

Inglewood Village Community Design Guidelines

Adopted by Town of Caledon Council
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Prepared For:

Town of Caledon
Credit Valley Conservation
Region of Peel

1.13

1. INTRODUCTION

Community Design has formed an important aspect of the overall planning process for Inglewood. It serves to bridge the gap between broad planning objectives and concrete design proposals for the development of new communities, and the upgrading of those that already exist. At the same time, it allows existing residents and the Town to imbed their aspirations and objectives for Inglewood into community design guidelines that developers are encouraged to follow. Finally, it is clear that throughout the GTA, good community design adds value to existing and new development, and results in communities which residents - new and old - are apt to be more proud of.

The overriding principle that has guided the preparation of the guidelines has been residents' desires to ensure that the village character of Inglewood is maintained and strengthened throughout any development or redevelopment process. Consequently, the challenge of the accompanying Village Study has been to determine what the "character" of Inglewood is, and to identify how this character is defined from a community design point-of-view. In fact, Inglewood, as it currently exists, combines an historic village Core with a number of more contemporary rural estate developments - and all these communities contribute to the overall image of the Village.

At this point, the Guidelines are of a conceptual nature only, and are intended to guide developers, and their architects and planners, in the preparation of proposed new plans and residential designs. They embody local residents' views on what is most important about their Village, and what characteristics can be built on in future. As such, the Town will want to ensure that they are incorporated as comprehensively as possible into new development applications, and that detailed community designs associated with these applications build on this conceptual base. Where gaps or omissions are identified, proponents should refer to existing village characteristics in order to resolve design issues.

2. COMMUNITY DESIGN PRINCIPLES

The following principles form the basis for the Conceptual Community Design Guidelines and will, in conjunction with the Guidelines, be used by the Town in its evaluation of development and/or redevelopment proposals submitted for parcels located within the Village boundaries.

Community Form - the form of all new development should be compatible with the existing forms of development found in Inglewood and all new development areas should be linked with the existing Village and its historic Core Area.

Land-Use - should encourage a mix of residential and employment land-use types, in order to encourage a range of housing types and to encourage local economic activities.

Population - population levels should be established for the Village which recognize its role within Caledon's "community of communities" thus allowing for moderate growth while protecting the quality of life of existing residents.

Lot Size/Density - a variety of lot sizes is to be encouraged in all new developments within Inglewood, with provisions where possible for future infill and/or intensification. The Plan permits a range of densities that are based on those found within the existing Village, in order to allow for efficient use of land and cost-effective services and social facilities.

Lot Development - conceptual guidelines for setbacks, building heights, building coverage, accessory uses, and parking have been drawn up in order to ensure that new development or redevelopment is compatible with that which already exists.

Housing and Building Design - should encourage a variety of house forms that are compatible with the range of historic and contemporary house types found within the existing Village. These should also encourage a range of accommodation for a variety of households including families, singles, retirees, etc.

Streets and Roads - Should provide for a balance of vehicular and pedestrian movement, parking (where appropriate), and recreational modes of movement (e.g. hiking, cross country skiing, bicycling, horse-back riding, etc.). Existing streetscapes should be enhanced and new streetscapes should draw on the desirable characteristics of the historic Core Area (e.g., tree-lined; intimate; pedestrian friendly).

Natural Areas - should be incorporated into the community structure as open spaces and green corridors, with appropriate setbacks.

Community Facilities - existing facilities should be maintained and improved, as necessary, to meet the needs of planned growth, and should be accessible on foot, as well as by car.

Views and Panoramas - important views and/or panoramas of the Niagara Escarpment, the Credit River, and other significant natural and man-made features, should be identified and protected.

Recreation Corridors - the existing network of trails should be protected and enhanced

to strengthen the role of the community as an important recreational node, and to recognize the potential economic and social benefits of this role.

3. CONCEPTUAL COMMUNITY DESIGN GUIDELINES

The following set forth conceptual community design guidelines to accompany the Village Plan. Conceptual means that they illustrate how the objectives of the Plan are proposed to be reflected in infrastructure, subdivision, and housing design in new development areas. It will be left to individual developers to interpret these concepts in greater detail in conjunction with the preparation of final detailed designs for each new development, prior to their submission to the Town for final approval.

3.1 PUBLIC REALM:

Main Street:

Figures A1 - A3 present conceptual cross sections of existing and proposed improvements to McLaughlin Road (i.e. Inglewood's Main Street). Final engineering design will be established through the conventional development approvals process.

Figure A2 includes the provision of selective new tree planting, plus the designation of dedicated parking lanes on both sides of Main Street (replacing the existing rolled curbs and asphalt boulevards), while retaining one traffic lane in each direction. The intent of these changes is to improve the pedestrian space while, at the same time, slowing traffic down through the village core. Further north, where new development abuts the Main Street, it is recommended that pedestrian space on the west side of the Street be widened even further to include a double row of new trees defining a proper walking trail (i.e. an important link in the Trans-Canada Trail) parallel to Main Street. This trail should be designed to accommodate hiking, cycling, and horseback riding, in addition to conventional walking. The total right-of-way in these locations would be widened from the existing 20 metres to 26 metres, in accordance with the Town's Official Plan. However, this widening is proposed to be used primarily for pedestrian, trail, and streetscape purposes, within the Village boundaries. Appropriate streetscape standards are also to be extended south of the Village core to strengthen pedestrian links to the Lloyd Wilson Arena and enhance the southerly approach to the core.

New Connector Road:

A new Connector Road is proposed to link certain existing connectors with those proposed in new development areas, to create a continuous circuit linking separate neighbourhoods with each other and with the core. **Figure B2** presents a conceptual cross-section for this road. Like the Main Street, this proposes a two traffic lanes, with parking on one side, and a tree-lined walking trail and sidewalk to either side of the

pavement. Where it is considered desirable not to allow for continuous vehicular traffic on this alignment, the walking trail would remain continuous as it provides pedestrian access to the wider regional trail system surrounding Inglewood.

Residential Streets:

New residential streets would range in size from 18 - 20 metres in width, be tree-lined, and be designed to accommodate normal residential traffic. While **Figure C2** assumes a curbed pavement, parking on one side, and finished sidewalks on both sides, this cross-section should be capable of being modified to include open swales and walking shoulders (i.e., as in **Figure C1** which illustrates one of Inglewood's historic residential streets), where local residents and Caledon's Engineering Department agree.

Street Lighting:

Street lights should be included in all new street and road designs. Consideration will need to be given to reducing night-time light pollution in the design and location of new fixtures, as well as to the fact that lighting will be required for both pedestrian and vehicular traffic.

Trails and Footpaths:

All existing and proposed trails and pedestrian footpaths throughout the Planning Area, including those located within designated street and road rights-of-way, should be finished in a similar material or materials to reinforce their continuity, and to differentiate them from conventional sidewalks. Detailed trail design is to be established during the approvals process for individual developments, subject to the approval of the Town.

Off-Street Parking (in Public Areas):

Existing public parking areas located at the Arena, the Library, and the Caledon Trailway (on the west side of Main Street) will likely need to be upgraded to accommodate increased parking. These should be designed to accommodate week-end visitors, a valuable source of economic development, and they should be developed in conjunction with adjacent facilities so as to reinforce these and make best use of available space. They will also require proper signage.

Public Open Space:

New public open space and parks should be designed using a lower-maintenance, naturalized, approach including the use of indigenous plant communities. New park design should also focus on environmental rehabilitation and restoration, wherever possible. A more formal approach to landscape design might be adopted on residential streets, and around community facilities, as appropriate. Detailed park and open space plans will be required as a condition of approval for new development.

Traffic Calming

Consideration will need to be given to reducing vehicular speeds, and encouraging a more effective balance of vehicular and pedestrian use along Main Street. Specific “traffic-calming” strategies may be required in order to establish methods for achieving overall goals. Strategies to be considered should be based on community design as much as transportation engineering. They would include creating “gateway” features at key entry points into the village; narrowing traffic pavements, widening sidewalks, and planting trees to reinforce the sense that drivers are within a residential setting; establishing major pedestrian cross-overs; encouraging increased residential frontage along Main Street, including more driveways accessed directly from Main Street; increasing the number of cross-streets intersecting with Main Street; improving on-street parking; considering the introduction of stop signs at key intersections and/or crossing points; etc.

3.2 PRIVATE REALM:**Subdivision Design:**

New residential neighbourhoods should be subdivided to provide for a mix and variety of lot sizes, as discussed in the Inglewood Village Plan. However, while lots will vary in size, it is recommended that a modular frontage dimension be adopted in order to introduce consistent order and rhythm in terms of boundaries, fencing, landscaping, etc. For example, the surveyor’s chain (i.e. 66 feet [20 metres] long) was used throughout the historic village to regulate street width (i.e., 33 or 66 feet), lot frontage (varying from 33 to 99 feet), and lot depth (i.e. typically 132 feet). The typical lot size in this area is 66 by 132 feet (i.e., 0.2 acres). These dimensions might also be used to define “wide, shallow” lots with frontages of, say, 99 or 132 feet (see **Figure E** - Lot Type 3). This approach also provides flexibility to adjust to changing market demands over the development period, without compromising the integrity of the overall community design. **Figures D** and **E** illustrate how similar dimensions should be used to regulate land division in the new development areas, while at the same time providing a variety of lot and block types.

Lot Development Guidelines:

Figure F presents some preliminary regulations for the development of individual lots, of varying size and orientation. These introduce consistent front, side and rear yard setbacks that are based on the historic form of the village as well as Caledon’s current rural building by-laws. They also illustrate recommended garage locations which seek to ensure that garage doors and on-lot, outdoor parking areas are recessed behind the front face of new housing (including Generic Lot C, which illustrates a “wide, shallow” configuration). Garages with direct links to adjacent houses are permitted. **Figure G** illustrates complementary building envelope and height guidelines.

Building/Housing Design Guidelines:

It was considered premature, at this time, to draw up detailed housing design guidelines such as might be used to regulate building materials, detailed exterior design, front yard landscaping, etc. On the contrary, it is recommended that such designs, once prepared by the developer's architect, be presented to Inglewood residents and the Town for review and comment. In addition, the Town may elect to appoint peer reviewers to assist it and the community in its evaluation. These designs should be based on an analysis and evaluation of local, existing housing types. Clearly, every attempt should be made by the developer, to utilize materials, and detailed designs which, at least, refer to the character and materiality of existing housing and building design found in Inglewood. These are what gives the village its particular existing character and might include roof details, window sizes and openings, masonry patterns and/or colours, porch or veranda designs.

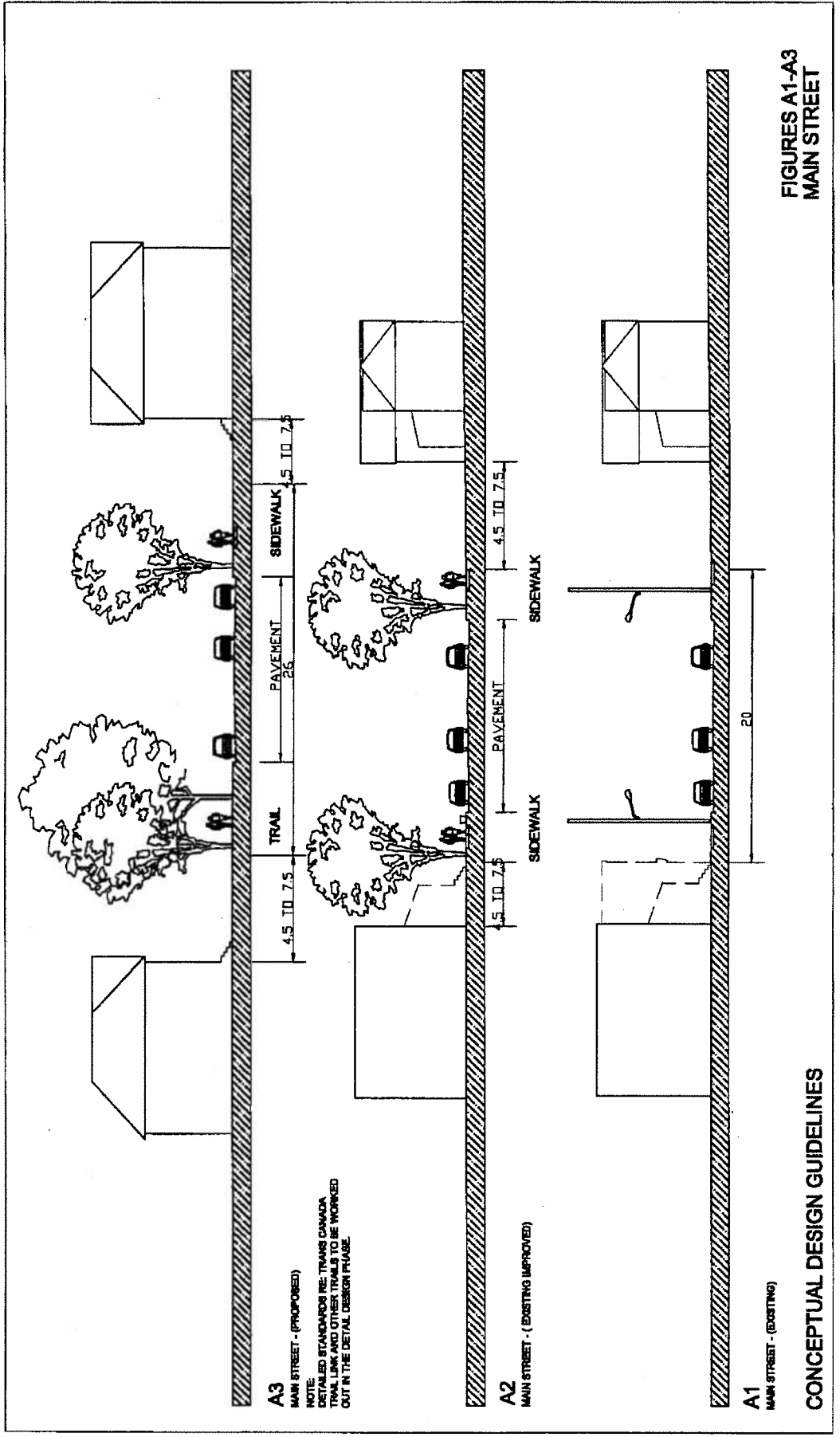
4 IMPLEMENTATION

The conceptual Community Design Guidelines are intended to be refined in detail by individual developers in the preparation of their submissions for development approvals. In turn, it is expected that these submissions will have been presented to the Inglewood Community prior to submission, and prior to the required formal Public Meeting.

Developers, working with their planners and architects, are expected to give full consideration to the Guidelines, and to incorporate, and elaborate on, them in their proposed detailed Community Plans. The development team should also refer to the "Landscape Standards and Urban Design Guidelines (25 May 1998)" which were approved by the Town for the West Bolton Secondary Plan Area and which will also be used in evaluating development submissions with respect to standard landscape details, specifications and approval and implementation procedures.

In turn, the Town will conduct its review of these plans and designs with both these Guidelines in hand, and will evaluate the extent to which submissions reflect the intentions of the Guidelines. It will make every effort to exercise flexibility in its evaluation, provided that the overall community design objectives raised in this document are addressed.

Similarly, the Town, the Region and other agencies will follow the Guidelines in designing and/or commissioning all future infrastructure and public works projects carried out in Inglewood - including, in particular those affecting the public realm within the Village.



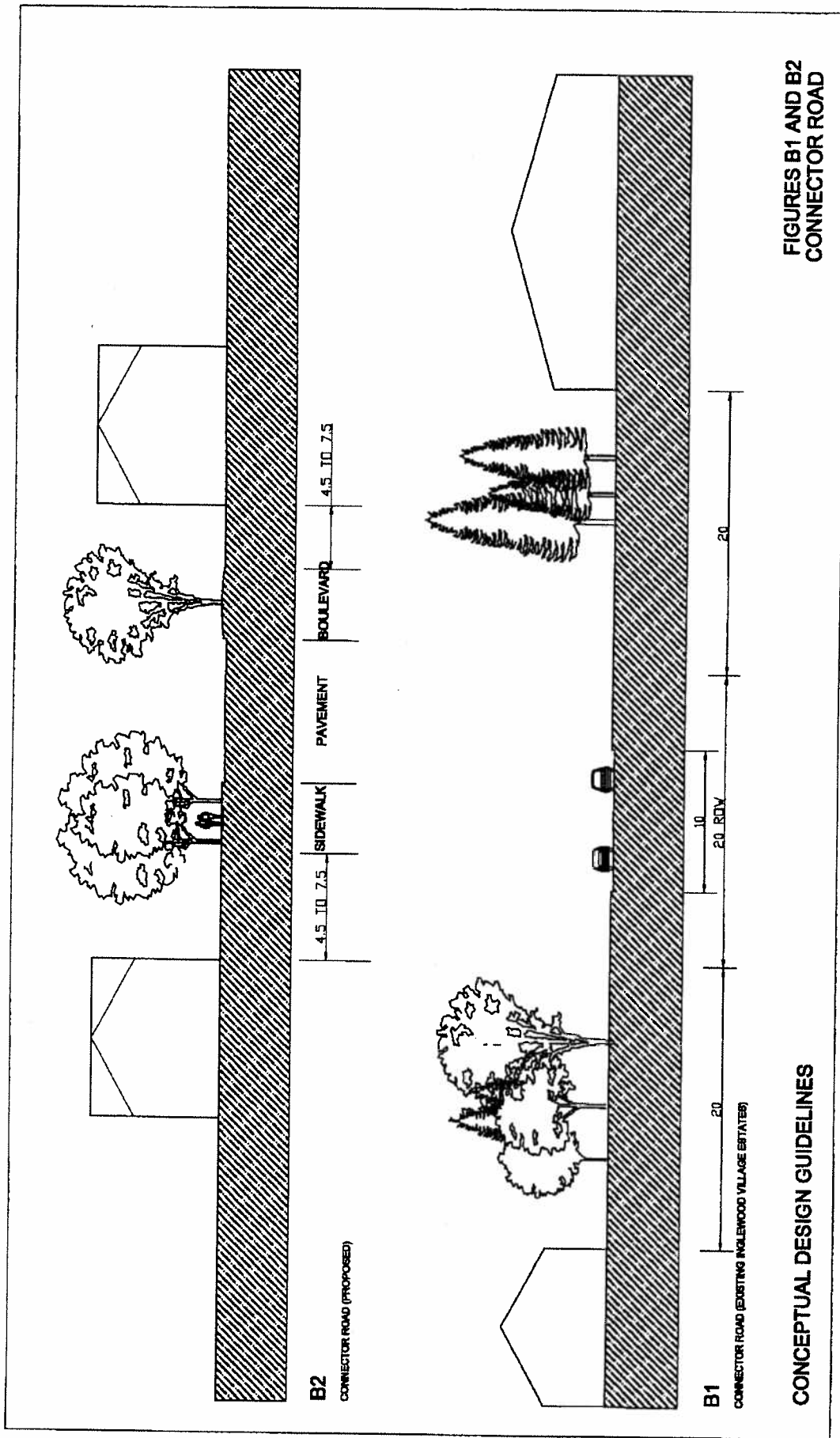
A3
 MAIN STREET - (PROPOSED)
 NOTE:
 DETAILED STANDARDS RE: TRANS CANADA
 TRAIL LINK AND OTHER TRAILS TO BE WORKED
 OUT IN THE DETAIL DESIGN PHASE.

A2
 MAIN STREET - (EXISTING IMPROVED)

A1
 MAIN STREET - (EXISTING)

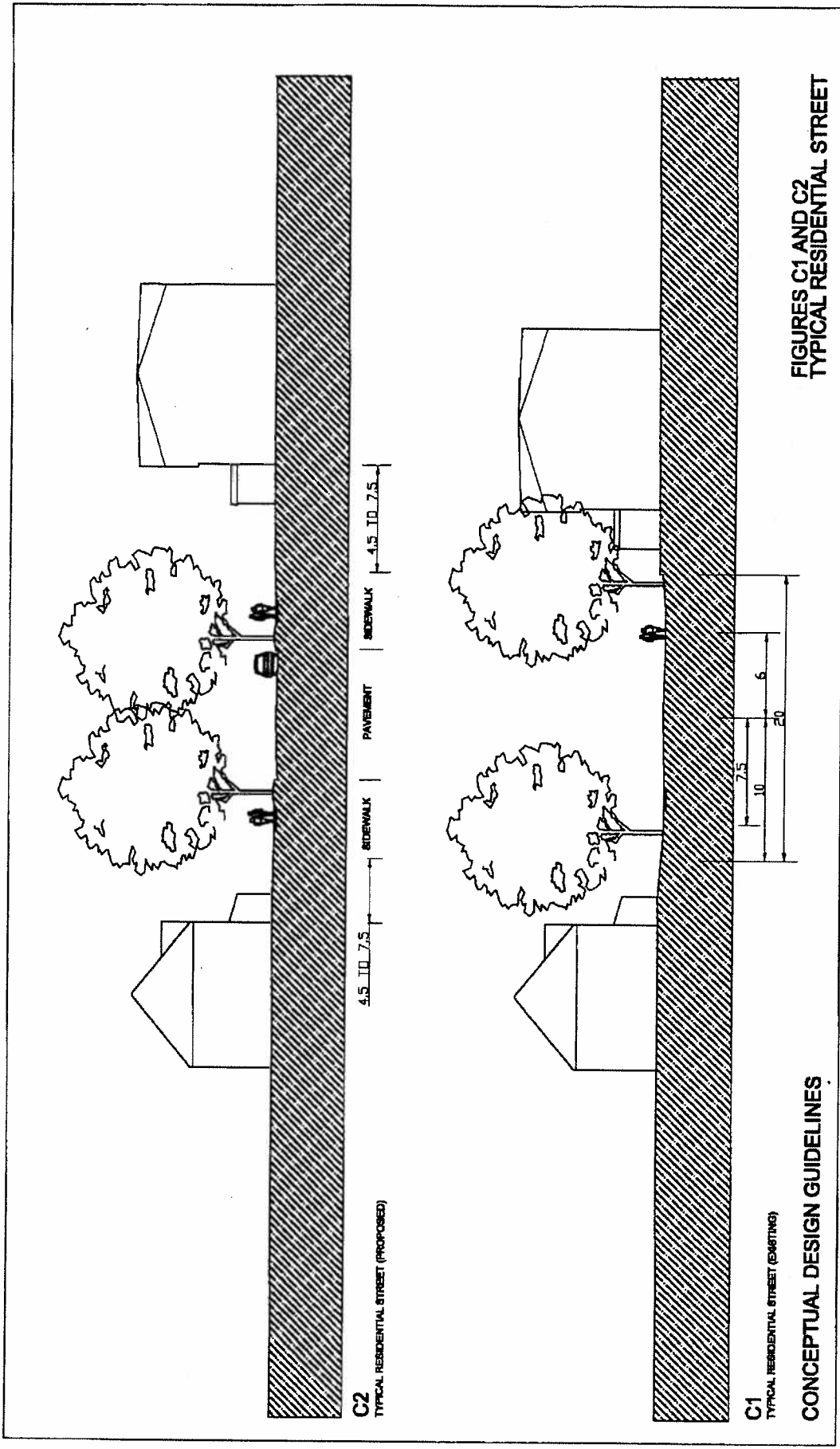
**FIGURES A1-A3
 MAIN STREET**

CONCEPTUAL DESIGN GUIDELINES



**FIGURES B1 AND B2
CONNECTOR ROAD**

CONCEPTUAL DESIGN GUIDELINES

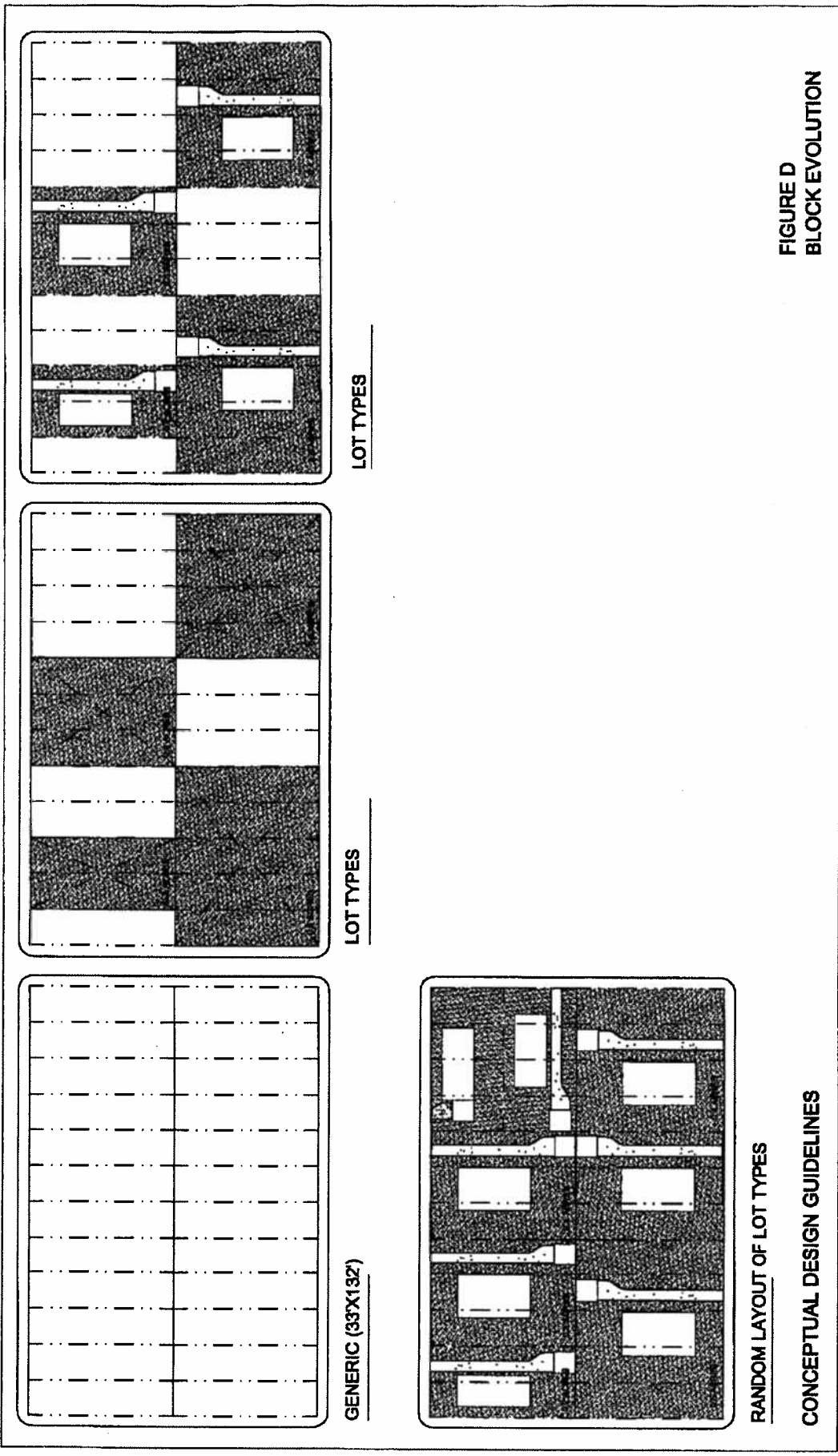


C2
TYPICAL RESIDENTIAL STREET (PROPOSED)

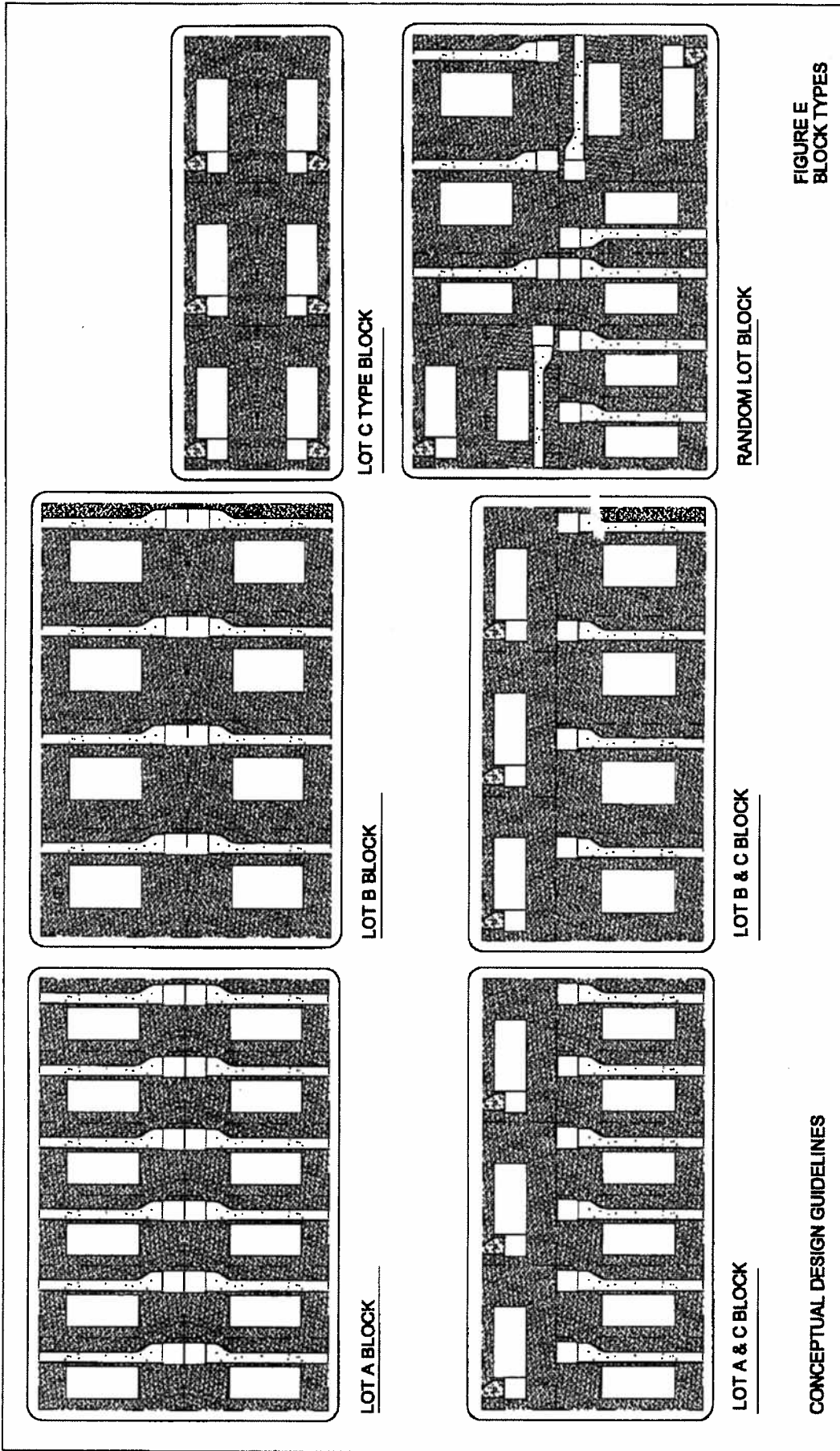
C1
TYPICAL RESIDENTIAL STREET (EXISTING)

CONCEPTUAL DESIGN GUIDELINES

**FIGURES C1 AND C2
TYPICAL RESIDENTIAL STREET**

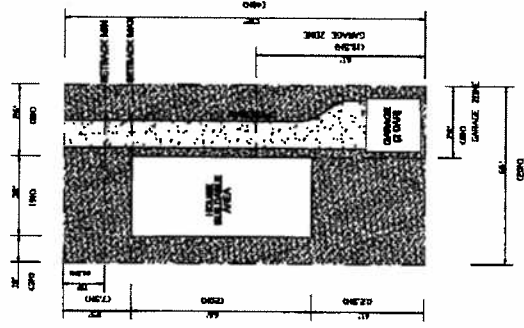


**FIGURE D
BLOCK EVOLUTION**



**FIGURE E
BLOCK TYPES**

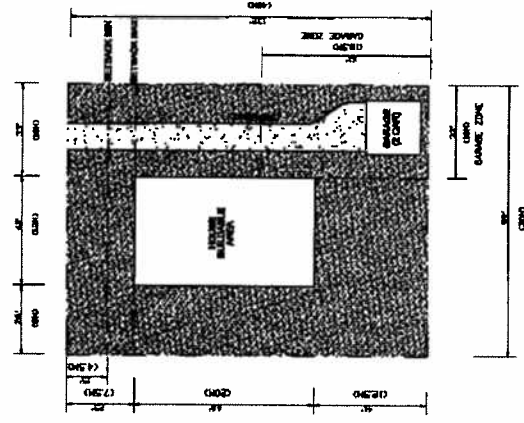
CONCEPTUAL DESIGN GUIDELINES



LOT TYPE 1

LOT AREA
0.2 ACRES (900 SQ. M.)

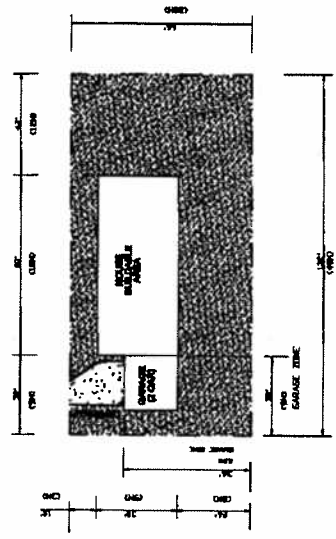
BUILDABLE AREA:
1,936 SQ. FT. (180SQ. M) PER FLR
5,812 SQ. FT. (540 SQ. M) FOR THREE FLOORS



LOT TYPE 2

LOT AREA
0.3 ACRES (1,200 SQ. M.)

BUILDABLE AREA:
2,690 SQ. FT. (240 SQ. M) PER FLR
7,769 SQ. FT. (720 SQ. M) FOR THREE FLOORS



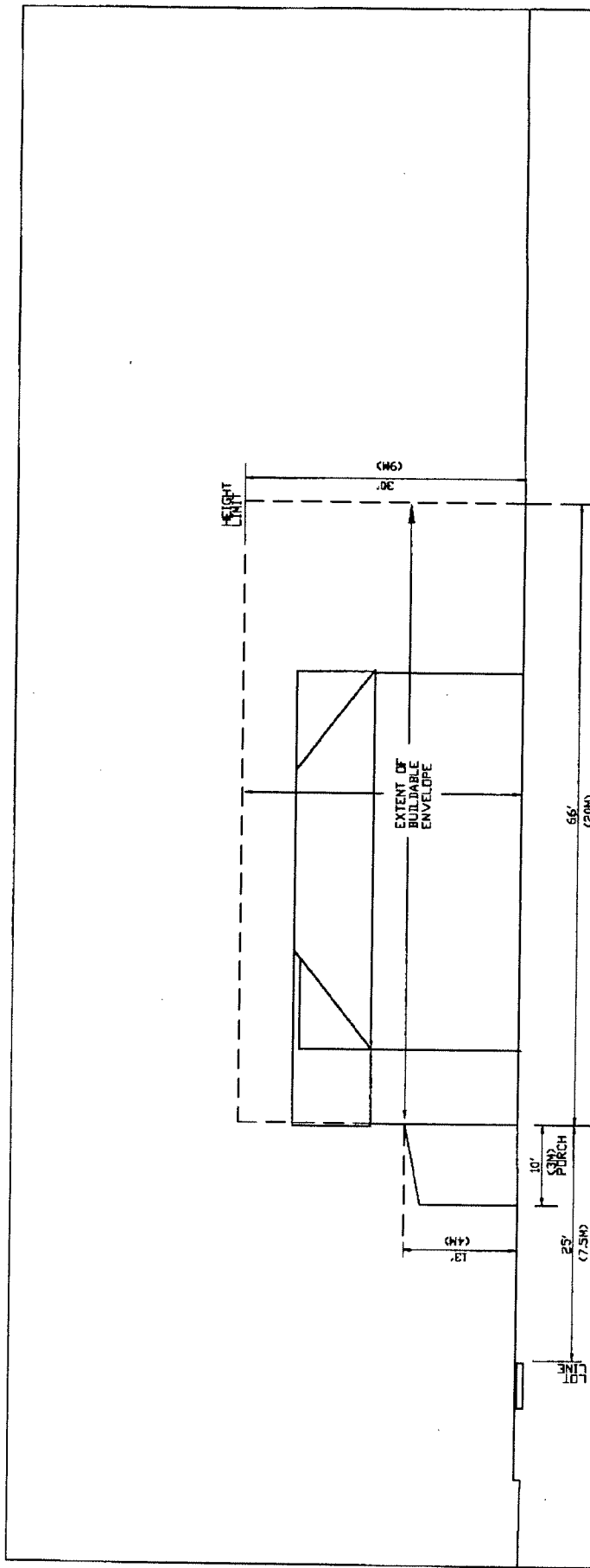
LOT TYPE 3

LOT AREA
0.2 ACRES (900 SQ. M.)

BUILDABLE AREA:
1,936 SQ. FT. (180SQ. M) PER FLR
5,812 SQ. FT. (540 SQ. M) FOR THREE FLOORS

CONCEPTUAL DESIGN GUIDELINES

**FIGURE F
LOT DEVELOPMENT GUIDELINES**



**FIGURE G
BUILDING ENVELOPE GUIDELINES**

CONCEPTUAL DESIGN GUIDELINES

