roof forms are encouraged, consistent with the architectural style of the dwelling;
- Lower density housing forms should generally have pitched roofs. The minimum main roof slopes should generally be 10:12 pitch (side slopes) / 5.9:12 (front to back slopes).
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape.
- Flat main roofs are permitted for medium density buildings, provided an appropriate parapet or cornice treatment is incorporated into the design;
- Roof overhangs should generally be 300mm; and
- Plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof, wherever possible, and should be prefinished to suit the roof colour.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.7 WINDOWS & DOORS

Design Guidelines:

- Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling;
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the dwelling; and
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

Design features such as porches, porticos, and balconies should offer enough space to promote usability, comfort, and social interaction

The main entry should be a distinctive element of the building design, and should reflect the character of the entire building

4.8 PORCHES, PORTICOS & BALCONIES

Design Guidelines:

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

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.9 MAIN ENTRANCES

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

Design Guidelines:

- Varied and distinctive entry door designs should be provided, such as single-door, double-door, or door with sidelights or transoms;
- Main entry designs should provide shelter from the weather;

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

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

Dwellings designed to reflect the grading conditions of the site should ensure foundation walls are not overexposed

4.10 ARCHITECTURAL DETAILING

Design Guidelines:

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

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.11 FOUNDATION WALLS

Design Guidelines:

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

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.12 GARAGES

Street-Accessed Garages

Design Guidelines:

Minimizing the presence of attached garages within the streetscape is a key requirement for all low and medium density dwelling designs;

- Garages shall be complementary with regards to character and quality of the principal dwelling;
- Acceptable design options for attached street facing garages include:
- Integrating the garage into the main massing of the house, flush with the porch;
- Integrating the garage into the main massing of the house, flush with the main wall;
- Locating the garage at the side of the house, recessed behind the main front wall face;
- Projecting up to a maximum of 1.5m from the front wall or porch face (this may only occur on a limited basis for up to 20% of the streetscape);
- Provide a tandem garage;
- Stagger the front façade of the garage.
- The amount of garages per dwelling type or lot size will be provided as follows:
- Street townhouses and semi-detached dwellings shall have a single car garage;
- Detached dwellings on lots with frontage less than 11.0m shall have a single-car or 1-1/2 car garage; and
- Dwellings on lots with frontage 11.0m or greater may have a double car garage.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

Rear-Accessed Garages

Design Guidelines:

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

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.13 DRIVEWAYS

Design Guidelines:

- Where appropriate, the width of the driveway should always be minimized to reduce its presence in the streetscape, ensuring that the exterior width of the driveway does not exceed the exterior width of the garage door. Driveways shall be a maximum of 6m at the property line or curb.
- To create opportunities for on-street parking, a minimum of 5.5m separation between driveways shall be provided where paired driveways are not possible, allowing for more unpaired driveways, which reduces the width of asphalt.
- 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 shall be placed on the property line between each adjacent driveway, effectively dividing a single large asphalt area into two smaller areas.
- Entrance driveways and walkways should be enhanced by tree and shrub planting and the possible introduction of rockery stones.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

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

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

Fencing reinforces or complements the character and identity of the community and therefore should be coordinated accordingly

Wood fencing should be used wherever a dwelling's rear yard is exposed to the street/public space and for lots backing onto existing residential

4.14 FENCING & SCREENING

Fencing of varying types and materials will be required throughout the community to address barrier, privacy, and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- 1.8m high wood privacy fencing on all corner lots wherever the rear yard is exposed to the street/public space, and for lots backing onto existing residential;
- 1.2m high black vinyl chain-link fence along the common property line for lots adjacent to the NHS, SWM ponds, neighbourhood park perimeters, and any other public open space feature;
- 2.2m high acoustical barrier along the rear lot line for lots backing onto Humber Station Road and the dwelling units closest to Humber Station Road with flanking exposure.

Design Guidelines:

- Fencing design shall be coordinated and consistent throughout the community.
- Fencing design shall reinforce or complement the character and identity of the community.
- Fencing shall comprise only robust, sturdy components for long term durability.
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.
- Acoustic walls may be constructed from a variety of materials such as wood, brick, pre-cast concrete or other concrete/wood composite systems provided that it is free of gaps or cracks.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

Distinctive colors and textures clarify street functions and minimize pedestrian-vehicle conflicts.

Drought-tolerant plant species enhance rainfall management, improve drainage, and contribute to a greener streetscape.

4.15 LANDSCAPING

4.15.1 Hardscaping

Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, maintenance and aesthetic considerations. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.

- Preference shall be given to the selection of permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products;
- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- 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 (urban heat island effect); and
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

4.15.2 Softscaping

- Naturalized, low maintenance planting shall be specified where appropriate.
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water.
- Landscape features, such as berms, tree and shrub groupings, and ‘green’ walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (loading docks);
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- ‘Green’ screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements;
- To mitigate the impact of wind on a site, evergreens should be used as a windscreen for undesirable wind exposures; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

4.15.3 Water Conservation & Management

- Utilize xeriscape planting techniques, selecting drought-tolerant plant species to conserve water and avoid the need for irrigation systems;
- If irrigation is required (e. g. sports fields), water should be provided by non potable sources (roof, parking lot, grey water) where feasible;
- Utilize rainwater harvesting techniques to use stormwater resources for irrigation;

Sustainable practices, including water conservation and management present opportunities for community benefits while fostering a greener and more resilient future

- 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;
- Where feasible, implement the use of soakaway pits, whereby a roof downspout is connected to an underground pit lined with gravel or coarse aggregate, temporarily storing the water until it is absorbed into the ground;
- Similar to soakaway pits, infiltration trenches direct water to an at-grade trench filled with aggregate material, where it is held until it infiltrates into the ground;
- Depending on the type of built form, rain barrels or similar container system may also be considered to manage roof runoff;
- Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, etc.;
- Bio-retention swales typically include planting (groundcover, shrubs and potentially trees), curb inlets for stormwater flow and a water infiltration/storage area that supports vegetative growth. Depending on site characteristics, perforated sub-drains and overflow catch basins may be required to manage excess water;
- Composition of swale components shall be designed to ensure surface water is fully drained within 48 hours of the end of any rainfall event;
- Undertake soil amendments to increase topsoil depths and restructure compacted soils for improved infiltration; and
- The degradation of slopes leading to erosion and sedimentation control problems results from the effects of rain and wind on unprotected slopes, with potential negative impacts for water quality and stormwater management infrastructure. As such, developers and contractors shall be diligent in preventing erosion on site, both, during the construction phase and following construction completion.

4.15.4 Lighting

- Achieve a balance between safety and security and a reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.

4.15.5 Materials

- Green roof technologies or reflective, light-coloured roofs should be encouraged for employment, office and institutional buildings, as well as higher storey residential buildings, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials to avoid unnecessary long distance transport of building materials; and
- Encourage the use of materials that have been sustainably harvested.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 7.4 of the Caledon Station Community Design Guidelines for more information.

4.16 MUNICIPAL ADDRESSING

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

Design Guidelines:

- The address signage shall be located prominently to be easily seen from the street and be large enough so that the numbering can be legible. Preferably, the signage should be minimum 100mm (4”) in height; and
- The background should be white or light in colour with dark numbers.

Select lighting design that is compatible with the architectural design and street furnishings to promote a consistent and definable character for the community

A consistent approach to municipal address signage that reflects the quality level present in the surrounding neighbourhood

Utilities should be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow

4.17 UTILITIES

Any utilities and utility-related boxes or structures in Caledon Station's public or private realm should be designed and sited to minimize their visual impact, where feasible.

Design Guidelines:

- For townhouse building forms, utility meters shall be located in the rear lane or screened / recessed into the wall, wherever possible, subject to local utility company requirements.
- Where possible, locate utility plants within public or private easements;
- As much as possible, avoid locating above-ground utility plants on boulevards and any mixed-use node intersections. Rather, utilize side streets and rear lane or ganged end-wall service entrances;
- Where possible, locate utility plants within public or private easements;
- Utilities required for parks and open space areas will be located within these uses. All other utility boxes/structures are not permitted within or in front of park or open space blocks; and
- Utility companies are encouraged to incorporate graffiti maintenance controls for applicable utility boxes.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.18 LOADING & SERVICE AREAS

Design Guidelines:

- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units and other mechanical units shall be located away from publicly exposed corners and other publicly exposed views.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.5 of the Caledon Station Community Design Guidelines for more information.

4.19 BIRD-FRIENDLY DESIGN CONSIDERATIONS

Bird-friendly design guidelines aim to reduce bird collisions with buildings and create safer environments for avian species. The following design guidelines shall be consider when designing low and mid-rise buildings in Humberking:

1. Window Design:

- Use bird-friendly glass with patterns, films, or coatings that make it more visible to birds.
- Avoid large, uninterrupted expanses of reflective or transparent glass, especially in areas near vegetation or water.

2. Exterior Lighting:

- Use motion sensors or timers to reduce nighttime lighting, which can disorient migratory birds.
- Shield or redirect light fixtures to prevent light pollution.

3. Building Orientation:

- Position buildings to minimize glare and reflections on glass surfaces.
- Avoid placing windows facing directly toward vegetation or water bodies, as this can lead to more bird collisions.

4. Landscaping and Vegetation:

- Plant native vegetation around buildings to attract birds and provide natural foraging and shelter.
- Use bird-friendly landscaping techniques, such as incorporating berry-producing shrubs and creating bird baths.

5. Overhangs and Awnings:

- Install overhangs, awnings, or screens above windows to reduce the risk of birds striking them.

6. Markers and Visual Cues:

- Apply decals, window films, or external markers to create patterns that birds can recognize as obstacles.
- These should be placed on the exterior surface of the glass and spaced closely enough to be effective.

7. Roof Design:

- Avoid using highly reflective or mirrored materials on roofs.
- Use green or cool roofs with vegetation to provide habitat for birds and insects.

8. Building Height and Proximity to Habitat:

- Consider the height and location of buildings in relation to bird migration paths, nesting areas, and foraging sites.
- Design setbacks or buffers to minimize the impact on nearby bird habitat.

Refer to the latest enforced Caledon Town-Wide Design Guidelines for more information.

5

IMPLEMENTATION

PRELIMINARY REVIEW PROCESS

FINAL REVIEW PROCESS

5.1 PRELIMINARY REVIEW PROCESS

5.1.1 Architectural Control Process

Architectural Control will occur through three principal mechanisms: the Draft Plan of Subdivision and Site Plan Approval processes, 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 outlined in the ADG, 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. The Control Architect and the design architect for any of the following in no case shall be the same individual or firm.

5.1.2 Subdivision Process

At the discretion of the Town, where there is a departure in the design of the subdivision from the approved ADG, the Control Architect will review a Draft Plan of Subdivision application, in conjunction with documents as may be required (see below) to understand if the changes are appropriate and desirable. The approved ADG will be implemented through subdivision approval process. Town staff will circulate the plan and other relevant information to the Control Architect for review and coordinate comments for the applicant. Formal Control Architect approval will take place through either the site plan or building permit processes as outlined below. Approved urban design briefs and guidelines will be used in the review of all subsequent development applications.

5.1.3 Site Plan Approval Process

Where Site Plan Approval is required, 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. Complex site plan applications may require the submission of an urban design brief, at the discretion of the Town.

5.1.4 Building Permit Process

Where Site Plan Approval is not required (i.e. detached homes), the developer (or individual builder where applicable) will provide site plan, architectural elevations, material and colour chart information, and floor plans directly to the Control Architect. Approved drawings will be stamped by the Control Architect, prior to permit submission to the Town. It is recommended that preliminary approval be obtained for plans and elevations, including materials and colours, prior to the commencement of marketing and sales programs.

5.2 FINAL REVIEW & APPROVAL

Any Draft Plan of Subdivision or Site Plan application that represents a departure (minor or significant) from the approved ADG, will require the submission of material that provides justification for the changes proposed. Minor departures to the ADG can be justified through the submission of an Urban Design Brief, noting how the intent of the ADG is met. A “significant departure” is defined as when the applicant proposes a land use, design or detail that is deemed by Town staff to contravene the intent of the ADG. For example, significantly changing the road pattern and/or land uses from that identified in Land Use section of this document, would be viewed as a significant departure. All significant departures will be subject to Council approval.

For significant departures, site specific urban design brief will be required in support of all newly proposed draft plans of subdivision or site plan development applications described above to the satisfaction of the Town. The urban design brief will address how the proposed development will “fit”/ be compatible with the existing context in relation to surrounding development and/or land use(s) as proposed by the Land Use Plan of the ADG.

The proposed urban design brief will be reviewed and approved by the Control Architect. The developer or builder is responsible to make satisfactory arrangements with the Control Architect in regards to cost.

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