

TOWN OF CALEDON
PLANNING
RECEIVED

January 31, 2025

Wildfield Village

ARCHITECTURAL CONTROL GUIDELINES

TOWN OF CALEDON



Prepared by:



WILLIAMS & STEWART
ASSOCIATES LIMITED

Prepared for:

Global Properties Inc.

Dated: January 29, 2025

Project No.: P-2820

Consultant Information:



WILLIAMS & STEWART

ASSOCIATES LIMITED

40 Vogell Road, Suite 46 | Richmond Hill, ON L4B 3N6

T 905.780.0500 | www.williamsarch.com

Table of Contents

1.0	Introduction	1		
1.1	Intent	1		
1.2	Vision	2		
1.3	Guiding Principles	3		
1.4	Design Control	5		
1.5	Terminology	5		
1.6	Policy Reference	6		
1.6.1	Future Caledon Official Plan (March 2024)	6		
1.6.2	Caledon Comprehensive Town-Wide Design Guidelines (November 2017)	6		
1.6.3	Town of Caledon's Green Development Standards (June 2024)	7		
1.6.4	Region of Peel Healthy Development Assessment User Guide (2016)	7		
1.6.5	Wildfield Village Community Design Guidelines (November 2024)	8		
1.7	Surrounding Context	9		
2.0	The Community Plan	12		
2.1	Overview of the Community Plan	12		
2.2	Community Circulation	15		
2.2.1	Provisions for all Streets	15		
2.2.2	Road Hierarchy and Active Transportation Routes	15		
3.0	Community Design	19		
3.1	Community Character Areas	19		
3.1.1	Community Gateways	21		
3.1.2	Community Collector Roads	21		
3.1.3	Neighbourhood Parks	21		
3.1.4	School	22		
3.1.5	Stormwater Management Facility	22		
3.2	Community Safety	23		
3.3	Residential Siting Design	24		
3.3.1	Residential And Street Relationship	24		
3.3.2	Facade Variety In The Streetscape	25		
3.3.3	Streetscape Massing	26		
3.3.4	Residential Built Form Typologies	27		
3.3.4.1	Single Detached Dwellings	27		
3.3.4.2	Semi-Detached Dwellings	28		
3.3.4.3	Street Townhouses	29		
3.4	Design Guidelines for Priority Lot Dwellings	30		
3.4.1	Corner Lot Dwellings	32		
3.4.2	Gateway Dwellings	33		
3.4.3	View Terminus Dwellings	34		
3.4.4	Curving Streets and Elbows	35		
3.4.5	Upgraded Rear and Side Architecture	36		
3.4.6	Community Window Dwellings	37		
3.4.7	Park Facing Dwellings	38		
4.0	Architectural Design	39		
4.1	General Elevation Guidelines	39		
4.4.1	Architectural Character And Style	39		
4.2	Architectural Design Criteria	42		
4.2.1	Main Entrances	42		
4.2.2	Porches / Porticos	42		
4.2.3	Roofs	43		
4.2.4	Windows	44		
4.2.5	Wall Cladding	45		
4.2.6	Materials and Colours	47		
4.2.7	Architectural Detailing	48		
4.2.8	Foundation Walls	49		

- 4.2.9 Site Grade Conditions49
- 4.2.10 Bird-Friendly Building Design49
- 4.2.11 Utility and Service Elements50
- 4.2.12 Municipal Address Signage50
- 4.2.13 Fencing51
- 4.2.14 Coordination of Dwellings Design / Sitings with Streetscape Elements.....51
- 4.3 Design Criteria for Garages.....53
 - 4.3.1 Criteria for Attached Garages53
 - 4.3.2 Dropped Garage Conditions55
 - 4.3.3 Driveways56

5.0 Sustainable Design57

- 5.1 Development Considerations58
- 5.2 Residential Building Considerations58
- 5.3 Walkability and Cycling59

6.0 Architectural Design For Non-Residential Buildings60

- 6.1 School60
 - 6.1.1 Building Design and Site Planning61
 - 6.1.2 Parking and Site Access63
 - 6.1.3 Signage, Lighting and Site Furniture63
 - 6.1.4 Loading, Servicing and Garbage Areas.....63

7.0 Implementation Of Architectural Control.....64

- 7.1 Design Review and Approval Process.....64
 - 7.1.1 Preliminary Review64
 - 7.1.2 Final Review and Approval64
 - 7.1.3 Submission Requirements65

- 7.1.4 Town of Caledon Approval.....66
- 7.1.5 Monitoring For Compliance66

1.0 Introduction

1.1 Intent

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

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

The ACG deal primarily with physical elements within the private realm (i.e. building design and siting criteria) and must be read in conjunction with the “Wildfield Village Community Design Guidelines” (prepared by SGL Planning & Design Inc. November 2024) and the Town of Caledon Comprehensive Town-Wide Design Guidelines (November 2017) which address the design of physical elements and landscaping within the public realm, as well as additional built form guidance. Combined, these documents will provide design guidance to shape the visual character of new development within the subject lands and the overall Wildfield Village Community.

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



Promoting architectural variety, innovation and quality

1.2 Vision

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

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

Building upon this vision, the Global Properties Inc. Draft Plan of Subdivision is envisioned as a comprehensively planned residential community that will form an integral component of the Wildfield Village Secondary Plan. The community will derive its high-quality traditional and contemporary character through a coordinated design approach to built form and streetscapes. Each building will be designed and sited to appropriately respond to its location within the individual neighbourhoods and to generate unique, visually appealing, pedestrian-oriented streetscapes through careful attention to architectural style, building orientation, massing, articulation, materials, and site conditions. The combination of built form options tailored for modern lifestyles, quality public spaces and attractive views and vistas will contribute to the creation of a vibrant new community with a distinctive identity and a strong sense of place. This design vision shall be adhered to by the developer and builders within Wildfield Village and shall be enforced through a mandatory architectural control review process.



Wildfield Village Design Vision : a compact, well-connected and complete community

1.3 Guiding Principles

The Wildfield Village Community Design Guidelines sets out a series of guiding principles that form the basis for the various planning decisions and design rationale for the Global Properties Inc. subdivision.

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

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

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

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



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

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

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

Create a permeable network of roads, sidewalks, multi use paths, and cycling routes that promote connectivity and access to the Urban Corridor located south of the subject lands. Uses within the Urban Corridor provide opportunities for area residents to live, work and play within close proximity.



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

Wildfield Village will be defined by the extensive NHS lands (Greenbelt) that help to create a 'green' community. The proposed built form will respect the surrounding natural heritage features and will include a wetland restoration area, public parks, and stormwater management facilities to serve the recreational needs of future residents.



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

Create a series of well-distributed parks to meet the passive and recreational needs of the community and provide for an elementary school site. Together, these facilities will accommodate future growth and the evolving dynamics of the community.

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

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



1.4 Design Control

A privately-administered architectural control design review process will be conducted for all new low-rise housing proposals, within Wildfield Village, to ensure compliance with the requirements of these Guidelines. The review process by the Control Architect will be conducted expeditiously and fairly. A site plan approval process administered by the Town of Caledon will apply to the institutional proposals. Refer to Section 7 - Implementation of Architectural Control.

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

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

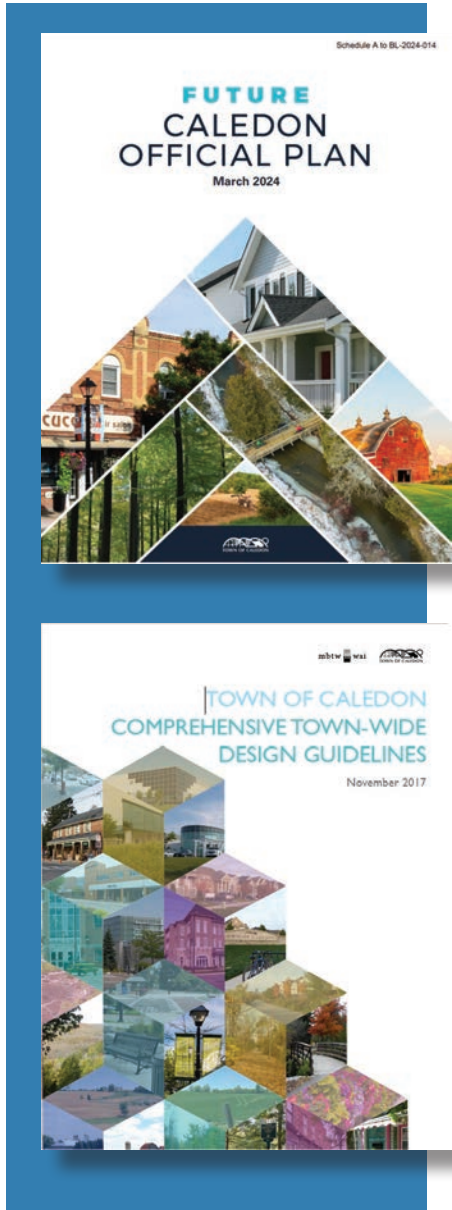
The builders shall only offer for sale dwelling designs once they have been first reviewed and approved by the Control Architect.

1.5 Terminology

Within these Guidelines common terms are used in reference to prescriptiveness of the guidelines. These terms have the following meaning with respect to compliance:

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

1.6 Policy Reference



1.6.1 Future Caledon Official Plan (March 2024)

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

"The planning objectives for the Neighbourhood Area designation are as follows:

a) provide for new housing opportunities to meet the Town's projected housing needs;

b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;

c) ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,

d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability."

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

1.6.2 Caledon Comprehensive Town-Wide Design Guidelines (November 2017)

The Caledon Comprehensive Town-Wide Design Guidelines provide a starting point for a discussion about urban design, site planning, built form, and open space concepts and principles for various development situations, including new Greenfield Communities. Section 4: Design Consideration for Greenfield Communities, provides a high-level framework of design criteria for the overall identity and structure for new communities, and includes specific guidelines to direct the various uses proposed within the subdivision under Section 6.0: The Private Realm, Section 8.0: Residential Development, and Section 12.0: Institutional Uses. The proposed subdivision design, including built form will comply with the general design standards established in the Caledon Comprehensive Town-Wide Design Guidelines. The Caledon Comprehensive Town-Wide Design Guidelines, in conjunction with this ACG will be used by the Town in their review and evaluation of the various development proposals within the subject lands.

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

Caledon's Green Development Standards (GDS) Guidebook sets out expectations for new development to promote Caledon as a zero-emissions, resilient, and complete community. The GDS applies to Draft Plans of Subdivisions which is assessed by GDS Themes and Merics, including; **1. Community Design and Mobility**, **2. Green Infrastructure**, and **3. Building and Energy**. As part of the Draft Plan of Subdivision submission requirements, the applicant will submit, under a separate cover, the Caledon Green Development Standard: Draft Plan of Subdivision Checklist. This checklist requires a detailed overview of the subdivision's compliance with GDS and meeting various targets with supporting materials and references for municipal review and approval.

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

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

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

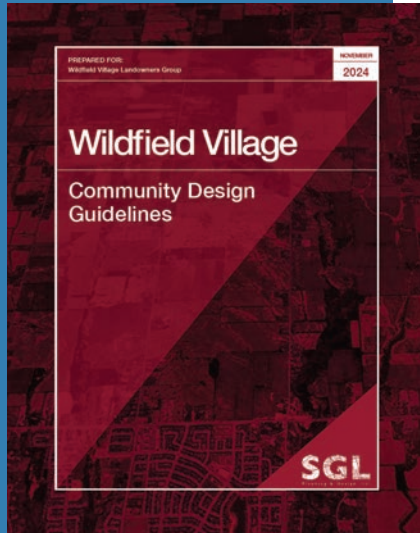
As part of the Secondary Plan process, Appendix A - Peel Healthy Development Assessment (Large-Scale) was used to assess the plan and its various attributes, and received a **Gold** scorecard.



1.6.5 Wildfield Village Community Design Guidelines (November 2024)

The Wildfield Village Community Design Guidelines (CDG) prepared by SGL Planning & Design Inc., establish a framework of the proposed community structure and design vision for the Wildfield Village Secondary Plan Area. This includes community vision and principles, defining the structure of the community plan, establishing an active transportation network, providing general design guidance for proposed built form and public realm features, and describing sustainability approaches for the community.

Section 5, Site Design and Built Form of the CDG provide high-level design standards for single and semi detached dwellings and townhouses. Complementing and building upon these built form design standards, these ACG will supplement the CDG and provide site-specific built form and architectural design criteria to guide the proposed residential and institutional uses within the Global Properties Inc. subdivision.



1.7 Surrounding Context

The Global Properties Inc. subdivision is located in the northern half of the Wildfield Village Secondary Plan and is generally bounded by The Gore Road to the east, the future Highway 413 to the north, Centreville Creek Road to the west, and agricultural lands (future development) to the south. The subject lands are made up of four agricultural properties that collectively occupy an area of approximately 156.8 hectares. Within the northeast portion of the subject lands is a small area that will be preserved and it forms part of the Greenbelt Plan Area. In addition, this area also contains the planned Highway 413 route/ transitway and associated interchange at The Gore Road. The Greenbelt Plan Area contains sensitive environmental features associated with the West Humber River valley lands.

The site is bounded by:

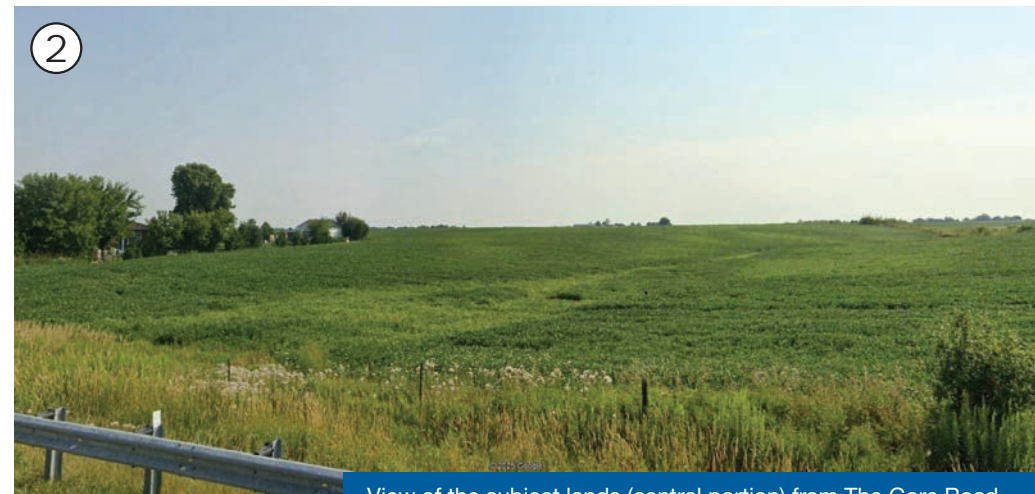
- **North:** Existing agricultural lands, rural residences, and valley lands associated with the West Humber River; further north is Healy Road.
- **East:** The Gore Road and several pockets of existing rural residences; opposite of The Gore Road are agricultural lands and rural residences.
- **South:** Existing agricultural lands and rural residences.
- **West:** Centreville Creek Road and several pockets of existing rural residences; opposite of Centreville Creek Road are agricultural lands, rural residences, and outdoor storage yard.

The developable portions of the subject lands are situated on generally level to gently sloping tableland, which contain no environmental features. The northeast corner of the site will be preserved and will form part of the larger Greenbelt Plan Area, or reserved to form part of the future Highway 413 route and interchange with The Gore Road. Within the northwest portion of the plan, a wetland relocation block is proposed.

Currently, consisting of remnant agricultural lands and rural residential use along the perimeter arterial roads, the proposed development area has been heavily cultivated over many years. Vegetation within the subject lands is minimal and will be preserved, removed or relocated as necessary to allow for development, subject to detailed environmental assessment as submitted under a separate cover.



View of the subject lands (southeast corner) from The Gore Road



View of the subject lands (central portion) from The Gore Road

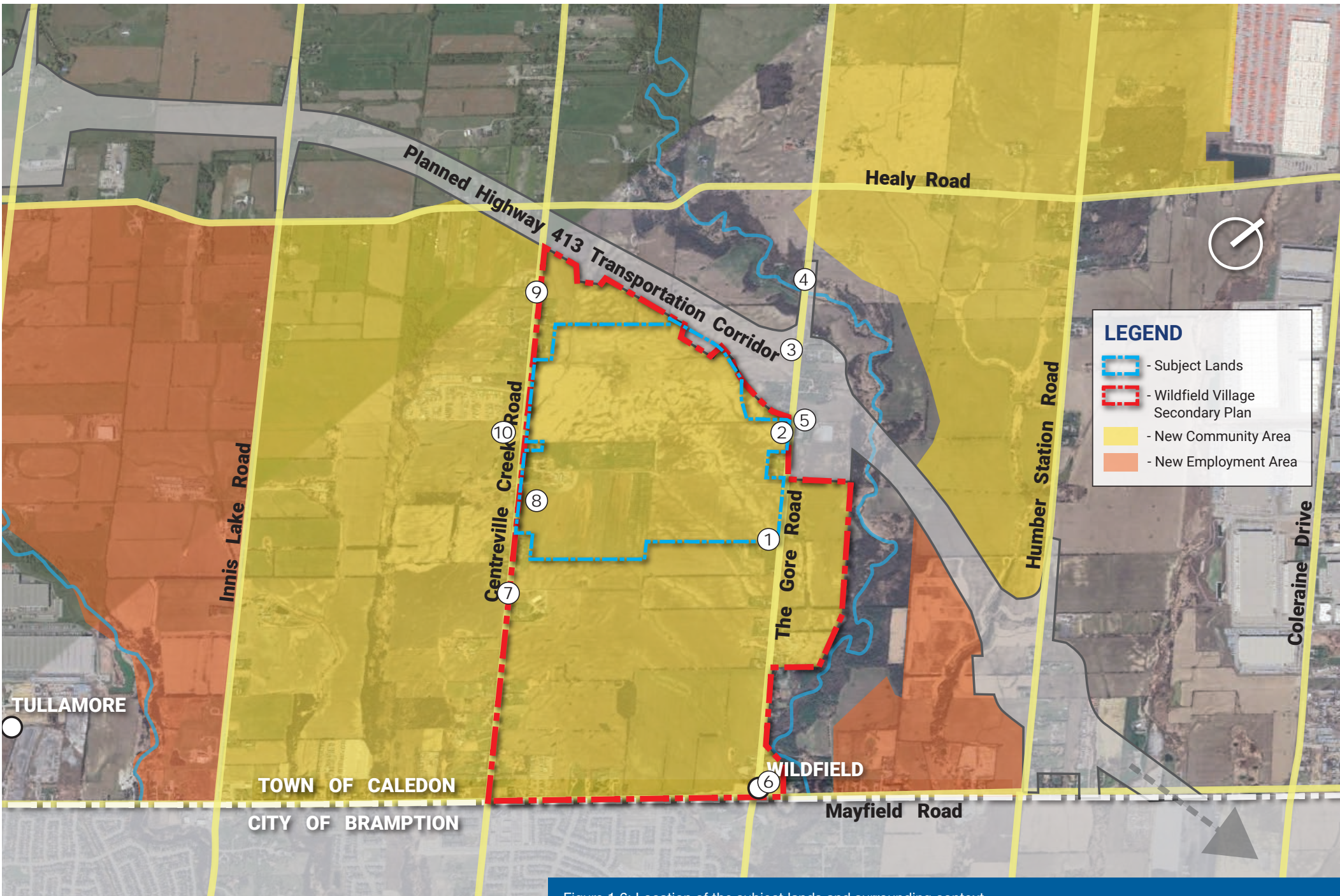
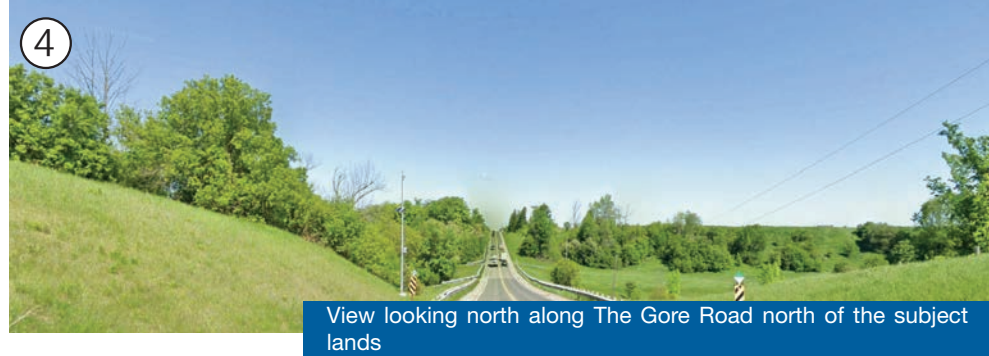


Figure 1.6: Location of the subject lands and surrounding context



View of the subject lands (northeast corner) from The Gore Road



View looking north along The Gore Road north of the subject lands



View of lands on the east side of The Gore Road



Existing homes within the Hamlet of Wildfield



View of lands south of the subject lands from Centreville Creek Road



View of the subject lands from Centreville Creek Road



View of lands north of the subject lands from Centreville Creek Road



View of lands on the west side of Centreville Creek Road

2.0 The Community Plan

2.1 Overview of the Community Plan

The structuring elements within the Global Properties Inc. subdivision will serve as the main components for establishing an integrated community design within the greater Wildfield Village community. Main structuring elements include:

- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent and planned road network. This will include a series of collector roads that provide connections to the greater Wildfield Village community and access to Centreville Creek Road and The Gore Road.
- Collector roads will become key community roads and will connect the various neighbourhoods, parks, open space amenities, and active transportation routes within Wildfield Village.
- Proposed local roads will branch from the collector road network to neighbourhood blocks.
- The proposed road network will facilitate pedestrian and cyclist linkages throughout the community and to adjacent areas to support active transportation.
- The northeast portion of the subject lands contains the future Highway 413 route, including transitway, and partial interchange with The Gore Road.



Variety of high quality built form



Connected network of collector and local roads with active transportation routes



A variety of open space community amenities

- Community edges and entries are located along Centreville Creek Road and The Gore Road. Within these areas, the use of high-quality building architecture and landscape design is required to reflect the character of the Wildfield Village community.
- The Global Properties Inc. subdivision will contain a variety of open space features including:
 - three (3) neighbourhood parks (ranging between 1.43 to 2.05 hectares in size) in the north and south portions of the subdivision. .;
 - three (3) stormwater management (SWM) facilities, plus one (1) potential MTO SWM facility associated with the planned Highway 413 (located outside the study area);
 - a wetland relocation block (1.09 hectares);
 - a 14.0m setback/ buffer block that runs parallel and adjacent to the planned Highway 413 and transitway; and,
 - a series of servicing access blocks that may also facilitate access to open space features.
- A mix of freehold residential building types are proposed, including:
 - Single detached dwellings (on minimum lot frontages of 11.0m to 13.7m);
 - Semi-detached dwellings (on minimum lot frontages 13.7m, or 6.85m/unit); and,
 - Street townhouse dwellings (6.1m lot frontage).
 - Note: 13.7m lots are dual-purpose and may develop as single or semi-detached dwellings.
- The proposed lotting fabric is informed by the existing road network, the planned Highway 413 and transitway, and the land uses and road network established through the Wildfield Village Secondary Plan Area process. As previously mentioned, a mix of freehold residential building types are proposed, including; single detached, semi-detached, and street townhouse dwellings. Street townhouses are generally concentrated in the northern portion of the subdivision, adjacent, or in close proximity, to arterial and collector roads. The location of the townhouses is appropriate to ensure more dense, transit supportive built form is situated near potential transit routes and will provide a transition with single or semi-detached housing forms through compatible massing and architectural styles.
- Priority lot dwellings are distributed throughout the Global Properties Inc. subdivision to contribute to a unique sense of place and identity, address highly public views, and help to define view corridors.
- A series of landscape buffer blocks are proposed along Centreville Creek Road and The Gore Road.
- Although it is not part of the current Draft Plan of Subdivision application, south of the Global Properties Inc. subdivision is the Urban Corridor which is envisioned as a transit supportive mixed use area that provides a range of compact and more dense built forms, including commercial, office, and multi-unit residential uses. The Global Properties Inc. subdivision design provides multiple connection points to the Urban Corridor through its collector and local road network.
- The northwest portion of the subdivision contains a 2.91 hectare elementary school site. The school site is dual zoned to permit residential uses, should the school site not be required by the School Board. Section 6.0 of these Guidelines provides general design guideline criteria for non-residential built form (e.g. schools). The school site will be subject to a Site Plan Approval process to be conducted by the Town of Caledon.
- Refer Figure 2.1 Community Plan on the following page.



LEGEND

- Single Detached Dwellings
- Dual-Purpose Lots (Singles or Semis)
- Street Townhouses
- Elementary School
- Neighbourhood Park
- Wetland Relocation
- 14.0m MTO Setback / Servicing Access
- SWM Facility
- Subject Lands

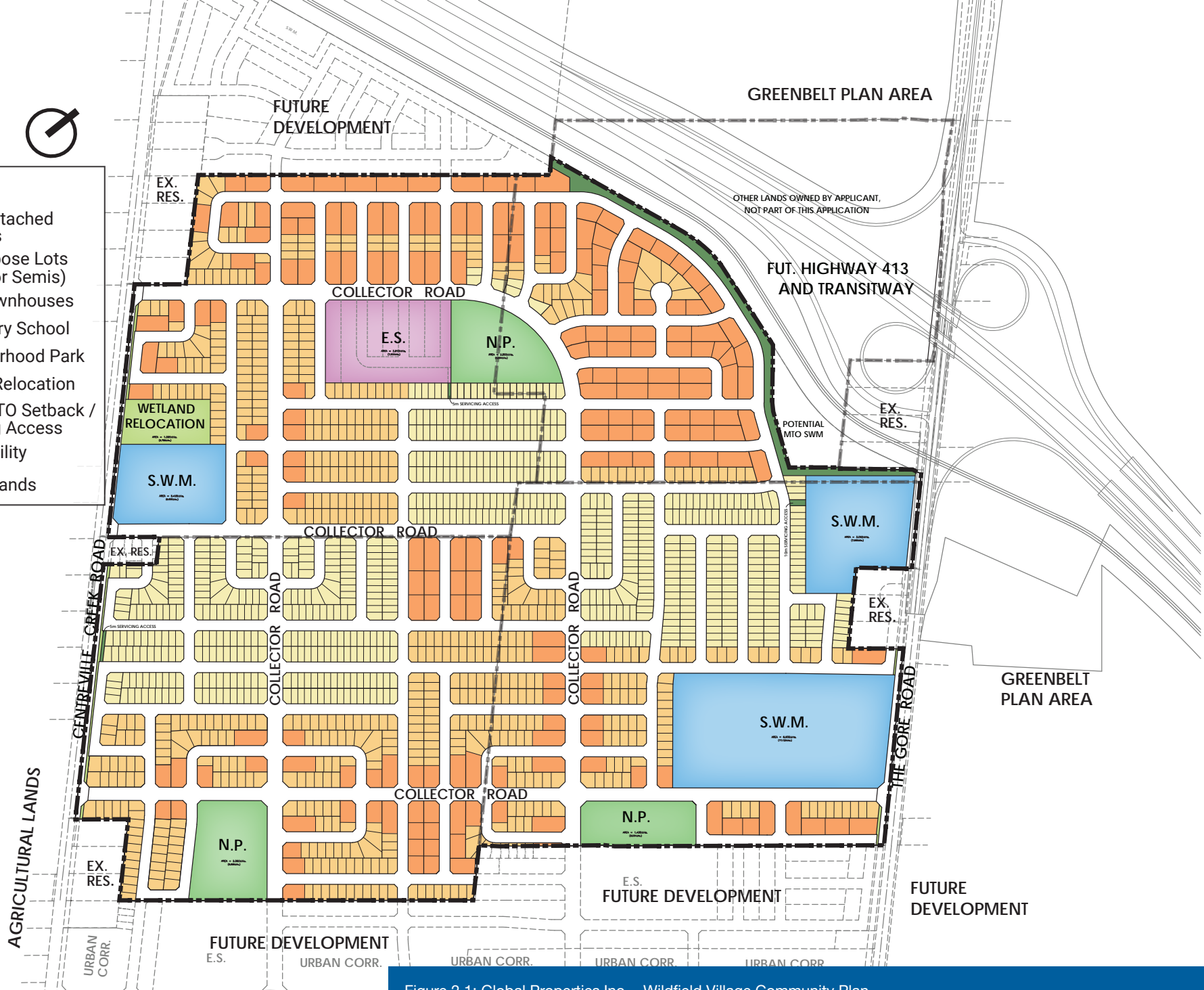


Figure 2.1: Global Properties Inc. - Wildfield Village Community Plan

2.2 Community Circulation

The Global Properties Inc. subdivision within the Wildfield Village Community provides a defined hierarchy of new and existing streets designed to accommodate walking, cycling and vehicular movement. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment that provides for public connectivity throughout the development.

2.2.1 Provisions For All Streets

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

2.2.2 Road Hierarchy and Active Transportation Routes

The following road hierarchy and circulation facilities are present or proposed within the Global Properties Inc. subdivision:

Provincial Highway

- Planned within the northeast corner of the subdivision is the future Highway 413 and transitway. An interchange is planned to facilitate access to the highway from The Gore Road.

Arterial Roads

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



LEGEND

-  - Future Highway 413 and Transitway
-  - Regional Arterial (Sidewalks On Both Sides)
-  - Town Arterial (Sidewalks & Cycle Tracks On Both Sides)
-  - 26.0m Major Collector Road (4.0m Multi-Use Paths On Both Sides)
-  - 22.0m Collector Road (4.0m Multi-Use Paths On Both Sides)
-  - 18.0m Local Road (Sidewalks On Both Sides)
-  - 16.0m Local Road (Sidewalks On One Side)
-  - Subject Lands

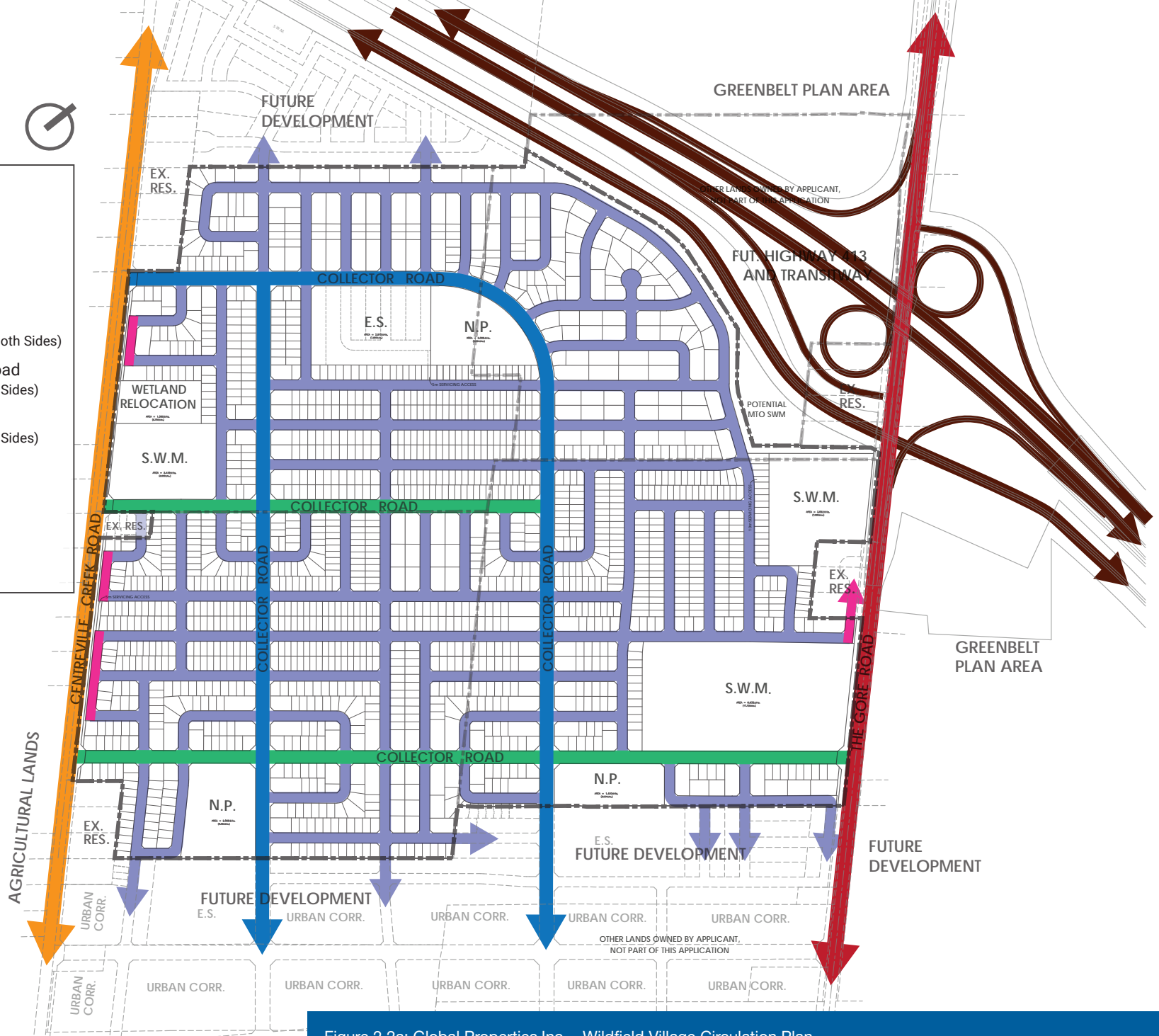


Figure 2.2a: Global Properties Inc. - Wildfield Village Circulation Plan

Collector Roads

- Collector roads of 22.0m and 26.0m are proposed within the subdivision and connect to the perimeter arterial roads and future development to the south.
- The 22.0m collector road will include:
 - 2 through lanes and on-street parking;
 - 4.0m wide multi-use paths on both sides to facilitate pedestrians and cyclists; and,
 - 2.55m planted boulevards.
- The 26.0m major collector road will include:
 - 2 through lanes and on-street parking on both sides;
 - 4.0m wide multi-use paths on both sides to facilitate pedestrians and cyclists; and,
 - 3.55m planted boulevards.

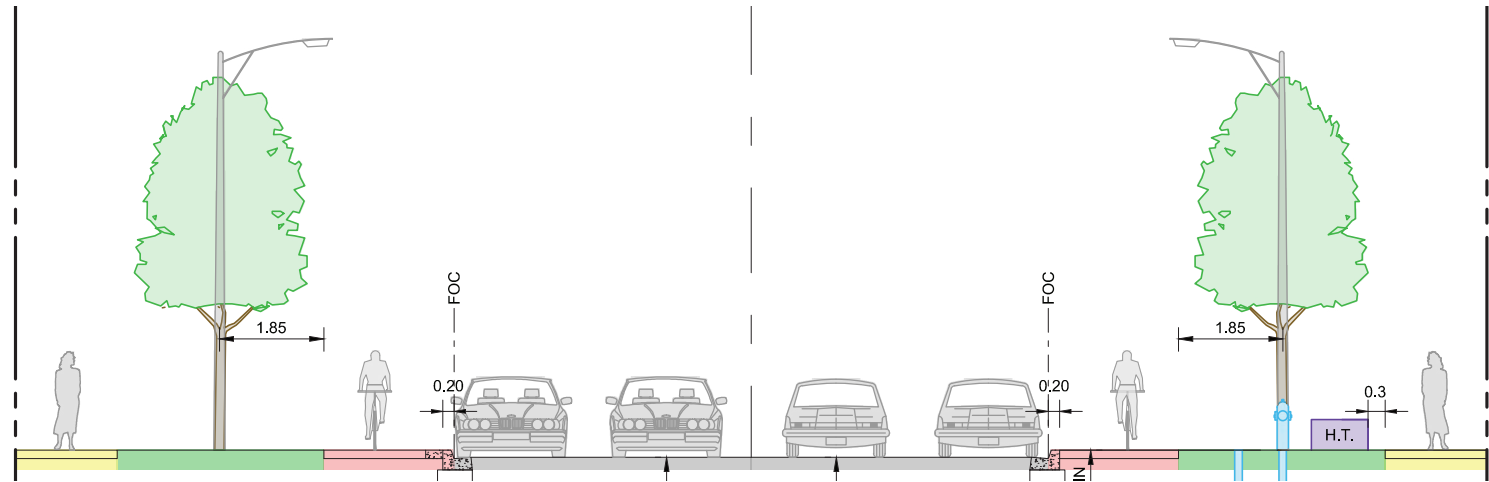


Figure 2.2b: 22.0m collector road

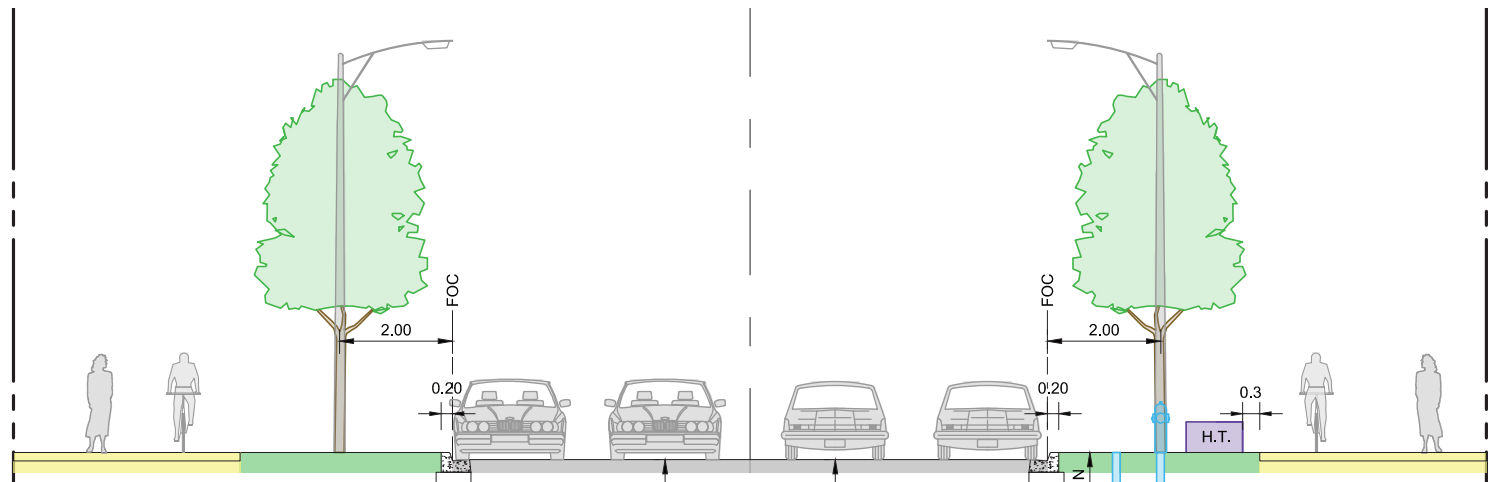


Figure 2.2c: 26.0m major collector road

Local Roads

- Local roads of 16.0m and 18.0m are proposed within the Global Properties Inc. subdivision.
- 16.0m wide local roads are single loaded and occur along community edges running parallel and adjacent to Centreville Creek Road and The Gore Road. These roads are referred to a "community windows" and include:
 - 2 through lanes;
 - a 1.8m sidewalk located to one side (typically opposite of the adjacent arterial road); and,
 - planted boulevards.
- 18.0m wide local roads are the primary road type located throughout the subdivision, and consist of:
 - 2 through lanes and on-street parking;
 - 1.8m wide sidewalks on both sides, and,
 - 3.25m planted boulevards.
- Additional information can be found in Section 3.2, Street Hierarchy in the CDG.

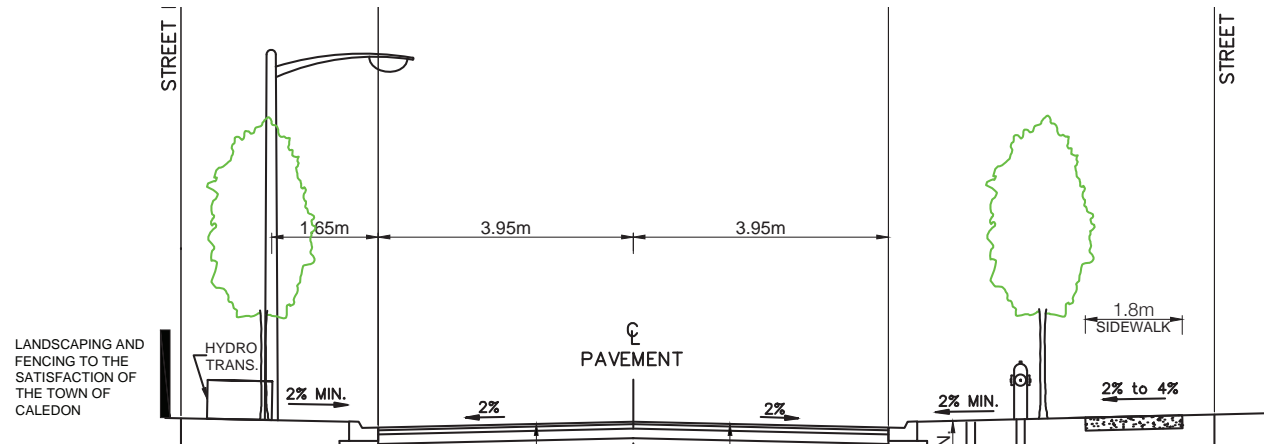


Figure 2.2e: 16.0m local road

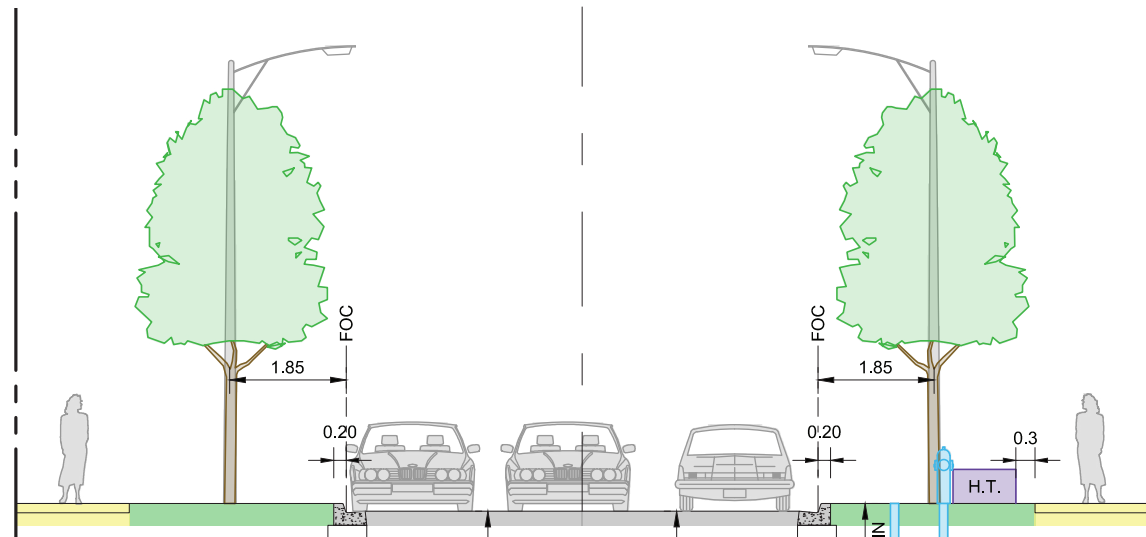


Figure 2.2e: 18.0m local road

3.0 Community Design

3.1 Community Character Areas

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

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

Opportunities to establish community character areas include:

- Community Gateways;
- Community Collector Roads;
- Neighbourhood Parks;
- School Site; and,
- Stormwater Management Facilities.



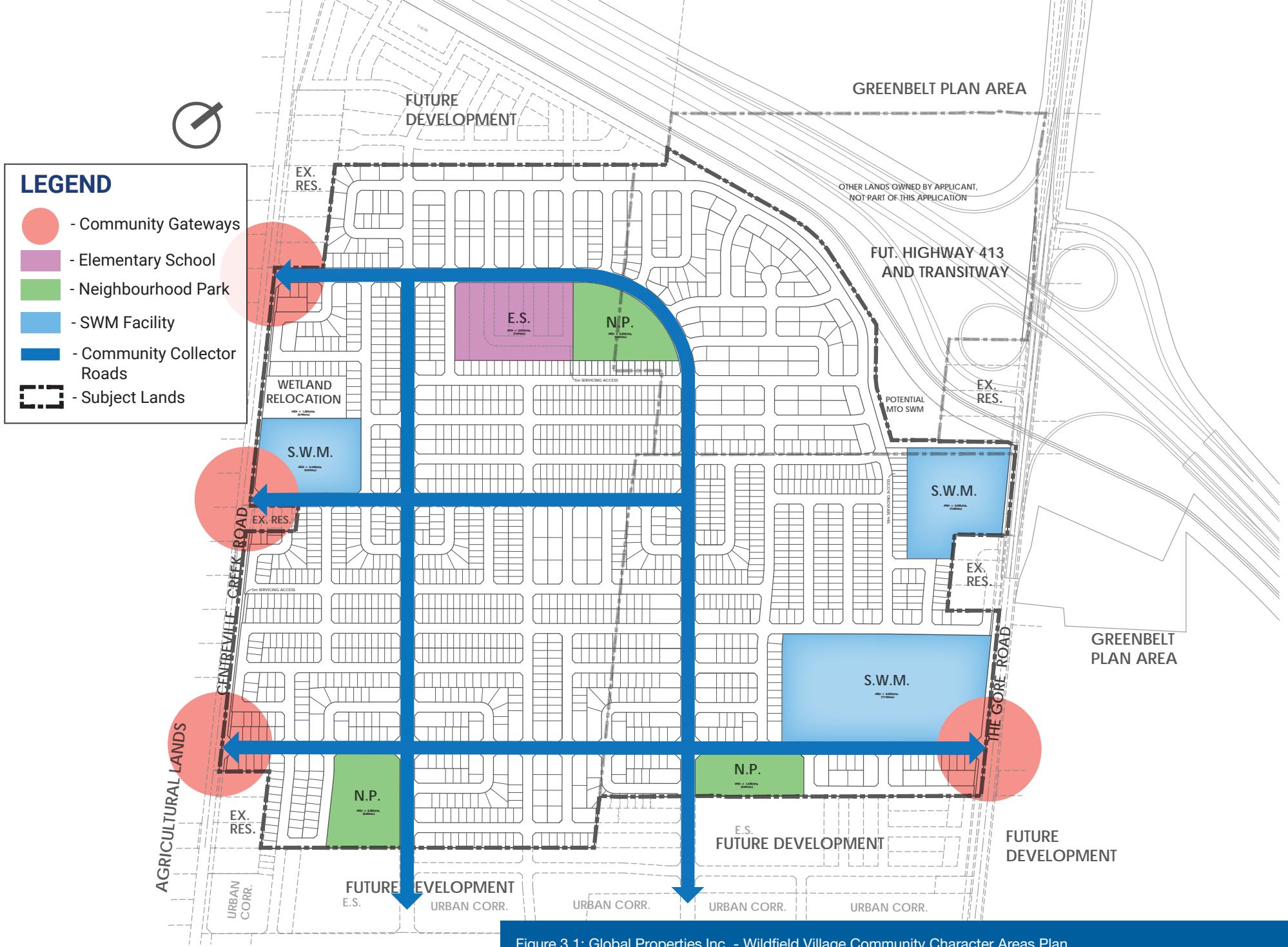


Figure 3.1: Global Properties Inc. - Wildfield Village Community Character Areas Plan

3.1.1 Community Gateways

Community gateways provide a sense of identity and arrival, and serve as placemaking and wayfinding features within the neighbourhood. These areas will combine enhanced landscape features together with upgraded built form to define the character of the Global Properties Inc. subdivision within Wildfield Village.

Gateway dwellings shall be designed to serve as community landmark homes. Dwellings in these areas should display two to three storey massing and should have the entry feature oriented towards the higher order road (e.g. facing the arterial road). Publicly exposed elevations shall be highly articulated with consistent detailing and upgraded materials that contribute to the overall character envisioned for Wildfield Village. For gateway dwelling guidelines, refer to Section 3.6.2.

3.1.2 Community Collector Roads

Community collector roads should reflect an urban streetscape treatment that promotes a comfortable pedestrian scale with built form that frames the road, enhanced building flankages, and institutional building.

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

3.1.3 Neighbourhood Parks

The neighbourhood parks are common open space features within the community which provide opportunities for active and passive recreation, children to play, and residents to socialize. The neighbourhood parks will provide a landmark features within the Wildfield Village Community which contributes to the definition of the character of the Global Properties Inc. subdivision. For neighbourhood park guidelines, refer to Section 4.3 of the CDG.

Dwellings facing the neighbourhood parks will be highly visible within the public realm and shall display a high degree of architectural detailing, appropriate massing, and high quality cladding materials. The use of prominent and appropriately sized porches and porticos are encouraged to face the neighbourhood parks to promote social engagement and overlook of the parks. For park facing dwelling guidelines, refer to Section 3.6.7.



Example of community gateways



Conceptual image of built form along community collector roads



Example of a neighbourhood park



Conceptual image of a school building with defining landmark feature

3.1.4 School

The proposed school site located in the northwest portion of the subdivision provides an important educational function that benefits the community and serves as a focal landmark building within the neighbourhood. The school site is located adjacent to a neighbourhood park and will allow for shared-use facilities, such as a parking lot, and access to both sites.

The proposed school building should be designed as a community landmark that defines the neighbourhood character. The use of prominent building massing and facades that express a distinct visual identity while harmoniously blending into the neighbourhood fabric should be implemented. For school building and site design guidelines, refer to Section 6.1.



3.1.5 Stormwater Management Facilities

Stormwater management facilities are located in a highly visible areas within the Global Properties Inc. subdivision, along Centreville Creek Road and The Gore Road, providing naturalized focal points for the community. The proposed SWM facilities will provide both quality and quantity stormwater controls while providing visual and recreational amenities for the Wildfield Village community.

Architectural upgrades to rear and/or side elevations backing or flanking onto the SWM facilities will be required, since these dwellings will have a high degree of public visibility. For upgraded rear and side architecture guidelines, refer to Section 3.6.5.



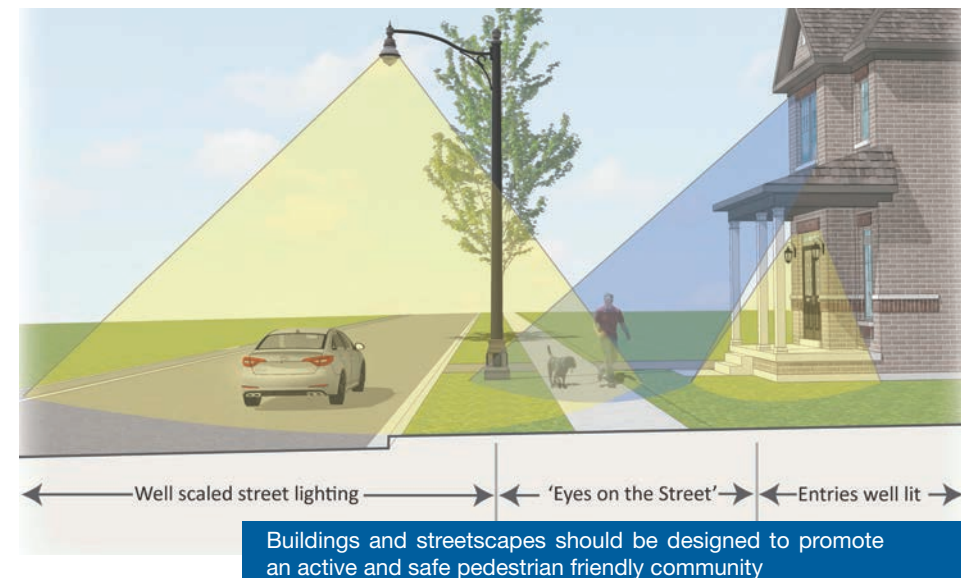
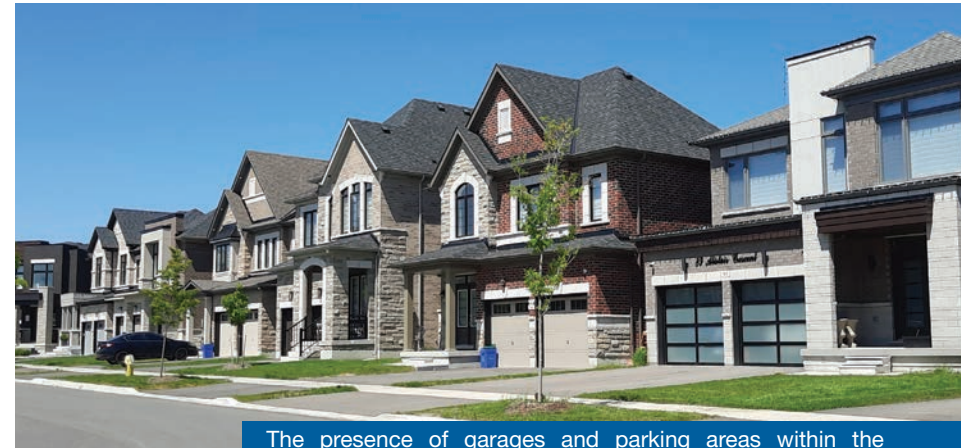
Conceptual image of a stormwater management facility and adjacent built form

3.2 Community Safety

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

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

- The presence of the garage within the streetscape should be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible.
- The habitable portion of the dwelling is encouraged to be located closer to the street than the garage.



3.3 Residential Siting Design

3.3.1 Building And Street Relationship

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

DESIGN GUIDELINES:

- The front façade of the dwelling shall directly relate to the street.
- Housing should be ground-related with a minimum number of stairs to access the main entrance to reinforce a pedestrian friendly neighbourhood. Dwellings with elevated entrances are generally discouraged, subject to site grading conditions.
- Building setbacks should define the street edge and create a visually ordered streetscape. Siting houses close to the minimum required front setback is recommended unless otherwise stated for any special areas within the community. Notwithstanding this objective, variation in building plane setback may be desirable on long, straight street blocks to provide visual relief, where lot depths permit.
- Buildings shall be designed to create harmonious massing within the streetscape.
- Primary building entrances should be clearly visible and identifiable from the street. Ground related entries are preferred to minimize the negative visual impact of large concentrations of stairs.

- Projection into the front or flankage yard by porches, porticos and/or bays are encouraged for their beneficial impact on the streetscape.
- Corner buildings shall be designed to address both street frontages in an equally enhanced manner with consistent architectural treatment.
- Buildings located at a view terminus should have an enhanced design to promote visual interest and address views.
- Garages should be subordinate to the overall home façade to contribute to a comfortable pedestrian environment by minimizing its visual presence.
- Rear yard amenity areas should be screened from street views. Privacy fencing will be required for all corner dwellings and should not extend beyond the rear corner of the dwelling more than approximately 1.5m so that the flankage facade is not obscured.



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

3.3.2 Facade Variety In The Streetscape

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

DESIGN GUIDELINES:

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



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

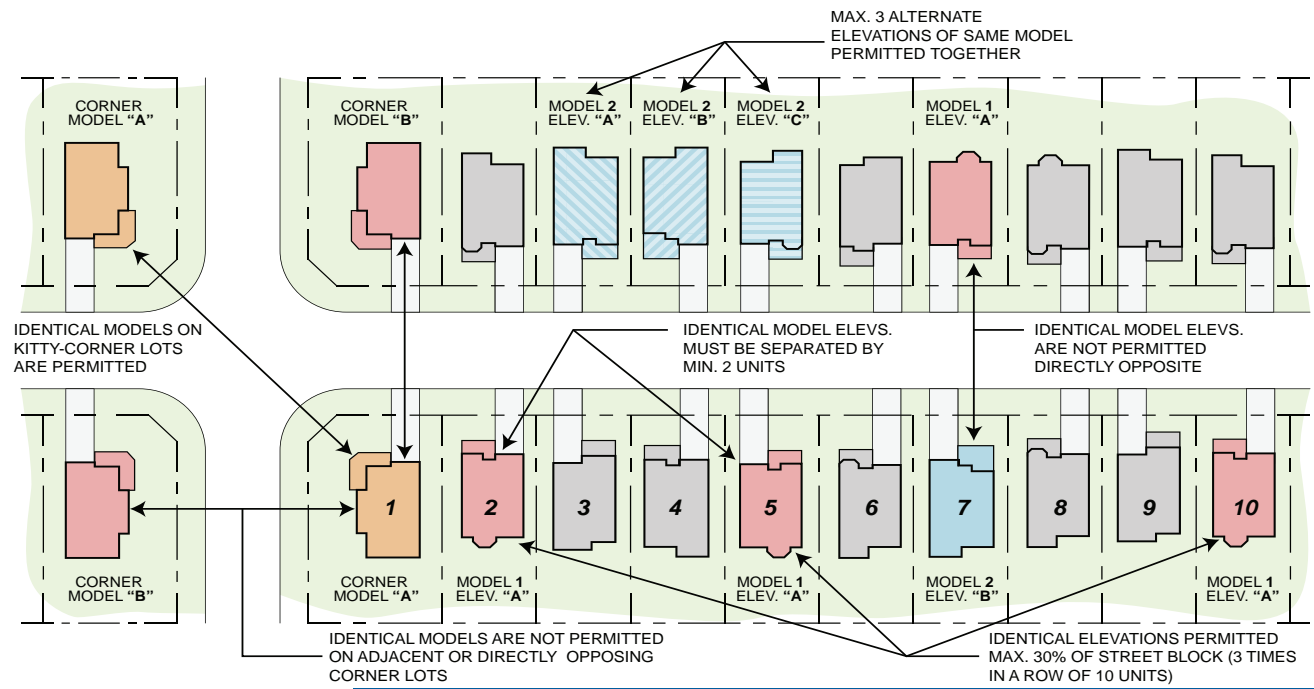


Figure 3.3.2 : Model repetition and façade variety criteria

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

3.3.3 Streetscape Massing

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

DESIGN GUIDELINES:

- The scale, height and massing of buildings within the streetscape should seamlessly connect to the adjacent street, creating a well-balanced, human scale massing that encourages pedestrian activity.
- Adjacent buildings should be compatible in massing and height. Extreme variation in massing should be avoided. For example: where bungalows, raised bungalows or 1-1/2 storey dwellings are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units.

- Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side gabled) is employed to provide an acceptable visual transition between these house types.
- It is recommended that 3-storey dwellings not be sited next to a bungalow.



Example of appropriate massing within the streetscape

3.3.4 Residential Built Form Typologies

3.3.4.1 Single Detached Dwellings

Single detached housing with front-loaded garages will occur throughout Wildfield Village on minimum lot frontages of 11.0m and 13.7m (note: 13.7m lots are dual-purpose and may develop for either single detached or semi-detached dwellings). The following design guidelines will apply:

DESIGN GUIDELINES:

- A variety of bungalow, bungalow-loft, two-storey, and three-storey building massing will be permitted.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation to provide visual interest.
- A variety of architectural expressions and elevation treatments is required to provide visual diversity within the streetscape. Individual buildings

should combine to create visual harmony when sited collectively with other dwellings.

- Dwelling designs with porticos or large covered front porches (with sufficient space for comfortable seating) are encouraged, where appropriate to the architectural style.
- Large concentrations of steps at the front entry are discouraged unless as a result of site grading conditions.
- For corner units, the flanking side elevation and rear elevation shall be given a similar level of architectural detailing as the front elevation. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- All garages will be accessed from the street and may be either attached, detached or tandem. Attached street-facing garages should be incorporated into the main massing of the building. Dwelling designs with front facing garages projecting beyond the front façade of the dwelling or porch are discouraged.
- Two-car street-facing garages will be permitted on lot frontages of 11.0m or greater.

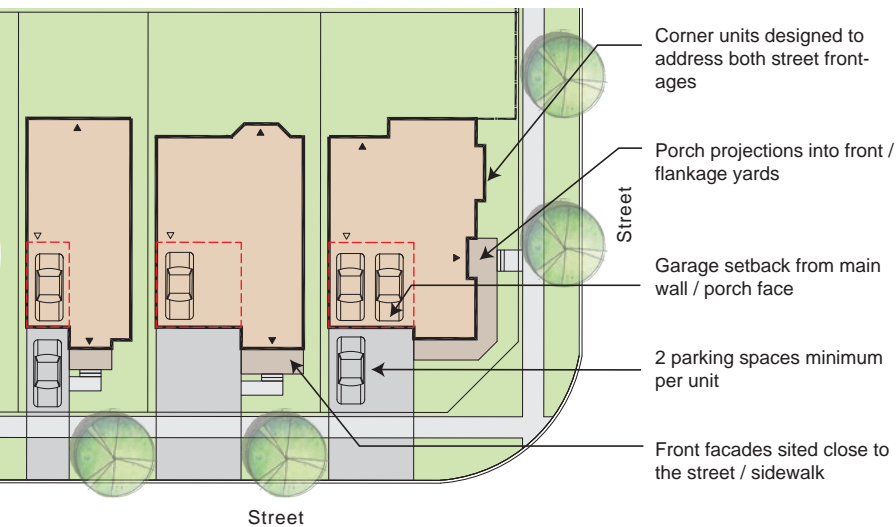


Fig. 3.3.4.1: Conceptual plan layout for single detached dwellings



Conceptual image of single detached dwellings

3.3.4.2 Semi-Detached Dwellings

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

DESIGN GUIDELINES:

- Both halves of the building should be compatible in terms of design expression. Elevations may be symmetrical or asymmetrical.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Each dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style.
- Semi-detached dwellings should have 2- to 3-storey massing. Bungalows are generally discouraged for this housing type.

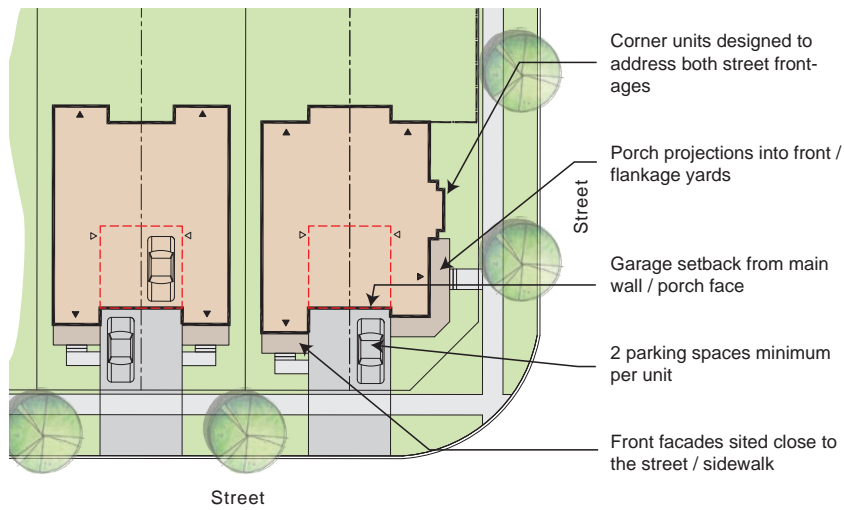


Fig. 3.3.4.2: Conceptual plan layout for semi-detached dwellings

- Semi-detached dwellings that are fully attached above-grade are preferred. Consideration may be given to dwellings partially attached above grade, subject to design review.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- For corner lot buildings, the entry of the interior unit should be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Street-accessed semi-detached dwellings should be restricted to a single-car garage.
- Garages / driveways for semi-detached dwellings should be paired to maximize on-street parking opportunities.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.



Conceptual image of semi-detached dwellings



Conceptual images of street townhouses

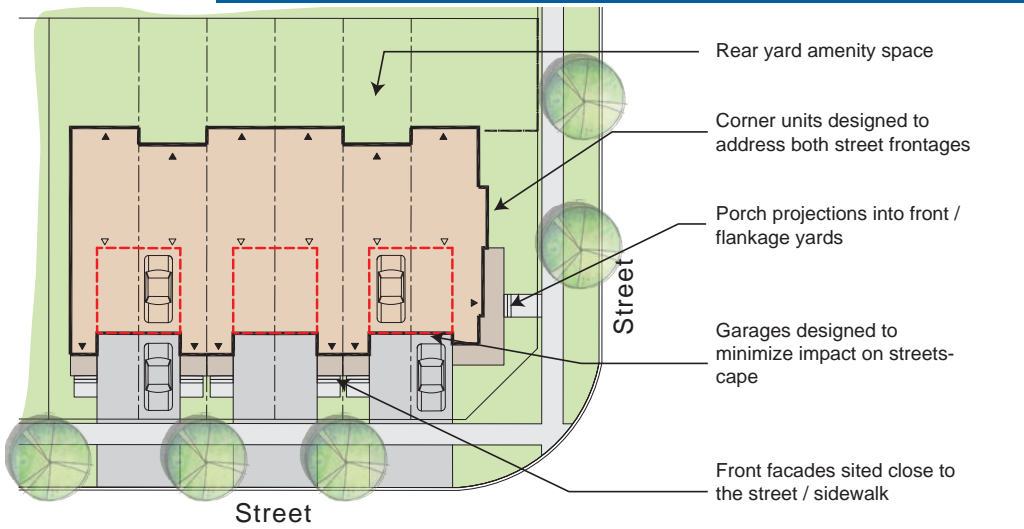


Figure 3.3.4.3: Conceptual plan layout for street townhouses

3.3.4.3 Street Townhouses

Street townhouses with front loaded attached garages are permitted throughout Wildfield Village, and are generally located along collector road corridors or in the northern portion of the subdivision. Street townhouse will occur on minimum lot frontages of 6.1m. The following design guidelines will apply:

DESIGN GUIDELINES:

- Townhouse block sizes may range from 3 to a maximum of 8 units. Greater block lengths may be considered at the discretion of the Control Architect.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Since townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the entire townhouse block, rather than the individual units, will be reviewed and approved based upon its design merits.
- Townhouses should be designed using varying, yet compatible, architectural expressions, materials and colours within each building block.
- The use of 2- to 3-storey building massing is recommended for townhouses to create a dominant built form presence.
- Front facing garages should not project beyond the main wall or porch face of the dwelling to ensure they do not become a dominant element within the streetscape.
- Ample wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches where appropriate.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line, where grading permits. Where a dwelling unit flanks a laneway, the main entrance should face the public street.
- Utility meters should be concealed from public view in accordance with local utility company requirements.










3.4 Design Guidelines for Priority Lot Dwellings

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

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

LEGEND

-  - Gateway Dwellings
-  - Corner Lot Dwellings
-  - View Terminus Dwellings
-  - Upgraded Rear and/ or Side Architecture
-  - Community Window Dwellings
-  - Park Facing Dwellings
-  - Subject Lands

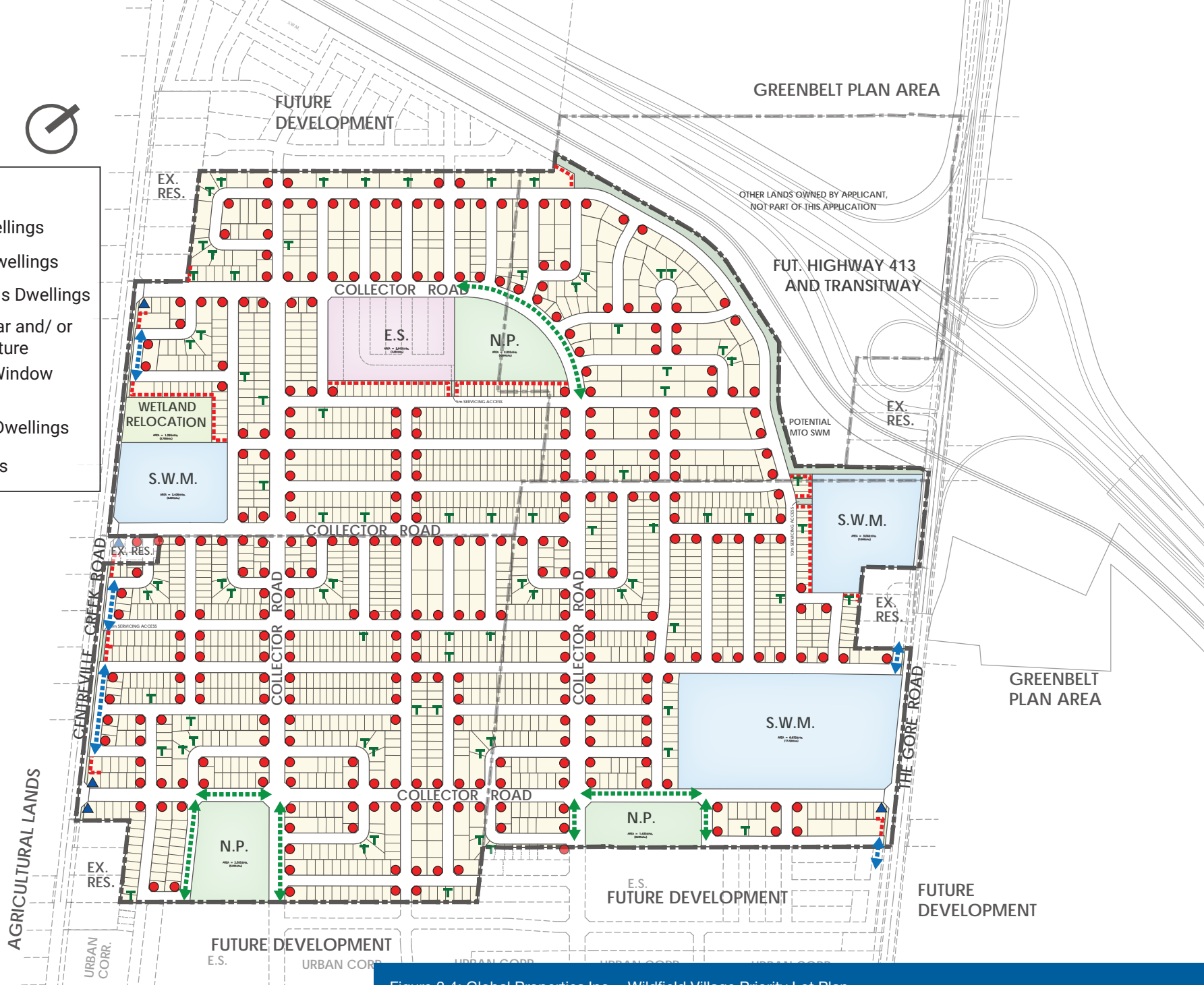


Figure 3.4: Global Properties Inc. - Wildfield Village Priority Lot Plan

3.4.1 Corner Lot Dwellings

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

DESIGN GUIDELINES:

- Corner lot dwellings shall address both street frontages in a consistent manner and incorporate ground level detailing (porches, windows, bays, etc.) which reinforces the pedestrian scale of the street.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Building placement and massing shall be oriented to create a distinctive presence at the intersection.
- Special attention to the massing, height, articulation, fenestration, material finish and detailing is required for all exposed elevations (front, flanking and rear).
- The preferred design is with the main entrance facing the long side of the lot (side entry) or the daylight triangle (angled entry), where site grade conditions permit. This treatment shall be provided along main roads within the community and on the majority of corner units sited.

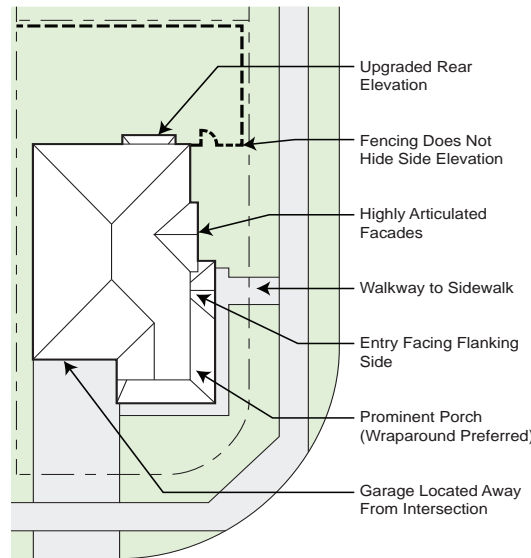


Figure 3.4.1a: Conceptual plan view - corner dwelling

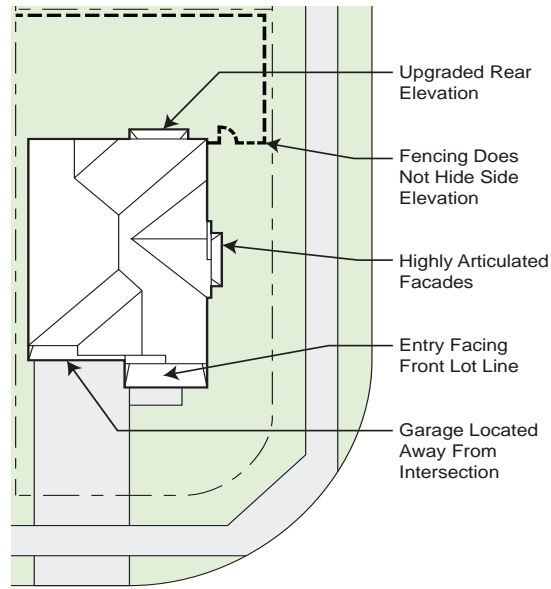


Figure 3.4.1b: Alternative for minor corner lots



Corner lot dwelling with entry facing flanking side lot line



Corner lot dwelling with entry facing flanking side lot line

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

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

3.4.2 Gateway Dwellings

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

DESIGN GUIDELINES:

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

- Building placement and massing shall be oriented to create a distinctive presence at the intersection. Buildings shall exhibit 2- to 3-storey massing. Bungalow forms are not permitted in these locations.
- The main entrance should be oriented to the higher order street or to the daylight triangle unless this conflicts with any noise attenuation requirements (berm/fence) or with an entry feature (fence/gate/wall).

- The garage should be recessed or flush with the front porch or wall face and should not face the arterial / the higher order road. Garages shall be oriented away from the higher order street.



Conceptual images of gateway dwellings

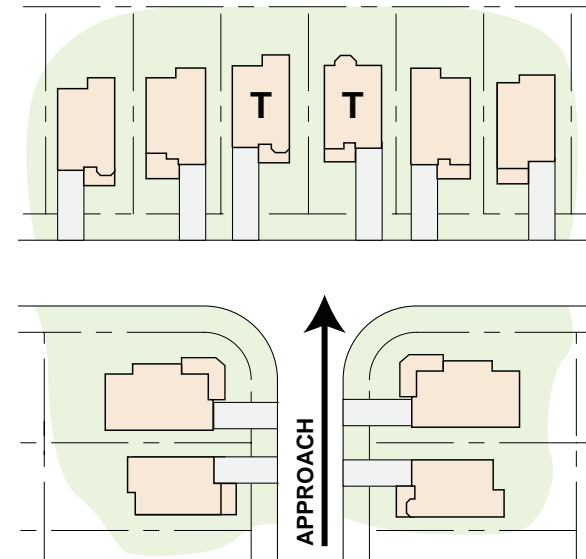
- Distinctive architectural elements such as wraparound porches, chimneys, turrets, projecting bays, precast detailing, shutters and gables or other similarly dominant design features should be employed where architecturally appropriate to emphasize the gateway dwelling's landmark qualities.
- Special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

3.4.3 View Terminus Dwellings

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

DESIGN GUIDELINES:

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



VIEW TERMINUS
T = "T" INTERSECTION DWELLINGS

Figure 3.4.3: View terminus dwellings



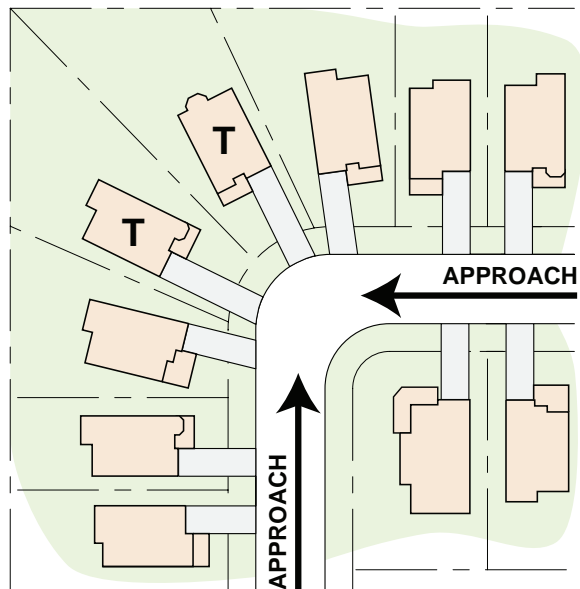
Example of 'View Terminus' dwellings

3.4.4 Curving Streets and Elbows

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

DESIGN GUIDELINES:

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



VIEW TERMINUS
T = STREET ELBOW DWELLINGS

Figure 3.4.4: Street elbow dwellings



Example of 'Street Elbow' dwellings

3.4.5 Upgraded Rear and Side Architecture

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

- Lots which back or flank onto:
 - the school site;
 - neighbourhood parks;
 - roads;
 - stormwater management facilities;
 - servicing blocks;
 - 14.0m MTO setback/ buffer; and,
 - wetland relocation area.

DESIGN GUIDELINES:

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

- Enhanced window style, muntin bars, shutters, frieze board, quoining/ pilasters, decorative panels/louvres and brick detailing (consistent with the dwellings front elevation treatment).
- Introduction of gables and/or bay windows.
- Additional fenestration on the exposed side elevation.
- Some variety among rear yard setbacks or rear wall articulation is encouraged for lots having long stretches of high exposure rear elevations.
- The level of upgrading required will be consistent with the level of public exposure. For example, houses backing onto a stormwater management facility will be quite visible to an open area of frequent public use and will require a higher level of upgrading than dwellings backing onto a 4 to 5 metre high sound barrier.



Conceptual image of dwellings with upgraded rear and side architecture



Conceptual image of dwellings with upgraded rear and side architecture

3.4.6 Community Window Dwellings

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

DESIGN GUIDELINES:

- These dwellings should have a high degree of architectural detailing.
- The use of upgraded building materials, such as stone or precast detailing is encouraged, where appropriate to the dwelling style, to reflect the high-quality character of the community.

- Dwellings which flank onto the arterial roads will also be considered community window dwellings. The design of these dwellings should be consistent with the requirements of corner lot dwellings or gateway dwellings and should incorporate design enhancements to the flanking façade such as a wraparound porch, additional windows, wall articulation, gables, etc. consistent with the front façade of the dwelling.
- Provisions for screening of headlight glare from oncoming traffic should be considered and incorporated into the design treatment of the landscape buffer where oncoming traffic faces a residential unit.



Conceptual images of community window dwellings

3.4.7 Park Facing Dwellings

Within Wildfield Village, public roads which run parallel and adjacent to the proposed neighbourhood parks will create framed views into the subdivision. Dwellings in these locations will be referred to as Park Facing Dwellings.

DESIGN GUIDELINES:

- These dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.

- The use of upgraded building materials, such as stone or precast detailing is encouraged.
- Dwellings are encouraged to have wider and deeper porches which will promote 'eyes on the street' and will provide for an added safety feature and increase social interaction among neighbours.
- Park facing dwellings shall have a variety of model / elevation types and colour packages.
- Garages shall not project beyond the main wall of the dwelling for these units in order to promote a pedestrian friendly and well defined streetscape.



Conceptual image of park facing dwellings

4.0 Architectural Design

4.1 General Elevation Guidelines

4.1.1 Architectural Character And Styles

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

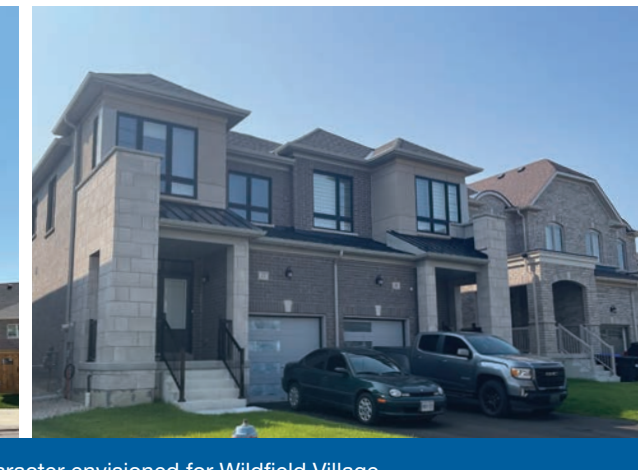
The following guidelines are not intended to impose a rigorous application of any specific architectural style(s). These guidelines provide the builders with a suggested design direction for inspiration, design quality, built form compatibility and consistency, to ensure the architectural styles selected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



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

DESIGN GUIDELINES:

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



Architectural character envisioned for Wildfield Village



Sample renderings and images of the proposed architectural character for Wildfield Village

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

4.2 Architectural Design Criteria

4.2.1 Main Entrances

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

DESIGN GUIDELINES:

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

4.2.2 Porches / Porticos

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

DESIGN GUIDELINES:

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



Main entrances should be a focal feature of the home

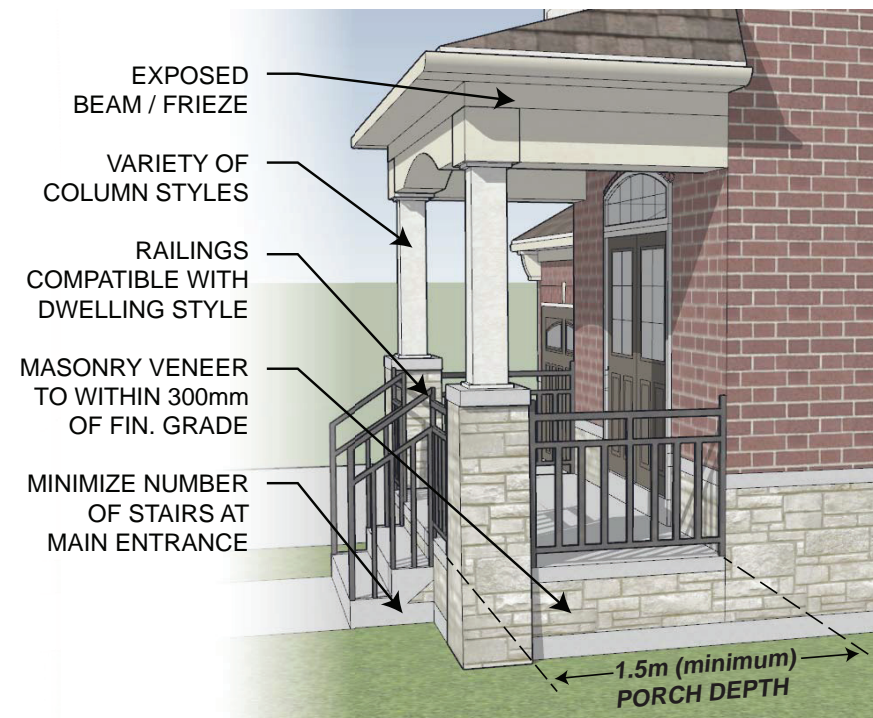


Figure 4.2.2: Typical porch design detail

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

4.2.3 Roofs

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

DESIGN GUIDELINES:

- A variety of roof forms are encouraged consistent with the architectural style of the dwelling; alternate designs for a given model should have differing roof designs.
- Roof embellishments such as gables and functional dormers with visual interest create an interesting roofscapes.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Roof slopes should be characteristic of the architectural style of the dwelling. For example, traditional architecture should employ steep roofs (min. 7.75:12 side slopes and min. 5.75:12 front-to-back slopes) while contemporary architecture is typically designed with lower roof pitches (min. 5.75:12 slopes).
- For contemporary architecture that utilizes a low sloped or flat roof form, articulation of the roof line should be applied through provision of elevated parapets, a pronounced cornice, deep overhangs, pergolas, etc.

- Roofing materials should at a minimum, be heavy shadow textured, high quality architectural asphalt shingles. Metal roofs are encouraged on secondary roof forms such as turrets, porches, bay windows and garage roofs and shall be a complementary to the main roof colour.
- Metal roofs shall be of a heavy gauge and prefinished in a dark tone complementary to the main roof colour.
- Roof overhangs should be a minimum of 300mm unless constrained.



Example of traditional roof form



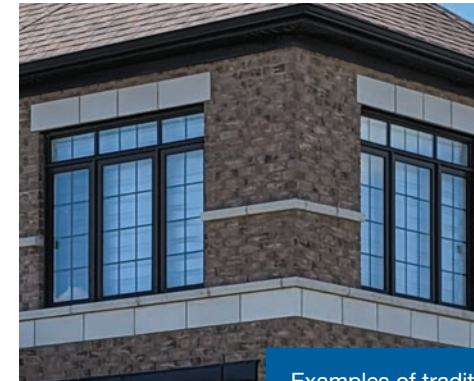
Examples of contemporary roof form

- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile. Skylights may be permitted on the front elevation subject to review by the Control Architect.

4.2.4 Windows

DESIGN GUIDELINES:

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



Examples of traditional window styles



Examples of contemporary window styles

- Rich detailing should be provided around windows.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- The use of false windows is discouraged. Consideration may be given if false windows have reflective glass within a sash to ensure a high standard of design quality is maintained.

4.2.5 Wall Cladding

DESIGN GUIDELINES:

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours should be compatible with the architectural style of the dwelling.
- The primary wall cladding materials within the community shall be:
 - **Brick** in a variety of colours and textures.
 - **Stone** should be complementary to the brick colour.
 - **Siding** should be of high quality and may include, composite wood, fiber-cement (i.e. Hardi Board) or metal (i.e. Longboard or Mac). Use of decorative shakes/ scallops, and panel systems (i.e. PVC panels) may also be permitted. The use of vinyl siding should be limited.
- The following secondary or accent materials are suitable where consistent with the architectural style of the dwelling and complementary to the primary cladding material:
 - **Stone accents** should be complementary to the brick colour and replicate a natural appearance.
 - **Stucco** in muted earthtones with appropriate trim detailing;
 - **Decorative Architectural Precast** may be used and must exhibit a high degree of detailing and quality of finish.
- Where stucco wall cladding is desired as a feature of the front façade it shall be used in conjunction with a masonry (stone or brick) base component. It shall not be used as the main wall cladding material on sides or rear elevations and must not be used on the lower portion of the building close to finished grade.

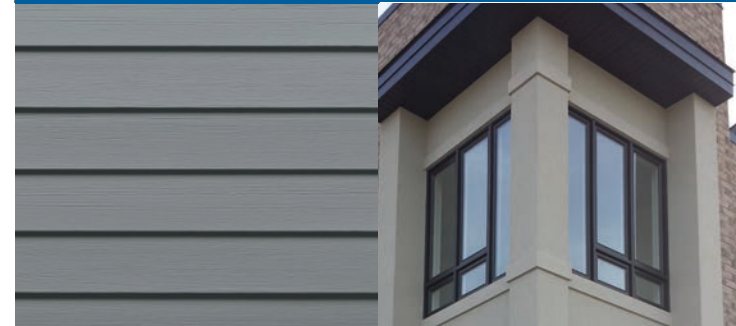


Brick, stone, and/or siding will be the primary wall cladding materials



Brick

Stone



Siding

Stucco accent

Examples of wall cladding materials

- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth that extends to the underside of the ground floor windows is incorporated into the design.
- When using a combination of materials, special care should be given to transition of materials. Material transitions occurring near the front corners of the dwelling should return along the side walls to a logical transition point, such as a wall jog, downspout or wall opening. The minimum return shall be 1200mm (4ft) from the front corner.
- Where stone and stucco façades or stone plinths are used they shall return along the side walls a minimum of 1200 mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane, at which point the wall cladding will change to brick or other suitable material.

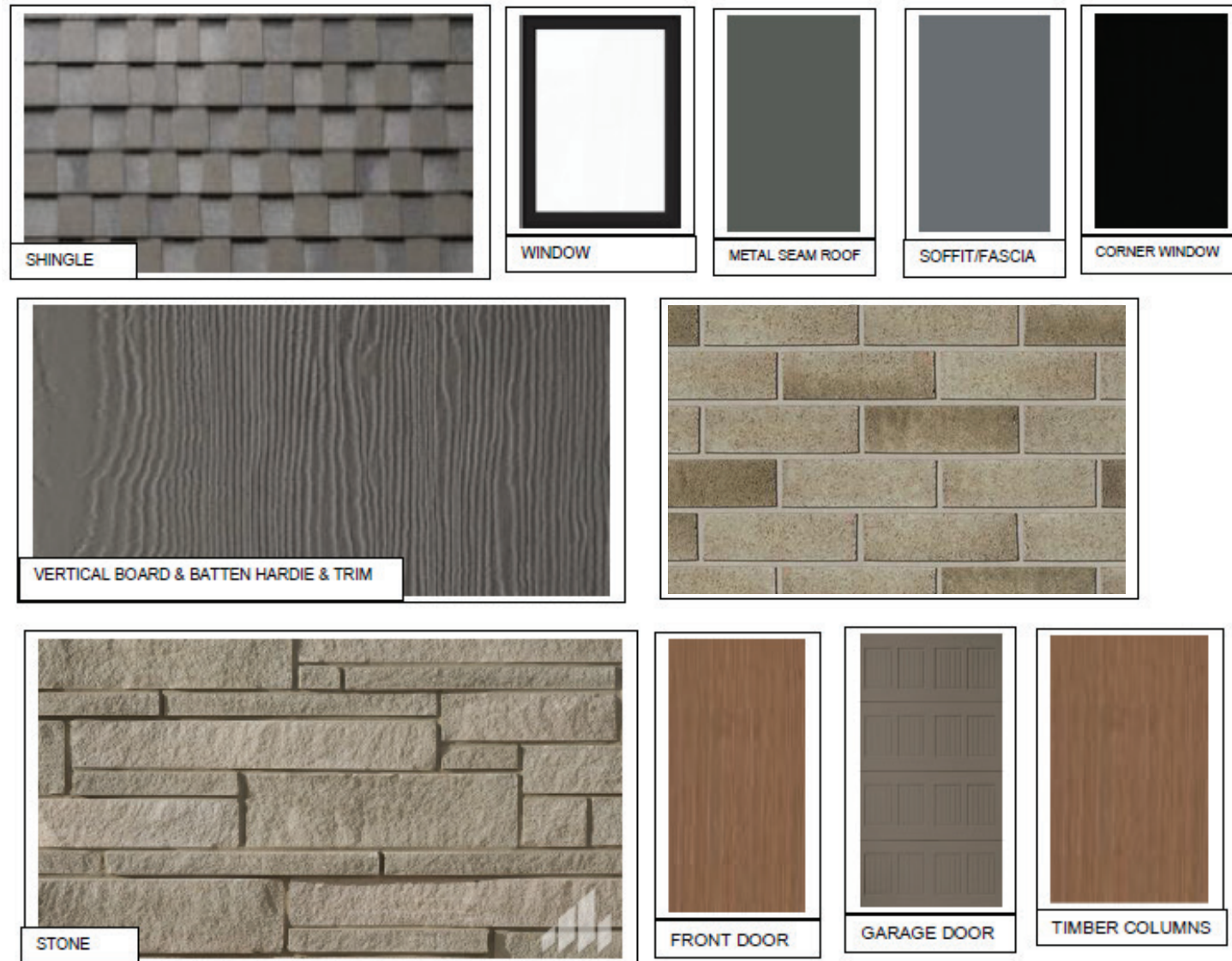


Figure 4.2.6a: Sample of a typical exterior material and colour digital sample board

4.2.6 Materials And Colours

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

DESIGN GUIDELINES:

- Dwellings adjacent or directly opposite one another should not have main wall cladding of the same colour. Identical colours shall be separated by a minimum of 3 dwellings. Exceptions to this may be considered by the Control Architect, in consultation with Town Staff, where the use of identical colours is desirable for emphasis or to frame a particular view or in creating a special character area.
- Street blocks shall have no more than 20% of the dwellings sharing the same main wall cladding colour.
- The use of an accent colour for brick detailing such as lintels, bands or quoins shall be complementary to the colour of the main façade brick.
- The roof shingle colour shall complement the colour of the primary wall cladding.
- Front door colours should generally be more dominant to draw the eye to the entry.
- Trim paint colours (i.e. columns, louvres, wood detailing, etc.) should coordinate with the dwelling's aluminum soffit, eaves and fascia colour.
- The colour of porch railings should be coordinated with the trim paint colours of the dwelling.
- All flashings shall be prefinished to suit adjacent wall cladding colour or roof.
- Each builder shall submit an "Exterior Material and Colour Schedule" to the Control Architect for review and approval.

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

General Notes:

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

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

4.2.7 Architectural Detailing

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

DESIGN GUIDELINES:

- Each building design shall include rich architectural detailing characteristic to the style of the dwelling in order to convey the intended character envisioned for Wildfield Village. This may include the following:
 - Brick soldier course banding or lintels, piers and corbelling (brick detailing should generally project 12 mm beyond the building face).
 - Precast sills, lintels, quoins, keystones, imposts.
 - Stone accent features such as plinths or projections.
 - Pre-finished, molded stucco details such as lintels, cornices, window surrounds, etc.
 - High quality accent materials such as cedar shakes, cement fibre (i.e. Hardi-Board), metal siding (i.e. Longboard/Mac).
 - Exterior lighting fixtures for entrances and garages;
 - Address plaques;
 - Large diameter porch columns;
 - Decorative metal / glass railings;
 - Quality garage doors.

- All masonry detailing should be accentuated by projecting about 12mm (1/2") from the wall face.
- A continuous frieze board, cornice or soldier course banding should be provided on all publicly visible elevations of the dwelling underneath the roof soffit, where suitable to the architectural style.

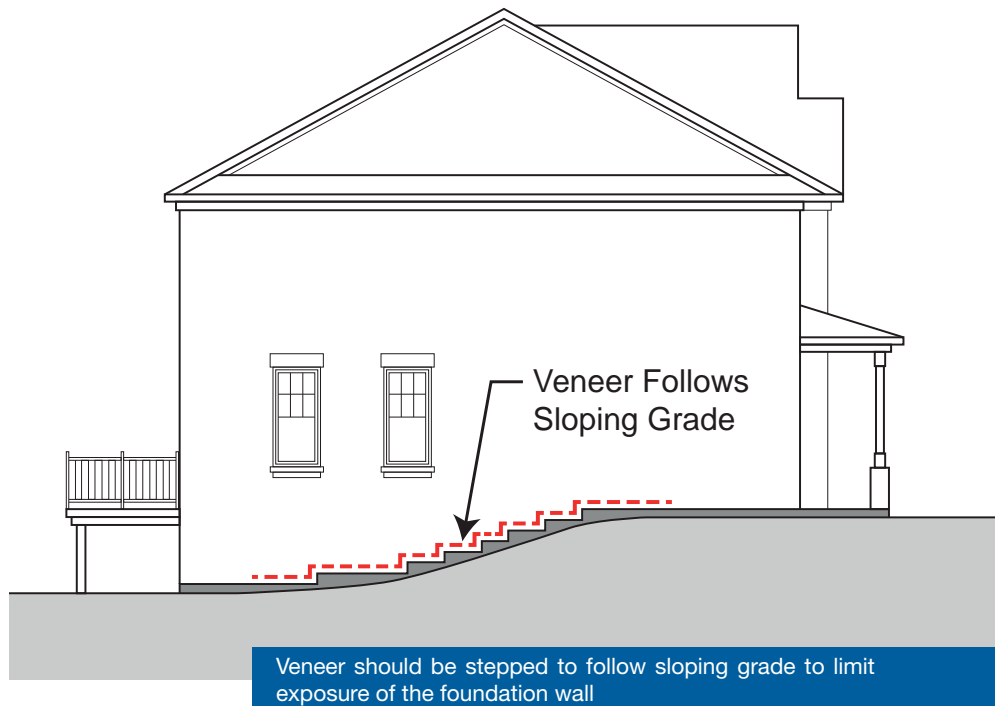


Examples of architectural detailing

4.2.8 Foundation Walls

DESIGN GUIDELINES:

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



4.2.9 Site Grade Conditions

DESIGN GUIDELINES:

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

4.2.10 Bird-Friendly Building Design

DESIGN GUIDELINES:

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

4.2.11 Utility And Service Elements

DESIGN GUIDELINES:

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

4.2.12 Municipal Address Signage

DESIGN GUIDELINES:

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

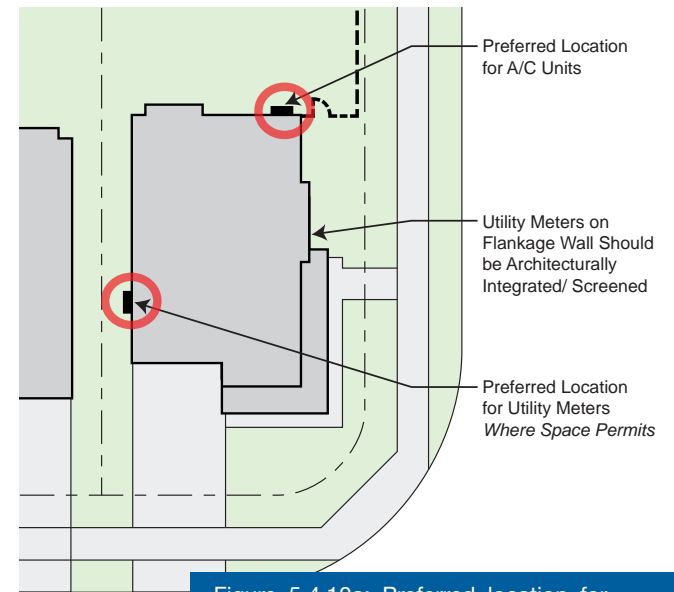


Figure 5.4.10a: Preferred location for utility meters for detached dwellings

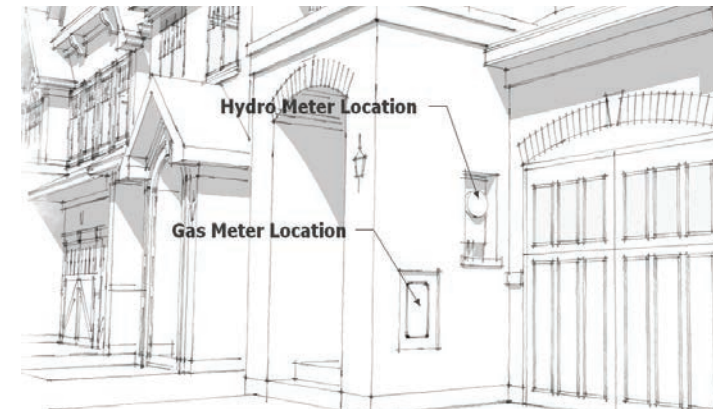


Figure 5.4.10b: Example of recessed / screened utility meters



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

4.2.13 Fencing

DESIGN GUIDELINES:

- The design of fencing visible from the public realm shall be compatible throughout the community.
- Corner lot fencing shall be provided by the developer/builder for all applicable corner dwellings.
- Corner lot fencing is intended to screen and / or enclose private rear yards otherwise exposed to flanking streets and must be:
 - consistent with the design, materials and details of other community fencing.
 - in compliance with applicable noise fencing requirements and municipal standards.
 - located within private property.
 - follow the lot line to a point at the rear corner or up to 1500 mm beyond the rear corner of the dwelling and then return to dwelling to accommodate a gate.
 - Refer to Figure 4.2.13 on the following page.
- Within the northeast corner of the subdivision, a 14.0 metre setback has been established adjacent to the future Highway 413. Within this setback, the following may occur:
 - a noise attenuation fence is proposed, and will range between 3.0 to 5.0 metres in height as per the Environmental Noise Assessment prepared by SLR.
 - the design of the noise attenuation fence shall be in accordance with MTO standards.
 - Subject to MTO requirements, the fence should display visual and textural interest.
 - Where the 14.0 metre setback runs parallel and adjacent to a public road, provisions for landscaping should be considered in accordance with municipal and MTO standards.

- lots/ blocks identified within the report that will experience noise impacts will require window upgrades and mandatory air conditioning units.

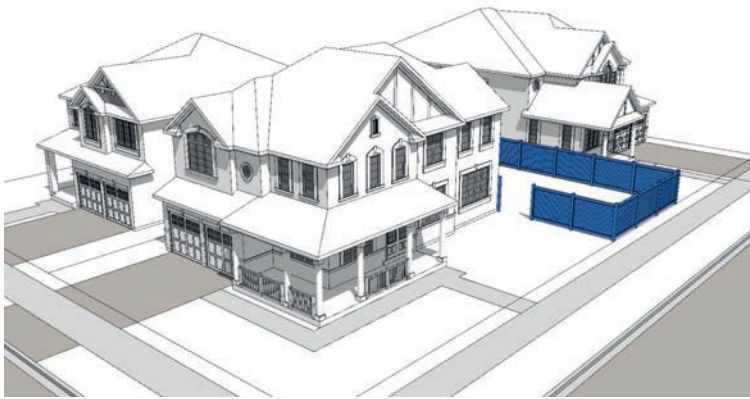
4.2.14 Coordination Of Dwelling Design / Sitings With Streetscape Elements

DESIGN GUIDELINES:

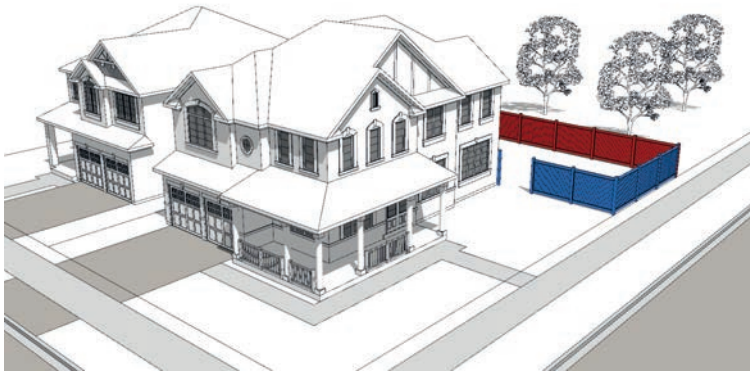
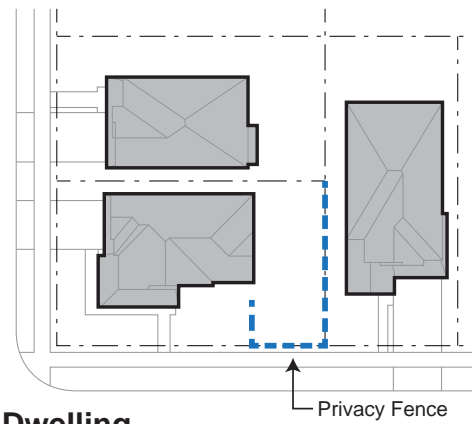
- The Builder's Design Architect must be aware of the approved "Above Ground Utility Plan" for the subdivision in order to coordinate the design and siting of each dwelling with the various streetscape elements (such as community mailboxes, transformers, light standards, street trees and other required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



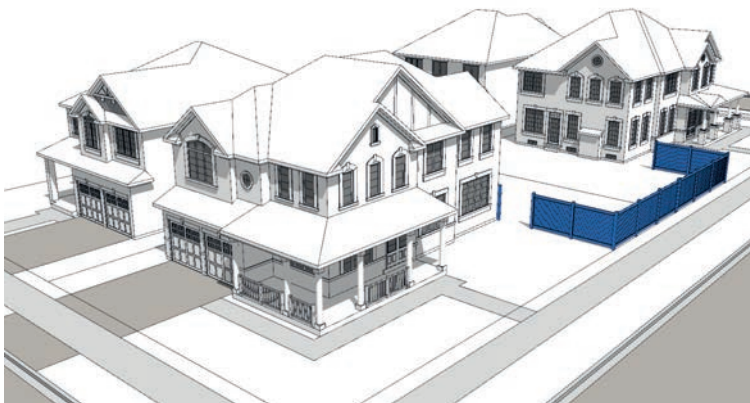
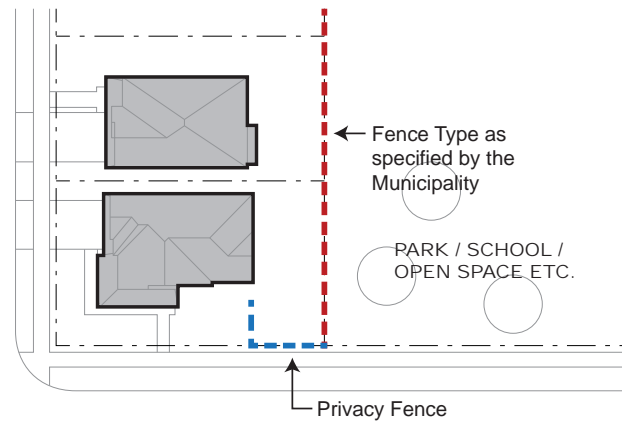
Examples of noise attenuation fencing adjacent to Highway 413



CONDITION ONE: Backing onto Side Lot Line of Adjacent Dwelling



CONDITION TWO: Backing onto Other Land Uses



CONDITION THREE: Back to Back Corner Lots

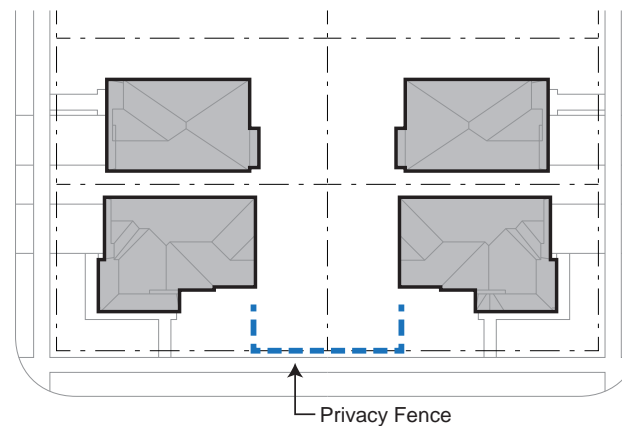


Figure 4.2.13 :Examples of locations of corner lot fencing

4.3 Design Criteria For Garages

4.3.1 Criteria For Attached Garages

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

DESIGN GUIDELINES:

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

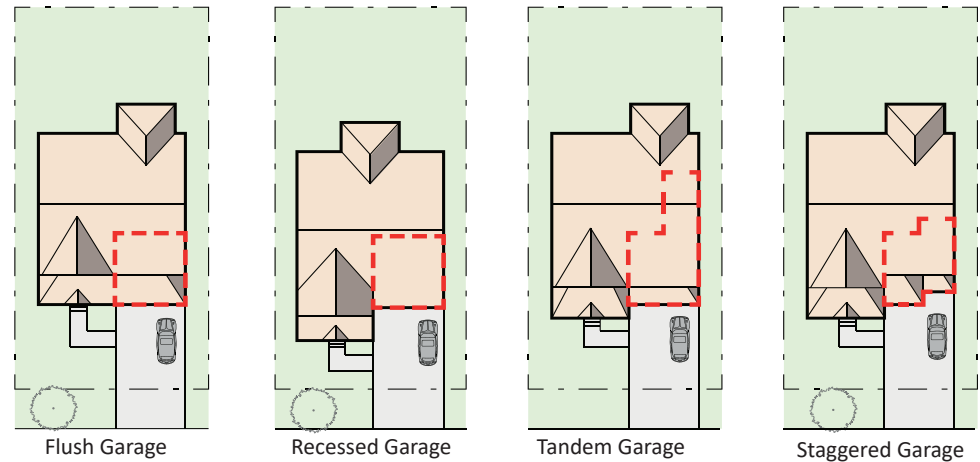
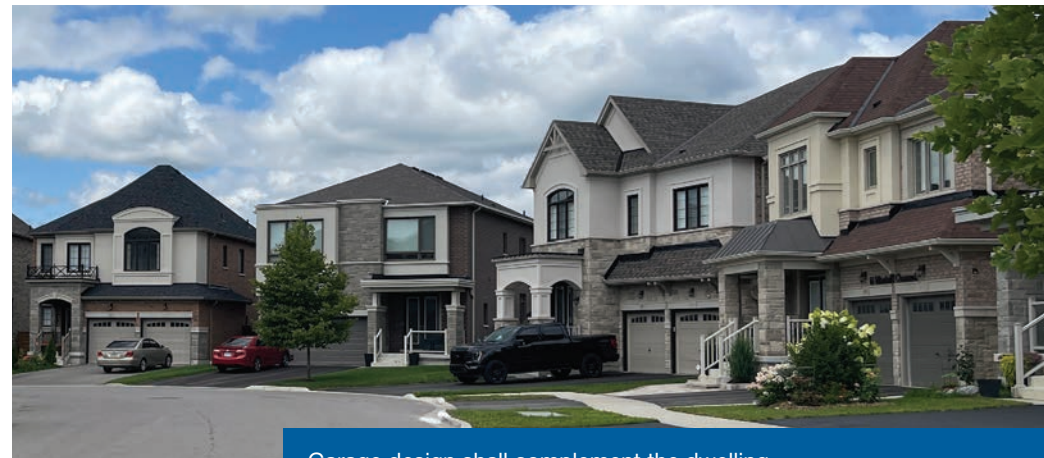
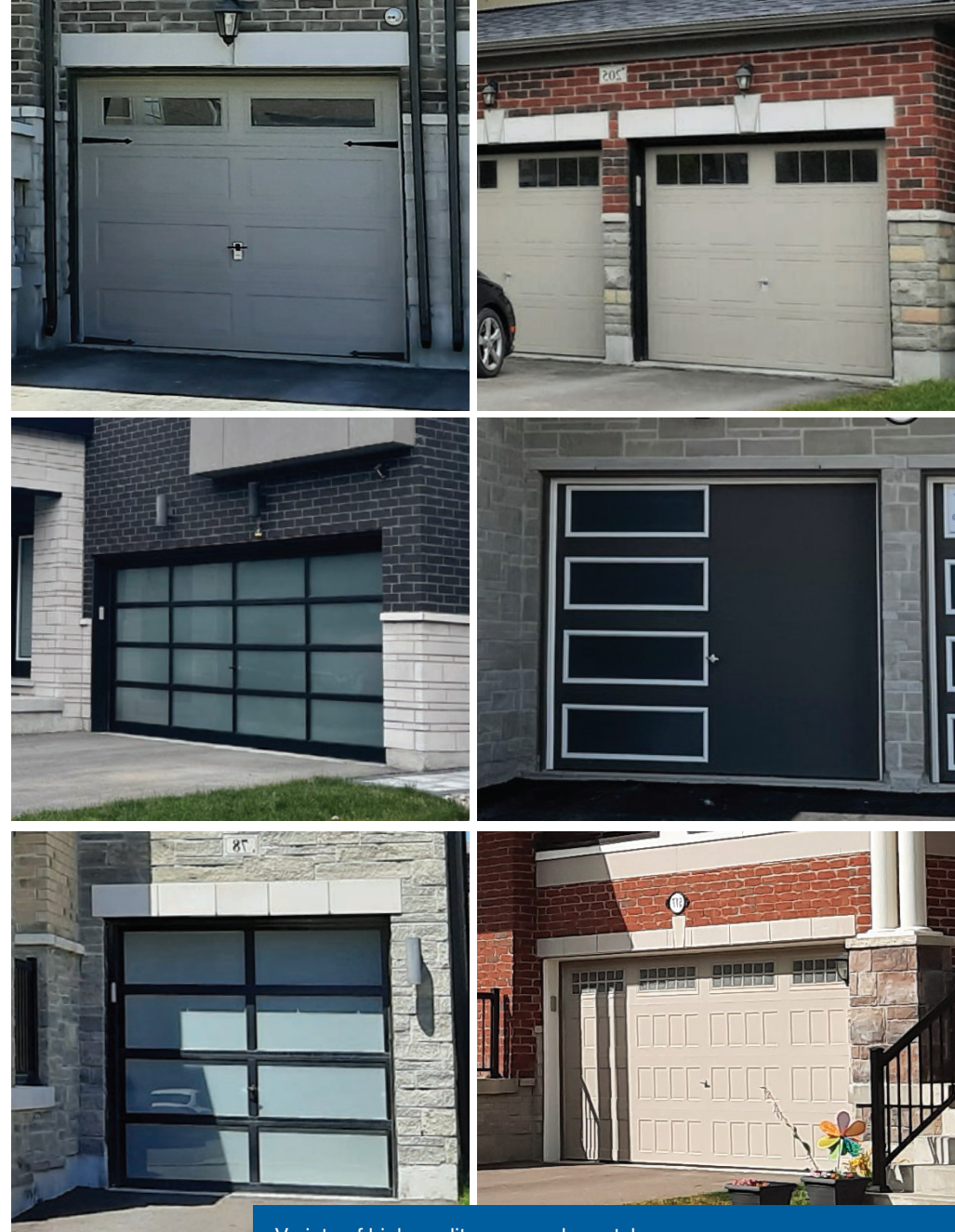


Figure 4.3.1: Conceptual examples of attached garage design options



Garage design shall complement the dwelling

- Where a second storey habitable room is located above the garage, it should occupy at least 60% of the garage's width and should not be set back more than 2.5 metres.
- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style).
- To support a variety of two-car garage configurations, the use of two single bay (8' / 2.4m wide) garage doors separated by a masonry pier or a double wide (16' / 4.8m) single garage door is permitted. Where a double wide (16' / 4.8m wide) garage door is proposed, the door should recessed and patterned to appear as 2 single doors, where architecturally appropriate.
- A variety of upgraded sectional (roll-up) garage door styles is required throughout the community to avoid repetition and dominance by a single garage door style.
- The use of glazed panels and decorative hardware (such as black metal hinges and handles) shall be provided where appropriate to the architectural style of the dwelling.
- Garage doors shall be constructed of high quality, durable materials, suitable to our northern climate such as: composite or steel. Low quality, high maintenance garage doors shall not be permitted.



Variety of high quality garage door styles

4.3.2 Dropped Garage Conditions

DESIGN GUIDELINES:

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

UNACCEPTABLE



ACCEPTABLE



Figure 4.3.2 : Example of dropped garage conditions / solutions

4.3.3 Driveways

DESIGN GUIDELINES:

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

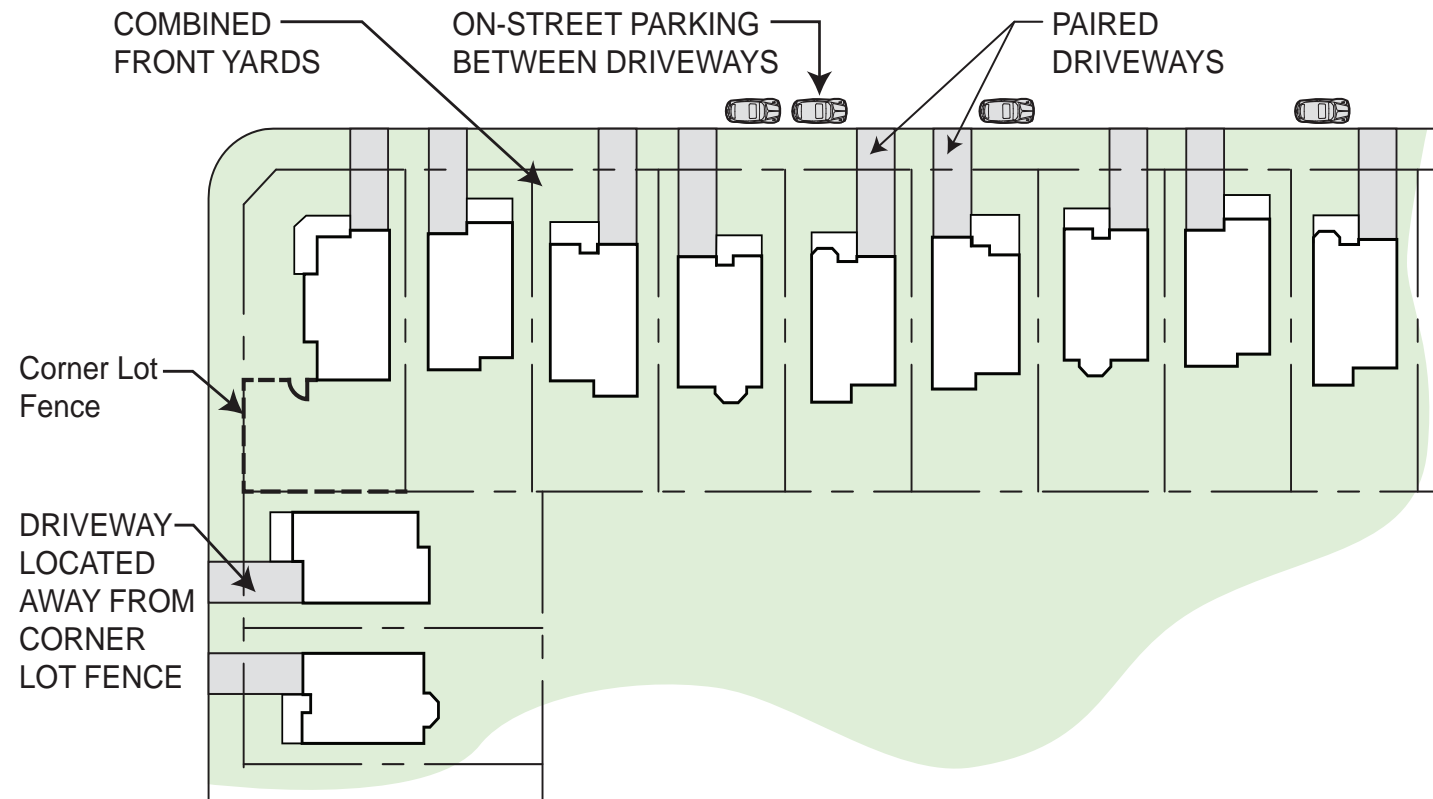


Figure 4.3.3: Conceptual diagram showing design objectives for driveway locations

5.0

Sustainable Design

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

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



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

5.1 Development Considerations

The following sustainable development practices may be considered:

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

5.2 Residential Building Considerations

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

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

5.3 Walkability and Cycling

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

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

6.0 Architectural Design For Non-Residential Buildings

Where non-residential development occurs it shall employ a high degree of building design/ architectural character and landscape design quality appropriate to the function and location of the building within the community. All non-residential development will be subject to a Site Plan Approval process conducted by the Town of Caledon.

6.1 School

Within the Wildfield Village subdivision by Global Properties Inc., there is one school site located in the northwest corner of the subject lands and has frontage along the proposed collector road.

The school site has been comprehensively planned to provide for ease of accessibility by pedestrians, cyclists and motorists. This building will act as landmark within the community and help to define the visual character of this community. The school block will be dual zoned to permit residential uses should it be determined by the School Board that the school is not required. The recommendations of this section are subject to review and approval by the applicable School Boards.

In addition to the design criteria in the proceeding sections, the design of the school site shall have regard to Section 12.0 - Institutional Uses contained in Caledon's Comprehensive Town-Wide Design Guidelines.



Conceptual images of school building

6.1.1 Building Design and Site Planning

DESIGN GUIDELINES:

- The school should exhibit architectural excellence and prominent building features that will contribute to its role as a landmark within the community.
- The school building should develop its own distinct visual identity, while harmoniously fitting within the community fabric. Architectural styles, materials and colours should relate to the overall character envisioned for the Wildfield Village Community.
- High quality building materials should be used. The preferred main wall materials include brick and/or stone.
- The school building should address and define the street by generally being located close to the streetline to create a strong built form / street relationship and ease of accessibility to the main entry from the adjacent sidewalk.
- Main entrances should be directly visible from the street and be given design emphasis through defined pedestrian walkways and architectural detail.
- The building on a corner site is encouraged to be massed towards the intersection and designed to address both street frontages in a consistent manner.
- The building should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- The building should be sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties or adjacent parkland.
- Joint site planning with adjoining park enables sharing of facilities such as recreation and parking.
- Streetscape elements and landscaping established for the community should be provided along the street frontages for institutional uses to maintain a consistent community character.
- Paved surfaces on school sites shall be provided in accordance with School Board requirements for parking and free play areas.
- CPTED design principles of access control, territorial definition and natural surveillance shall be incorporated into site plan and landscape design.



Examples of school building design elements

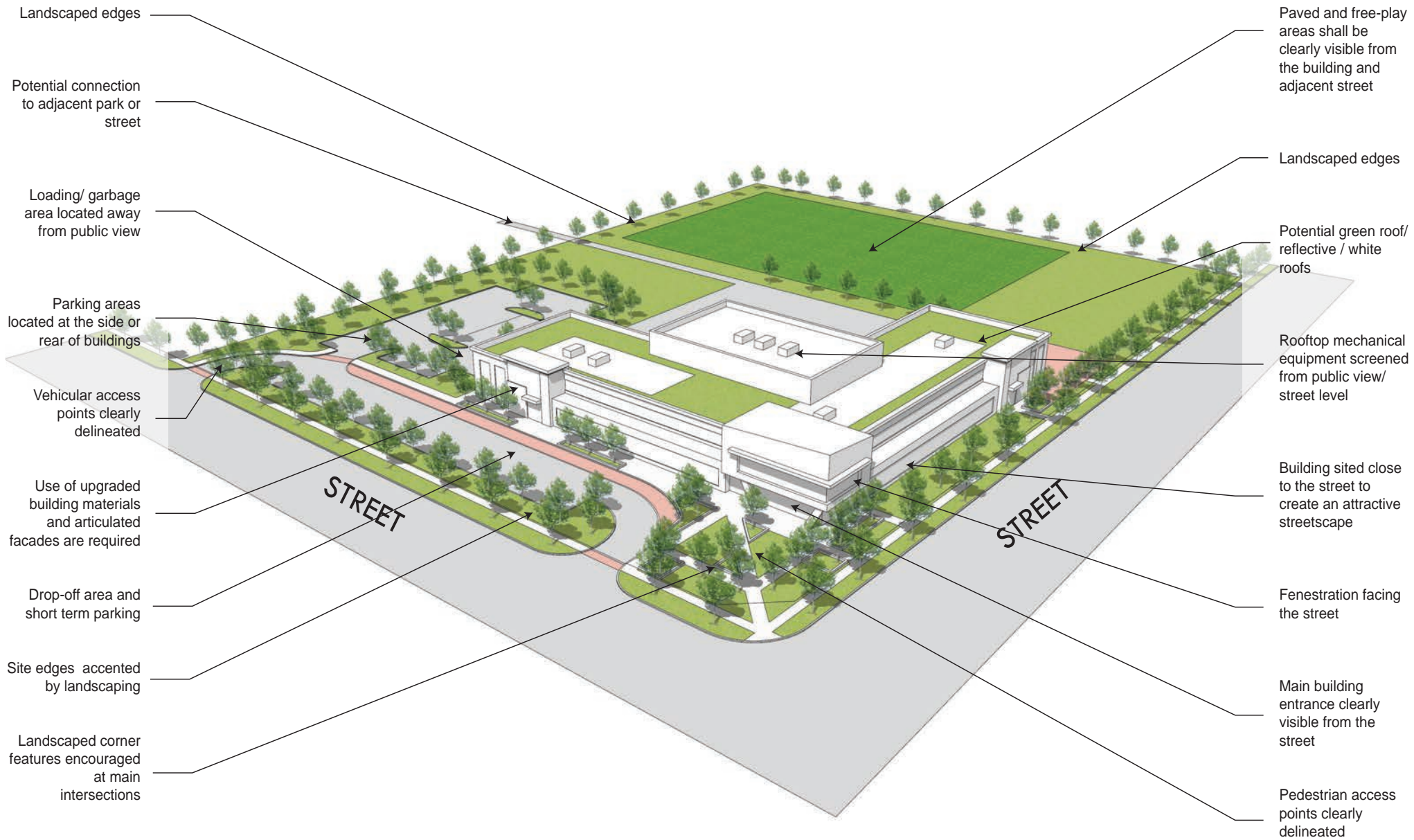


Figure 6.1.1: Conceptual site plan layout for the school site

6.1.2 Parking and Site Access

DESIGN GUIDELINES:

- The impact of main parking facilities from the street edge should be minimized through siting (at the rear or side of buildings away from the street) and landscape buffer treatment. Landscaping which screens parking areas and focuses attention on the school is encouraged.
- Vehicular access points shall be well-defined, minimized, and shared with adjacent parks, where feasible.
- Pedestrian routes shall be well defined and provide easy, direct, and barrier-free pedestrian accessibility to school entrances.
- Conflicts between pedestrian routes and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes shall be provided.
- Vehicle circulation at the front of the school shall be limited to drop off zones and a single row of visitor parking.

6.1.3 Signage, Lighting and Site Furniture

DESIGN GUIDELINES:

- Lighting for the school building should be integrated into the architecture. Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties. Full cut-off light fixtures are required.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Signage should be incorporated into the building architecture. Where ground level signage is used it should be designed to incorporate planting beds.
- Provision of upgraded site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character.

6.1.4 Loading, Service and Garbage Areas

DESIGN GUIDELINES:

- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.

7.0

Implementation Of Architectural Control

7.1 Design Review And Approval Process

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

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

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

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

7.1.1 Preliminary Review

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

7.1.2 Final Review And Approval

j) Working Drawings

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

ii) Site Plans

- Engineer certified site plans are to be submitted to the control architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
 - Model and elevation type;
 - Driveway extending to street curb;
 - A special note indicating a dropped garage condition (greater than 450mm (1'-6") drop from location approved on working drawings);
 - A note indicating rear or side upgrades, where applicable.

iii) Streetscape Drawings

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

v) Exterior Colour Packages

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

7.1.3 Submission Requirements

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

- Submissions shall be made to:

John G. Williams Limited, Architect

40 Vogell Road, Unit 46

Richmond Hill, ON L4B 3N6

Tel: (905) 780-0500

email: info@williamsarch.com

website: www.williamsarch.com

7.1.4 Town of Caledon Approval

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

7.1.5 Monitoring For Compliance

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