

# CALEDON STATION

## URBAN & ARCHITECTURAL DESIGN GUIDELINE

Caledon (Bolton), Ontario

MAY 2023



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# Executive Summary

The Caledon Station Urban and Architectural Design Guideline provides a comprehensive framework for the design and development of an exciting and well-connected new community in the Town of Caledon. Spanning across a sprawling 182-hectare greenfield site, the vision for this development is to create a dynamic and thriving neighborhood that seamlessly combines residential areas with a diverse range of complementary mixed-use spaces. At the heart of this community lies the future GO Transit Hub, strategically positioned at the eastern boundary of the site.

The Caledon Station Urban and Architectural Design Guideline (UADG) is a vital document that applies to the Subject Land owned by Caledon Community Partners. It is a requirement set by the Town of Caledon as part of the ongoing application process, specifically POPA 2021-0002, and this submission serves as a resubmission for review and approval.

The UADG builds upon the legacy and vision established in the Bolton Residential Expansion Study (BRES) process, ensuring continuity in the planning and design efforts. Guided by a set of principles, the UADG incorporates best urban design practices and emphasizes important factors such as transit-oriented development, an active transportation strategy with cycling infrastructure, integration of the environmental policy area, creating a memorable community experience, diverse housing options, high-quality architecture, walkability, and the establishment of a vibrant main street with a distinctive character.

The purpose of this UADG is to provide guidance for future land use planning and development applications, recognizing that certain assumptions made today may evolve over time. However, this recognition does not diminish the content or intent of the guideline. Instead, it prompts the landowner to consider the broader context and overall area requirements outlined in other sections of the UADG and other applicable approval authority documents. As the future unfolds, amendments to the UADG may be pursued or required. To accommodate this possibility, the UADG incorporates design elements that allow for flexibility and adaptability.

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The document has been structured in the following manner:



#### INTRODUCTION

Provides an overview of the documents purpose and site background, including site context, analysis and policy framework.



#### COMMUNITY DESIGN VISION

Outlines guiding principles that lay the foundation for the development of a healthy, complete, and resilient community. Describes the adopted framework plan in relation to the preferred scenario and summarizes the opportunities and constraints of the design.



#### COMMUNITY STRUCTURE

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



#### PUBLIC REALM & STREETScape DESIGN GUIDELINE

Provides guidelines for streetscape and public realm elements to ensure safety, establish a high quality and durable built component, reinforce a comfortable street environment, wayfinding and placemaking.



#### PARKS & OPEN SPACE GUIDELINES

Provides guidelines for parks and open space amenities, features and elements to help support the environmental policy area and trail system as part of a sustainable community design.



#### ARCHITECTURE & SITE PLANNING GUIDELINES

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



#### SUSTAINABLE DEVELOPMENT & SMART CITY/TOWN INITIATIVES

Describes several important measures to ensure the community is designed with a strong emphasis on the integration of sustainable practices and city/town initiatives that will result in a healthy, resilient and active community.



#### IMPLEMENTATION

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

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# INTRODUCTION





## 1.1 DOCUMENT PURPOSE & STRUCTURE

NAK Design Strategies has been commissioned by the Bolton 'Option 3' Landowner Group (referred to as the "Owner") to develop the Urban and Architecture Design Guideline for the Caledon Station development in the Town of Caledon. These guidelines aim to establish a cohesive and well-coordinated approach to urban design across the Subject Lands. By aligning with the planning objectives outlined in the Region of Peel and Caledon Official Plans, the Urban and Architecture Design Guideline (UADG) ensure a comprehensive framework for development.

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

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



- **Community Character** – provides a high quality built form character and architectural design that exemplifies the identity of Caledon and promotes tourism.
- **Main Street** – creates a central character avenue with an attractive, high quality streetscape and built form design that links the community and businesses.
- **Smart Communities** – integrates 'smart' community technologies that establish broadband connectivity for an improved quality of life through learning, work and play.
- **Transit-Oriented Development** – creates transit oriented community that is anchored by a GO Transit hub which balances pedestrian, cycling, transit and vehicular connections.
- **Community Experience** – establishes a vibrant, mixed-use environment that attracts activity throughout the day and evening.
- **Walkability** – creates walkable, pedestrian-scaled neighbourhoods with amenities and transit stops within walking distance and a safe, comprehensive path and trail system that links with the broader Caledon network.
- **Residential Mix** – establishes a range and mix of housing types that reinforce identifiable neighbourhoods and meets density targets.
- **Parks and Open Spaces** – establishes a hierarchy of park spaces with flexible design and innovative programming options catered to the neighbourhood character.
- **Low Impact Development** – integrates appropriate low-impact development strategies as a key component of open space and built form design.
- **Potential Environmental Policy Area Features** – protects and enhances existing natural features, wetlands and wildlife corridors and expands upon the natural features with introduced parks and open spaces.



## 1.2 BACKGROUND

### 1.2.1 REGIONAL & LOCAL CONTEXT

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

With a proposed Caledon GO Transit Line, utilizing a transit oriented development approach for Caledon Station is a logical location for strategic growth and density surrounding this future Major Transit Station Area.

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

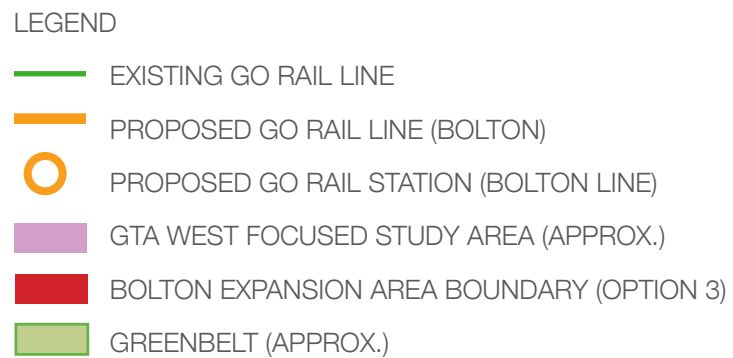


Figure 1: Regional Context Map

## 1.2.2 SITE CONTEXT AND ANALYSIS

The existing character of the Subject Lands is that of gently sloping farmland with natural feature areas that are intended to be preserved and which will provide opportunities for smaller local linkages and key features based on environmental and site studies. Existing land uses of the site consist of a combination of agricultural, rural residential and open space uses. The Subject Lands will be developed into a complete mixed-use community consisting of residential, commercial and employment lands that will be bounded by:

### To the North

- Whitebelt lands sit to the north of the site and about the GPNHS and Oak Ridges Moraine Conservation Plan Area (ORMCPA). These lands are earmarked for residential development in the Region of Peel's 2051 Municipal Comprehensive Review, catering to the anticipated growth in 2051.

### To the East

- CPR and GPNHS which will form the eastern boundary of the development. The GPNHS is made up of the Protected Countryside, that is intended to support a range of recreation and tourism uses for surrounding settlement areas, and provides paramount ecological functions.

### To the South

- Existing commercial and employment lands about the proposed Subject Lands immediately to the south (King Street West and Humber Station Road). The existing Bolton Rural Settlement Area Urban Area exists to the south of King Street West and to the east of Humber Station Road and consists of residential communities predominantly comprised of two-storey single-detached dwellings.

### To the West

- The Whitebelt lands surrounding Caledon Station's north-west corner are earmarked for residential development in the Region of Peel's 2051 Municipal Comprehensive Review, catering to the anticipated growth in 2051.

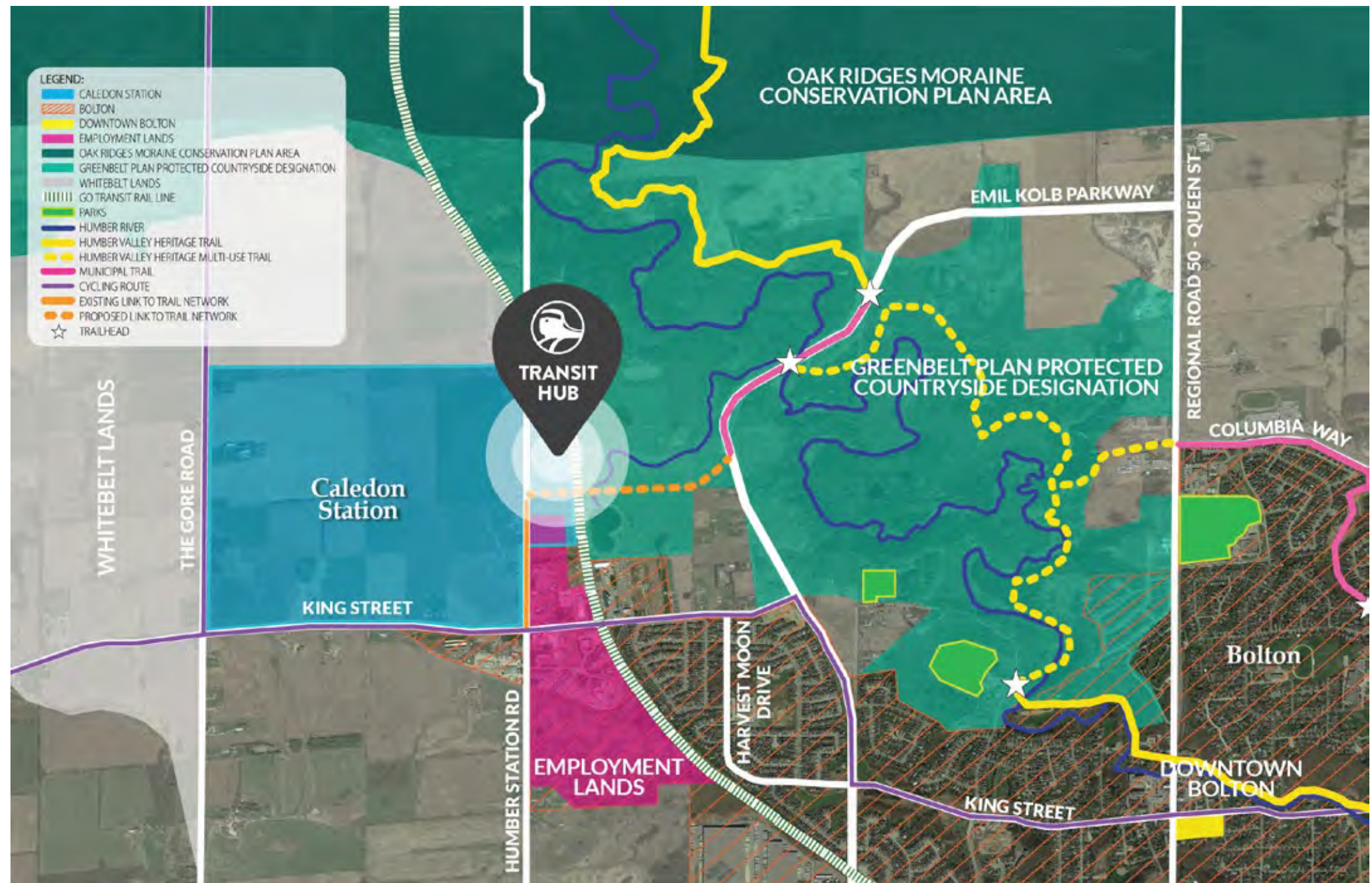


Figure 2: Community Context Map

## 1.2.3 POLICY FRAMEWORK

Caledon Station provides an opportunity to develop a complete mixed-use community within the Town of Caledon's established settlement boundary. The proposed community design is therefore subject to several planning and urban design policies which have been discussed in further detail within this section of the Urban and Architectural Design Guideline.

### 1.2.3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) came into effect on May 01, 2020, and establishes a comprehensive vision and direction for land use planning in Ontario. One of the key policy directions expressed in the PPS sets out to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit.

In support of the PPS, the land use design within the Subject Lands will be based on:

- a) *Densities and a mix of land uses which efficiently use land and resources (Policy 1.1.3.2).*
- b) *Minimize negative impacts to air quality and climate change, and promote energy efficiency (Policy 1.1.3.2);*
- c) *Are transit-supportive, where transit promote densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities (Policy 1.1.3.2);*

- d) *Promote appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4); and*
- e) *Provide that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and services (Policy 1.1.3.6).*

### 1.2.3.2 A Place To Grow: Growth Plan For The Greater Golden Horseshoe Office Consolidation (2020)

The Growth Plan for the Greater Golden Horseshoe (GGH) Office Consolidation has been prepared under the Places to Grow Act (2005), to provide an overall vision and direction for residential and employment related development within one of the fastest growing regions in North America. The Growth Plan establishes a long-term vision for growth in the area, and advocates for the development of vibrant, compact and complete communities that support a strong economy through intensification, efficient use of land and infrastructure, and support for transit viability.

The design of Caledon Station supports the following principles, as outlined in the Provincial Growth Plan and the Places to Grow Act:

- Develop a mixed-use community while protecting and enhancing employment opportunities around Major Transit Station Areas (Caledon GO) to encourage more transit-oriented development and intensification;
- Flexibility to capitalize on new economic and employment opportunities;
- Implementation of environmentally sustainable practices to minimize negative impacts to air quality and climate change;
- Intensification and introduction of higher densities in strategic growth areas to make efficient use of land and infrastructure; and
- Consideration of climate changes and management of growth through planning for more resilient communities and infrastructure.

### 1.2.3.3 Region of Peel Official Plan (2022)

The development policy for the Region of Peel, as outlined in the Region of Peel Official Plan, guides land use planning and development within the region. The Official Plan provides a comprehensive framework that promotes sustainable growth, economic prosperity, and the enhancement of quality of life for residents.

In November 2022, the Province approved the new 2051 Official Plan for the Region of Peel. This updated plan sets the vision and policies for land use planning and development over the coming decades, specifically addressing the anticipated growth and evolving needs of the region.

The 2051 Official Plan recognizes the importance of responsible and strategic development to accommodate population growth, promote compact and efficient land use, protect natural and cultural heritage, and support vibrant and complete communities. It emphasizes the principles of transit-oriented development, mixed-use communities, and the provision of a range of housing options to meet the diverse needs of the population.

To support Region's strategic direction, the following elements will be considered in the development and planning of Caledon Station:

- A plan that encourages encourages the creation of walkable, transit-supportive neighborhoods to promote sustainable and livable communities.
- A plan that prioritizes the protection of natural features to enhance biodiversity, ecological resilience, and sustainable land use. It acknowledges the need to strike a balance between urban development and preserving natural heritage, ensuring a healthy environment for present and future generations to enjoy.
- A plan that integrates land use and transportation planning. By aligning these two important aspects, the plan aims to create well-connected communities, reduce reliance on single-occupancy vehicles, and promote sustainable transportation options, fostering vibrant and accessible places for residents and businesses.

### 1.2.3.4 Town of Caledon Official Plan (2018)

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

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

To support Town's strategic direction, the following principles will be integrated in the development of Caledon Station:

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

### 1.2.3.5 Caledon Comprehensive Town-Wide Design Guideline (2017)

The Town-wide guidelines are intended to be a single, consolidated source of guidance for both urban and rural setting in the Town of Caledon. These guidelines recognize the role and significance of Town's rural areas in establishing the town-wide character and actively contributing to daily interactions throughout the municipality.

To support diversified uses in the Town's urban areas, the following key design principles will be adopted in the development of Caledon Station:

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

### 1.2.3.6 Metrolinx Mobility Hub Guidelines For The Greater Toronto and Hamilton Area (2011)

The development of existing and new GO Train facilities are intended to be in accordance with the following mobility hub objectives:

#### A. Seamless Mobility

- Seamless integration of modes at the rapid transit station;
- Safe and efficient movement of people with high levels of pedestrian priority;
- A well-designed transit station for a high quality user experience;

#### B. Placemaking

- Strategic parking management;
- A vibrant, mixed-use environment with higher land use intensity;
- An attractive public realm;
- A minimized ecological footprint;

#### C. Successful Implementation

- Flexible planning to accommodate growth and change; and
- Effective partnerships and incentives for increased public and private investment.

### 1.2.3.7 The Healthy Development Assessment User Guide - Region of Peel (2016)

The Healthy Development Assessment User Guide is adapted from the Health Background Study Framework (HBSF) and is intended to assist in the planning and development of creating healthy, supportive environments for Peel residents. By measuring the health-promoting potential of development proposals, the guide helps identify design standards that are essential to building healthy and complete communities.

The HDA User Guide will act as a tool to assess and implement six Core Elements of the built environment into the design and planning of Caledon Station to ensure the community is suited to fit into Caledon's diverse development context. These core elements will include:

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



# COMMUNITY DESIGN VISION





# Community Design Vision 2

## 2.1 COMMUNITY DESIGN VISION & OPPORTUNITIES

Caledon Station, located in the Town of Caledon, is a 182 hectare greenfield development site planned to comprise of residential and mixed-uses that support the long-term vision for regional growth, and advocate for a strong economy through development of greenfield areas. A primary focus of the proposed plan is the integration of a commuter rail (GO Transit) station at the east limit of the site with supporting mixed-uses (commercial, office) and higher density residential. The overall plan has been structured with distinct neighbourhood areas and 2 character district areas - The Avenue and The Hub, which are anchored by the future GO Transit Station.

The goal is to create a 'made in Caledon' community that is healthy, vibrant and connected with a unique community character, high quality built form, integrated smart technologies, transit oriented, enhanced Environmental Policy Area, high quality parks and open spaces, a mix of housing types and a central main street character.

### Made in Caledon

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

### Healthy

- Walkable neighbourhoods, amenities within walking distance; and
- Active lifestyle through bike lanes, trails and pathways, park facilities and community programming.

### Vibrant

- A well-functioning, attractive public realm that encourages people to get outside;
- A mix of uses that attract people throughout the day and evening;
- Pedestrian-scaled spaces that are conducive to public gathering; and
- Revisit the notion of the neighbourhood street as an important social space.

### Connected

- Through a comprehensive trail, path and bike lane network;
- Through an integrated transit system, including micro-transit options, with GO Transit linkages on a regional scale; and
- Through 'smart' community technologies that improves quality of life through learning, work and play.



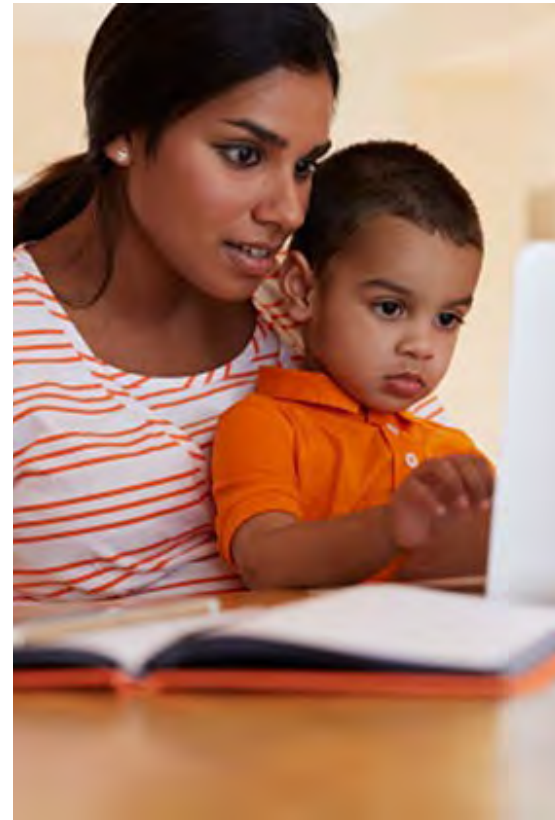
## 2.2 COMMUNITY DESIGN GUIDING PRINCIPLES

Caledon Station will be a “healthy” and “vibrant” community with a well-functioning, attractive public realm because of the opportunities a GO Train station will bring as a catalyst for creating a mix of uses with higher residential densities, employment, commercial and community open spaces that will conveniently surround the station.



### COMMUNITY CHARACTER

Provide a high quality built form character and architectural design that exemplifies and promotes the identity of Caledon.



### SMART COMMUNITIES

Integrate ‘smart’ community technologies that establish broadband connectivity, energy reduction solutions and municipal infrastructure advancements for an improved quality of life for residents, employees and visitors.



### TRANSIT INTEGRATED DEVELOPMENT

Create a transit-integrated community anchored by a GO Transit hub that balances pedestrian, cycling, transit and vehicular connections and achieves convenient transit connections throughout the GTA that provides opportunities for growth.



### ENVIRONMENTAL POLICY AREA FEATURES

Protect and enhance existing woodlands, wetlands and wildlife corridors and expand upon the system with introduced open spaces.



### COMMUNITY EXPERIENCE

Establish a vibrant, mixed-use environment that attracts activity throughout the day and evening.



### **PARKS AND OPEN SPACES**

Establish a hierarchy of park spaces with flexible design and innovative programming options catered to the neighbourhood character.



### **RESIDENTIAL MIX**

Establish a range and mix of housing types that reinforce identifiable neighbourhoods and meets density targets, while providing options for affordability and aging-in-place.



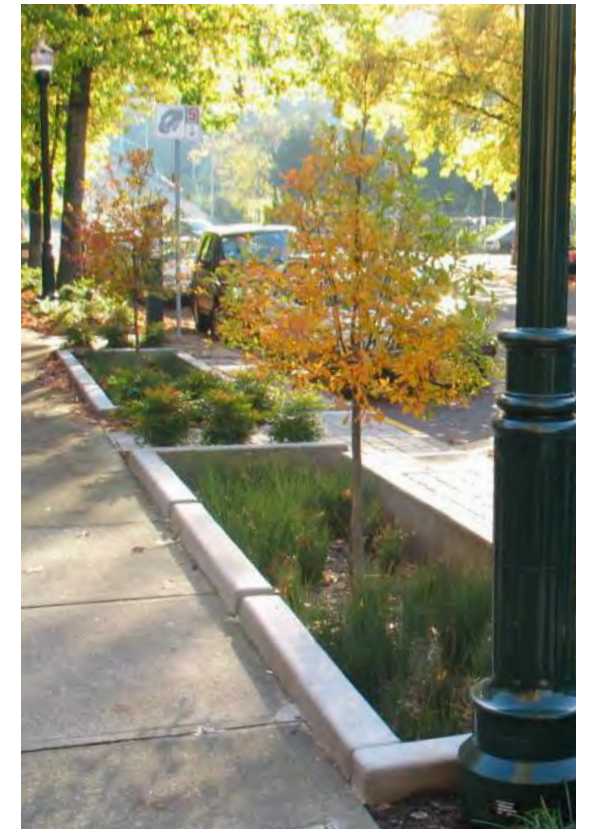
### **WALKABILITY**

Create walkable, pedestrian-scaled neighbourhoods with amenities and transit stops within walking distance and a safe, comprehensive path and trail system that links with the broader Caledon network.



### **CENTRAL CHARACTER AVENUE**

Create a multi-modal central character avenue that connects the entire community to the station hub with an attractive, high quality streetscape and built form design.



### **LOW IMPACT DEVELOPMENT**

Integrate appropriate low-impact development strategies as a key component of open space and built form design.

## 2.3 COMMUNITY STRUCTURE PLAN

Caledon Station's community structure plan illustrates one way in which the community may be designed to address the local road and built form layout. In keeping with the Bolton Residential Expansion Study (BRES), alternative layout options for the road network, the development blocks and the built form may be pursued by the landowners in the implementing draft plan of subdivisions and/or site plans.

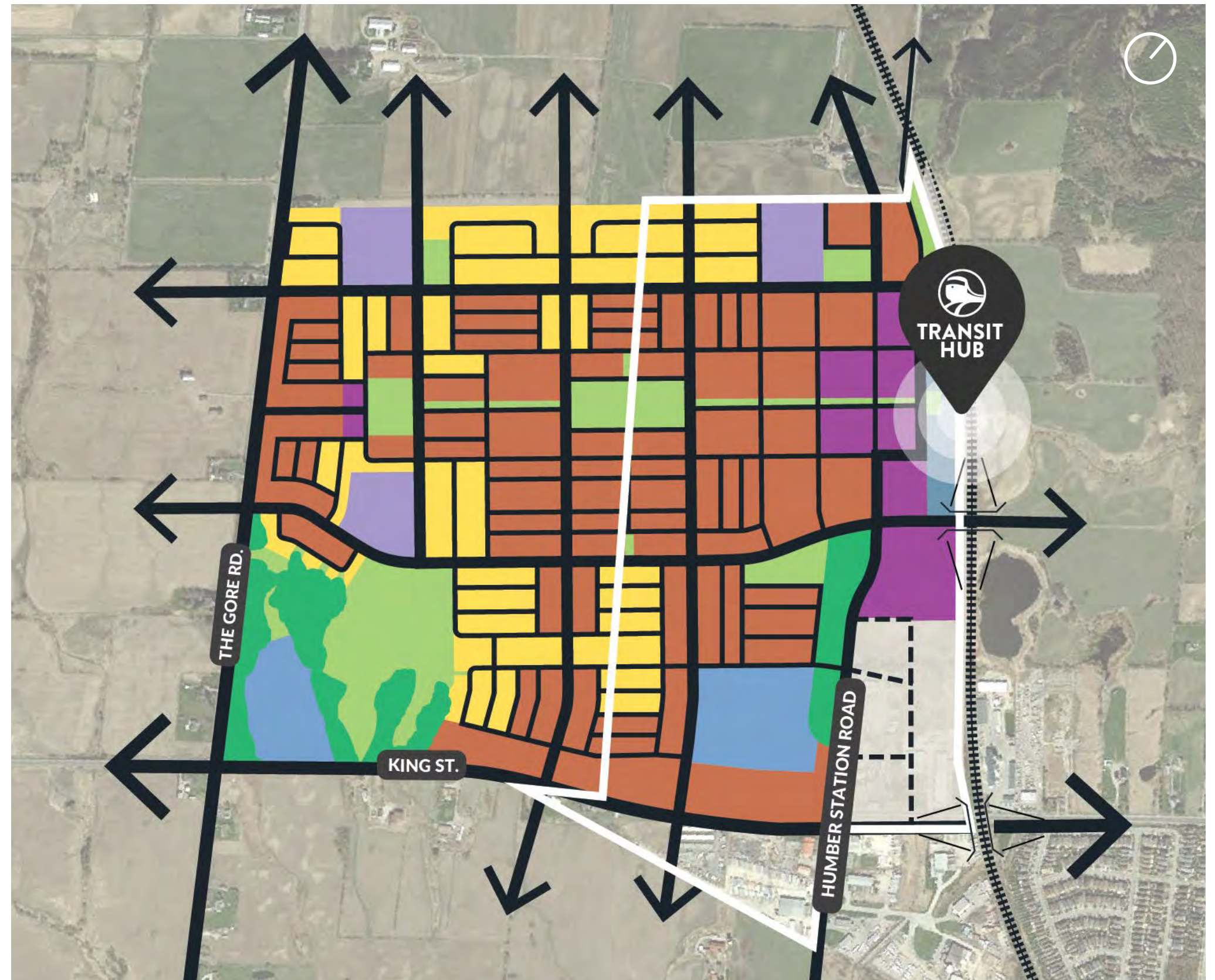
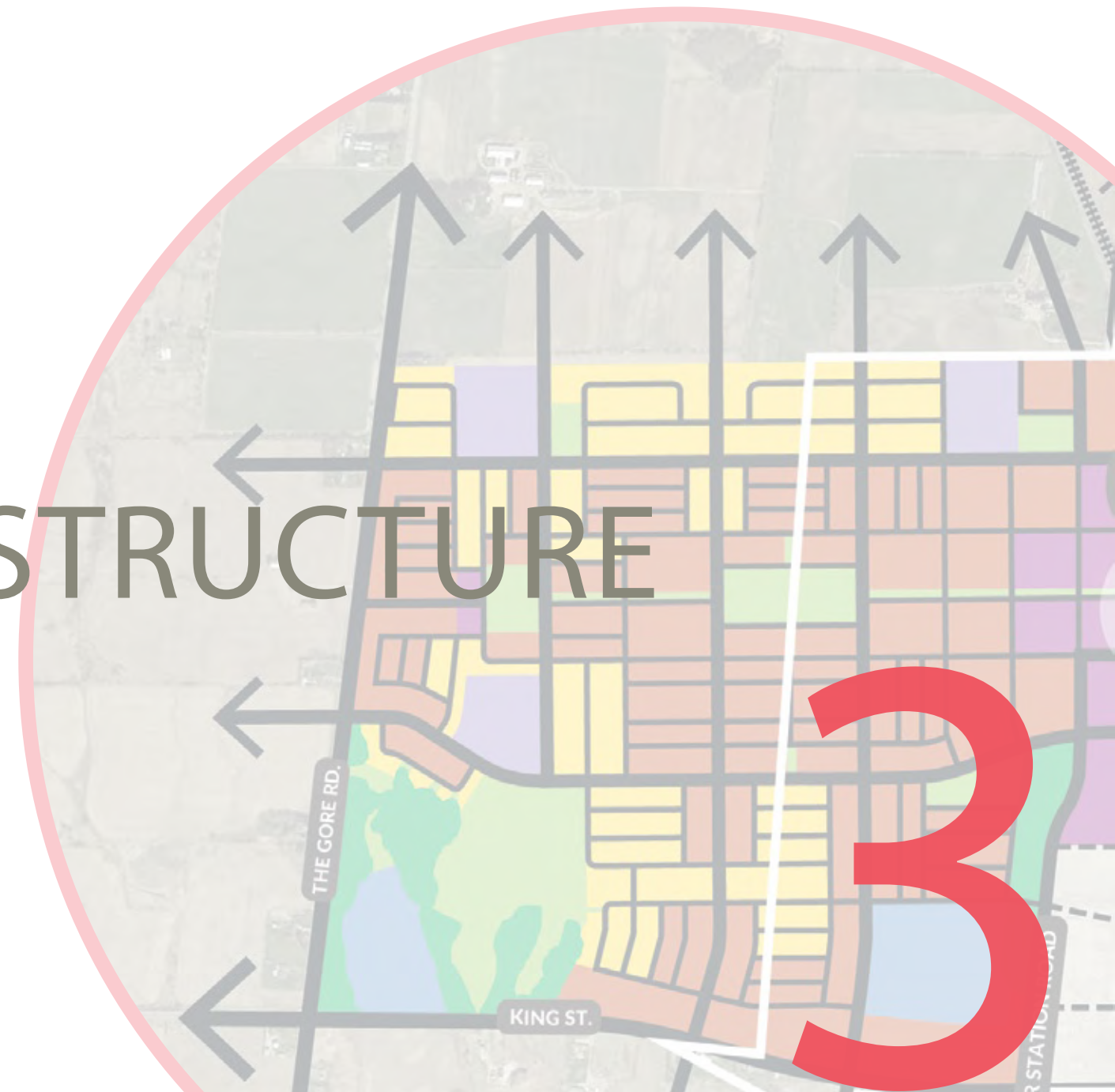


Figure 3: Community Structure Plan

# COMMUNITY STRUCTURE



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# Community Structure 3

## 3.1 ABOUT THE COMMUNITY STRUCTURE

Caledon Station will be a “healthy” and “vibrant” community with a well-functioning, attractive public realm because of the opportunities a GO Train station will bring as a catalyst for creating a mix of uses with higher residential densities, employment, commercial and community open spaces that will conveniently surround the station.

With an emphasis on a ‘rails to trails’ program that will bring more visitors to Bolton, the Station Area will be connected through a comprehensive trail, path and bike lane network that links to each district and neighbourhood.

The community structure in conjunction with a future Caledon GO Transit station will bring about enough people populating residences, workplaces, shops and restaurants to achieve the “critical mass” where public spaces will be activated, commercial establishments will have more walk-in customers, sidewalks will be safer on a 24/7 basis and the community will feel like an interesting place that is alive with activity. This community structure serves as the framework for defining the various land uses, establishing the street hierarchy and network, and creating neighbourhood configurations.

The primary structuring elements described in this chapter include the following:

- Natural Heritage Feature, Parks & Open Spaces;
- Regional Trail Systems;
- Station Area (Multi-Modal);
- Regional Transportation Network;
- Community Transportation Network;
- Districts and Neighbourhoods; and
- Residential and Mixed-Use Densities.



Built form character, height and massing should be coordinated with the street according to use.



High activity areas will reflect more comfortable pedestrian scale, with reduced building setbacks that frame the road.

Figure 4: Caledon Station Proposed Environmental Policy Area, Parks and Open Spaces



## 3.2 PARKS, OPEN SPACES & PROPOSED ENVIRONMENTAL PROTECTION AREA

Consistent with the community design principle to protect and enhance existing woodlands, wetlands and wildlife corridors and expand upon the system with introduced open spaces, Caledon Station will be supported by an extensive open space network comprising of protected natural areas, parks, SWM ponds, and connected trails and paths. To align with the guiding principle aimed at protecting the natural environment, Caledon Station's parks and open spaces will be planned through an integrated and comprehensive approach that considers their location in the context of the proposed EPA with respect to linkages and connectivity, interface conditions, viewsheds, and tree preservation.

Within Caledon Station, the proposed EPA is located primarily in the south-western corner of the community, with a narrow portion located along the west side of Humber Station Road. SWM ponds have been strategically located to enhance the existing natural features, providing opportunities for trail linkages, and establishing views from streets and sidewalks. Greenbelt lands and the Humber River are situated on the north side of Caledon Station, providing a unique protected recreation amenity within close proximity to the new community.

### 3.2.1 INTERFACE

The interface between the proposed EPA and adjacent proposed development will require careful consideration with respect to existing topography, vegetation communities, and hydrologic features and functions. This interface will be characterized by a mix of adjacent land uses, including rear residential lotting, single-loaded window streets, stormwater management ponds, and parks.

### 3.2.2 VIEWS AND ACCESS

Public access to the proposed EPA views and viewsheds is an integral component of an attractive, walkable and sustainable community. In the southern portion of the community, views will be enhanced by the proposed EPA and stormwater management facilities located along King Street. These naturalized features will provide attractive views from various vantage points within the community. These views have significantly influenced the configuration of the proposed land uses and framework plan, including the layout of the road network, blocks, SWM facilities, parks, and schools. Views and access will also be provided through a carefully designed trail system through the outer portions of the proposed EPA.

Refer to Section 5.7 – Views & Viewsheds for specific guidelines.

### 3.2.3 LINKAGES

The proposed EPA lands provide opportunities for trail linkages, natural viewsheds, and environmental preservation, as well as potential for accommodating stormwater management facilities. The community will be made up of an integrated open space system with linkages between the proposed EPA, parks, SWM facilities, and school sites. These linkages shall support an integrated network of pathways and trails connecting the proposed EPA and public and private open spaces throughout the community.

### 3.2.4 TREE PRESERVATION

Large, healthy trees are valuable assets to the community as they reduce air pollution, provide shade and cooling, offer habitat for wildlife, increase property values, enhance community aesthetics, and contribute to overall quality of life. Existing significant healthy trees beyond those contained within the proposed EPA are intended to be preserved, where appropriate.

A Tree Inventory and Preservation Plan may be required as part of the development approval process in order to identify and assess existing trees, including their size, species, condition and potential methods for protection and retention.



SWM ponds are a compatible use with the greenway system and have been situated along the edges of the community.



The greenway system interface within the community will integrate linkage opportunities as a component of the overall active transportation network.

### 3.3 REGIONAL TRAIL SYSTEMS

A key component of achieving continuous connections through Caledon Station is linking the community to the existing regional trail system along Humber Station to the south, and the to trails within the Greenbelt Lands at the north and east edges of the community. To reinforce the vision of a pedestrian-oriented and well integrated community, site circulation within Caledon Station will be facilitated through a coherent and well connected network of pedestrian routes including, wide and continuous sidewalks, bike lanes and multi-use trails for the safe and convenient movement of pedestrians and cyclists in and around the community boundary.

To the northeast of Caledon Station, the Humber Valley Heritage Trail is part of Caledon's existing trail network and provides a valuable recreational amenity and regional active-transportation link. A potential east-west link along Emil Kolb Parkway will connect Caledon Station to this established regional trail.

These planned connections are linkage opportunities into the regional trail system which achieve community connectivity and encourage residents and visitors to utilize active modes of transportation.

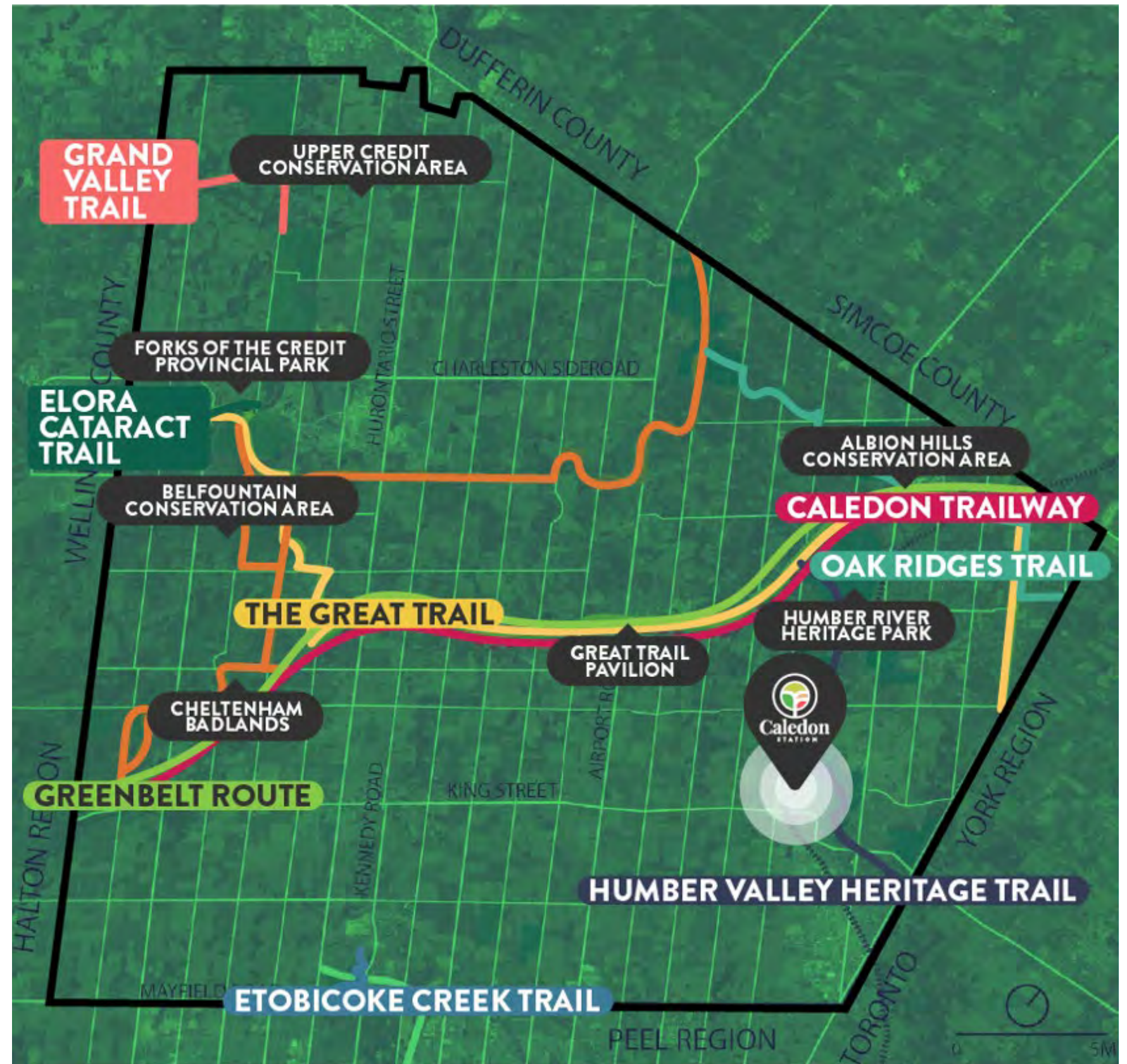


Figure 5: Caledon Station Regional Trail Systems



### 3.4 STATION AREA (MULTI-MODAL)

Caledon Station's integrated community transportation network, including pedestrian friendly streets and blocks contribute to the neighbourhood structure, providing access to amenities within walking distance. This integrated network promotes an active lifestyle through bike lanes, trails, and a connected proposed EPA, parks and open space system.

The Humber Station Loop Road (also known as Local Road A) will be linked to the Multi-modal Loop Road which will support a flexible approach to active transportation. Encouraging walking, jogging, cycling, roller blading, etc., residents and visitors will have the opportunity to use the multi-modal loop for recreation, fitness, and daily transportation needs.

The future Caledon GO Station plays a crucial role in supporting the inclusion of the Caledon-Vaughan GO Line within the regional transportation network. As an integral part of the planned transit infrastructure, the station will serve as a key transportation hub, connecting Caledon with other important destinations.

By providing a central point of access and transfer, the Caledon GO Station will facilitate seamless travel for commuters along the Caledon-Vaughan GO Line. Passengers will be able to conveniently connect to and from other transit services, enabling efficient and interconnected regional travel. This integration will enhance the overall accessibility and mobility options for residents, commuters, and visitors alike.

The presence of the Caledon GO Station will not only improve transportation connectivity but also foster economic growth and development in the region. The station's strategic location will attract businesses, investors, and new opportunities to the surrounding area. It will serve as a catalyst for transit-oriented development, encouraging the establishment of mixed-use buildings, commercial spaces, and residential communities within its vicinity.

Furthermore, the inclusion of the Caledon-Vaughan GO Line and the presence of the Caledon GO Station demonstrate a forward-thinking approach to sustainable transportation. By offering efficient and reliable transit alternatives to car-centric travel, the line aims to reduce traffic congestion, decrease greenhouse gas emissions, and promote a more environmentally friendly mode of transportation. It aligns with the broader regional transportation goals of creating a sustainable and integrated transit network that meets the evolving needs of the community.

### 3.4.1 TRANSIT STATION

Through a highly collaborative planning process led by Caledon, the Transit Hub in Caledon Station has been carefully designed to accommodate the community's growth from the very beginning. Recognizing the importance of sustainable transportation options, the residential growth is planned around a transportation system that promotes sustainable modes of travel, departing from the car-centric communities of the past.

To encourage the adoption of good transit habits from the outset, the GO Station will initially operate as a bus-only transit hub with traditional surface parking. This approach aims to establish a foundation for sustainable transportation practices. However, as the community evolves, the future GO Station and Transit Hub will become the symbolic center and activity zone, adapting to cater to both local and regional transit needs.

As regional rail transit becomes available, the station will undergo further development to serve the growing demands. Surface parking will be replaced with integrated parking structures, facilitating the integration of mixed-use buildings. Surrounding the station, a flexible-use plaza will be established, creating a vibrant space for community gatherings and events. This plaza will contribute to the overall atmosphere of the Hub district, characterized by its parks, squares, walkable streets, and a mix of commercial and residential uses. At a micro level, the station will become a destination in itself. Public spaces will be activated, attracting more walk-in customers to commercial establishments, and sidewalks will be utilized throughout the day and evening. This will foster a vibrant and lively atmosphere, where people can enjoy the amenities and activities offered within and around the station.

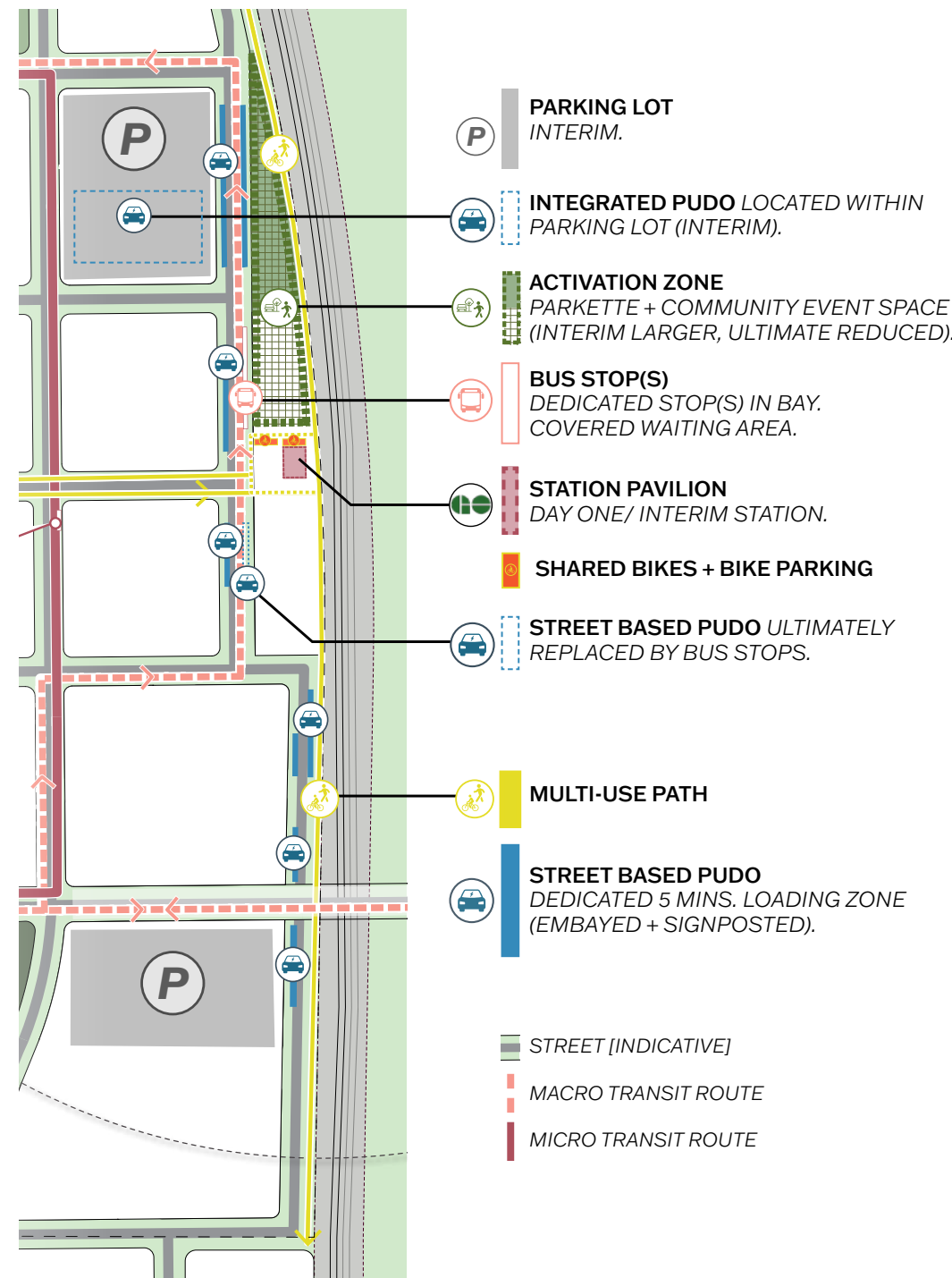


Figure 6: Interim Concept for Transit Hub

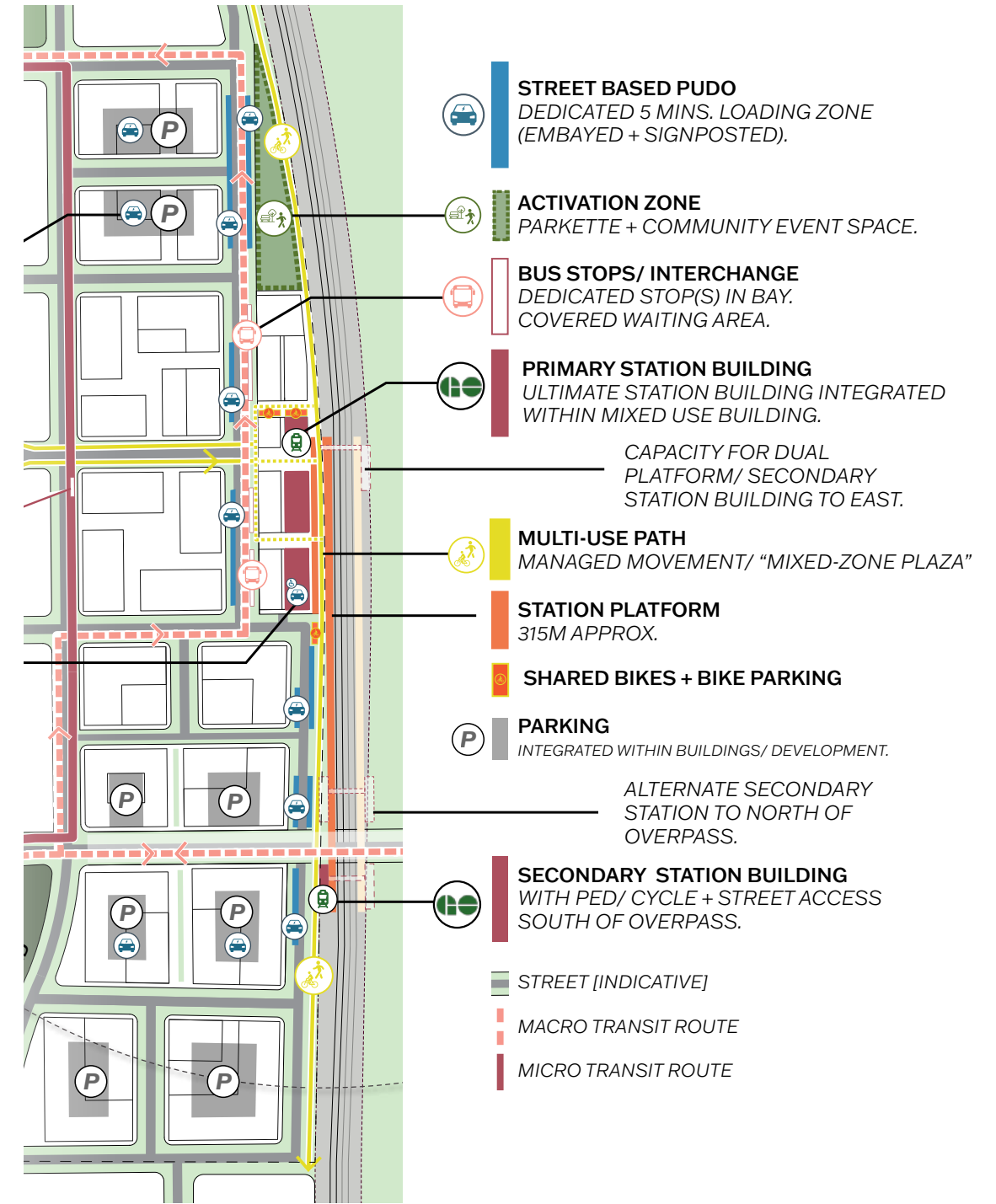


Figure 7: Ultimate Concept for Transit Hub

### 3.4.1.1 Pick up / Drop off

In the design of the future Caledon GO Station, careful consideration has been given to the placement of pick-up and drop-off areas to effectively mitigate congestion and ensure smooth traffic flow. These designated areas will be strategically dispersed along the transit road, strategically positioned to provide convenient access for commuters while minimizing disruptions to overall traffic patterns.

By dispersing the pick-up and drop-off areas, the station aims to distribute the flow of vehicles, preventing bottlenecks and congestion at any single point. This approach not only improves traffic circulation but also enhances the overall efficiency and safety of the station operations.

The strategic placement of these areas along the transit road ensures that commuters can easily access the station facilities from various entry points and directions. Whether arriving by private vehicle, rideshare service, or taxi, passengers will have designated zones where they can conveniently drop off or pick up individuals. This streamlined process helps to minimize conflicts between pedestrian and vehicular traffic and promotes a safer environment for all users.

Furthermore, the dispersed pick-up and drop-off areas encourage the use of sustainable transportation options. By providing convenient access for cyclists, pedestrians, and transit users, the future GO station promotes a shift towards more environmentally friendly modes of travel, reducing the reliance on private vehicles and contributing to a greener and more sustainable transportation system within Caledon.

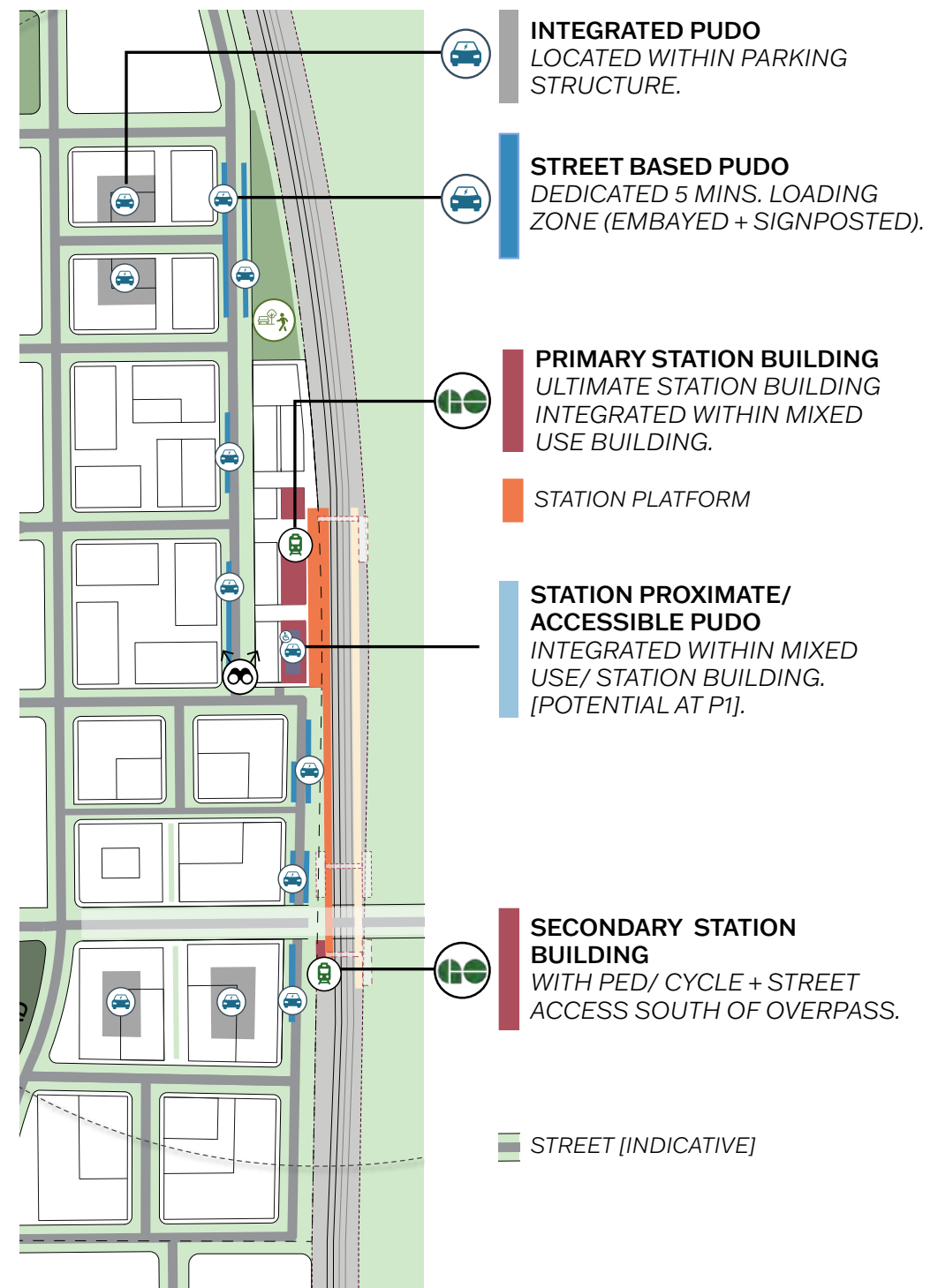


Figure 8: Proposed concept for Pick up / Drop off within Transit Hub

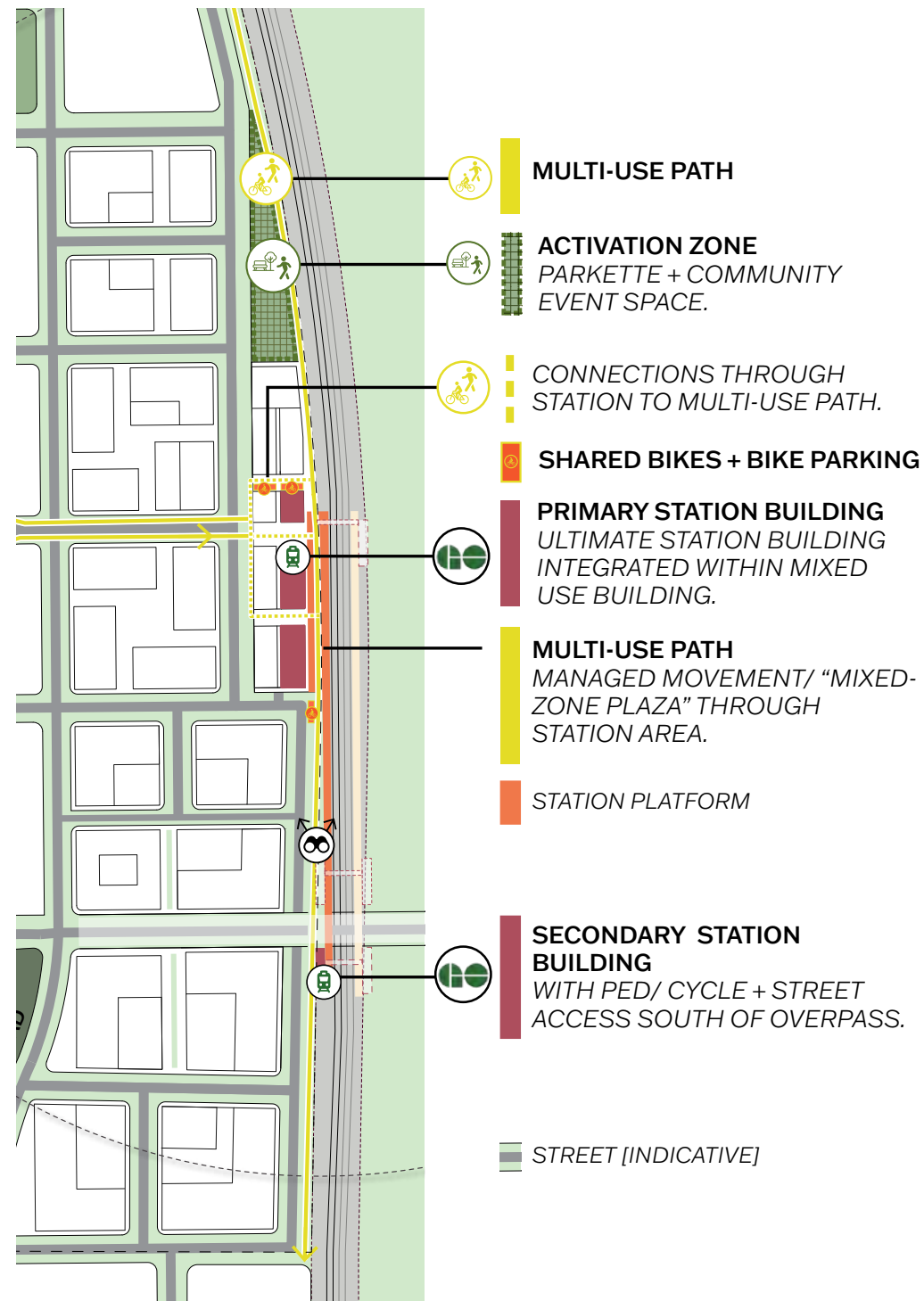


Figure 9: Proposed concept for Pedestrian and Cyclist Circulation within Transit Hub

### 3.4.1.2 Pedestrian and Cyclist Circulation

The future Caledon GO Station prioritizes pedestrian and cyclist connections by providing convenient access to multi-use paths. These paths will be integrated into the station's design, offering safe and accessible routes for pedestrians and cyclists to travel to and from the station.

By incorporating multi-use paths, the station encourages active modes of transportation, promoting healthier and more sustainable commuting options. Pedestrians and cyclists will have dedicated pathways that seamlessly connect with existing and planned multi-use networks, allowing for convenient and efficient travel throughout the surrounding area.

These pedestrian and cyclist connections serve several benefits. Firstly, they enhance connectivity, enabling individuals to easily access the station from nearby residential neighborhoods, commercial areas, and recreational spaces. This accessibility encourages more people to choose active transportation modes, reducing dependence on private vehicles and alleviating traffic congestion in

the vicinity of the station.

Additionally, the integration of managed movement to the station platform further improves efficiency and safety. Managed movement refers to the organized flow of pedestrians and cyclists within the station area, ensuring smooth and orderly transitions between different modes of transportation. This may involve clearly marked pathways, designated crossing points, and traffic management measures that prioritize pedestrian and cyclist safety.

By implementing managed movement strategies, the station creates a user-friendly environment where commuters can navigate the station's facilities seamlessly and safely. It reduces conflicts between different modes of transportation and promotes a harmonious coexistence between pedestrians, cyclists, and other users.



### 3.4.1.3 Integrated Parking

The future Caledon GO Station incorporates a comprehensive strategy for integrated parking. During the interim phase, surface parking lots located outside the primary station zone provide convenient access without congesting the core area. In the ultimate design, parking will be seamlessly integrated within building structures, optimizing land use and creating a compact, walkable environment. This approach offers several benefits. By incorporating parking within the building footprint, the overall station footprint is minimized, preserving open space. Integration allows for multi-level parking, accommodating more vehicles in a smaller area and alleviating parking demand where land is limited.

Moreover, integrating parking enhances the station's aesthetics and urban design, with architecturally designed facilities blending harmoniously with surrounding buildings. The strategy ensures convenient access to parking for commuters while minimizing the station's impact. It fosters an efficient and well-integrated transportation system that promotes the use of public transit and active modes of transportation, supporting a sustainable and accessible station for the community.



Example of parking facilities which have been architecturally designed to blend harmoniously with the surrounding buildings, enhancing the visual appeal along the streetscape.

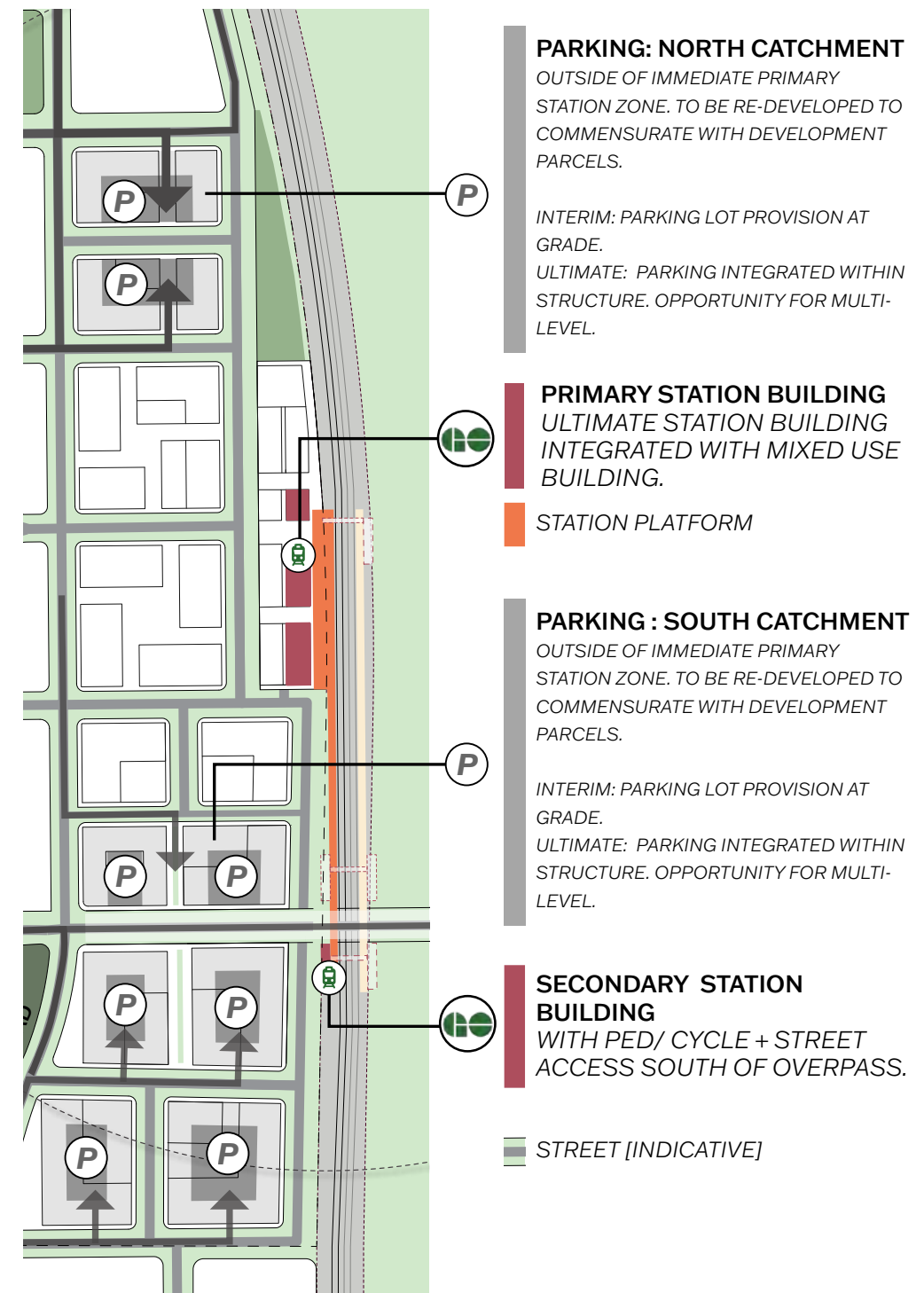


Figure 10: Proposed concept for integrated parking within Transit Hub

### 3.4.2 TRANSIT FACILITIES

The future Caledon GO Station holds a significant role in the community building strategy, serving as a vital tool for fostering transit connections on both local and regional scales. Its strategic integration with residential, mixed-use, and commercial areas, as well as its proximity to employment lands, ensures that the Caledon GO Station offers multi-modal accessibility.

By incorporating various modes of transportation, including transit roads, buses, pedestrian walkways, cycling routes, and vehicular access, the station facilities can be easily reached from multiple entry points and directions.

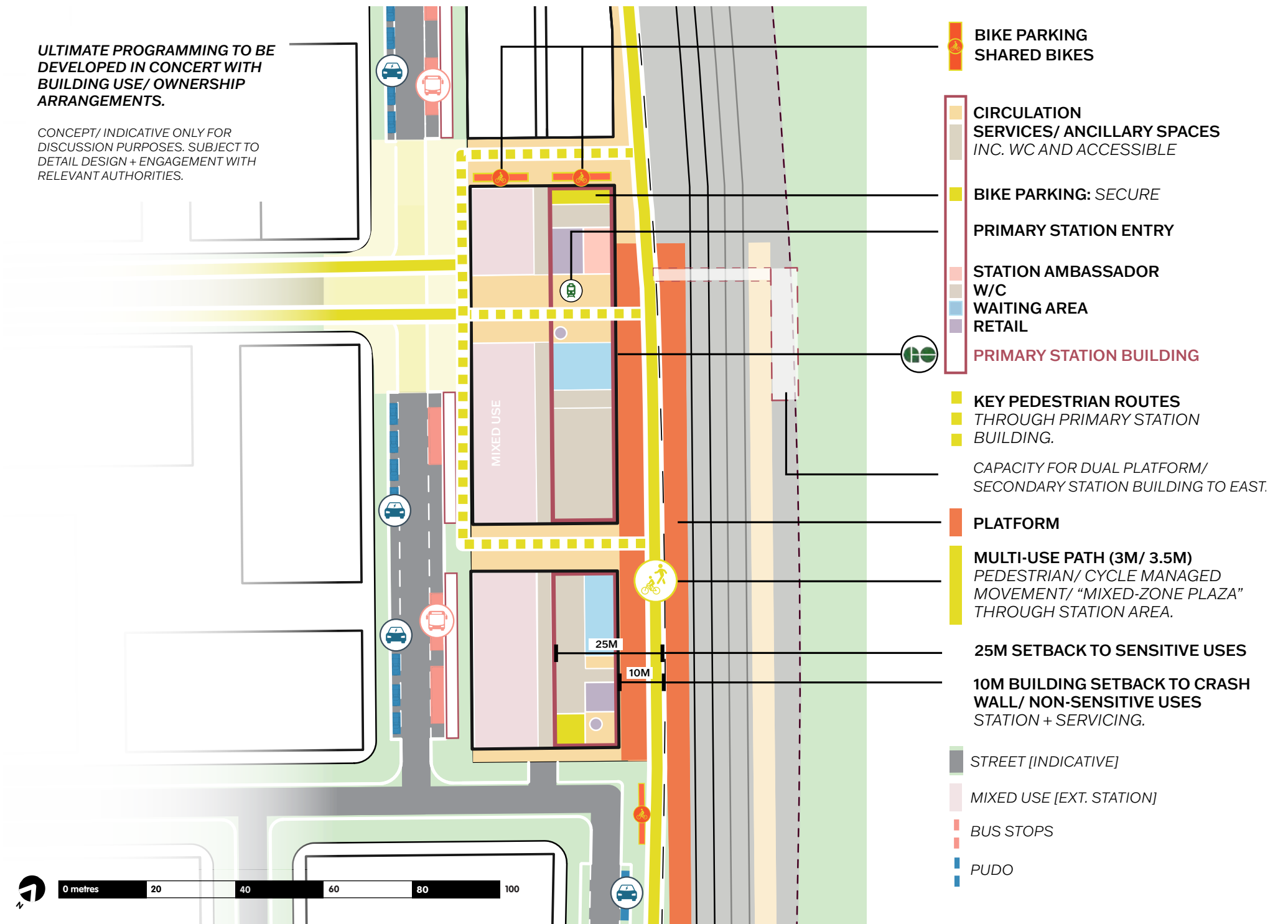


Figure 11: Proposed concept for Caledon GO Station

To ensure a comprehensive approach to accessibility and encourage a diverse range of commuters to utilize the station, the following Design Guideline will be applied to the station facilities:

- The Caledon GO Station building shall be prominently located along the street and designed as a visually attractive community amenity, with interesting and durable architectural detailing, materials and finishes;
- Facilitate meeting and gathering in transit station area by incorporating a public plaza with street furniture, seating areas, displays, waste receptacles, and ample landscaping treatments;
- Bus ingress and egress points shall be designed to minimize traffic delay to buses and priority bus movements should be considered;
- Ensure a high-quality community hub architectural design and public realm design that respects the surrounding built form context and reflects the character of the community;
- Provide an attractive and barrier-free pedestrian environment with consideration for safety and user amenities, including such elements as weather protection, lighting, sheltered waiting areas, seating and waste/recycling receptacles;
- All facilities shall be designed to a high standard of safety, security and comfort for all users, including persons with disabilities and persons using mobility devices;
- Develop a coordinated program of furnishings that reflect the character of the community;
- Ensure clear view corridors along sidewalks connecting to the transit hub and important civic buildings and landmarks;
- Provide clearly marked access for pedestrians and cyclists to minimize conflicts, particularly at passenger pick-up / drop-off locations, bus facilities and parking access points;
- Use landscaping elements, including special paving and lighting, to reinforce circulation patterns;
- Bicycle racks and storage shall be highly visible, easily secured and weather protected;
- Provide secure bicycle parking at the transit hub entrance, with consideration for bicycle supportive end-of-trip facilities such as showers, change rooms and personal lockers within the transit hub building;
- Provide wayfinding and signage that supports efficient navigation of the Caledon GO Station building;
- Locate and design commuter parking to maximize ridership potential while utilizing a road network that will minimize the vehicular impact to the community and the Hub;
- Use lighting, landscaping and public art to create a visually pleasing environment for transit users; and
- Incorporate natural landscaping elements and green design such as drought-resistant plantings, permeable surfaces and recycled/recyclable materials.



### 3.5 REGIONAL TRANSPORTATION NETWORK

Ensuring efficient and convenient transit options are provided to and from Caledon Station is a fundamental component of the transportation and sustainability strategy. With a comprehensive local transit network connected to the regional GO Transit linkages, Caledon Station is ideally situated to bring residents, employees, and visitors within easy reach of local and regional destinations.

Since bringing transit to the site will be important to ensure the long term sustainability of the community, the plan is designed to be flexible, so that transit can be incorporated as the project is phased and as regional transit plans are implemented. Potential regional bus routes with Brampton Transit, GO Transit or Metrolinx may be located along Humber Station Road, King Street, and The Gore Road, as determined by transit authorities.

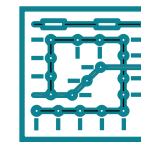
### 3.6 COMMUNITY TRANSPORTATION NETWORK

The transportation system for Caledon Station will be designed to encourage a shift away from Single Occupant Vehicle (SOV) travel, and to embrace multi-modal transportation options with an emphasis on transit and active transportation. This will reduce vehicle trip generation, reduce traffic delays, alleviate congestion, and improve energy consumption and emissions.

The community transportation network has been structured to help create a safer, more accessible, and more sustainable community. By focusing on active transportation modes and creating a road network that prioritizes the needs of pedestrians and cyclists, Caledon Station will help create a more equitable and livable urban environment.

Beyond traditional bus transit methods, new technologies and initiatives present alternative options that focus on first and last mile issues and which have recently emerged as real considerations for new community development. These include micro transit options, such as community shuttles, shared private services (UberPool or Lyft), and potentially autonomous vehicle services.

Regardless of the ultimate mode of transportation, the focus within Caledon Station will remain on bringing a transit model that will see a significant increase in the modal split to transit and away from private car use. Caledon Station's interconnected multi-modal network will include on-street bike lanes, continuous pedestrian sidewalks and multi-use trails which unify at the future Caledon GO Station area and form a dynamic and activated focus for Caledon Station. The provision of a shuttle to the Caledon GO Station will also be encouraged.



#### TRANSIT NETWORK

Transit stops and community amenities are coordinated with the active transportation network to ensure easy access through means alternative to the automobile.



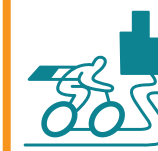
#### STRONG PEDESTRIAN REALM

A connected system of pedestrian sidewalks and trails (where feasible), provides people of all ages, culture and abilities with access to key community amenities, including parks and open spaces, schools, and mixed use areas.



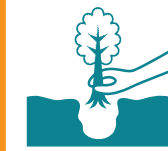
#### IMPROVED CONNECTIONS

The strategically planned road network will alleviate unnecessary congestion and provide connections in and around the community.



#### MODAL SPLIT

The transportation network will provide extensive and safe active transport opportunities.



#### GREEN INITIATIVES

New technologies and initiatives in community development like use of LID's present considerations for long term effects.

### 3.6.1 STREET CONNECTIVITY

Caledon Station's interconnected street and block layout is designed to facilitate movement and permeability throughout the community. It has been planned with a primary focus on easy circulation, smaller block lengths and convenient direct street linkages to reinforce a connected community environment. With an emphasis on street connectivity, the modified grid layout reduces travel distance, and increases the opportunity for a variety of distinctive streetscape opportunities.

Vehicular access into Caledon Station will occur primarily from the Gore Road (Highway 8) and King Street West. In addition to the planned network of major, minor collectors and local roads, the proposed active-transportation linkages along streets will include bike lanes on major / minor collector roads and the multi-modal loop road, connecting each neighbourhood to local amenities, the Caledon GO Station, and the community as a whole.

### 3.6.2 STREET HIERARCHY

A well-defined and logically connected hierarchy of streets is one of the key structuring elements of Caledon Station, as it promotes efficient use of available land while minimizing the environmental impacts of development. Caledon Station will therefore be characterized by urban design excellence that includes a well integrated street network which has been designed to facilitate safe and convenient movement of pedestrians, cyclists and vehicles, serve as common space for social interaction and help establish the character and visible impression of the community.

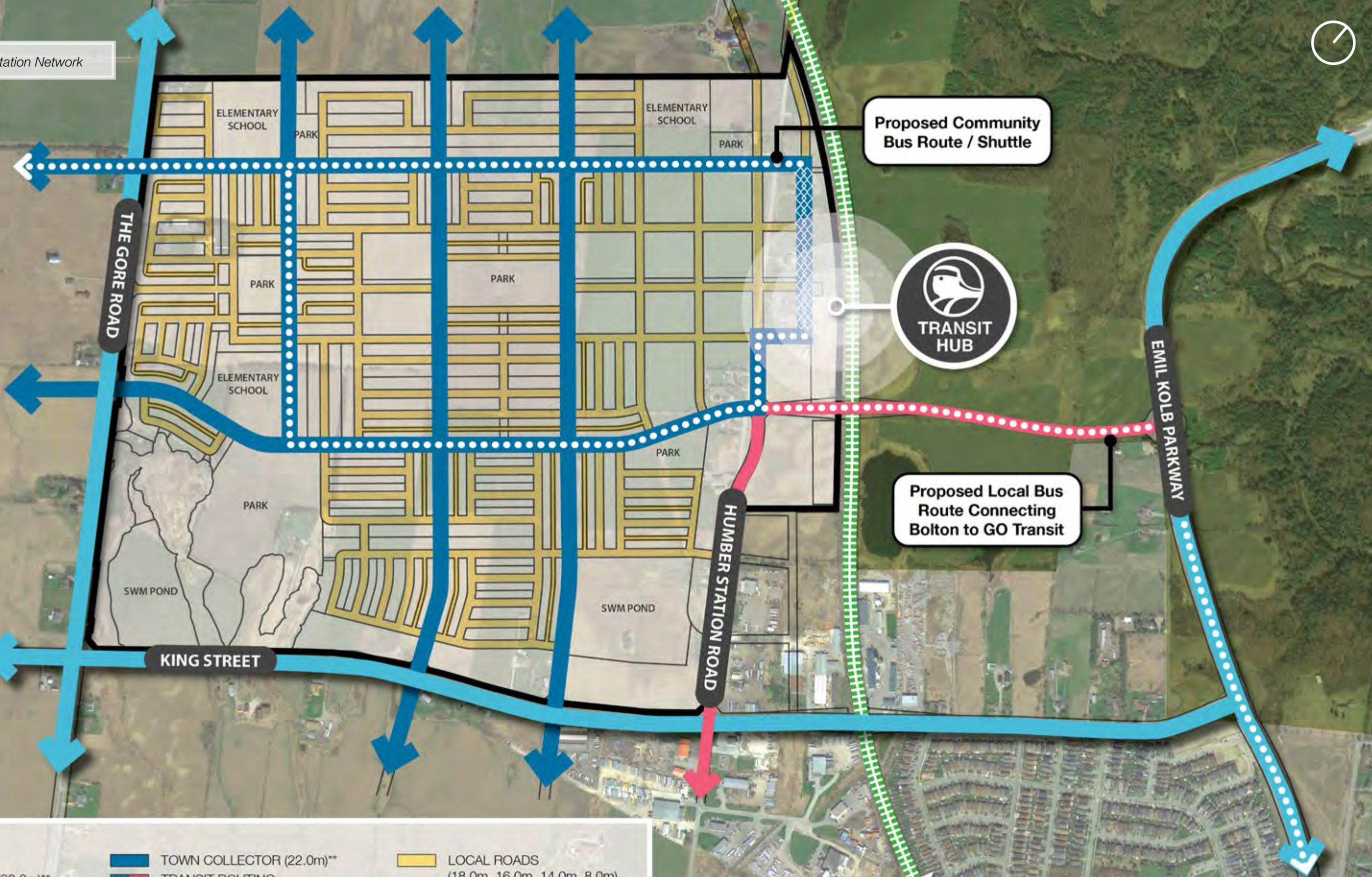
The street hierarchy, locations and design within Caledon Station were determined based on design principles for transit-oriented developments, which include:

- Promoting the use of various modes of travel (i.e. pedestrians, cyclists, transit riders, vehicles);
- Ensuring all districts and neighbourhoods are well-interwoven;
- Equally accommodating all transportation modes within the community plan; and
- Enabling pedestrians, cyclists, transit riders, and drivers have appropriate means to make direct, efficient, safe, connections throughout the community and surrounding areas.



Street design will facilitate a safe and multi-modal use that supports connections throughout the community and surrounding areas.

Figure 12: Caledon Station Transportation Network



LEGEND			
	SITE BOUNDARY		
	REGIONAL ARTERIAL (30.0m)**		LOCAL ROADS (18.0m, 16.0m, 14.0m, 8.0m)
	TOWN ARTERIAL (26.0m)**		TRANSIT ROUTING
			TRANSIT STREET (22.0m)
			GO TRANSIT RAIL LINE

\*\* All Arterial and Collector Roads to be designed to provide separated cycling facilities, bus service, and two-sided sidewalks.

### 3.6.3 STREETS AND BLOCKS

Caledon Station's streets are designed to minimize block lengths for easier navigation and walkability, and to create terminating views, vistas and other focal points to achieve an attractive public realm.

Achieving street patterns that limit block lengths, reduce vehicular speeds, and adds to the character of Caledon Station will promote walkability and is an important means of achieving a significant active transportation network that reduces reliance on vehicular travel within the community.

Both as a means of structuring the community and providing the building blocks for distinctive districts and neighbourhoods, establishing a fine grain street pattern will appropriately respond to a multitude of users and functions.

A particular structural emphasis will be connections to the future Caledon GO Station, ensuring linkages and view corridors are reinforced through street orientation, attractive built form and block permeability.

### 3.6.4 COMPLETE STREETS

Complete streets are designed for all ages, abilities, and modes of travel. Safety, accessibility, walkability, cycling and transit networks are an integral part of complete street design in Caledon Station. Integrated with arterial roads, Caledon Station's street network will provide flexibility for establishing diverse transportation route options with a well-defined and connected hierarchy of streets. Special attention shall be given to the design and character of main streets (major and minor collector) to provide another layer to Caledon Station's street and block structure.

#### 3.6.4.1 Main Streets

Although a major collector road with higher capacity vehicular requirements and bus transit connections, main streets will have enhanced streetscape features, will be pedestrian scaled and will support cycling, bus and shuttle transit options. The main streets will help form the village junction for higher density residential, commercial, employment and institutional uses, at the doorstep of local and regional transit, bringing those who will greatly benefit from accessible transit, community services, retail and recreation functions within walking distance of home.

Humber Station Road is adjacent to the Hub, and will allow opportunities for mix of residential, commercial, office and service amenities. Although a major collector road with higher capacity vehicular requirements and bus transit connections, Humber Station Road will be designed as a complete street with bike lanes, substantial pedestrian realm and built form with reduced setbacks that help frame the street and reduce its perceived scale.

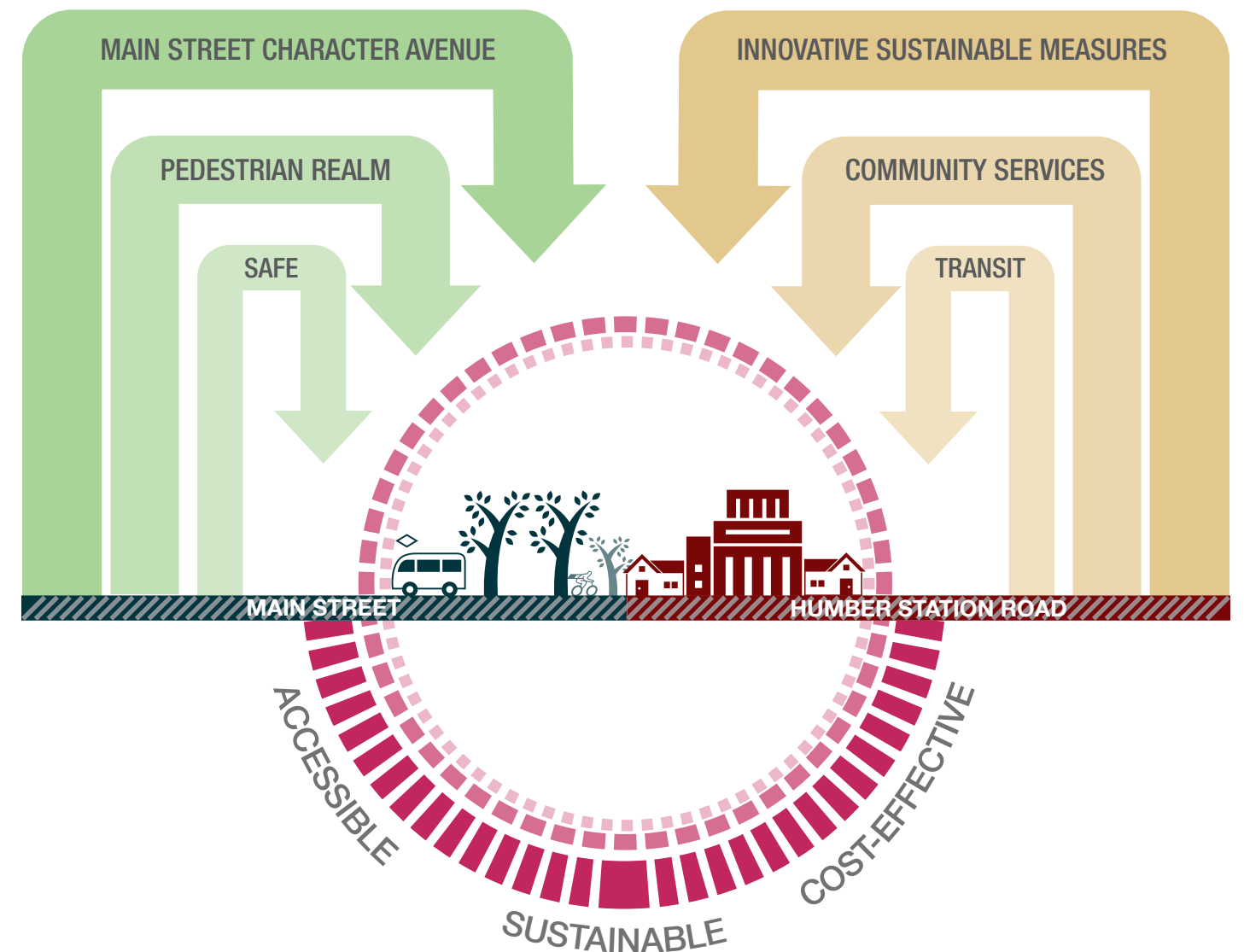
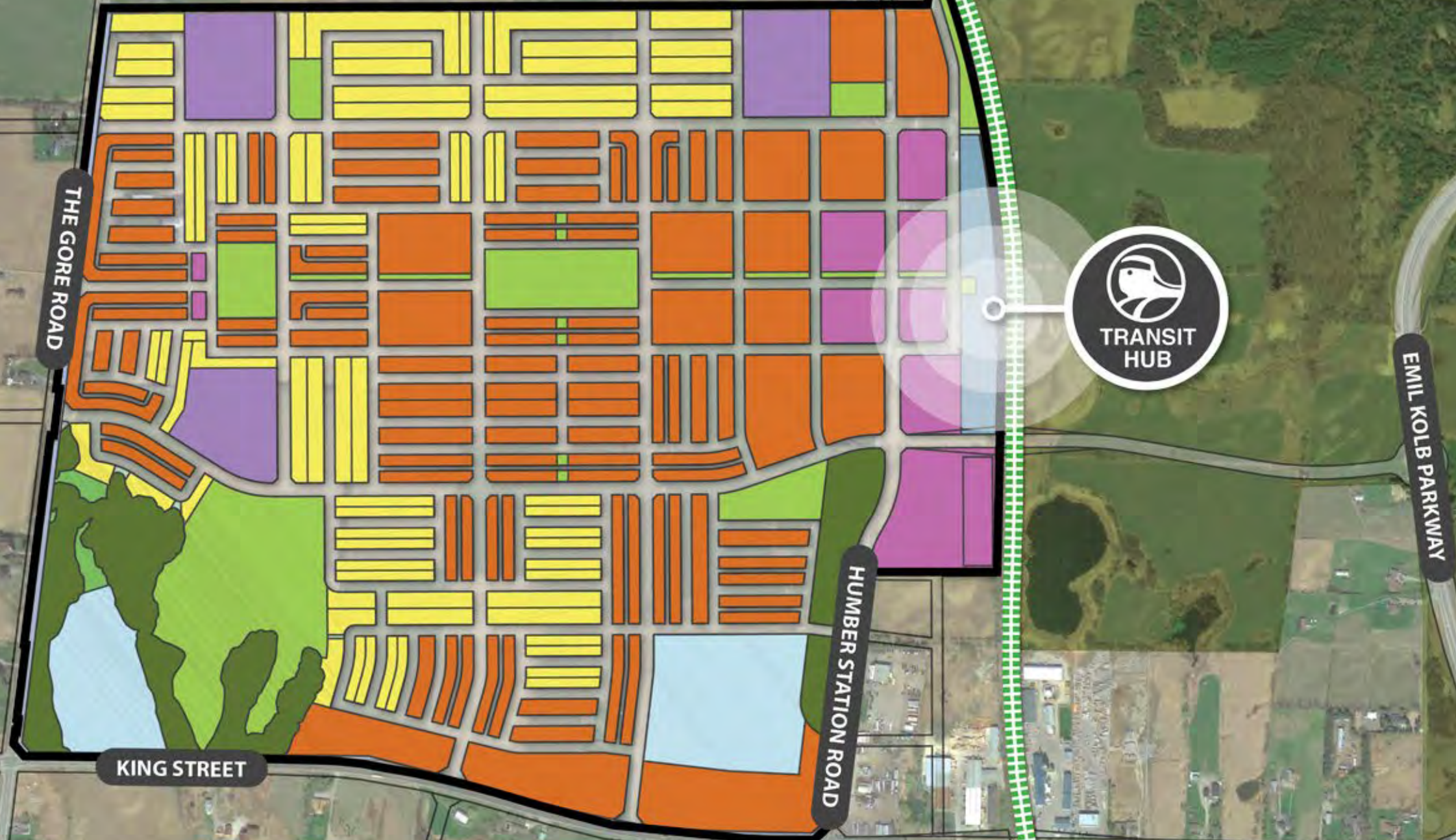


Figure 13: Caledon Station Land Use Plan



**LEGEND**

- |                            |                 |  |                        |
|----------------------------|-----------------|--|------------------------|
| SITE BOUNDARY              | MIXED USE       | VISTA BLOCK                              | SWM POND               |
| LOW DENSITY RESIDENTIAL    | SCHOOL BLOCK    | EPA ENHANCEMENT                          | GO STATION AND PARKING |
| MEDIUM DENSITY RESIDENTIAL | PARK / PARKETTE | PROPOSED ENVIRONMENTAL POLICY AREA (EPA) | GO TRANSIT RAIL LINE   |



## 3.7 LAND USE AND DISTRIBUTION

### 3.7.1 LAND USES

New developments in greenfield areas should be designed as complete communities that provide jobs, housing, transit, and recreation opportunities, while supporting individual and community health.

In compact communities, infrastructure costs are lower and greenhouse gas emissions and energy use can be decreased when compared to sprawling development. The overall layout of Caledon Station will be designed to maximize the use of land, while preserving the proposed Environmental Policy Area (EPA) and encouraging a mix of uses and modes of transportation, delivering a greater density of people in close proximity to active transportation linkages and transit service.

### 3.7.2 TRANSIT SUPPORTIVE DENSITY

The proposed residential and mixed use medium densities will strengthen the urban structure and bring a unique character and focus to surrounding adjacent neighbourhoods. By emphasizing walkability, cycling connections and the use of public transit, it is possible to achieve improvements in the livability of new developments, helping progressive communities move toward healthier, more active, and more sustainable practices.

Providing community amenities within walking distance helps attract residents, workers, and visitors for a variety of reasons and at different times of the day and week. As population densities increase within the medium density areas, they provide the critical population base to ensure support for amenities such as commercial and retail uses, community programs, as well as transit ridership.

The following Design Guideline will apply to transit supportive density areas:

- A mix of uses shall be provided, including residential, institutional, parks, and retail, focusing amenities in strategic areas within walking distance to facilitate active transportation and, ultimately, support a more compact urban form;
- A wide range and mix of housing types and sizes shall be provided, allowing residents of various life stages to reside within Caledon Station;
- An appropriate transition between higher density mixed use mid rise building massing and adjacent lower density residential shall be achieved to ensure a compatible fit throughout the neighbourhoods; and
- Higher densities shall be distributed to reinforce significant edges and corridors.



Building densities should support active streetscapes by focusing amenities in strategic areas and within walking distance of transportation amenities.

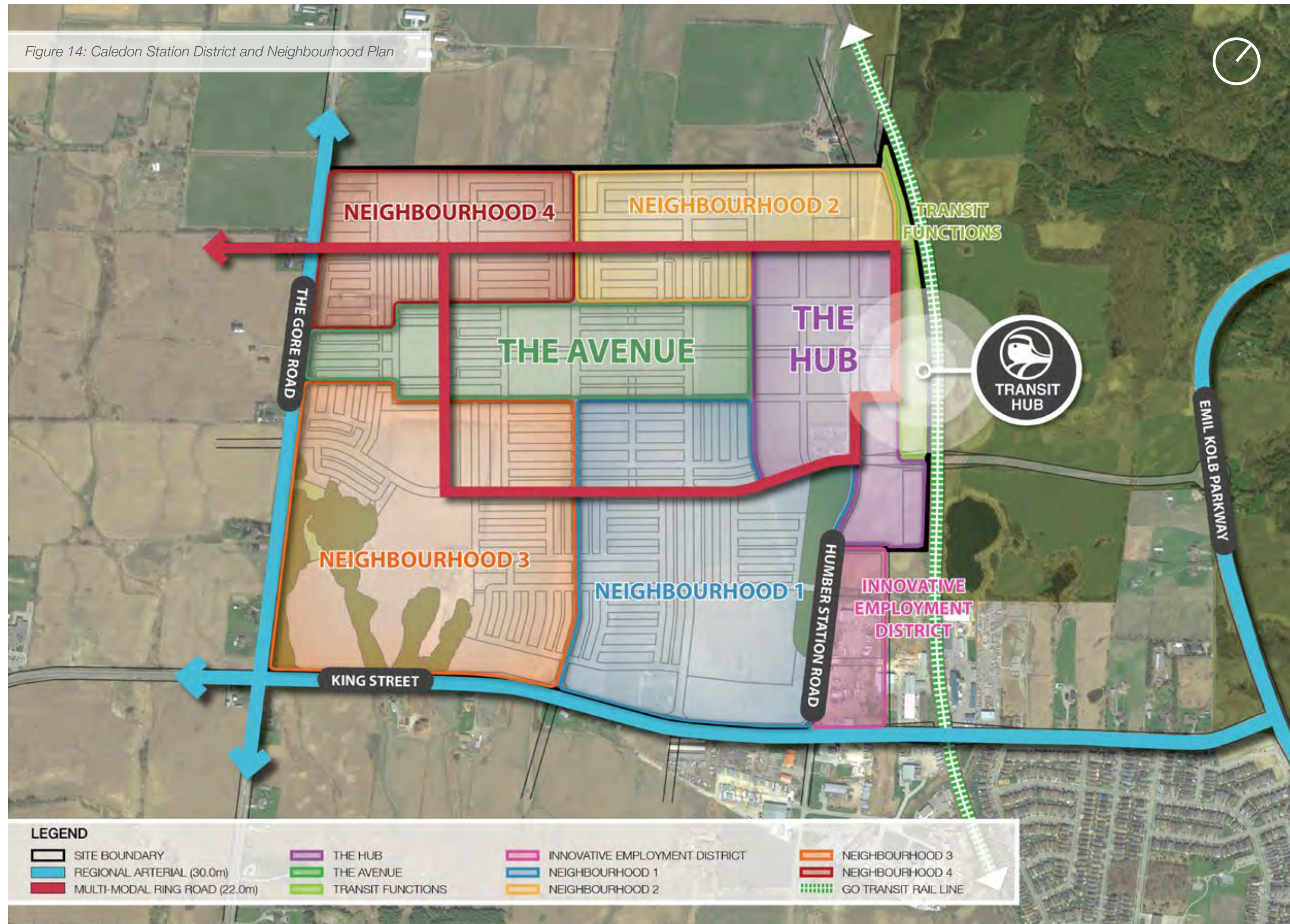
## 3.8 DISTRICTS AND NEIGHBOURHOODS

### 3.8.1 DISTRICTS / SPECIAL CHARACTER AREAS

Caledon Station's Concept Plan is organized into a series of coordinated and interconnected neighbourhoods or districts. Each neighbourhood is characterized by an individual sense of place that collectively contributes to the project's overall vision and experience. The districts and neighbourhood strategy was developed based on site constraints and opportunities, market conditions, and the overall project vision and goals. These districts help to organize and concentrate community activity and can also be useful in determining project phasing. Districts will be connected through the planned street network, trail connections and stormwater management facilities. Like all great places, the neighbourhood strategy includes built-in flexibility to evolve over time as the project develops.

Within this established community structure, neighbourhood focused amenities such as parks, schools, path system, and the EPA interface, combine to define a neighbourhood function and character and are typically accessible within a reasonable walking distance. Each individual neighbourhood is served by a designated park space, with easy access to schools, commercial uses and natural areas. However, multiple neighbourhoods may utilize a Neighbourhood Park or Community Park as a focus for gathering, with Parkettes supplementing for more immediate active and passive recreation opportunities.

The following sections discuss in more detail the districts and special character areas.



### 3.8.2 WALKABILITY / SERVICE PROXIMITY

With an objective to create a walkable, pedestrian-friendly community, that has close proximity to services, amenities and transit, the community design plan:

- Presents street patterns that are logical and efficient with direct connections;
- Incorporates compact and transit-supportive road and block layouts;
- Creates pedestrian-friendly streets with direct, coherent, and safe connections to local destinations;
- Ensures the active transportation network and facilities are well-connected to the open space and transit networks;
- Proposes an east-west central character avenue for the community, which links to the mixed uses located in The Hub and the future Caledon GO Station; situated to be in close proximity of, and accessible from, all neighbourhoods within a reasonable walking distance; and
- Offers a mix of housing types and densities that will sustain a viable transit program.

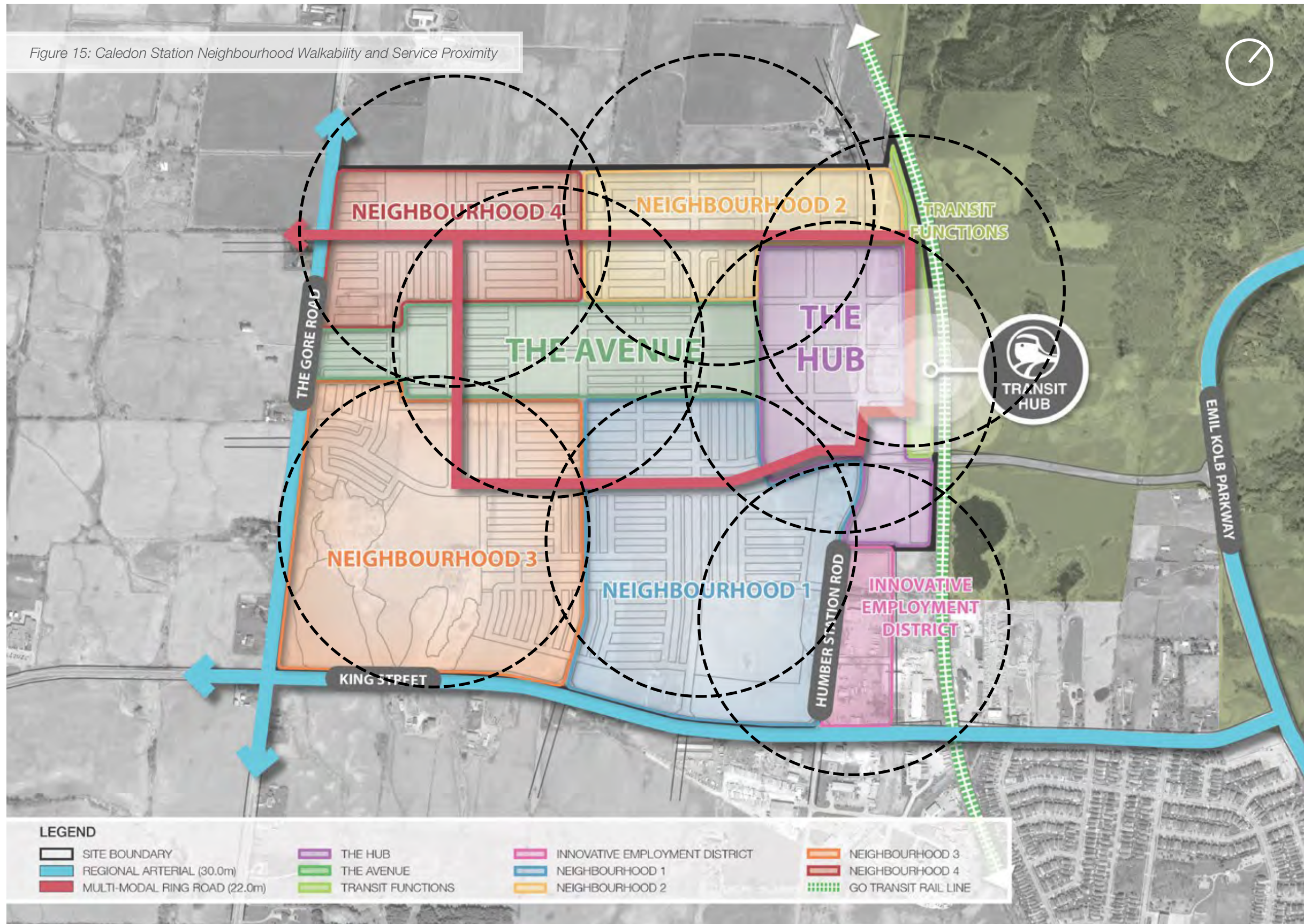




Figure 16: Caledon Station Key Map

### 3.8.3 STATION AREA / MIXED-USE CORE (THE HUB)

The adopted moniker of “Made in Caledon – Healthy, Vibrant + Connected” is rooted in the mix of uses, community amenities and transportation options that can be supported and delivered with a community developed in conjunction with a GO train station and at the threshold to the extensive Greenbelt lands. The overall plan for Caledon Station is structured with distinct neighbourhood areas and character districts, including what is termed “The Hub”, and contains a mix of uses surrounding and anchored by the future Caledon GO Station.

The Hub, or train station area, will strategically achieve a mix of increased residential densities with community serving amenities, including public open spaces and locally serving commercial, institutional and residentially-based employment and mixed use opportunities. Surrounding the station will be a flexible use public plaza that will allow for a variety of programming, that will cater to GO Transit users, as well as those living in and visiting the community.

This increased residential and employment density, as well as the close proximity of Bolton, will support and ensure the viability of a comprehensive transit service featuring train and bus connections, simultaneously reducing travel time and achieving higher sustainable modal splits for walking and cycling.

Caledon Station will be designed to be a vibrant healthy community that will benefit from the presence of the future Caledon GO Station. The future Caledon GO Station will assist in bringing about enough people to populate residences, workplaces, shops and restaurants to achieve the “critical mass” where public spaces will be activated, commercial establishments will have more walk-in customers, sidewalks will be safer on a 24/7 basis and the community will feel like an interesting place that is alive with activity.



The Hub will create an attractive and comfortable public realm with a strong sense of place in order to support a walkable station area with various modes of circulation including transit, regional cycling and pedestrian networks.



The mixed-use core will support a wide range of streetscape activity while simultaneously achieving a mix of increased residential densities with community serving amenities.



Figure 17: Caledon Key Map

### 3.8.4 NEIGHBOURHOOD AREAS

Neighbourhoods are classified as residential neighbourhood areas comprising one or more of the three land use designations identified as Residential Low Rise, Residential Mid Rise and Mixed Use Mid Rise. Lands within residential neighbourhood areas are to be developed with predominantly ground-oriented housing types, such as detached, semi-detached, and townhouse dwellings. Residential mid-rise or mixed-use buildings will be strategically in neighbourhoods at key intersections along collector roads where a higher level of activity is anticipated. Generally, neighbourhood areas shall be planned to:

- Provide access and connections to open spaces, parks, and schools;
- Encourage residential mid rise in strategic locations along collector roads;
- Encourage a mix of low-rise ground related built forms on local roads;
- Encourage unique neighbourhood identities; and
- Locate neighbourhood parks centrally and within an approximate five-minute walk to create a neighbourhood focus.

Considering the projected population growth and the diversity of housing types in Caledon Station, there is a recognized need for three school sites to serve the residential neighborhoods. Each of the three elementary schools are strategically located within a specific Neighbourhood Area. Strategically locating the schools within the community ensures that the Caledon Station neighborhood can effectively accommodate future growth while also ensuring convenient access to high-quality education for its residents. This approach allows the community to proactively respond to evolving needs, providing a strong foundation for the education and development of its residents, both now and in the future.

Another key element of the neighbourhoods is the ability to conveniently access the designated commercial / mixed use blocks and the amenities and services located in The Hub and The Avenue. This is provided through a comprehensive active transportation network, including the multi-modal loop road that allows for safe, direct and efficient walking and cycling connections as well as built form that responds to more active land use areas that are located closer to the Major Transit Station Area.



Residential built form with enhanced architectural features will help define the individual character of each neighbourhood and naturally help in wayfinding.





The innovative employment district will be designed to support a mix of office and institutional uses.

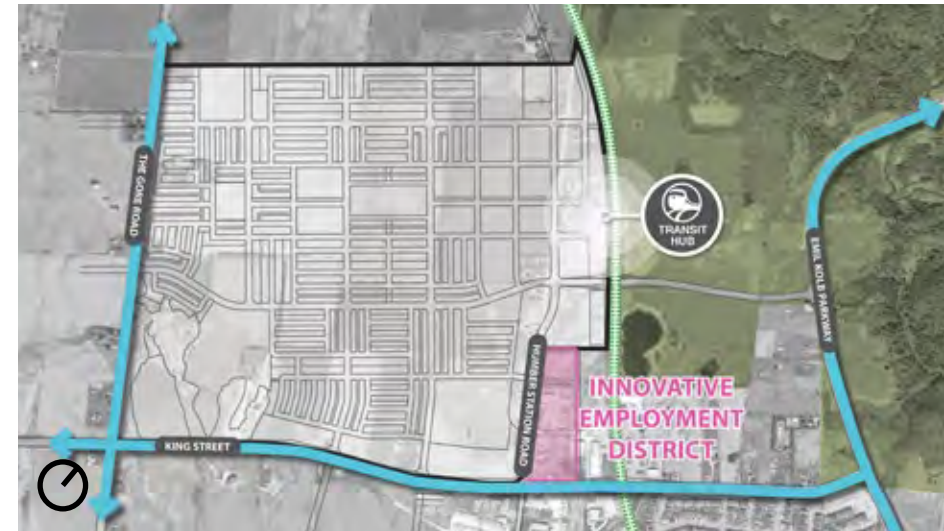


Figure 18: Caledon Station Key Map

### 3.8.5 INNOVATIVE EMPLOYMENT DISTRICT

An innovative employment district is a crucial component of Caledon Station's land use mix, as it will complement the planned residential and retail uses while enhancing the community's overall completeness. The district will be located in the southeast portion of the community along King Street and Humber Station Road. It will support a mix of office, institutional, and innovation uses, which will attract a diverse range of businesses and professionals to the area.

Furthermore, the employment district will benefit from its proximity to the future Caledon GO Train station and the retail/service amenities located in The Hub area. This will make it an ideal location for businesses that rely on public transportation and require access to a wide range of services and amenities.

The employment district in Caledon Station provides a unique opportunity for the community to attract a diverse range of businesses and professionals to the area. This innovative infrastructure allows for the growth of Caledon's talent and business base, which in turn attracts investment and creates new job opportunities for residents. With the addition of the employment district, Caledon Station no longer has to turn away potential employers and can instead focus on expanding its economic potential.

# PUBLIC REALM & STREETSCAPE DESIGN GUIDELINE



4

W Pender St

W Pender St

W Hastings St

W Gordon St





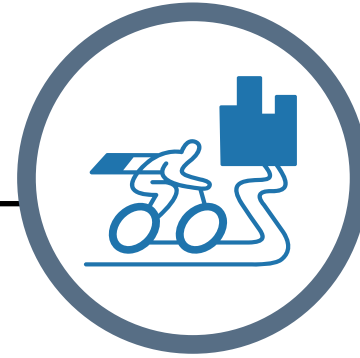
# Public Realm & Streetscape Design Guideline 4

## 4.1 ABOUT THE COMMUNITY STRUCTURE

The community will be structured by a well-ordered and fine grain street hierarchy that will appropriately integrate transit connections, various densities and building types, support an expansive walking and cycling network throughout the community and achieve efficient block development.

The character of the streets will vary depending on the function and adjacent land uses proposed in Caledon Station. Minimum street right-of-way widths are reinforced and alternative road standards considered to ensure the best response to balancing pedestrian, cycling, transit and vehicular use and promoting easy circulation within the community. Design influences from shared streets or 'woonerfs' will be encouraged, where appropriate, to reinforce pedestrian comfort, provide unique streetscape opportunities, and achieve a reduction in right-of-way widths.

The community structure is defined by neighbourhood pockets, a street network that responds to the existing road network, the site's topography, presence of the Environmental Policy Areas, and land uses found at community edges. The streets are designed to be compact while also minimise block lengths for easier navigation and walkability, and to create terminating views, vistas and other focal points in an effort to achieve an attractive public realm.



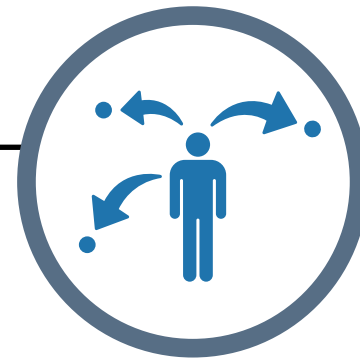
### MULTI-MODAL TRANSPORTATION

The multi-modal transportation network will alleviate unnecessary congestion and provide connections in and around the community.



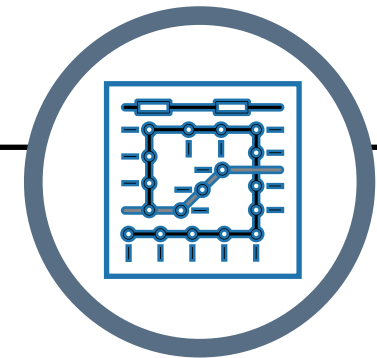
### PERMEABLE STREET SYSTEM

The transportation network will alleviate unnecessary congestion and provide connections in and around the community.



### EXPANSIVE PEDESTRIAN NETWORK

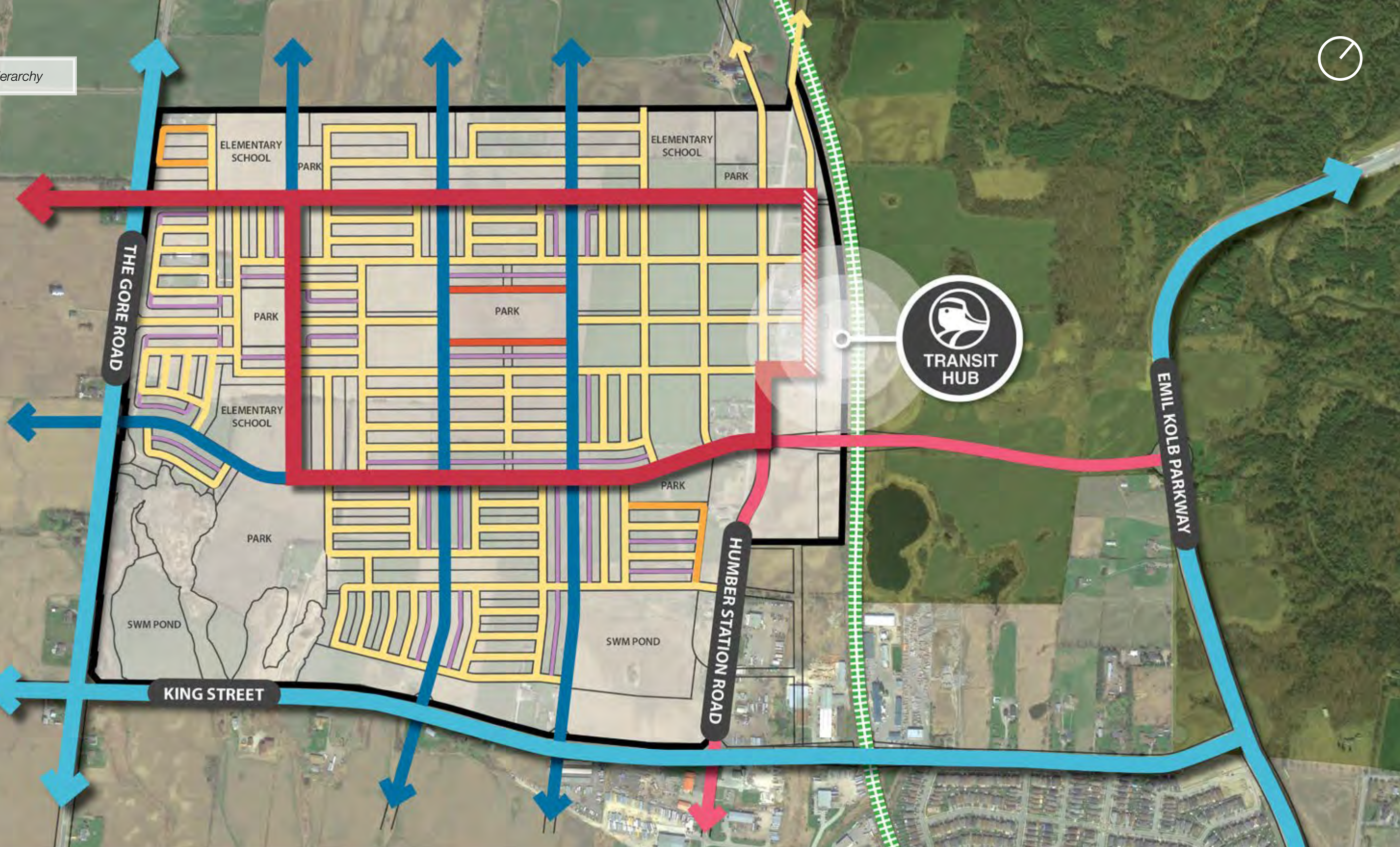
The transportation network will alleviate unnecessary congestion and provide connections in and around the community.



### INTEGRATED TRANSIT

The transportation network will alleviate unnecessary congestion and provide connections in and around the community.

Figure 19: Caledon Station Road Hierarchy



**LEGEND**

- |                           |                               |                      |                      |
|---------------------------|-------------------------------|----------------------|----------------------|
| SITE BOUNDARY             | TOWN COLLECTOR ROAD (22.0m)   | LOCAL ROAD (18.0m)   | LANEWAY (8.0m)       |
| REGIONAL ARTERIAL (30.0m) | MULTI-MODAL RING ROAD (22.0m) | WINDOW ROAD (16.0m)  | GO TRANSIT RAIL LINE |
| TOWN ARTERIAL (26.0m)     | TRANSIT STREET (22.0m)        | ONE WAY ROAD (14.0m) |                      |



## 4.2 HIERARCHY OF STREETS

A well-defined and logically connected hierarchy of streets forms the main structure of Caledon Station and helps to establish the character of the community. The intended street hierarchy supports convenient movement of pedestrians, cyclists and vehicles, and serves as a common space for social interaction.

The proposed road layout and compact right-of-way design is intended to facilitate convenient and efficient circulation, support accessibility and transit ridership, and promote active and passive resident lifestyles.

A compact right-of-way (ROW) has several benefits, including:

### 1. Reduced land use:

Compact right-of-ways allow for more efficient use of land, reducing the amount of land needed for roadways and other transportation infrastructure. This can help preserve open spaces and natural areas present within Caledon Station, as well as reduce the costs associated with acquiring land for transportation projects.

### 2. Lower construction and maintenance costs:

A compact ROW can reduce the amount of materials and labor needed for construction and maintenance of roads and other transportation infrastructure. This can help reduce the overall costs associated with transportation projects, making them more affordable and cost-effective. A particular structural emphasis will be placed on the future Caledon GO Station, which requires strong community linkages and circulation that is reinforced through street orientation and connection opportunities.

### 3. Improved safety:

A compact ROW can help improve safety for all users of the transportation system. By reducing the width of the roadway and limiting the speed of vehicles, a compact ROW can help reduce the risk of accidents and injuries.

### 4. Increased connectivity:

A compact ROW can help increase connectivity between neighborhoods, businesses, and other destinations. By creating a more efficient and accessible transportation network, a compact ROW can help improve access to jobs, education, healthcare, and other essential services.

### 5. Encourages sustainable transportation:

A compact ROW can encourage the use of sustainable transportation options such as walking, cycling, and public transit. By creating a more walkable and bikeable transportation network, a compact ROW can help reduce reliance on automobiles and promote more sustainable and environmentally friendly transportation options.

The proposed community road hierarchy and transportation network will consist of:

- External Major Roads (Medium Capacity Arterial);
- Major Collector Roads;
- Multi-Modal Mobility Ring Road;
- Local Roads;
- Window Roads;
- One Way Roads;
- Shared Streets; and
- Laneways.

### 4.2.1 EXTERNAL MAJOR ROADS

Major roads are essential to the functioning of modern communities such as Caledon Station considering they provide easy access to necessary services and goods, as well as a means of transportation for people living in the area. Furthermore, major roads along community edges create economic opportunities, allowing businesses to expand their reach and access new customers.

The Town of Caledon relies heavily on its external major roads or medium capacity arterial roads to provide efficient and safe transit routes for its citizens. The Gore Road (Highway 8), King Street (Highway 9) and Emil Kolb Parkway are each considered external major roads that will provide connections into and around Caledon Station. These roads are designed to accommodate traffic volumes over the long term and act as major thoroughfares that connect residential, commercial, industrial and other land uses. They also provide access to regional destinations such as highways, transit services, and other amenities.

The streetscape along these routes provides an opportunity for a variety of uses, ranging from mixed-use, institutional, and medium density residential developments. By utilizing existing infrastructure and adding new elements with streetscape breaks provided by natural areas like the proposed Environmental Policy Area and stormwater management ponds, the external major road streetscapes can be transformed into vibrant and lively community edges.

## 4.2.2 TOWN ARTERIALS

The presence of town arterials has had a profound impact on Caledon Station, playing a vital role in connecting residential areas, parks, employment centers, and the future Caledon GO Station. These roads serve as essential conduits that facilitate efficient access to key community functions and contribute to the overall transportation infrastructure of the area.

By providing safe and reliable means of transportation, town arterials ensure that residents and visitors have convenient access to various destinations within the community. Whether it's commuting to work, visiting recreational areas, or accessing important amenities, these roads serve as reliable pathways for people to navigate and explore Caledon Station.

One significant benefit of town arterials is their ability to alleviate traffic congestion within the community. By providing well-planned and well-maintained routes, these roads help distribute traffic flow efficiently, reducing bottlenecks and ensuring smoother mobility for all road users. This not only enhances the convenience of commuting but also contributes to a more sustainable and eco-friendly transportation system.

Moreover, the presence of town arterials makes it easier for residents and visitors to navigate the community. By creating a well-connected network of roads, individuals can travel with greater ease and confidence, as these arterials provide clear and efficient routes to their desired destinations. This improved accessibility and further fosters community cohesion and supports the economic growth and development of the area.

### 4.2.2.1 Humber Station Road

Acting as one of the primary connection routes into Caledon Station and the Transit Hub, the southern end of Humber Station Road will be lined with ground level commercial, office and service amenities, with mid-rise and low-rise residential toward the northern end of the road. It will be a comfortable pedestrian scale with attractive streetscape elements that will encourage walking connections and better integrate the future GO Station into the urban fabric.

As a town arterial, Humber Station Road has been designed as a complete street with pedestrian realm and built form to improve connectivity for transit. This design will reduce the setbacks along the road, creating an active urban village atmosphere with enhanced walkability and safety. With this design, Humber Station Road will provide an efficient and enjoyable transit experience for commuters, pedestrians, and cyclists alike.

Typical roadway cross-section for Humber Station Road includes:

- Sidewalks on both sides of the street;
- One travel lane in each direction, with a left turn lane in the middle;
- Cycle tracks in each direction; and
- Street trees along boulevards with raised curb stormwater management planters.



Figure 20: 26.0m Major Collector Road ROW - Humber Station Road

#### 4.2.2.2 East-West Connector Road

The western end of the East-West Connector Road is the main access road to Caledon Station from Emil Kolb Parkway. It is aptly named to reflect its location on the eastern side of the community.

As a Town Arterial, the East-West Connector Road will link Caledon Station to the wider trail system thereby providing both residents and visitors with the opportunity to explore the beautiful terrain located north of the community. With easy access to trails, individuals will have the opportunity to explore more of their surroundings and appreciate the beauty of Caledon's nature.

Typical roadway cross-section for East-West Connector Road includes:

- Sidewalks on both sides of the street;
- One travel lane in each direction, with a left turn lane in the middle;
- Cycle tracks in each direction; and
- Street trees along boulevards with raised curb stormwater management planters.

#### 4.2.3.2 Transit Street

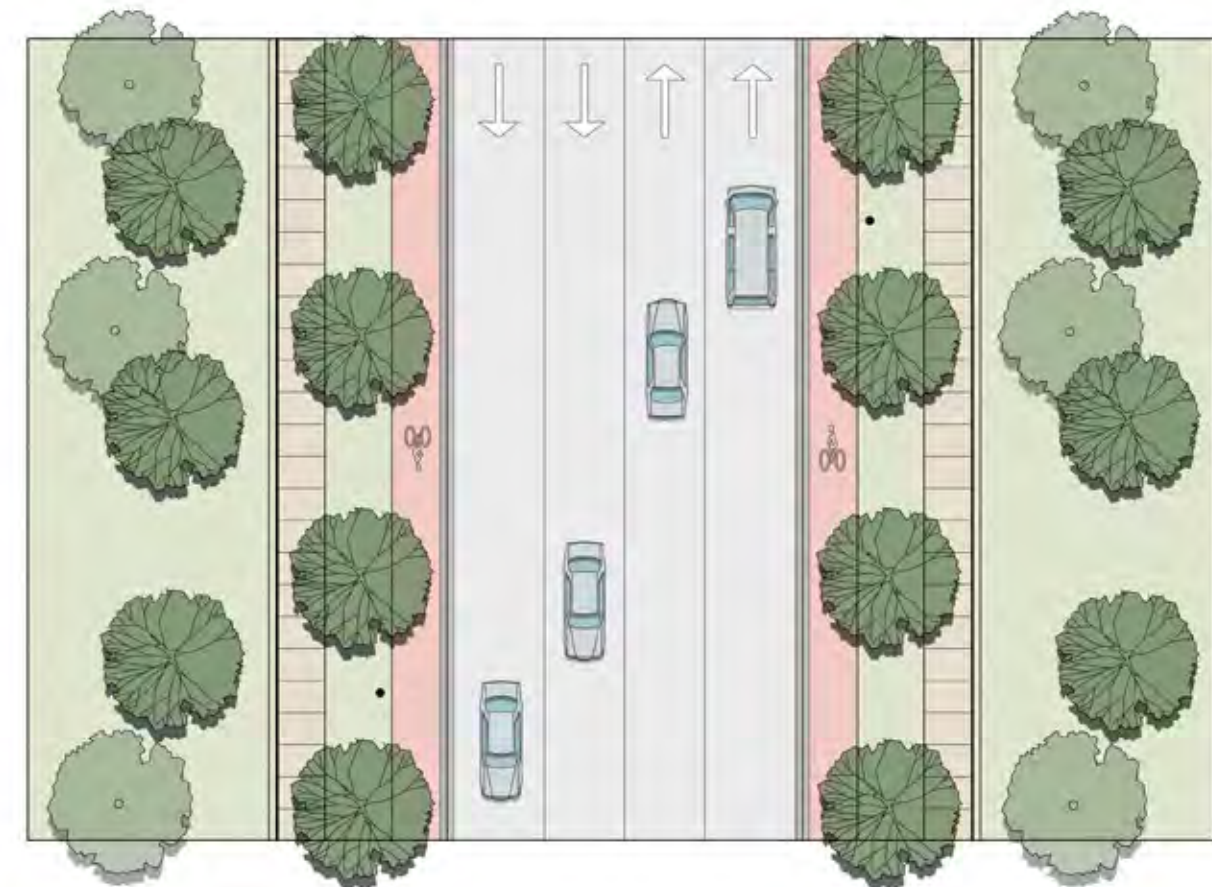
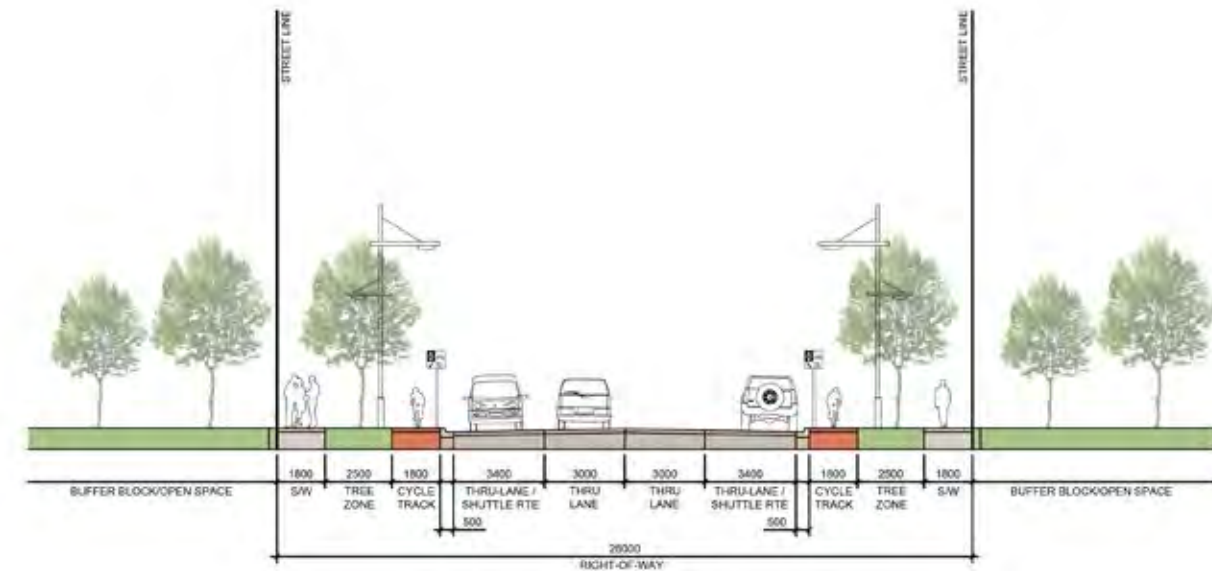


Figure 21: 26.0m Major Collector Road ROW - East-West Connector Road

### 4.2.3 TOWN COLLECTOR ROADS

Collector roads are a vital and integral part of the transportation infrastructure in Caledon Station. They serve as crucial connectors between local roads and major arterial roads, playing a significant role in the overall transportation network of the community. One of the distinguishing characteristics of collector roads in Caledon Station is their ability to accommodate various modes of transportation. Due to their multi-modal nature, these roads experience higher traffic volumes and faster speeds compared to local roads. This design consideration allows for the seamless integration of cycling, vehicles, parking, pedestrians, and buses, ensuring efficient and convenient movement for all users.

Recognizing the importance of promoting cycling as a sustainable and healthy mode of transportation, all collector roads proposed within Caledon Station will feature designated bike lanes. These lanes are specifically designed to provide safe and dedicated passage for cyclists, enhancing their overall commuting experience. By incorporating these bike lanes into the road design, the town aims to encourage and facilitate cycling as a viable transportation option while prioritizing the safety of cyclists.

Typical roadway cross-sections include:

- Sidewalks on both sides of the street;
- Two-way cycle tracks on one side of the street;
- On-street parking on one side of the street;
- One travel lane in each direction; and
- Row of street trees on both sides of the street.

#### 4.2.2.1 Multi-Modal Ring Road

The implementation of a multi-modal ring road in Caledon Station stands as a significant and transformative initiative, aligning with the principles of transit-oriented development and enhancing the overall transportation system of the community. This comprehensive ring road will seamlessly connect all neighborhoods within Caledon Station, serving as a vital link for cyclists and micro transit riders. By providing direct and convenient connections to the station, transportation hub, and various points throughout the community, the multi-modal ring road will greatly enhance accessibility and mobility for residents.

The construction of this ring road marks a milestone in transportation infrastructure within Caledon Station. With its extensive coverage of all districts and neighborhoods, residents can anticipate faster commutes, improved access to workplaces, educational institutions, recreational destinations, and other points of interest. Moreover, the inclusion of multi-modal options ensures that the road accommodates various transportation modes, fostering a more sustainable and inclusive transportation environment.

Furthermore, the multi-modal ring road has the potential to expand its reach in the future, accommodating the development of Whitebelt lands. This forward-thinking approach allows for future growth and ensures that the transportation infrastructure remains adaptable and responsive to the evolving needs of the community.



Figure 22: 22.0m Major Collector Road ROW - Multi-Modal Ring Road

In an effort to create a more efficient and effective transportation system, the Transit Street is set to become a major part of the multi-modal ring road. Located directly adjacent to the Transit Hub and future GO Station, this route will provide easy access for commuters and help reduce congestion. The transit street will also help increase safety for pedestrians, cyclists and other commuters by providing designated lanes for all modes of transportation.

The pedestrian scale of the Transit Street will be an inviting and comfortable experience for visitors and locals alike. With attractive streetscape elements like wider footpaths, landscaping, benches, pick up and drop off lane, the Transit Street will create a sense of place that encourages walking connections throughout the Transit Hub. Additionally, these elements will help to seamlessly integrate the station and its associated right-of-way into the wider fabric of the Hub.

Typical roadway cross-sections will include:

- Pick up and drop off lane on one side of the street
- One travel lane in each direction;
- Bus stop on one side of the street;
- Sidewalks on both sides of the street;
- Street trees along boulevards with raised curb stormwater management planters.



Figure 23: 22.0m Major Collector Road ROW - Transit Street

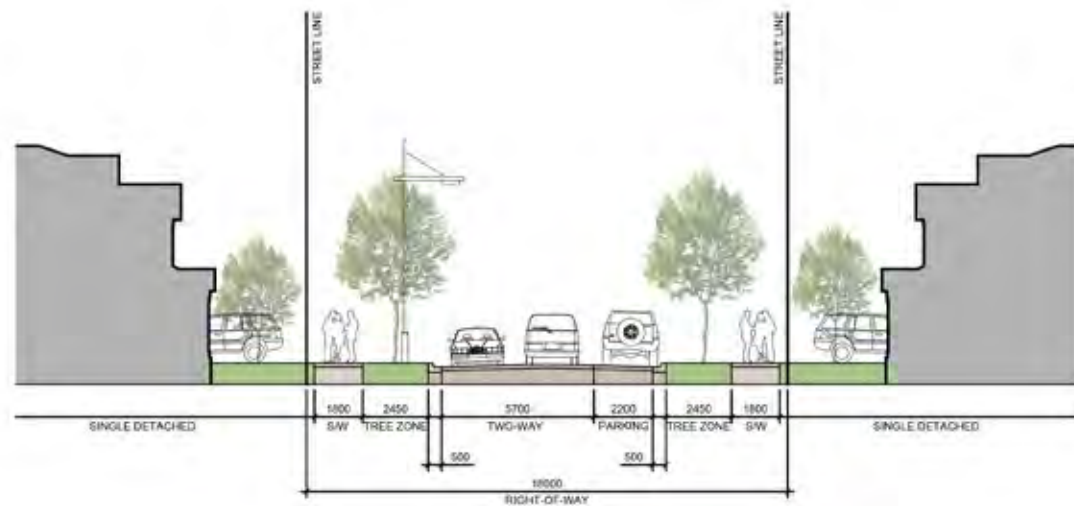


Figure 24: 18.0m Local Road ROW - Residential Context

#### 4.2.4 LOCAL ROADS

Local Roads serve various neighbourhood districts within Caledon Station, and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic.

The character of these local roads is heavily influenced by the surrounding area. Adjacent forms such as low and medium density residential, mixed-use buildings, neighborhood commercial spaces, employment areas, as well as parks and open spaces, all play a role in shaping the overall character of the local right-of-way, which in turn contribute to the overall feel and function of the neighborhood or district.

Typical roadway cross-section within a residential context will include:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On street parking on one side of the street; and
- Row of street trees on both sides of the street.



Example of local street with sidewalks situated along the boulevard.



#### 4.2.4.1 Local Roads along Central Spine (Residential Context)

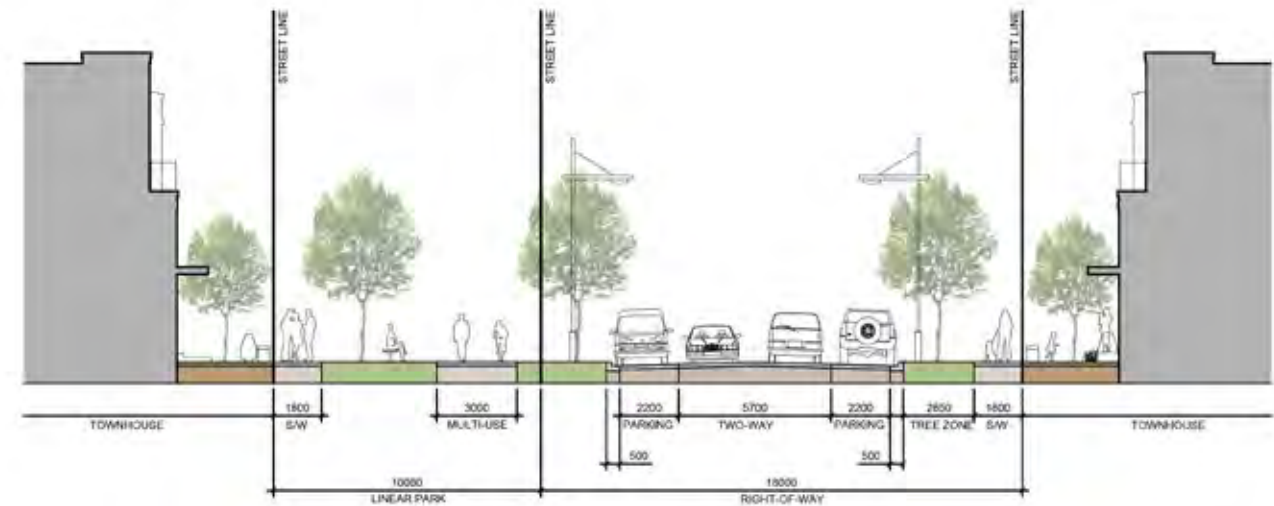
The integration of a linear park into the streetscape of local roads within the central spine of Caledon Community will bring a unique character to the area that will contribute to the overall feel and function of the neighborhood or district.

Linear parks are a great way to bring nature into the urban environment and help frame the street. They provide a green buffer between the street and the buildings, making the area more attractive and inviting to pedestrians. The linear park in the Caledon Community will add to the aesthetic appeal of the neighborhood by creating a green boulevard along the local roads. This will not only create a more pleasant environment but also provide a comfortable pedestrian experience that encourages active mobility and social interaction.

Additionally, the linear park will mitigate the effects of urbanization, such as air and noise pollution, and promote environmental sustainability, making the neighborhood a healthier and more livable place.

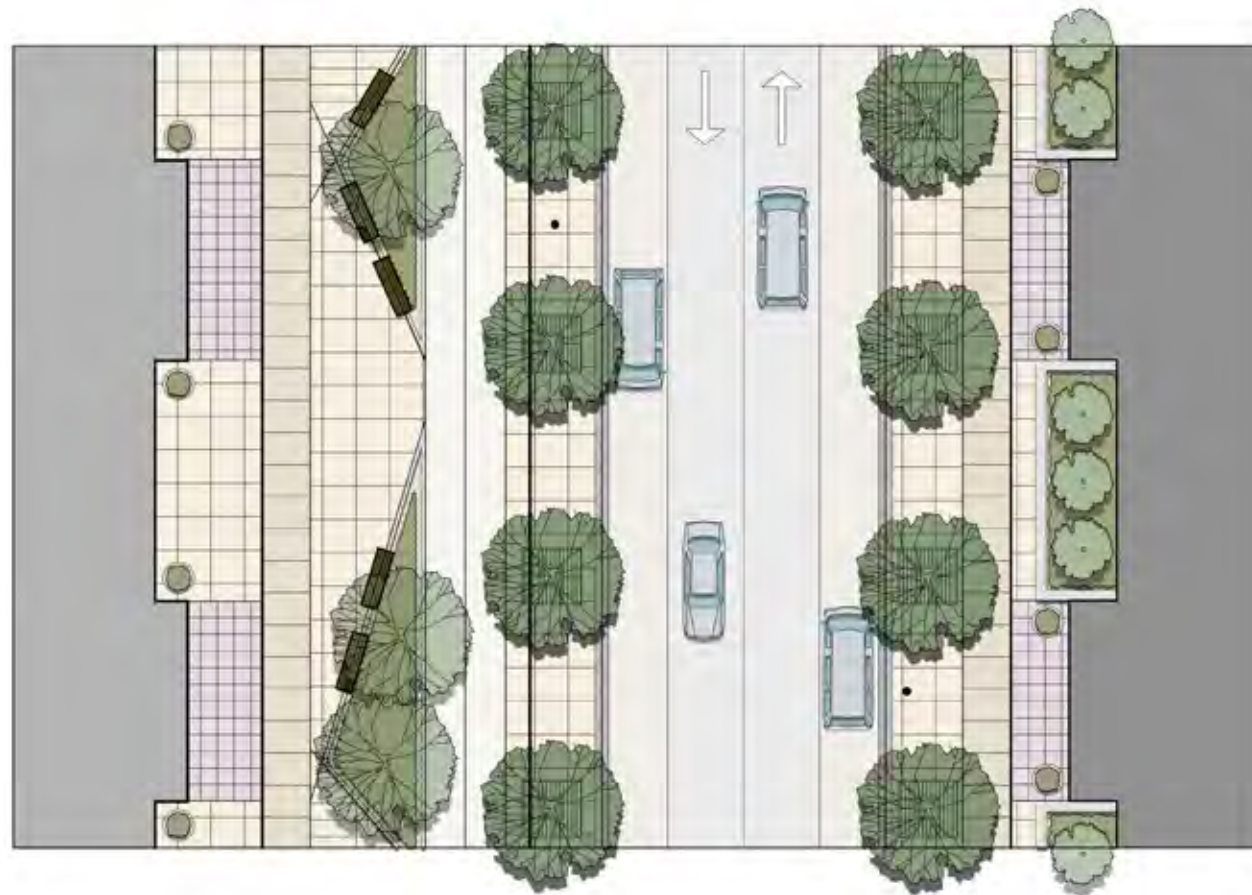
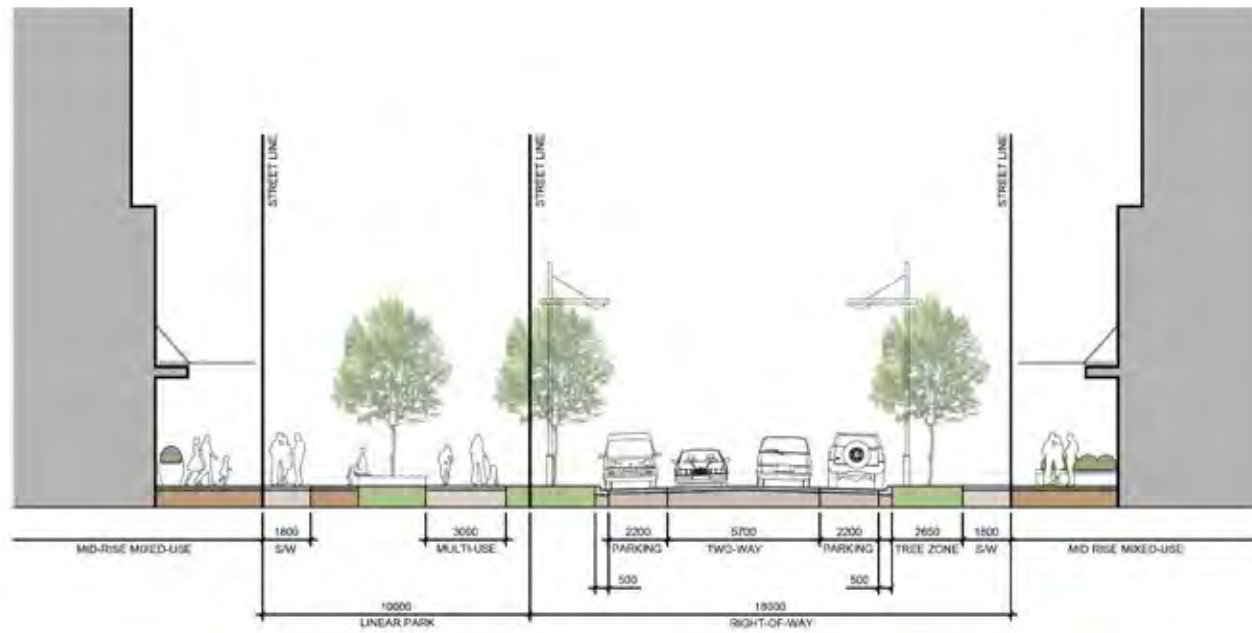
Typical roadway cross-section within a residential context will include:

- Linear park with multi-use path and seating opportunities on the north side of the street;
- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on both sides of the street; and
- Street trees in grass boulevard on both sides of the street.



Example of local street with linear park interface

Figure 25: 18.0m Local Road ROW - Linear Park within a Residential Context



#### 4.2.4.2 Local Roads along Central Spine (Mixed-use Context)

In a mixed-use context, a typical roadway cross-section is designed to accommodate various modes of transportation, including pedestrians, bicycles, and vehicles. Buildings are built up to the roadway, and commercial or retail uses front the street, creating an attractive streetscape and promoting walkability. Furthermore, the integration of a linear park into the right-of-way can provide a comfortable pedestrian experience and serve as a space for retail activities. Wide sidewalks are a key feature of walkable streetscapes in mixed-use areas. They provide ample space for pedestrians to move around comfortably and safely, while also allowing for outdoor seating and other amenities. This makes them an ideal location for stores and cafes to set up their businesses. By providing outdoor seating, these establishments can create a more inviting and welcoming atmosphere, encouraging people to linger and enjoy the space.

This can also help to activate the street, making it more vibrant and lively, and can encourage more foot traffic. Overall, wide sidewalks with outdoor seating are an important component of local roads in a mixed-use context.

Typical roadway cross-section within a mixed use context will include:

- Linear park with multi-use path and seated planters on the north side of the street;
- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on both sides of the street; and
- Row of street trees on both sides of the street.



Figure 26: 18.0m Local Road ROW - Linear Park within a Mixed Use Context

#### 4.2.4.3 Local Roads along Neighbourhood Park (One-way Street)

The Green Link is an innovative approach to street design that aims to promote social interaction and community engagement. This shared street provides a safe and comfortable environment for residents to walk and cycle, while also incorporating attractive urban streetscape elements such as street trees, benches, and other amenities. By creating a green boulevard with plenty of space for pedestrians, this Green Link helps to mitigate the effects of urbanization and promote environmental sustainability.

By limiting vehicular traffic to one-way, the street encourages pedestrian activity and social interaction. The integration of the street with the neighbourhood park creates a central green character avenue for the community, providing a beautiful and peaceful space for residents to enjoy.

Overall, this type of local road is an excellent example of how thoughtful and compact street design can enhance the livability and walkability of a community.

Typical streets cross-sections will include:

- Sidewalk on one side ;
- Single travel lane;
- On-street cycle track in one direction; and
- On-street parking in one direction.

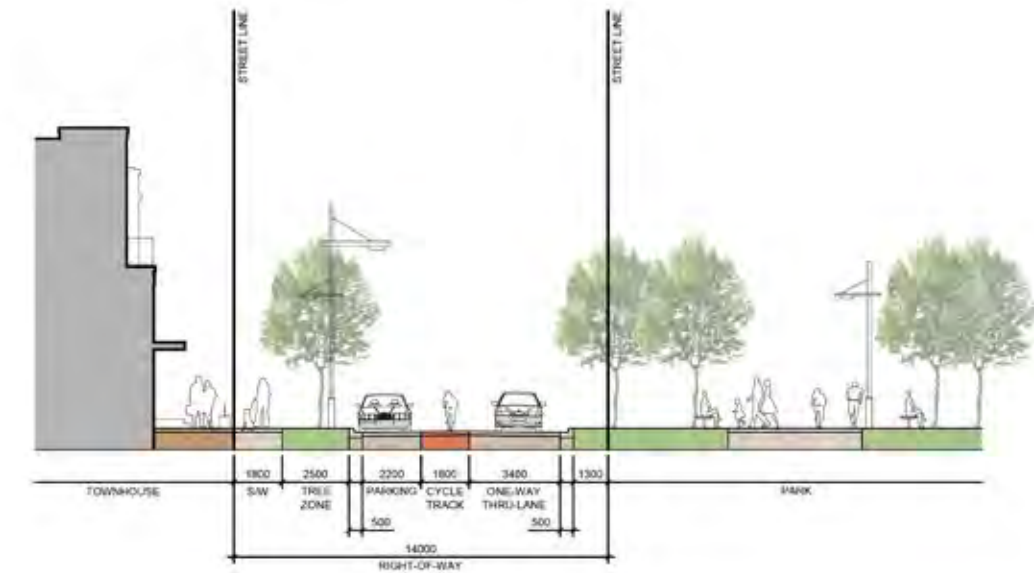


Figure 27: 14.0m One-way Street ROW - Green Link





Figure 28: 16.0m Window Street ROW

#### 4.2.4.4 Window Street

Window streets can provide a unique and engaging view into a community, allowing residents and visitors to observe and interact with the daily life of the area. This can help create a sense of connection and community pride, as well as promote a sustainable and livable environment. Additionally, these streets can help reduce vehicle traffic and promote alternative modes of transportation such as cycling and walking, helping to create a more sustainable and livable community.

By incorporating thoughtful street design elements such as pedestrian walkways, and green spaces, window streets can become a focal point of the community and promote social interaction and engagement.

Window streets within Caledon Community have been placed at two locations, one at the west end, along Gore Road the other at the south end of the community, along a parkette and Environmentally Protected Area which runs parallel to Humber Station Road.

Typical roadway cross-section will include:

- Sidewalks on one side of the street;
- One lane in each direction;
- On-street parking on one side of the street; and
- Row of street trees on both sides of the street.



Example of local street with sidewalks situated along the boulevard.

## 4.2.5 WOONERFS / SHARED STREETS

Woonerfs/shared streets are streets designed for everyone and inclusive of vehicular, cyclist and pedestrian movement. Although subtle, the shared street design changes the typical dynamic of street usage and allows for more block permeability. These lanes provide 'shared backyard' community spaces for safe play and socializing.

Woonerfs/shared streets will typically be present among larger blocks where higher density mid-rise or mixed-use built form has been proposed but may occur in lower density areas where laneways are present. They should be designed in a way that distinguishes them from other local roads and lanes, and that they may have their own individualized character.

With the priority given to pedestrians, and without a clear division between pedestrian and auto space, motorists are forced to slow down and travel with caution. Limiting vehicular speed and direction not only improves residents' feelings of safety, but also promotes greater use of public spaces and increase in social interactions.

Design Guideline:

- Lighting should be provided for safety and be pedestrian in scale;
- Gateway treatments at entrances to woonerfs/shared streets set the tone and character for each zone and should include feature planting along with more prominent architectural form;
- Ensure entrances to units are clearly articulated, not compromised by pedestrian or vehicular traffic and suitably sheltered to function as the building's front door, especially where the woonerfs/shared streets operates as the unit's front address; and
- Buildings should be designed to ensure positive street frontage and overlooking to the woonerfs/shared streets.



'Woonerf' inspired shared streets create inviting places and spaces to stroll, sit and enjoy within a more urban and intimate context.





Laneways help create an opportunity to build exciting new streetscapes for pedestrian and cyclist circulation that goes beyond parking and service vehicles.



#### 4.2.6 LANEWAYS

Rear access lanes provide access to garages and parking spaces at the rear of properties. They are typically associated with attached housing and some apartment style housing. Whilst their primary function is one of access, they also play an important communal role as “shared” community spaces for the participating residents, and are part of a wider network of connections for the local community. Public and private laneways will therefore be used in key areas of Caledon Station to help create a high quality public realm, attractive streetscapes and compact built form. Through the relocation of driveways and garages from the fronts of buildings to their rear, laneways will help reduce the presence of garages and cars within the community streetscape.

To ensure a good design outcome for rear lanes, the following design principles are proposed:

- Laneways will mostly be proposed for townhouse dwellings and situated along primary roads where direct driveway access would impact the function of higher order roads;
- Soft landscape (sod, planting etc.) shall be avoided within the laneway ROW;
- Gateway buildings should be provided at the entrance point to rear lanes, to overlook the laneway. These may take the form of individual buildings or loft apartments over garages and not that of a separate dwelling;
- A typical laneway width will be 8.0m. However, at elbow street conditions the laneway will be 10.0m to accommodate maintenance and additional circulation; and
- The principle of providing diversity in housing within Caledon Station will extend to the treatment of buildings and landscaping in rear lanes. Buildings will exhibit diversity in design, materials, colours, textures and finishes, with designs complementary to the character of the neighbourhood.

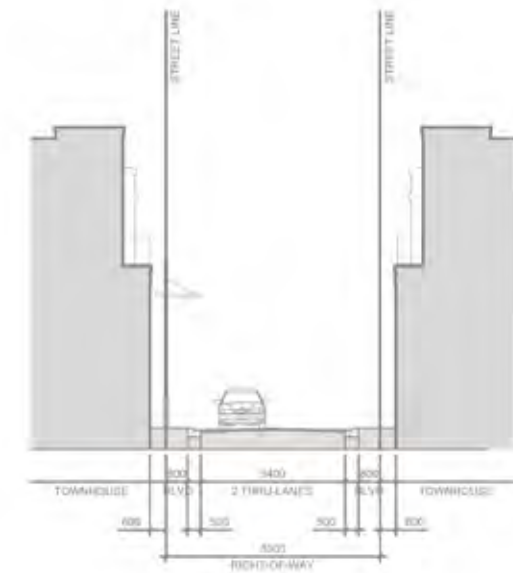


Figure 29: 8.0m Laneway ROW

## 4.3 COMMUNITY EDGES, INTERFACES AND NODES

### 4.3.1 MIXED-USE NEIGHBOURHOOD CORRIDOR EDGES

These mixed-use neighbourhood corridor edges will serve as destinations in their own right, with places where people can shop, work, live and interact. From a land use perspective, the development of these corridors is intended to include a mix of commercial, retail and employment uses that primarily serve residents living along the community edges. In some locations, such as at the eastern edge of the Hub along Humber Station Road, the commercial, retail and employment uses may also serve a town-wide or regional function.

The following key design considerations are intended to support the Town of Caledon's urban growth objectives with respect to creating complete and walkable mixed-use neighbourhood corridor edges.

These design considerations will aim to:

- Facilitate pedestrian-oriented, transit supportive areas that will enhance the sense of place within the community;
- Create environments that are appealing and functional, pedestrian-oriented and visually interesting;
- Provide a compatible 'fit' within the surrounding context;
- Offer a range of retail and commercial amenities that are within walking distance to residents; and
- Support and encourage active transportation choices.

### 4.3.2 RESIDENTIAL LOW AND MID-RISE COMMUNITY NODES

Interfaces of the low and medium density residential nodes along the community edges include significant portions facing The Gore Road and King Street. Buildings along these community edges, as well as along key community connectors including Major Collector Roads and Multi-Modal Loop road, will have heightened public visibility and design influence, providing opportunities to express and reinforce a community architectural theme. Accentuating an architectural character that complements the surrounding streetscape treatment and creates a distinct landmark shall be further refined during the building design / architectural control review processes.

### 4.3.3 COMMUNITY INTERFACE WITH EXISTING RESIDENTIAL

Caledon Station, as a new urban development, is situated adjacent to existing properties located along King Street and the Gore Road, some of which have historical significance and represent the established character of the Macville community. Recognizing the importance of maintaining and evolving the community identity, the design approach for Caledon Station is considerate of the massing, density, and architectural style of the surrounding properties.

While the development introduces new elements and a modern vision, it strives to seamlessly integrate with the existing fabric of the neighbourhood. The massing and density of the new buildings are carefully planned to ensure compatibility with the surrounding context. By respecting the scale and proportions of the neighboring structures, Caledon Station creates a harmonious transition between the old and the new, preserving the established streetscapes and overall community character.



High activity areas will reflect a more comfortable pedestrian scale, with reduced building setbacks that frame the road and create an animated streetscape.



#### 4.3.4 PROPOSED ENVIRONMENTAL POLICY AREA INTERFACE

The proposed Environmental Policy Area (EPA) along the south-western edge of Caledon Station makes a significant contribution to the community's character and the Town's ecological systems. The area's mature woodlands, watercourses and extensive agricultural land operations are valuable attributes which will benefit the community by serving as an integral component of the open space system and optimizing views and vistas.

The interface between the proposed EPA and adjacent proposed development will require careful consideration with respect to existing topography, vegetation communities and continuing agricultural functions. The proposed EPA interface along the south-western edge of the community will be characterized by a mix of adjacent land uses, including rear residential lotting, SWM ponds, parks, buffer blocks and a new school.

Key characteristics / recommendations include:

- To reinforce the importance of the area, opportunities shall be provided for public visual and physical access by means of a trail and from publicly-owned lands, such as parks, schools, stormwater management facilities and the buffer block;
- The proposed EPA can be integrated into the community through the placement of a continuous trail connection that runs along the entire length of this interface, linking the SWM ponds, parks, employment lands and schools for pedestrians, cyclists and recreational users;
- Stormwater management ponds are considered a compatible use with the purpose and function of the proposed EPA. Consideration should be given to locating these facilities partially or entirely within the proposed EPA lands;
- Conversely, where environmentally sensitive features and other areas within the proposed EPA require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances;
- Measures may include physical barriers such as lot fencing or information signage. A homeowner education and stewardship program shall be implemented in this regard;
- Dwellings backing onto or flanking the publicly accessible areas within the proposed EPA shall feature upgraded architectural treatment for the exposed rear and side elevations, consistent with the dwelling's front elevation treatment; and
- Transitional planting within parks, stormwater management facilities and other introduced features at the interface with the proposed EPA shall utilize a planting palette that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the proposed EPA edge.

The proposed Environmental Policy Area (EPA) interface with the community may integrate linkage opportunities as a component of the overall active transportation.



## 4.4 STREETScape ELEMENTS

The harmonious design of streetscapes in Caledon Station plays a vital role in shaping the community's identity and enhancing the distinct character of each district and neighbourhood. These thoughtfully designed streetscapes create a welcoming and exceptional public realm experience that leaves a lasting impression on residents and visitors alike.

Streetscape elements such as lighting fixtures and carefully selected site furniture contribute to the overall ambiance of the community. The lighting design not only ensures safety but also adds a touch of charm, creating a pleasant atmosphere during evening hours. Site furniture, strategically placed along the streets, not only provides functional seating and resting areas but also reinforces the unique character and style of the community.

By integrating these elements into the streetscape design, Caledon Station ensures that its public spaces are not only aesthetically pleasing but also functional and user-friendly.

The following sections contain guidelines related to:

- Street Lighting;
- Street Furniture;
- Utilities; and
- Street Tree Planting Strategy.



Coordinated streetscape elements in Caledon including light standards, waste receptacles, and benches help to reinforce the character of the community.



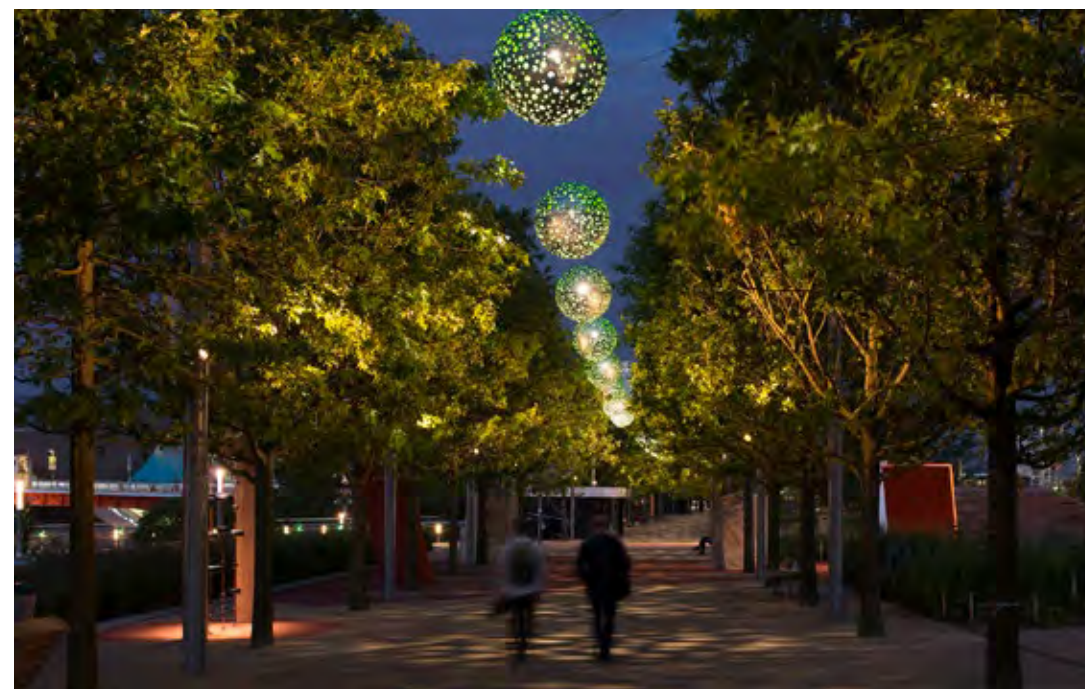
#### 4.4.1 STREET LIGHTING

The design and selection of street lighting elements plays a key role in establishing the character of the public realm. In Caledon Station's districts and neighbourhoods, consideration should be given to aesthetics, maintenance, cost effectiveness, and energy efficiency.

Selection and placement of lighting fixtures shall be in compliance with established Town of Caledon standards, including the Outdoor Lighting Standard Manual (2018). Where there is some flexibility in selection, the following Design Guideline should be considered:

- Coordinate of lighting design (pole and luminaire) that is compatible with the architectural design and other street furnishings to promote a consistent and definable character for Caledon Station;

- Select light poles and luminaires that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution;
- Special Character Areas may be distinguished by a special lighting treatment to reinforce its role as a key character streets for the community. Options may include:
  - Unique light standards along The Avenue, within the The Hub, and Employment / Innovation District;
  - Introduce additional pedestrian-scaled lighting along The Avenue within the The Hub, and Employment / Innovation District;
  - Specialty lighting treatments within private lands, such as pedestrian scale light standards, light bollards, parking lot lighting, etc., may be considered within the Special Character Areas to create a unique streetscape character;
- Along The Avenue or within The Hub, light poles may provide options for hanging baskets or banners to reinforce the special nature of these districts;
- Lighting utility boxes shall be located to minimize their visibility, in compliance with Town of Caledon standards;
- Selection and placement of lighting fixtures should minimize light encroachment into natural areas to minimize impacts on wildlife;
- Selection and placement of lighting fixtures should ensure 'night sky' compliance as a component of sustainable design, with illumination directed downwards;
- Opportunities should be considered for renewable energy use, such as solar-powered lighting along park paths and natural trails.



Special character areas and locations with high pedestrian activity are distinguished by special lighting treatments, creating a unique streetscape character.

## 4.4.2 STREET FURNITURE

Along with lighting, street furniture will play an important role in defining the streetscape and reinforcing Caledon Station's community identity. Contributing to the visual appeal and pedestrian comfort of streets and public spaces, all site furniture should be attractive, sturdy and accessible.

Design Guideline:

- A common site furniture palette will be used throughout Caledon Station and will reflect Town of Caledon approved standards;
- Street furniture should be provided in high pedestrian traffic areas and in key open space areas such as parks and stormwater management pond lookouts;
- Furniture within the The Avenue, The Hub and Employment / Innovation District, in particular, may include benches, waste receptacles and bicycle racks, rings or posts, and shall be complementary to the selected street lighting design.
- The colour, material, form, and style of street furniture should be consistent with and complementary to the established design theme for Caledon Station and the districts/ neighbourhoods;
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements, and be appropriate to the adjacent built form type and function;
- As much as possible, furnishings shall be vandal-resistant and low-maintenance, with readily available componentry.

## 4.4.3 UTILITIES

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

Design Guideline:

- Along The Avenue and within The Hub and Employment / Innovation District, utilities should be strategically located to mitigate visual impacts and avoid physical barriers to pedestrian flow;
- As much as possible, avoid locating above-ground utility plants on boulevards along The Avenue, within the Hub, and any mixed-use node intersections. Rather, utilize side streets and rear lane or ganged end-wall service entrances;
- Where possible, locate utility plants within public or private easements;
- Utilities required for parks and open space areas will be located within these uses. All other utility boxes/structures are not permitted within or in front of park or open space blocks; and
- Utility companies are encouraged to incorporate graffiti maintenance controls for applicable utility boxes.



A consistent family of street furniture components will help define the streetscape character of the community.



Urban tolerant trees should be used where a hardscape environment characterizes the public realm.

#### 4.4.4 HEALTHY STREET TREE AND PLANTING STRATEGY

Tree planting is an important aspect of urban design that can enhance the character of neighbourhoods and promote sustainability. When developing a tree planting strategy, it is essential to consider the street type and adjacent land use to ensure that the trees complement the surrounding environment. For example, tree species that are suitable for residential streets may not be appropriate for commercial or industrial areas. Additionally, the placement of trees should be carefully considered to avoid conflicts with infrastructure, such as utility poles and sidewalks.

By developing an effective tree planting strategy, communities such as Caledon Station can enhance their streetscapes, improve air quality, and promote a sense of identity and pride in their neighbourhoods.

The strategy for Caledon Station will therefore address 5 basic categories for street trees, these include:

- Native / Non-Invasive Trees (Medium or Coarse-Textured Species) – typically located on streets adjacent to natural heritage features, stormwater management facilities and buffers;
- Urban Tolerant Trees (Medium, Coarse or Fine-Textured Species) – typically located within the The Hub where tree grates, raised planters and predominantly hardscape environments characterize the boulevard treatment;

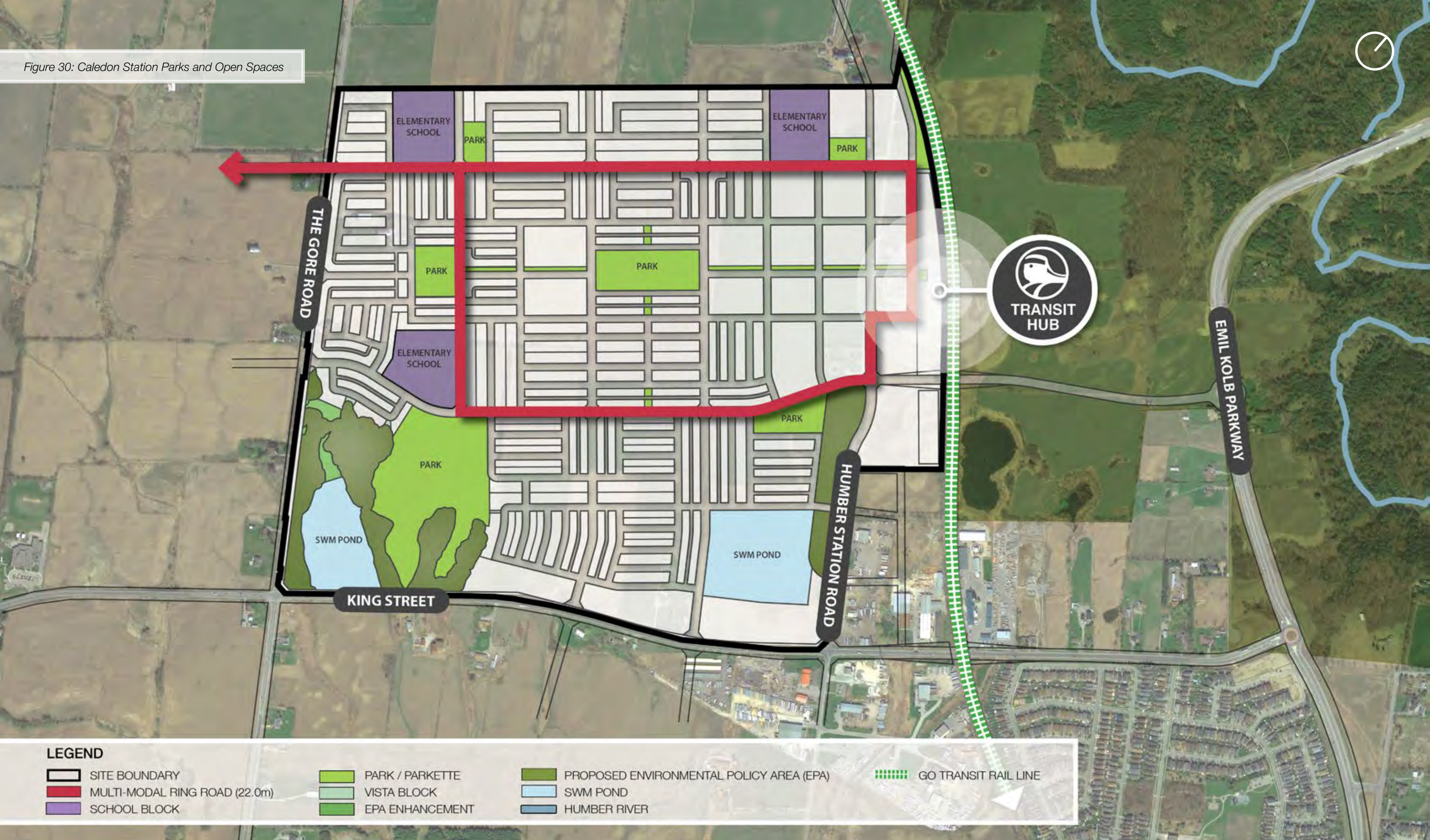
- Ornamental or Flowering Trees (Medium or Coarse-Textured Species) – typically located at significant community / neighbourhood entry points or alongside main gathering areas;
- Medium or Coarse-Textured Trees – typical to all street hierarchy types, including local, collector and arterial roads;
- Fine-Textured Trees – typically located along local streets.
- The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds;
- Generally, preference shall be given to native species, particularly those tolerant of urban conditions (pollution, salt, drought, soil compaction);
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage;
- Ornamental or flowering trees may be considered for key entry streets to help define or emphasize community and neighbourhood gateways;
- Unless otherwise stipulated, street trees shall be located within the grass boulevard between sidewalk and curb, with the intent of creating a prominent, continuous canopy on both sides of the street;
- Trees of the same species are encouraged to be planted on both sides of the street and may extend the length of the block or street, with the objective of creating a uniform canopy;
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas;
- The selection of proposed street tree species shall be from the Town of Caledon's recommended list;
- Street tree sizes shall comply with Town of Caledon minimum caliper size standards;
- Minimum distance separation between street trees and below and above-ground utilities shall be in accordance with Town of Caledon standards; and
- A hard surface splash strip along the inside of the curb for arterial and collector roads shall be integrated to reduce salt damage to grass boulevards.

# PARKS & OPEN SPACE GUIDELINES



5

Figure 30: Caledon Station Parks and Open Spaces



## 5.1 ABOUT THE PARKS AND OPEN SPACE GUIDELINES

The residents and visitors of Caledon Station will spend less time mowing lawns and more time visiting parks and open spaces. Caledon Station park and open space network is master planned to include both programmed and unprogrammed public open spaces that connect to a regional trail and proposed Environmental Policy Area to be enjoyed by residents and visitors alike.

Open spaces and parks will play a crucial role in shaping Caledon Station's community character, improving livability, and promoting social interaction. The location, design and programming of these open spaces will provide a place for people to gather, play, and relax, serving as focal points for community events and activities.

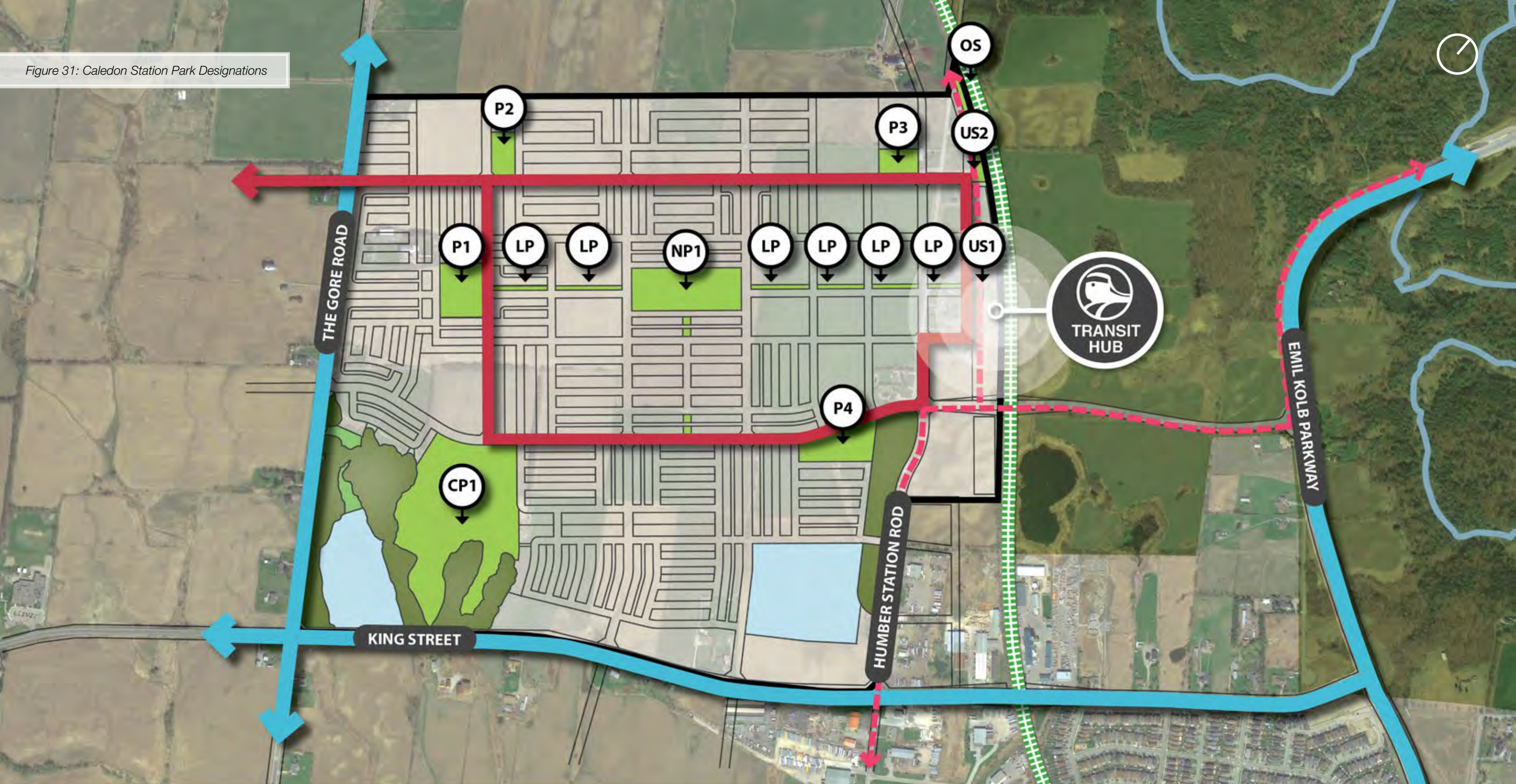
In addition to their social benefits, parks and open spaces will also have a positive impact on the environment. They will provide important habitat for wildlife, help to mitigate the urban heat island effect, and improve air and water quality.

In addition to the design treatment described for the Public Realm and Streetscape Design Guideline, several landscape and open space amenities, features, and elements of Caledon Station shall be planned, designed, and developed with a responsible, creative approach. These components will help define the community as a sustainable, healthy, and innovative place to live, work, and play, and include the following:

- Parks;
- Environmental Policy Area;
- Regional Trail Systems;
- Water Management Facilities; and
- Schools.



Figure 31: Caledon Station Park Designations



**LEGEND**

- |                    |                  |                 |                                 |                               |                      |
|--------------------|------------------|-----------------|---------------------------------|-------------------------------|----------------------|
| SITE BOUNDARY      | PARKETTE         | LINEAR PARK     | VISTA BLOCK                     | REGIONAL ARTERIAL (30.0m)     | GO TRANSIT RAIL LINE |
| COMMUNITY PARK     | OPEN SPACE BLOCK | PARK / PARKETTE | ENVIRONMENTAL POLICY AREA (EPA) | MULTI-MODAL RING ROAD (22.0m) | HUMBER RIVER         |
| NEIGHBOURHOOD PARK | URBAN SQUARE     | SWM POND        | EPA ENHANCEMENT                 | PROPOSED TRAIL NETWORK        |                      |







## 5.2 PARKS

Parks and open spaces proposed for the community shall consist of five types, all of which are defined through function, configuration, setting, and programming opportunities. These include the following park typologies:

- Community Park (1);
- Neighbourhood Park (1);
- Parkette (5); and
- Linear Parks (6).

Figure 31 illustrates the preliminary distribution of the various park types across Caledon Station. The location of some parks shown will be determined through the Draft Plan process to ensure these fit within the context of neighbourhood and block structure. Programming for the parks will be guided by the following sections and in concert with Town staff.

### 5.2.1 PARKLAND REQUIREMENTS

The Town of Caledon *Recreation & Parks Master Plan* (March 2010) establishes a parks and open space classification system. In support of the provisions and design recommendations set out in Section 5.4 - Park Design & Amenities of the Masterplan, the following shall apply:

- Emphasis should be placed on providing more informal space in new parks in order to promote unstructured and organized activities.
- New and existing parks should continue to be designed with patrons' safety in mind through the application of CPTED (Crime Prevention Through Environmental Design).
- Ensure that parks are accessible to a wide range of users.
- Provide appropriate signage to promote recognition of parks among visitors and residents.

In addition to these Masterplan provisions and recommendations, the Town of Caledon *Comprehensive Town-wide Design Guideline Part 2, Section 6.1.2 - Public Parks* will also be incorporated into Caledon Station's parks allocation, programming and design, and shall include:

- Provide parks in centralized locations that are accessible to residents within a 5 to 10 minute walk (or 400-800 metres).
- Locate parks with minimum 50% frontage onto connector streets, ensuring public exposure and proper integration.
- Incorporate accessibility elements into park design, wherever possible.
- Provide a variety of recreational amenities for people of all ages, including children's play equipment, garden plots, and seating.
- Provide adequate LED lighting as per the Town Standards to ensure safe use throughout the day and seasons, in coordination with the Community Services Department.
- Contribute to the urban forest canopy by planting hardy, native tree species, shrubs, grasses and ground covers.
- Provide on-street parking adjacent to parks, on the park side of the street, where deemed desirable through consultation with Town Staff.



## 5.2.2 APPROACHES TO PARK DESIGN

Caledon's cultural heritage places a significant value on the role of parks, which serve as integral components of the community's cultural and recreational fabric. These green spaces not only provide opportunities for relaxation and leisure but also act as connectors that bridge neighborhoods with their natural surroundings. When designing parks in Caledon Station, it is crucial to consider various elements that enhance their functionality and align with the community's cultural heritage.

Preserving wildlife habitats and promoting native plant species should be key considerations in park design. By incorporating biodiversity-friendly design principles, parks can provide sanctuaries for local wildlife and contribute to the conservation of natural ecosystems. Additionally, featuring native plant species within the park design helps maintain ecological balance and supports the region's unique flora and fauna.

Visibility and public frontage are important aspects that contribute to the integration of parks within the community. Parks should be designed with welcoming entrances and clear signage, inviting people to explore and enjoy the green spaces. Creating an inviting and visually appealing frontage transforms parks into focal points that draw community members together, encouraging social interaction and community engagement.



Parks with innovative elements can be successfully integrated within more traditional park designs.

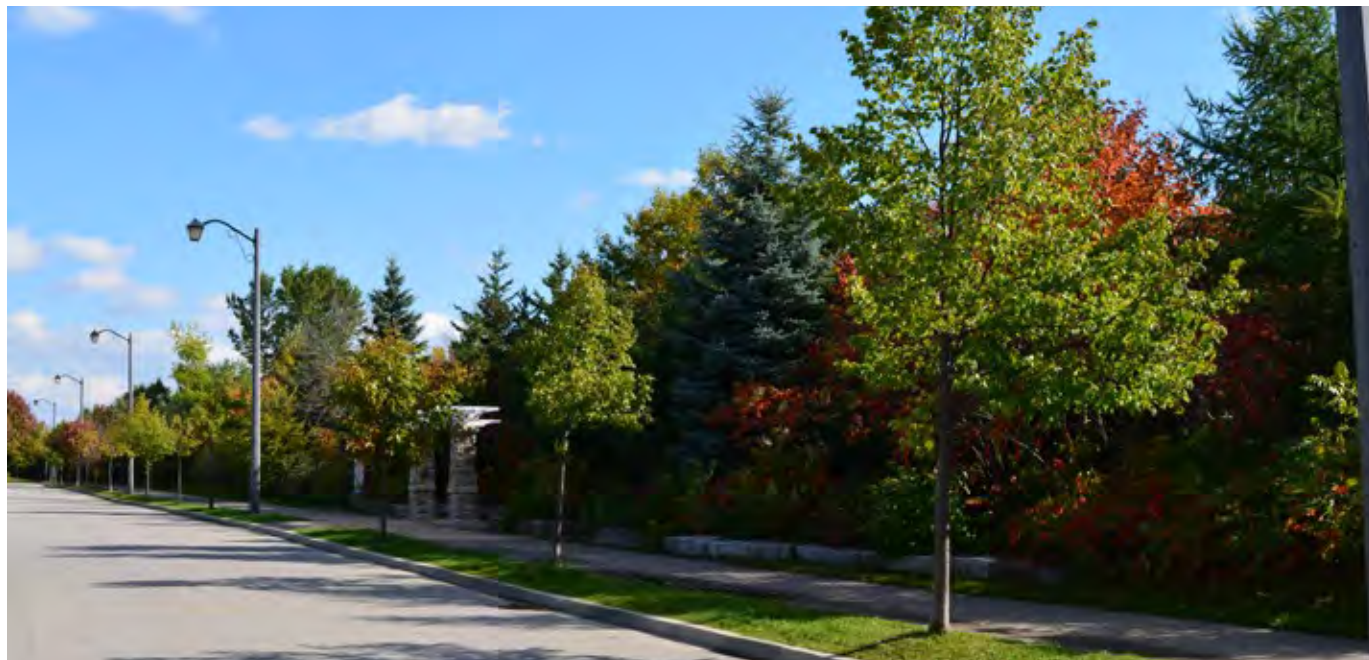
Recognizing the role of parks in the cultural and recreational fabric of the community, it is essential to consider their potential for trail systems or linkages to natural systems. Parks can serve as gateways to trails and interconnected green spaces, facilitating outdoor activities such as hiking, biking, and nature exploration. These linkages promote active lifestyles, foster a sense of adventure, and provide opportunities for residents and visitors to appreciate Caledon's natural beauty.

Integrating topographical and geological considerations is another important aspect of park design. By respecting and embracing the natural features of the land, such as hills, valleys, and water bodies, parks within Caledon Station will harmoniously blend with the surrounding environment. This approach not only enhances the aesthetic appeal of the parks but also creates unique experiences for visitors to appreciate and connect with the natural landscape.

To complement more traditional park designs and facilities, an innovative approach to park programming and play elements within Caledon Station should be encouraged. Incorporating "playscapes" or play experiences that go beyond traditional play equipment can make parks more accessible and inclusive for various age groups. Providing choices in play, encouraging imagination, and integrating elements such as topography and natural materials can make the park experience more engaging. The design of all parks and open spaces within Caledon Station should comply with the Open Space Design/Landscape section of the Town of Caledon's Development Standards Manual, as well as other accessibility and zoning requirements.

### 5.2.3 BUFFER BLOCK

The use of landscape buffers is an effective way to minimize the impact of the GO Transit rail tracks on the Caledon Station community. Trees, shrubs, and hardscaping can be strategically designed to complement the circulation network within the community while providing shade and seating options in key areas. These buffers can also serve to buffer adjacent residential areas and parking lots, creating a more peaceful and aesthetically pleasing environment for all residents. A thoughtful and well-executed landscape design can help create a beautiful, vibrant, and bike-friendly environment that benefits the entire community.

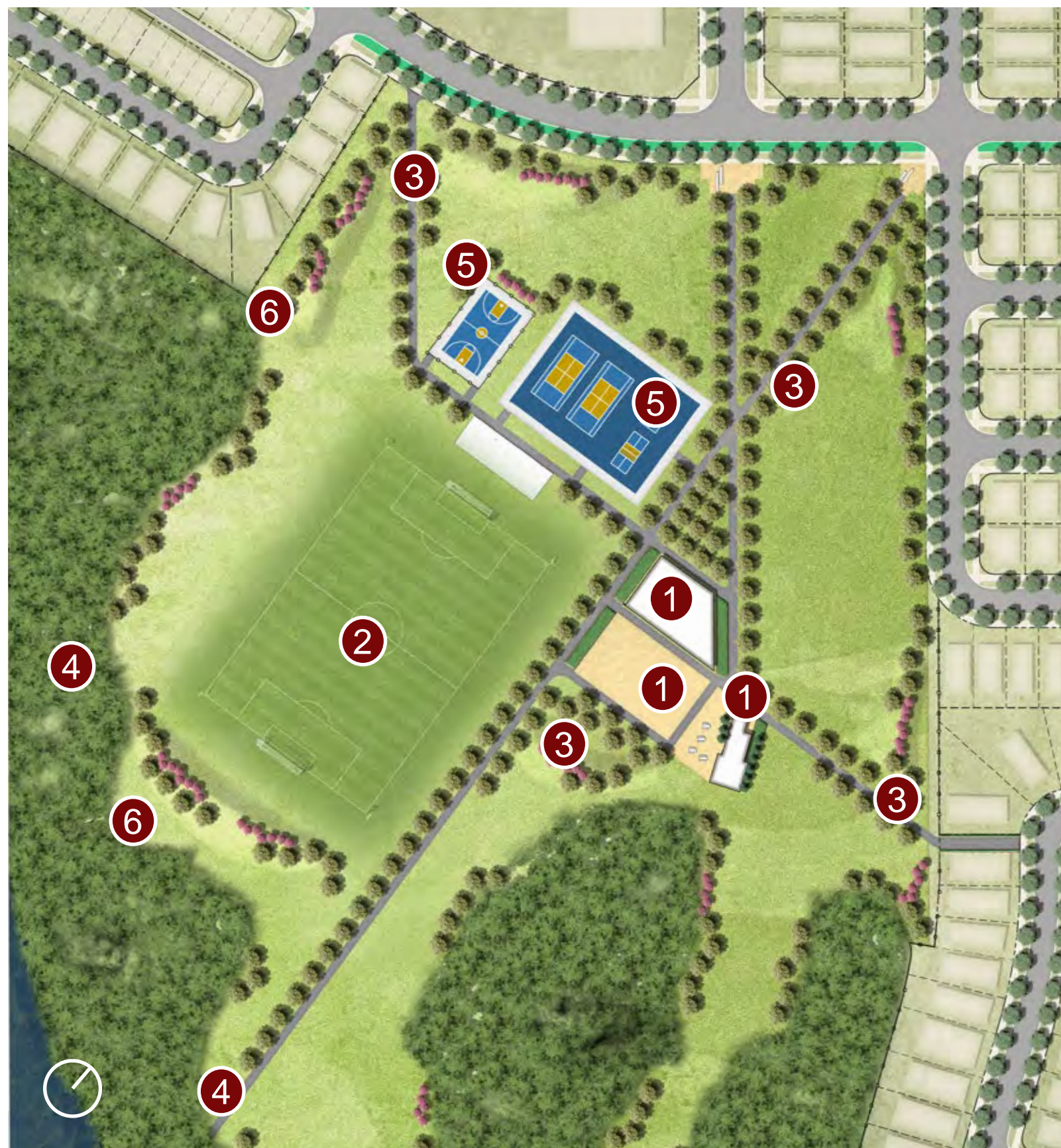


## 5.2.4 MULTI-FACILITY COMMUNITY PARK (CP1)

The active recreation community park will have non-regulation sizing with the potential for artificial turf for extended play. Play courts and potential skateboard facility will also be considered for added community uses. Lighting for the sports fields and other park elements shall minimize disturbance to adjacent properties. Safe pedestrian and cycling connections shall also be provided between the open space areas, and the elementary school. These connections will link to the higher level of pathways associated with main roads as part of the hierarchy of trails and pathways offered in Caledon Station.

Providing facilities that cater to a broad age group, from children to seniors, is essential in encouraging social interaction and improving livability. In addition to passive recreation areas, such as walking trails and picnic areas, active recreational opportunities like an exercise circuit, tennis courts, and other youth play areas will be included within this multi-facility park. A skate trail may offer both unsupervised public skates and shinny hockey for all ages. Designed in an irregular 'canal' shape, the trail will feature natural bends to allow skaters of all abilities to practise their skills, while maintaining a comfortable flow. Seating will also be available along the trail.

By offering a diversity of activities, this community park becomes a destination for the community, encouraging physical activity, and improving overall health.





**1** MULTI-SEASON OPEN SPACES WITH AREAS FOR PLAY



**2** DESIGNATED AREAS FOR TEAM SPORTS



**3** AREAS TAILORED TO DIFFERENT AGES AND ABILITIES



**4** CONNECTIONS TO TRAIL SYSTEMS WITHIN THE EXISTING NATURAL ENVIRONMENTAL AREA



**5** AGE AND ABILITY INCLUSIVE SPORT ZONES



**6** OPPORTUNITY FOR COMMUNITY PROGRAMS

## 5.2.5 NEIGHBOURHOOD PARK (NP1)

Neighbourhood parks are uniquely compact public open spaces that respond to the architectural form and street design of the surrounding neighbourhood. The Neighbourhood parks within Caledon Station will provide community open spaces that encourage public gatherings, are more passive-use oriented and are largely characterized by an urban form and structure.

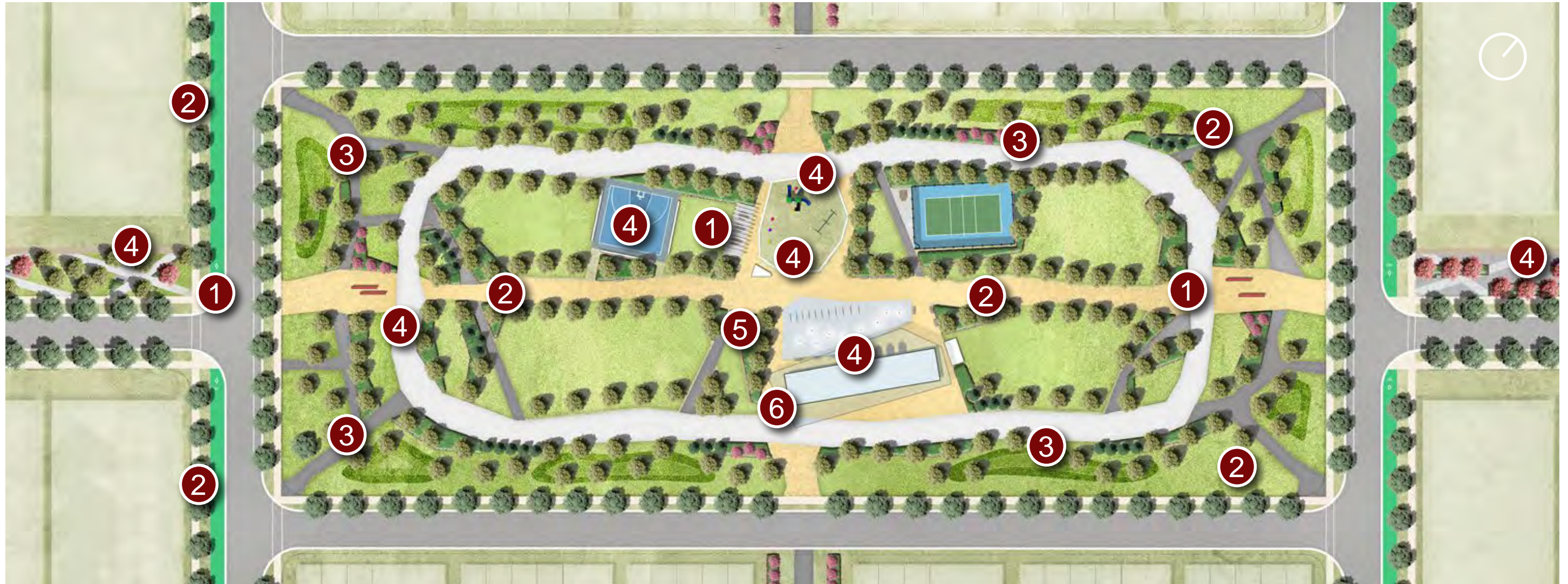
The Central Neighbourhood Park, located along the central spine of the community will include flexible open spaces with areas that serve to facilitate organized and unorganized leisure activities. As the recreational and social focus of Caledon Station, this neighbourhood park will provide for a diversity of amenities that accommodate a range of age and interest groups, including pedestrian pathways with that offer seating and connect to the side park and open space system within the community, space for seasonal activities including winter skating loops, summer concerts and all year round.

In addition to the amenities mentioned, the park also incorporates features that promote health and wellness, such as fitness equipment, a walking/running track, and areas for outdoor fitness classes. The neighbourhood park can also include spaces for community gardening, which would not only promote healthy eating but also encourage social interaction and community involvement. Additionally, incorporating sustainable design elements such as rain gardens and permeable pavement throughout this park block helps to minimize the park's environmental impact and promotes the community's commitment to sustainability.

### General Design Guideline:

- Use of predominantly soft landscaping to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Planned and designed to reflect each of the four neighbourhood characters;
- Act as a focal point within the neighbourhood, and be sited with frontages on a minimum of two public streets or lanes to promote views and access;
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;
- Although Neighbourhood Parks are neighbourhood focused and within walking distance of the surrounding catchment area, on-street parking within 50-100 metres of the park shall be provided; and
- Park programming will consider a variety of facilities and functions as determined by the Town of Caledon, including junior and senior playground facilities, multi-use play courts, dog runs, park pavilions, seating and entry features, unprogrammed open spaces, etc.





### 5.2.6 WEST GATEWAY PARKETTE (P1)

Its location at the primary gateway from the Gore Road makes the West Gateway Parkette an ideal gathering spot for residents and visitors alike. Beyond its recreational amenities, the park also serves as a celebration of the area's rich history. The incorporation of a heritage building into the parkette provides a cultural amenity that offers visitors a glimpse into the past.

The West Gateway Parkette is also an ideal venue for integrating significant heritage resources, by functionally re-purposing built structures as a form of commemoration to the history of the area and Caledon Station. The proposed location and size of this parkette considers integration of a heritage building within the park, with the intent to offer additional community cultural amenities.

The West Gateway Parkette will also include public gathering spaces set aside for social purposes that are supportive of community activities, including open air markets, art exhibits, local educational activities and special events.

The design draws inspiration from English gardens, which emphasize the natural beauty of the landscape. A network of walking paths meander through the park, offering visitors a chance to explore and discover the various garden areas. Benches and seating areas have also been placed strategically along these paths, allowing visitors to rest and take in the scenery.







**1** INTEGRATED HERITAGE BUILDING



**4** OPPORTUNITIES FOR COMMUNITY ACTIVITIES



**5** ENGLISH INSPIRED GARDEN



**3** PLAYGROUND



**6** KEY ENTRANCE STREET CELEBRATING CALEDON STATION'S HISTORY



**2** PROXIMITY TO LOCAL RETAIL



### 5.2.7 PARKETTE (P2)

The parkette in Caledon will be thoughtfully designed to cater to the diverse needs and interests of the surrounding residential community. It will provide a range of organized and unorganized leisure activities that promote recreation, relaxation, and social interaction.

One of the key features of the parkette will be the provision of passive open space for informal use. These areas will offer residents a tranquil and serene environment to enjoy nature, sit, read, have a picnic, or simply unwind. The incorporation of green spaces, trees, and landscaping will enhance the aesthetics and provide a peaceful atmosphere for individuals and families to connect with the natural surroundings.



**1** MULTI-USE PATHWAY SYSTEM



**2** PASSIVE GAME PLAY ZONES



3

INTIMATE DISCOVERY TRAILS THROUGH OUT THE PARK



4

UNIQUE URBAN PARK ELEMENTS



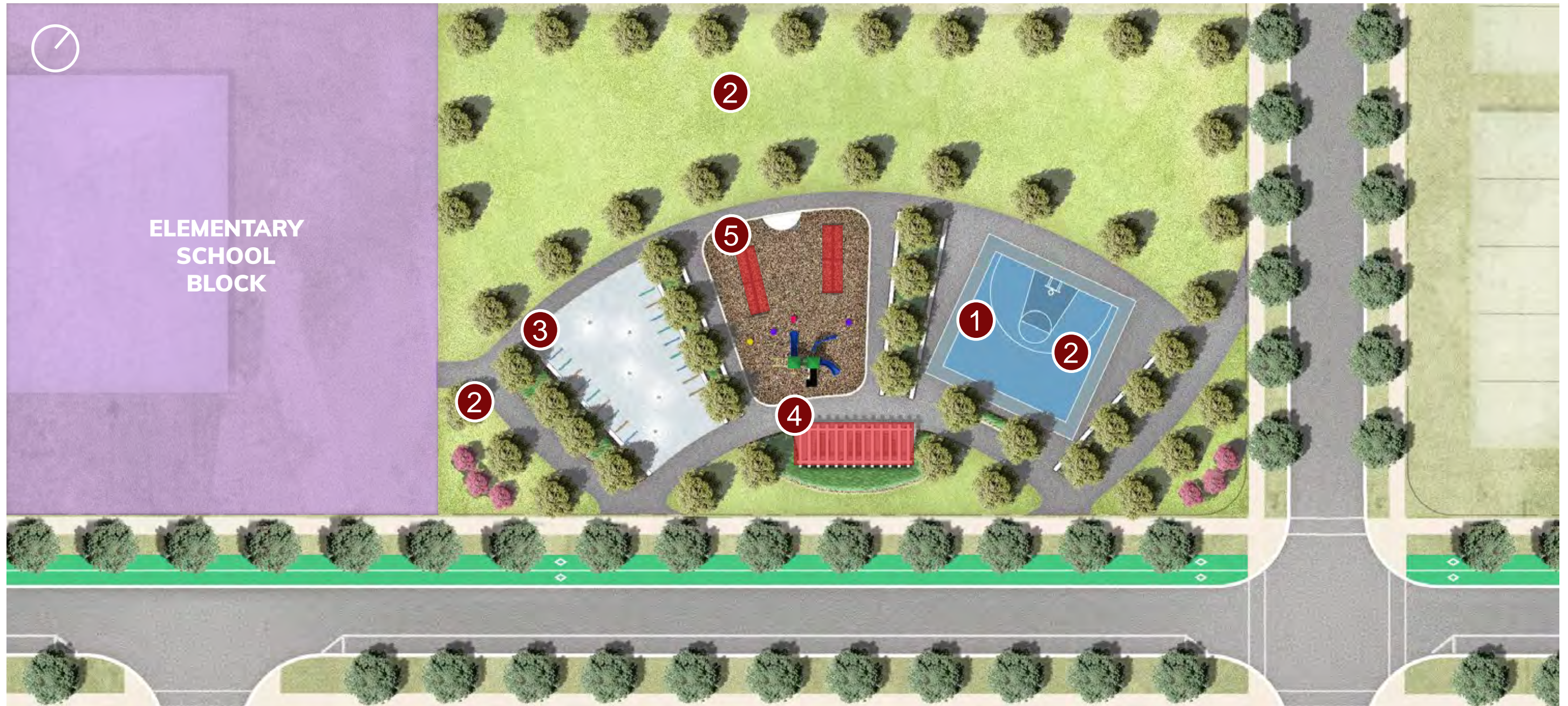
5

NATURALIZED RETREAT AREAS



6

PLAY STRUCTURES WITH SEATING AREAS FOR SPECTATING



### 5.2.8 PARKETTE (P3)

Parkette (P3) is intended to sit adjacent to a school block offering both organized and unorganized leisure activities that will serve the needs and interests of the surrounding residential community. To ensure comfort and usability, the parkette will include seating areas with shade.

These spaces will provide a place for visitors to rest, socialize, and enjoy the park's amenities. Whether it's benches, picnic tables, or seating under shade structures, these areas will offer opportunities for relaxation and encourage community engagement. For younger residents, a well-designed children's playground will be included within the parkette. The playground will feature age-appropriate equipment, ensuring that children can have a safe and enjoyable play experience.

From swings and slides to climbing structures and imaginative play zones, the playground will inspire creativity, exploration, and social interaction. To further enhance the play experience, the parkette may also incorporate play zones that offer interactive and engaging elements. These zones can include features such as water play areas or nature-inspired play structures which offer opportunities for children to learn, discover, and have fun in a stimulating environment.



**1** HALF COURT BASKETBALL ZONE



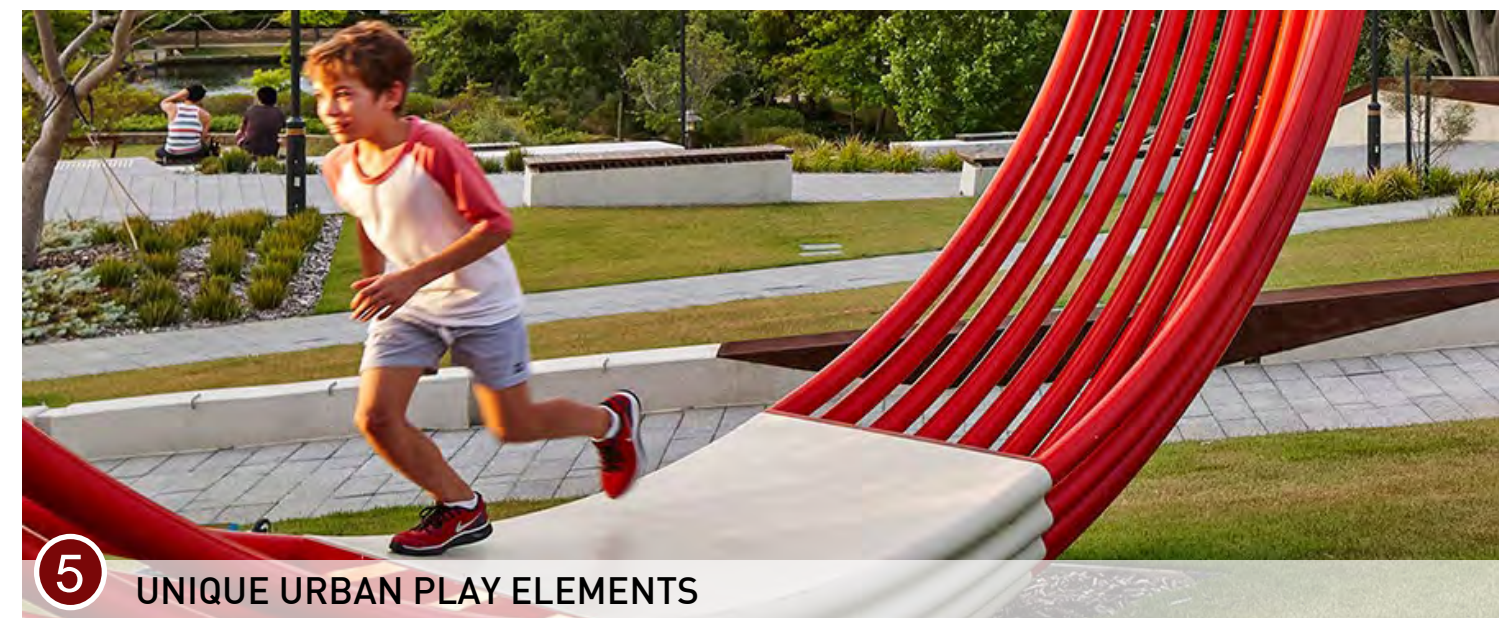
**4** ENVIRONMENTS THAT FOSTER SOCIAL INTERACTION



**2** VIBRANT PATHWAY SYSTEMS



**3** ENGAGING PLAY ELEMENTS



**5** UNIQUE URBAN PLAY ELEMENTS

### 5.2.9 PARKETTE (P4)

The parkette (P4) along the East-West Collector will be thoughtfully designed to cater to a wide range of organized and unorganized leisure activities, fulfilling the needs and interests of the neighbourhood to the south as well as the wider community. The parkette, located in close proximity to an Environmentally Protected Area, holds a unique position in celebrating the natural beauty and ecological significance of the surrounding environment. With careful consideration for the delicate balance between human enjoyment and environmental conservation, the design and activities within the parkette will be thoughtfully curated to ensure the protection of the adjacent environmentally sensitive area.

To minimize the impact on the environmentally protected area, the parkette will be designed with sustainable practices in mind. This may include using permeable paving materials to reduce stormwater runoff, implementing native landscaping to support local flora and fauna, and incorporating energy-efficient lighting solutions. By embracing environmentally friendly design principles, the parkette will serve as a model for responsible land use and demonstrate the community's commitment to environmental sustainability.

Passive open space will be a key feature of this parkette, providing an area for informal use and social gatherings. This space will offer residents a place to relax, enjoy nature, and engage in leisurely activities such as picnics, yoga, or reading. Seating areas will be strategically placed throughout the parkette to provide comfortable spaces for visitors to rest, socialize, and enjoy the park. Whether it's benches, shaded seating areas, or picnic tables, these spots will offer opportunities for relaxation and social interaction. The parkette will also feature formal play areas, including a children's playground. The playground will be designed with age-appropriate equipment and safety considerations in mind. It will offer a variety of play structures, such as swings, slides, climbing frames, and interactive elements that encourage physical activity, imagination, and social play.





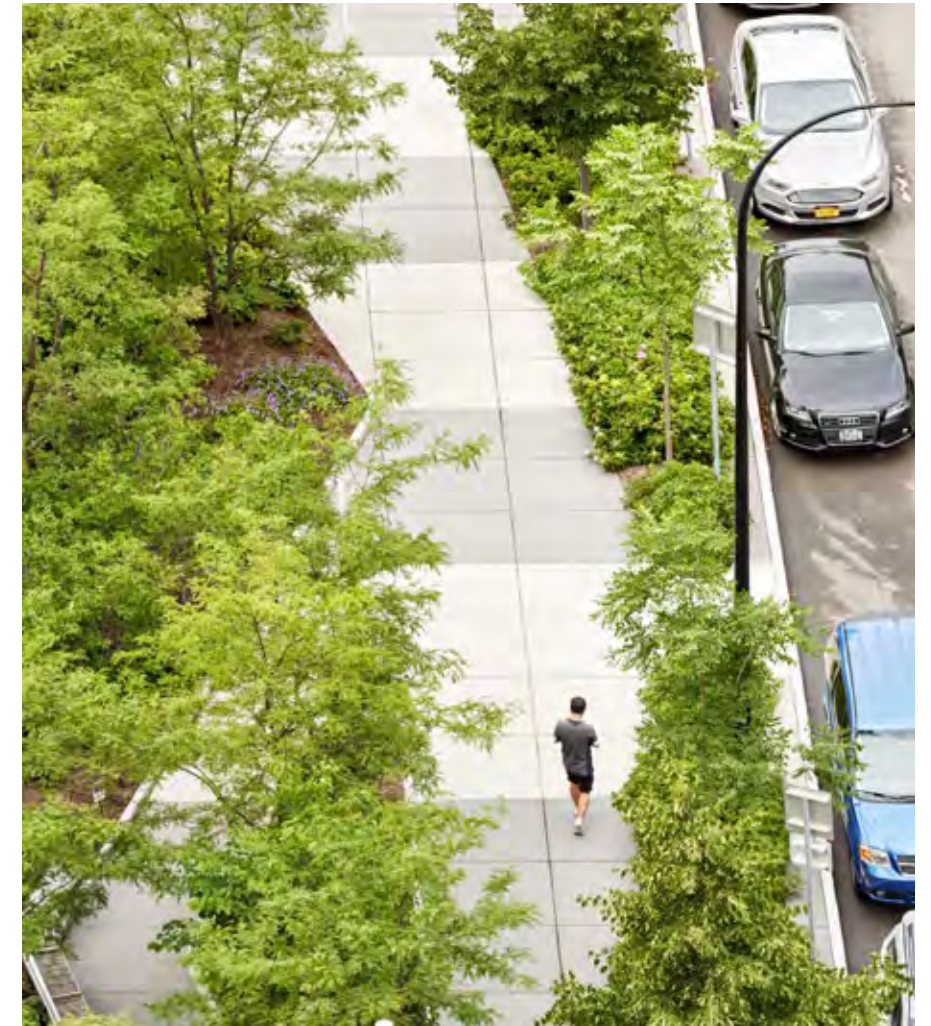
## 5.2.10 LINEAR PARKS

Traditional urban parks offer passive recreation and serve as destinations for relaxation, observation, and socializing. In contrast, linear parks in Caledon Station serve a dual purpose by combining active recreation with transportation elements. These parks are designed to facilitate walking, jogging, biking, and serve as pathways that lead to different areas within the community.

The Main Street linear parks in Caledon Station, specifically along The Avenue and Hub spine, will enhance circulation and connectivity. To accommodate the high pedestrian activity, resting areas and seating should be strategically placed, taking advantage of the surrounding mixed-use spaces. This approach allows residents and retail users to move freely between both sides of The Hub, benefiting from the combined concepts of linear parks and shared streets. With their linear nature, these parks will feature rows of trees and formal plantings. This design provides an excellent opportunity for an innovative lighting program that extends the park and open space system. The lighting program will not only enhance safety and visibility but also create a cohesive and connected atmosphere, linking each neighborhood and reinforcing the sense of community.

Linear parks in Caledon Station will go beyond their basic functionality and incorporate innovative design features such as Low Impact Development (LID) techniques. LIDs are sustainable stormwater management practices that aim to minimize runoff and improve water quality. These techniques can include features like bioswales, rain gardens, permeable pavements, and green roofs.

By integrating LIDs into the design of the linear parks, the community can benefit from reduced stormwater runoff, enhanced groundwater recharge, and improved water quality. These features not only contribute to the overall sustainability of the parks but also create visually appealing landscapes that blend seamlessly with the surrounding environment. Furthermore, the programming offered in the linear parks will be responsive to the adjacent land uses. The parks will be designed to complement the nearby residential, commercial, and recreational areas, ensuring that the programming aligns with the needs and interests of the community.





### 5.2.11 HUB SQUARE

Situated as a central hub within the mixed-use blocks, the Hub Square and Main Street linear park play a vital role in completing the community park system of Caledon Station. These interconnected spaces serve as crucial connectors, linking the West Gateway Parkette and Central Community Park to the bustling Caledon GO Station on the eastern side of the community.

The Hub Square, strategically positioned in an area with higher density, will be thoughtfully designed to cater to a variety of needs and activities. It will feature inviting areas with shade trees, providing opportunities for passive use, relaxation, and respite. Additionally, the square will be designed to accommodate special events and foster social interaction, creating a vibrant gathering place for the community.

The Hub Square coupled with the Main Street linear park will seamlessly complement the adjacent at-grade retail establishments, enhancing the vibrancy of the central corridor. By integrating green spaces, seating areas, and pedestrian pathways, these park areas will contribute to the overall ambiance and attractiveness of the surrounding retail district. The synergy between the park spaces and the adjacent retail establishments will create an engaging and inviting atmosphere for both residents and visitors, further enhancing the community's liveliness.

Furthermore, the Hub Square will serve as a spill-out area for transit users, providing a convenient and welcoming space for commuters to gather, meet, and wait for public transportation. This aspect not only adds functionality to the square but also promotes a sense of connectivity and transit-oriented development, aligning with the community's vision.





**1** DIVERSE SPATIAL EXPERIENCES FOR CONVERSATIONS AND REFLECTION



**2** ARTISTIC EXPRESSION IN PUBLIC SPACES



**3** CANADIAN TOPOGRAPHY-INSPIRED ELEMENTS

### 5.2.12 STATION SQUARE

Station Square is situated just north of Caledon GO Station, forming the northern end of the Transit Hub area. This park serves as a welcoming gateway for visitors to Caledon, providing a place to wait for trains and offering a unique cultural experience. Incorporating Indigenous Art and messaging tributes to their history, with the knowledge that the Humber River is nearby, this park aims to showcase and celebrate the rich history of the First Nations. Resting areas with white pines, interactive learning, and art will be situated as close as possible to the natural areas the First Nations hold in high regard. The design of the park will use natural, native elements such as planting, stone, and water, representing a cross-section of the Canadian landscape in a contemporary, creative, and urban way.



**4** CANADIAN INSPIRED LANDSCAPES



## 5.3 PROPOSED ENVIRONMENTAL POLICY AREA (EPA)

The existing EPA within Caledon Station is an essential component of the community's character and the Region's ecological system. One of the primary goal's of the development is to preserve the existing natural environment and achieve environmental objectives and targets related to wildlife habitat, community diversity, and water management. Protecting the proposed EPA in Caledon Station will help to ensure an ecologically diverse, healthy and sustainable open space system in an urbanized setting.

The proposed environmentally protected area (EPA) and the adjacent Caledon Station have a complex and interdependent relationship. The interface between these two areas requires careful consideration to ensure that the development does not harm the EPA and its natural resources. For this reason, the integration of the EPA with the Caledon Station will prioritize sustainability and environmental protection, which will lead to a better quality of life for the people living in this community. In support of the design standards, requirements and guidelines outlined in Section 6.1.1 - Natural Heritage System of the *Town of Caledon Comprehensive Town-Wide Design Guideline*, the following guidelines shall apply to the proposed EPA present in Caledon Station:

- To reinforce the importance of these lands for the community, opportunities shall be provided for public visual access from adjacent streets, open space or from publicly-owned and accessible lands, such as parks and stormwater management facilities;
- Where environmentally sensitive features and other areas within the proposed EPA require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances; Measures may include physical barriers such as lot fencing or information signage. A homeowner education and stewardship program be implemented in this regard;
- The proposed EPA shall be preserved and enhanced through the placement of trails and view corridors from adjacent open spaces, linking the SWM ponds, parks, and residential neighbourhoods for pedestrians, cyclists, and recreational users;
- Dwellings backing onto the proposed EPA shall be fenced to fully enclose the lots, with no gate access leading into rear open space and the proposed EPA;
- Upgraded architectural treatment for the exposed rear and side elevations of dwellings backing onto or flanking the publicly accessible and visible areas within the proposed EPA should be considered;
- A planting palette for transitional planting within parks, stormwater management facilities, and other introduced features at the interface with the proposed EPA shall consist of native species that are compatible with the existing or proposed plant material found within any natural features along the EPA edge; and
- Given the agrarian heritage of Caledon Station, opportunities to integrate community gardens at the interface with the proposed EPA, where sensitive landscape features are not compromised, can represent an important and valuable link with the past while providing opportunities for community engagement for all ages.

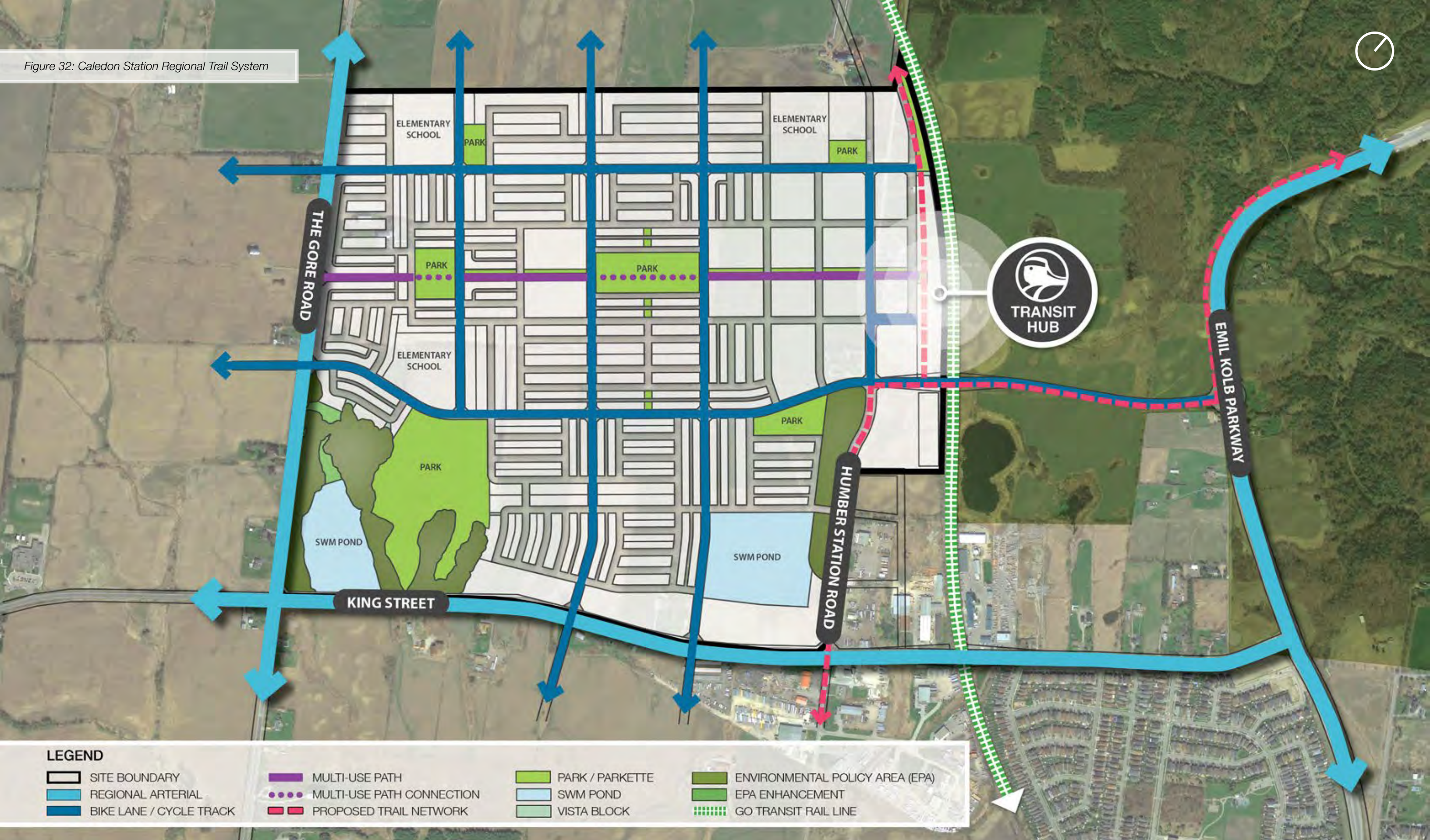


Connecting trails and the proposed EPA interface will provide year round active recreation for both residents and visitors.



Ample opportunities shall be provided for public visual access into the proposed EPA from adjacent streets, open space or other publicly-owned and accessible lands.

Figure 32: Caledon Station Regional Trail System



**LEGEND**

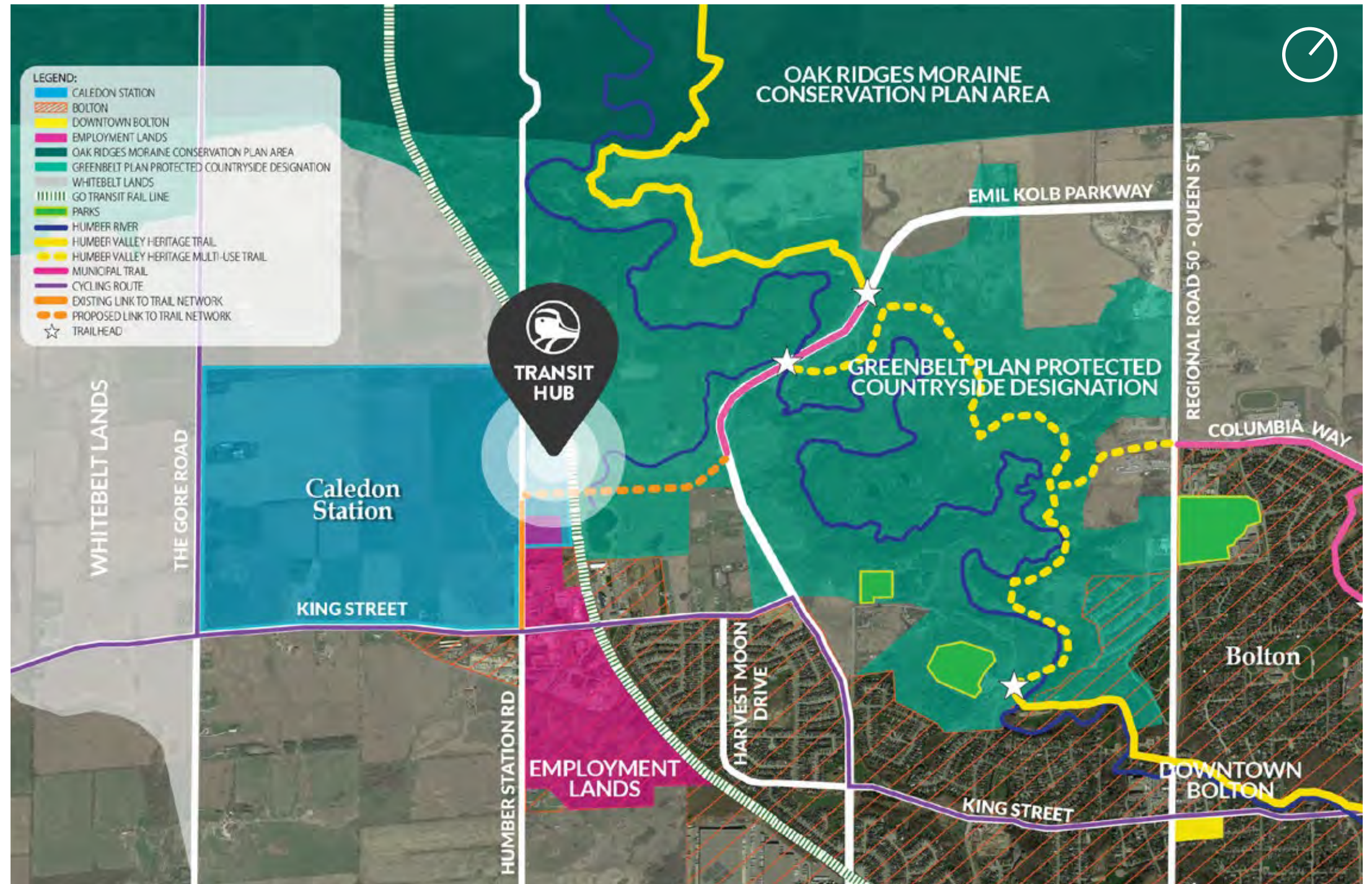
- |                         |                           |                 |                                 |
|-------------------------|---------------------------|-----------------|---------------------------------|
| SITE BOUNDARY           | MULTI-USE PATH            | PARK / PARKETTE | ENVIRONMENTAL POLICY AREA (EPA) |
| REGIONAL ARTERIAL       | MULTI-USE PATH CONNECTION | SWM POND        | EPA ENHANCEMENT                 |
| BIKE LANE / CYCLE TRACK | PROPOSED TRAIL NETWORK    | VISTA BLOCK     | GO TRANSIT RAIL LINE            |



## 5.4 REGIONAL TRAIL SYSTEMS

Caledon Station's interconnected multi-use trail and on-street bike network along with access to the existing regional trail system will help to establish an active and healthy community. As part of this comprehensive active transportation network, a system of parks and open spaces has been designed to provide a range of passive and active recreation opportunities within walking distance of all districts and neighbourhoods. This network will deliver a continuous trail system that has convenient and attractive links throughout the community.

Caledon Station prioritizes active transportation by incorporating a well-connected network of multi-use trails and bike lanes. These thoughtfully designed pathways are strategically located throughout the community to provide convenient access and create new connections for cyclists and pedestrians. By integrating with the existing regional trail systems to the north, east, and south, these trails and bike lanes expand the reach and accessibility for active commuters and recreational enthusiasts. They offer opportunities to explore the natural surroundings, promote a healthy lifestyle, and contribute to the overall livability of the community.



## 5.5 STORMWATER MANAGEMENT FACILITIES

To enhance the stormwater management system in Caledon Station, two state-of-the-art ponds have been proposed. These ponds will integrate advanced engineering techniques and environmental practices and will be designed to fit within the context of a compact urban development.

Generally located in close proximity to the community's open space system, stormwater management facilities (SWM ponds) are designed to provide water quality and control systems. Their secondary role is to complement the parks and open space system through provisions for the extension of the trail network and the integration of community features such as seating areas.

The first pond, situated along King Street and adjacent to the wetlands, will provide emergency flood protection by utilizing the lower elevation wetland area and the higher elevation King Street Road embankment. Additionally, this location is the natural low point of the community, reducing the upstream cut/fill volumes and directing drainage to the SWM pond, which, in turn, reduces the carbon footprint from construction.

The second pond has been strategically planned to align with the EPA located along Humber Station Road and will extend the EPA southward, resulting in the formation of stunning views and vistas for the neighborhood. This facility shall enhance the character and appearance of the surrounding neighbourhoods, in addition to achieving the functional water quality and quantity objectives.

Design Guideline:

- Appropriate planting shall be used along the slopes of ponds to help achieve a natural pond appearance;
- Pond inlets and outlets shall be concealed using planting, grading and/or natural stone. Similarly, any utilities located within a stormwater management facility shall be screened from public view using planting, fencing, or other built features, as appropriate;
- The zone between the street and stormwater management facility shall be designed as a transition from an urban streetscape to a naturalized area;
- Each facility shall have street frontage to maximize visibility within the community;
- Fencing of ponds adjacent to publicly accessible areas is discouraged. However, where it is desirable to discourage public access to a pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing;
- Public walking / cycling trails can provide access along ponds, where possible, except where immediately adjacent to a sidewalk or multi-use path;
- Maintenance / access roads may double as pedestrian trails and connect to segments of the community-wide trails and pathways network, where feasible; and
- Naturalized planting shall consist of native species and shall include whips, multi-stem shrubs, trees, grasses and riparian, aquatic and upland species as appropriate to conditions. All planting shall meet applicable TRCA species and density standards for stormwater management pond facilities.



SWM ponds are a compatible use with the Environmental Policy Area and have been situated along the edge of the community along King Street.

## 5.6 SCHOOLS

Similar to parks, schools represent important built form and open space elements and serve as landmarks for the community that help define the character of the surrounding neighbourhoods where they are located. Three potential school sites have been identified within Caledon Station, including one catholic and two public elementary schools. Locating a school along a multi-modal road, which is designed for various modes of transportation such as walking, cycling, and public transit, can provide numerous benefits.

Firstly, it can enhance accessibility for students and staff who rely on different modes of transportation to get to school. The availability of safe pedestrian and cycling infrastructure, such as sidewalks, bike lanes, and crossings, can encourage active transportation and reduce reliance on cars. Moreover, the proximity of public transit stops can provide convenient and efficient transportation options for students and staff who use public transit.

Secondly, a school located on a multi-modal road can promote sustainable transportation and reduce traffic congestion. Encouraging walking, cycling, and public transit use can reduce greenhouse gas emissions from cars and improve air quality, which can have positive health impacts for the school community and surrounding neighbourhood.

### Design Guideline:

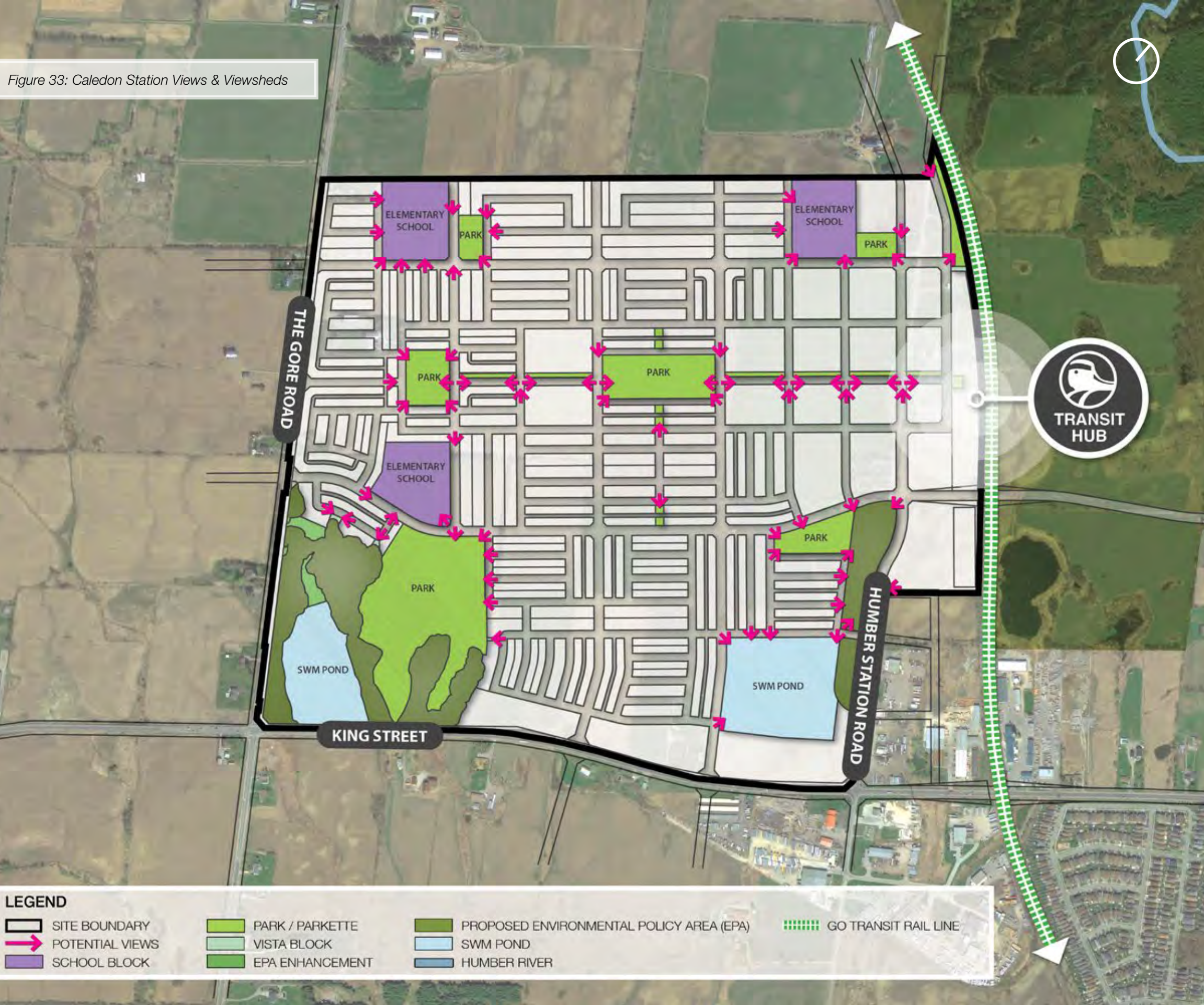
- The impact of parking facilities shall be minimized from the street through school siting and the use of landscape buffers. A passenger pick-up / drop-off area shall be sited within the school site;
- The design of school grounds should accommodate potential community use outside of school hours, including shared parking;

- Landscaping in the form of trees, shrubs and hardscaping shall be designed to complement the school building, buffer adjacent residential uses and parking areas, and provide opportunities for shade in strategic areas;
- Perimeter fencing and gateway features located in proximity to the street edge shall be consistent or complementary with the prevailing architectural theme of the school and neighbourhood;
- Potential conflicts between pedestrian and vehicular routes shall be avoided. Appropriate setbacks shall be provided between building entrances and on-site traffic routes;
- Preserve as much space as possible at the rear of the school site for student play areas and maximize green space;
- Pedestrian routes shall be clearly defined and provide easy, direct, and barrier-free access to school entrances. Barrier free parking is required close to the school main entry;
- Entrances should be coordinated with nearby street crossings to reinforce safe, direct links;
- Minimize the penetration of cars and busses into the school site for student safety;
- School parking areas, driveways, and walkways shall be adequately illuminated. Pedestrian scaled lighting is encouraged to define pedestrian routes and to complement any larger scaled lighting used specifically for the parking area.
- Loading, service and garbage areas shall be integrated into the building design or located away from prominent public view and screened to minimize negative impacts; and
- Bike racks shall be installed for all schools in highly visible locations close to points of entry.



Schools should have a strong relationship with the street and contributes to the character of the community through architectural excellence.

Figure 33: Caledon Station Views & Viewsheds



## 5.7 VIEWS AND VIEWSHEDS

An extensive network of parks and open spaces provides a range of opportunities for attractive views within Caledon Station. Important views and viewsheds, combined with the green corridor along The Avenue have been specifically designed to enhance permeability through the community and to promote connectivity between its open spaces and parks system.

The experience of the public realm within these open spaces plays a key role in informing the location of building heights, density and land uses. Viewsheds, vistas, and sight lines identified in Figure 33 have therefore been devised in concert with streets and open spaces with a goal of accentuating primary viewsheds, framing of community features like the The Avenue, and enhancing the breadth and depth of the pedestrian network. Secondary sight lines focused on spatial enclosures and terminated views will provide a look into more intimate character spaces like the urban plazas and squares. An opportunity for taller buildings to be placed in strategic locations will allow building heights to serve as vertical landmarks, points of orientation and wayfinding.

The preserved EPA natural features will also provide attractive views from various vantage points within Caledon Station. Throughout the master planning process, these potential views have significantly influenced the configuration of the proposed land uses, including the layout of the road network and the block plan, as well as the siting of parks and schools.





The integration of viewsheds and corresponding views in Caledon Station has been achieved through the application of key design principles. These principles guide the development of the surrounding urban fabric, ensuring that the visual experience of the community is carefully considered and enhanced.

These views are often framed by elements such as woodland edges or strategically placed built community features. They provide a more intimate and focused experience, drawing attention to specific details or areas of interest. Short views may showcase the beauty of a wooded area, highlight architectural features of buildings, or frame community amenities like roads or public spaces. These views add depth and variety to the visual experience, enriching the overall character of Caledon Station.



### ACCESSIBILITY

Emphasis should be placed on providing access points to natural features by locating pedestrian amenities (trailheads, multi-use path network) along potential view corridors.



### BUILT FORM DESIGN

Architectural built form shall be designed to maximize sustainable materials and energy efficient building techniques.



### PUBLIC CIRCULATION

Community design that directs public circulation to key areas including the Avenue and the Hub and their associated public amenity spaces.



### STREET CONNECTIONS

Local streets should be oriented to maximize views towards the proposed EPA, including strategic use of single-loaded roads and window streets.

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# ARCHITECTURE & SITE PLANNING GUIDELINES





# Architecture and Site Planning Guidelines 6

## 6.1 ABOUT THE ARCHITECTURE AND SITE PLANNING GUIDELINES

With a focus on creating a unified and cohesive community, Caledon Station has the unique opportunity to design and shape the built form as a legacy community that shapes the identity of Caledon. The historical precedent found throughout Caledon played a key role informing the style, materiality and massing of Caledon Station's built form. The various architectural forms within the development will provide for a harmonious mix of attractive architecture which may incorporate both traditional and contemporary influences.



Architectural design should frame open spaces and create memorable community streetscapes.

## 6.2 HERITAGE ELEMENTS AND COMMUNITY INTEGRATION

### 6.2.1 ARCHITECTURAL HERITAGE

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

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

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

By reimagining and adapting design elements from existing heritage buildings, the need for new materials and resources can be reduced. This approach supports principles of conservation and sustainability, contributing to the responsible use of resources and the preservation of the community's cultural and architectural heritage.

Lastly, deriving architectural features from heritage buildings fosters a sense of community pride and engagement. Residents and visitors alike can appreciate the connection to the local history and heritage, creating a stronger sense of place attachment. This, in turn, encourages community involvement, cultural appreciation, and a shared responsibility for the preservation and enhancement of Caledon Station's built environment.



Streetview of the 19th century, square, two storey red brick residence at 7477 King Street, in the Italianate style, characterized by yellow brick detailing, hip roof and banding beneath the eaves.



This brick farmhouse is of high cultural heritage value due to its early construction date; being unique within the broader area for its Regency Cottage style, the property is associated with area pioneer John McDougall and his descendants throughout the 19th century.

## 6.2.2 LANDSCAPE AND SITE HERITAGE

The strategic approach of respecting the existing landscape and drawing inspiration from site heritage during the design and development of Caledon Station brings numerous benefits to the community and its surroundings. By preserving the natural features and topography of the site, the development seamlessly integrates with the environment, promoting continuity and connection with the land. Retaining mature trees, natural watercourses, and ecological elements not only enhances the aesthetics but also supports biodiversity and environmental sustainability.

Drawing inspiration from site heritage celebrates the area's unique history and cultural significance. Incorporating elements that pay homage to the past, such as preserving heritage structures, reinterpreting architectural styles, and using design motifs and materials that reflect the local heritage, creates a sense of place identity and strengthens the community's connection to its surroundings.

Respecting the existing landscape and site heritage also encourages sustainable development practices. Minimizing environmental impacts, optimizing land use, and integrating green infrastructure, renewable energy systems, and water conservation measures promote a more sustainable approach to design.

Additionally, the incorporation of the existing landscape and site heritage creates a distinct and memorable sense of place. The combination of natural elements, historical references, and contemporary design fosters a rich and diverse environment that engages residents and visitors, offering opportunities for storytelling, cultural interpretation, and educational experiences. This approach cultivates a deeper appreciation for the community's heritage and instills a sense of pride and belonging.

## 6.2.3 INTEGRATION INTO COMMUNITY

The brick farmhouse located at 14275 The Gore Road, dating back to the late 19th century, holds significant architectural and cultural heritage importance. In the planning and design of Caledon Station, this listed, non-designated heritage property will be carefully integrated into the community, recognizing its historical value and ensuring its preservation for future generations. The farmhouse presents an opportunity for adaptive reuse, where its distinctive Italianate architectural features can be retained while accommodating modern needs. By incorporating a contemporary addition and repurposing the existing dwelling, the property can serve as a cultural asset, meeting the programming requirements of Caledon and Bolton.

One proposed approach involves integrating the contemporary addition while preserving the overall integrity, character, and architectural attributes of the farmhouse. This option maintains the farmhouse as a prominent focal point, paying tribute to Caledon's farming heritage and celebrating its rich history. It provides a dedicated facility for municipal programming, catering to various community needs, especially in the realms of youth, arts, and culture. Another option prioritizes the conservation of the farmhouse's integrity and architectural elements, emphasizing its historical significance within Caledon's farming community. This alternative scenario aims to create a facility for community-wide programs, offering opportunities for cultural events, education initiatives, and activities that promote the appreciation of Caledon's heritage.

Both options underscore the commitment to preserving the historical value while repurposing it to serve the community's programming needs. By blending the old and the new, Caledon Station can exemplify the seamless integration of heritage and contemporary design, resulting in a distinctive and captivating environment for residents and visitors.



Streetview of the 19th century brick farmhouse located at 14275 The Gore Road which will provide an opportunity for historic integration within Caledon Station.



By adapting the historic property with contemporary additions, the community can gain cultural amenities that respect and celebrates the history of the building.

## 6.3 BUILT FORM CHARACTER

It is important to recognize that the urban densities proposed for Caledon Station will mark a profound change in built form character from the existing rural and suburban development pattern in the area. A high quality built form character will be promoted by utilizing architectural treatments that create exceptional visual interest, promote vibrant pedestrian environments and help to foster a distinctive identity for Caledon Station as an attractive, cohesive and sustainable community of Caledon.

The Town of Caledon's history and heritage will serve as inspiration for the development of architectural styles and themes for each neighborhood and district area. To ensure a coordinated approach, stakeholders and the town will work together in the consultation process. This way, the architectural designs will reflect the town's unique identity while honoring its rich history.

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

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

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

### INSPIRATION DERIVED FROM EXISTING HERITAGE



### LANDMARK BUILT FORM ELEMENTS



### TRADITIONAL MATERIALITY



### CONTEMPORARY & URBAN MASSING





## 6.4 BUILT FORM TYPOLOGIES

Low-rise residential development will account for the majority of new built form constructed within Caledon Station. A wide variety of housing choices will therefore be provided to create a diverse, yet cohesive, community for residents of different incomes, households and lifestyles. The various architectural forms within the development shall provide for a harmonious mix of attractive architecture which may incorporate both traditional/heritage and modern/contemporary influences to reflect a high quality character with a cohesive and legible community identity.

It is important that new residential buildings are designed to be complementary to the design of the public realm. Building elevations exposed to public view will be designed in such a way so as to ensure attractive, harmonious streetscapes are realized.

Outlined on the following pages are design objectives for the various low-rise dwelling types that may be constructed within Caledon Station, including:

- Single Detached Dwellings (with/without laneways);
- On-Street Townhouses;
- Lane Townhouses (public/private laneways);
- Stacked Townhouses;
- Back-To-Back Townhouses;
- Mid Rise Apartment Buildings; and
- Mixed-use Buildings.

### 6.4.1 SINGLE DETACHED DWELLINGS

Single detached dwellings will be a prominent feature of the community, occupying a wide range of lot sizes and frontages to ensure that there is diversity in the housing options available.

The design of single detached dwellings plays a crucial role in shaping the character of a community. These homes should be designed in a way that not only reflects the individuality of the homeowner but also contributes to the overall aesthetic of the neighborhood. The architecture, color palette, and landscaping of each home should complement the neighboring homes and create a cohesive look.

In addition to contributing to the overall aesthetic, single detached dwellings should also be designed to meet the needs of the community. This includes taking into consideration factors such as the age and lifestyle of the residents. For example, homes in a family-friendly neighborhood may have larger yards and play areas, or may offer at-grade units with accessibility in mind.

#### Design Guideline:

- Single detached dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Each individual dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style.

- A variety of 2 storey and 3 storey building massing will be permitted.
- It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing and building height relationships are achieved.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- Corner lot dwellings should be a minimum of 2 storeys.
- Dwelling designs with covered front porches or porticos where appropriate to the architectural style are encouraged.
- Attached street-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- The Zoning By-law provides minimum requirements for garage sizes. Provision of extra space for storage is recommended, where feasible.
- The use of rear yard garages (attached or detached) accessed from the street may be appropriate, where feasible. All other driveway locations shall be reviewed and approved by the Town on a case-by-case basis.

Individual dwellings should have appropriate design that positively contributes to the individual character of a neighbourhood.

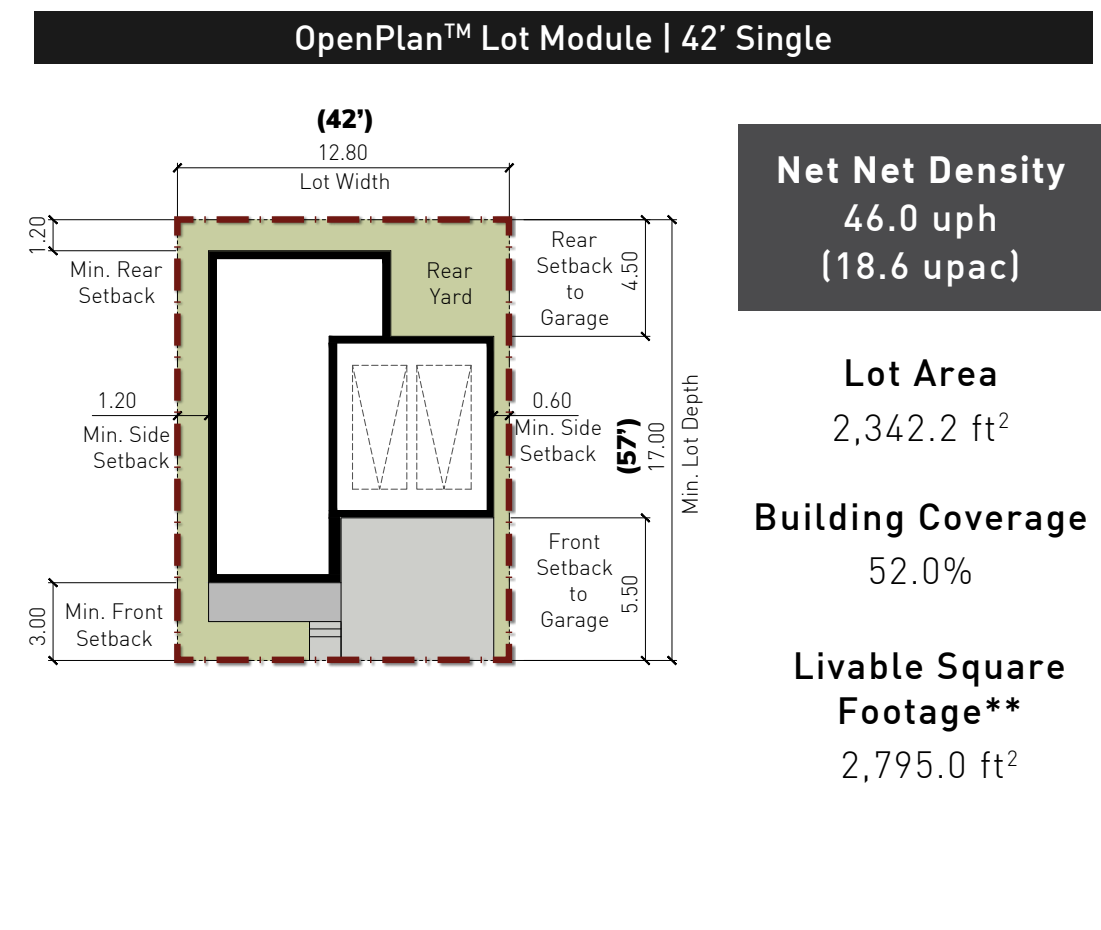
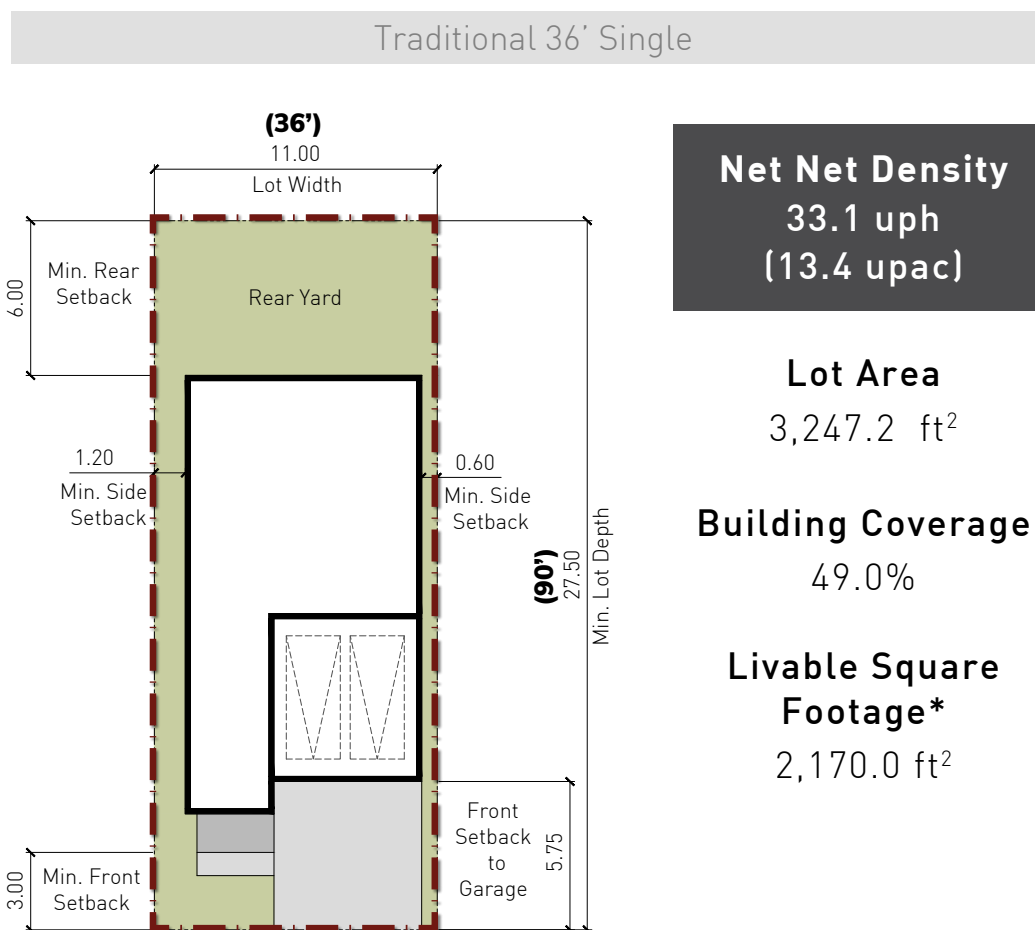


## 6.4.2 OPENPLAN™ LOT DESIGN

The OpenPlan™ lot and building design is proposed for single detached dwellings in Caledon Station. Compared to typical lot sizes in Caledon, the OpenPlan™ design uses standard building setbacks, while decreasing lot depth and increasing lot width. As a result, streetscapes become less garage door dominated, provide greater active street frontage, and offer a sense of safety with more 'eyes on the street'.

Caivan's OpenPlan™ designs are an excellent addition to any community, providing versatile and unique options for home buyers. These designs offer several benefits to the streetscape and overall community design, including larger facades for impressive curb appeal. The contemporary style of these homes adds character to the neighborhood, reminiscent of large metropolitan cities. The wide-shallow design allows for greater versatility of space with bright, open, and spacious kitchen and entertainment areas, and larger bedrooms, creating a more generous and airy interior layout.

Additionally, the garage in these homes appears less prominent than on narrow lots, resulting in a consistently attractive front elevation. These lots also provide a unique opportunity for home builders to create exceptional front-drive homes that are exclusively designed to fit these lots, enhancing the overall charm and character of the community.



\*Area includes first and second floors

\*\* Area includes first and second floors, and loft and finished basement

Figure 34: Caledon Standard Lot (based on minimum standards) vs. Caivan's OpenPlan™ Lot (42' width)

### 6.4.3 ON-STREET TOWNHOUSES

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

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

Design Guideline:

- Townhouse block sizes may range from 3 to 8 units.
- Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape.
- Townhouse dwellings should have 2 to 3 storey massing. Bungalow forms are generally discouraged for this housing type unless extra-wide lot frontages are contemplated.
- Townhouse dwellings should be fully attached above grade. Consideration may be given to dwellings partially attached above grade, subject to design review.
- The overall townhouse block composition should display massing and design continuity while achieving adequate streetscape variety.
- Each townhouse block should have appropriate façade detailing, materials and colours consistent with its architectural style.



- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches, where appropriate.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit should be oriented to the flanking lot line.

- Front-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 townhouse dwellings will generally have single-car attached garages accessed from the street, with an additional parking space on the driveway. Consideration may be given to wider garages based upon merits of the design.
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities.
- When site conditions allow, rear yard access from the garage may be provided for interior units.





Consistent architectural detailing should be applied to all publicly exposed elevations.

#### 6.4.4 REAR LANE TOWNHOUSES

Lane Townhouses, with rear yard garages accessed from a public or private laneway, will occur within special areas of the community having a higher public visibility and pedestrian activity. This form of housing contributes positively to the built form character and urban streetscape appearance of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character.

In addition to the Design Guideline stated for street townhouses, the following will apply.

Design Guideline:

- Rear lane townhouses shall feature 2-3 storey building massing to provide an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy. Heightened building massing at main intersections should be considered;
- Rear lane townhouses along the Avenue shall be 3 storey in height and feature consistent architectural detailing on all publicly exposed facades;
- The main dwelling facade should typically be sited no further than 2.0m from the front lot line to create a strong and active street edge;
- Garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted;
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway;
- Front entrances shall be directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing and/or edge planting;
- Outdoor amenity areas for lane-based townhouses may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/balcony (with integrated garages);
- Where feasible, utility meters should be located in the laneway, away from prominent views; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities.

## 6.4.5 BACK-TO-BACK TOWNHOUSES

Back-to-Back Townhouses may occur on public streets or on private streets in the medium / mix-use density blocks within the community. This type of townhouse is typically a 3 storey housing form with front facing garages accessed from a public or private road.

As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage. This form of development will be subject to Site Plan Approval when located on condominium internal roads.

### Design Guideline:

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





## 6.4.6 STACKED TOWNHOUSES

Stacked Townhouses may occur within medium and mixed-use density blocks within the community. This building type is typically a multilevel condominium housing form (typically 4 storeys, comprised of individual units stacked on one another) with rear facing garages or surface parking areas. This building type provides a low-rise, compact built form yielding relatively high densities.

### Design Guideline:

- Stacked townhouses shall have 3-4 storey building massing;
- Buildings should typically be sited no further than 4.0m from the Spine Road right-of-way to help frame a pedestrian friendly environment;
- Parking areas may occur as surface parking or within garages integrated into the massing of the building. Main parking areas and garages shall be located away from The Avenue and any Collector Roads;
- Private outdoor amenity space is required for each unit and typically takes the form of a functional balcony or terrace for the upper level units and an at-grade or sunken courtyard for the lower level units;
- Façades shall be developed to create a 'main street' appearance and shall incorporate architectural elements appropriate to the design theme of The Hub;
- Flat roofs may be permitted to allow for rooftop terraces;
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities;
- Pedestrian walkways within stacked townhouse blocks shall provide safe and direct access between dwelling entrances, parking areas, amenity areas and adjacent streets;
- Main entrances shall be ground-related, requiring minimal stairs to access, subject to site grading conditions; and
- Banked and screened utility meters shall be provided and located on internal end units where feasible, subject to compliance with local utility company regulations.



## 6.4.7 MID-RISE APARTMENT BUILDINGS (4-6 STOREY)

To ensure a diverse and visually appealing community, Caledon Station incorporates a mix of densities, including mid-rise apartment buildings. These buildings have been thoughtfully designed to offer a range of configurations, allowing them to seamlessly integrate with low-rise or taller buildings within the same block. This deliberate juxtaposition of heights creates a dynamic streetscape and adds visual interest, avoiding the monotony often associated with uniform massing.

The configuration of blocks which propose mid-rise buildings has been carefully considered to achieve a harmonious transition between different building types. By strategically stepping down the height and scale of taller buildings, a gradual and pleasing progression is established.

Furthermore, the positioning of mid-rise buildings proposed for Caledon Station aids in framing larger-scale open spaces, contributing to a sense of enclosure and creating inviting gathering areas. These well-proportioned and appropriately framed open spaces serve as focal points within the community, providing residents with attractive and functional places for relaxation, social interaction, and recreation.

### Design Guideline:

- Building heights from 4 to 6 storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- A shadow impact study may be required, depending on building height, location and orientation relative to adjacent land uses;
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space;
- Building set-backs shall be minimized to relate well to the adjacent roadway, village square and/ or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities;
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed;
- Corner buildings shall provide façades which appropriately address both street frontages;
- Main entrances shall be designed as a focal point of the building. They shall be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances shall also be ground-related and wheelchair accessible;





- Building materials and detailing shall be used to establish a base, middle and upper portion for the building;
- The base portion shall reinforce a human scale environment at street level;
- The middle portion shall contain the largest mass of the building and should reflect the architectural character of the community;
- The upper portion shall be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward;
- Where flat-roofed buildings are contemplated, a strong cornice line should be provided;
- Apartment units shall include private open space amenity areas (i.e. balconies/terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating;
- Underground parking is preferred to avoid unsightly large expanses of parking typically associated with higher density buildings;
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors-focused dwellings where residents benefit from a closer proximity to these outdoor features;
- Where surface parking is provided, it shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening;
- Garbage facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility;
- Mechanical equipment shall be screened from public view and integrated into the design of the building;
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities.



## 6.4.8 MID-RISE+ APARTMENT BUILDINGS (7-12 STOREY)

Mid-rise+ apartment buildings will be permitted within the Mixed-use area surrounding the future Caledon GO Station. These higher density, six to twelve storey mixed use forms are appropriate in establishing an active urban character through emphasis of building height and massing where intensity of use is desirable. These areas include community node locations along primary roads that are close to public transit service and commercial uses.

A high degree of architectural design quality shall be exhibited to ensure a distinct and attractive built form character appropriately suited to the building's location and role within Caledon Station. Each building will be reviewed and approved by the Town through a Site Plan Approval process based in part on its design merits, its compatibility with neighbouring buildings and its ability to appropriately fit within the built form context of the neighbourhood. Final building heights shall be determined in consultation with the Town and shall comply to the zoning by-law.

In support of the vision for Caledon Station, the mid-rise+ buildings will be oriented and designed to enhance placemaking, wayfinding and landmarking of the public realm. For this reason, these taller buildings will be uniquely configured in a variety of forms to aid in stepping-down the height and scale, transitions between building types, and establishing the form of massing and proportion of tower shafts in relation to views from streets and open spaces.



## 6.5 RESIDENTIAL ARCHITECTURAL DESIGN GUIDELINE

### 6.5.1 INFLUENCING STYLES

The goal for the proposed single detached dwellings in Caledon Station is to achieve a high-quality built form that enhances the overall streetscape with visually appealing and cohesive architecture. The design of these dwellings will embody a diverse range of architectural themes, drawing inspiration from established architectural styles. By blending traditional and contemporary elements, the dwellings will offer a harmonious mix of architectural aesthetics.

The design approach will focus on creating revivalist buildings that pay tribute to specific architectural styles while incorporating modern amenities. These buildings will serve as contemporary interpretations of the chosen architectural themes, utilizing recognizable elements that add depth and character to the design. Local architectural precedents may serve as sources of inspiration, allowing for a connection between the new dwellings and the surrounding context.

The architectural styles integrated into the dwellings may include various influences, such as classic Victorian, Georgian, Craftsman, or other historically significant styles. The design will carefully consider the distinctive features, proportions, materials, and ornamentation associated with each architectural theme. This approach aims to create a diverse and visually engaging streetscape, where the dwellings contribute to the overall charm and character of Caledon Station.

**PRAIRIE**



**MODERN FARMHOUSE**



**SCANDINAVIAN**



**CONTEMPORARY**



## 6.5.2 FACADE VARIETY WITHIN THE STREETScape

Harmoniously designed streetscapes will contribute to the identity of Caledon Station and are therefore key to establishing an attractive, vibrant and livable community. Model variety, massing, height and repetition within a group of dwellings enhance the visual appeal of streetscapes.

Design Guideline:

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

## 6.5.3 MAIN ENTRANCES, PORCHES AND BALCONIES

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

Design Guideline:

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



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



A range of housing types with a variety of architectural styles will add interest to the streetscape.



#### 6.5.4 ARCHITECTURAL DETAILING

Design Guideline:

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

#### 6.5.5 FENESTRATION

Design Guideline:

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

#### 6.5.6 ROOF FORM

Design Guideline:

- Roof form plays a significant role in the massing of the individual building and in the overall built form character of the community;
- A variety of roof forms are encouraged, consistent with the architectural style of the dwelling;
- Lower density housing forms should generally have pitched roofs. The minimum main roof slopes should generally be 10:12 pitch (side slopes) / 5.9:12 (front to back slopes).
- Bungalows shall utilize roof forms that assist in massing compatibility with 2-storey dwellings;
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (i.e. );
- Flat main roofs are permitted for medium density buildings, provided an appropriate parapet or cornice treatment is incorporated into the design;
- Roof overhangs should generally be 300mm;
- 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; and
- The use of false dormers is discouraged and shall only be considered where scale, orientation and roof line make them appropriate and an authentic appearance is assured.



## 6.5.7 EXTERIOR MATERIALS AND COLOURS

### Design Guideline:

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





Lane garages shall be consistent with the architectural style of the dwelling



Habitable and/or amenity space above an attached/detached rear lane garage may be considered to animate the lane.

## 6.5.8 GARAGES

### 6.5.8.1 Street-Accessed Garages

#### Design Guideline:

- Minimizing the presence of attached garages within the streetscape is a key requirement for all low and medium density dwelling designs;
- Garages shall be complementary with regards to character and quality of the principal dwelling;
- Acceptable design options for attached street facing garages include:
  - Integrating the garage into the main massing of the house, flush with the porch;
  - Integrating the garage into the main massing of the house, flush with the main wall;
  - Locating the garage at the side of the house, recessed behind the main front wall face;
  - Projecting up to a maximum of 1.5m from the front wall or porch face (this may only occur on a limited basis for up to 20% of the streetscape);
- Provide a tandem garage;
- Stagger the front façade of the garage.
- The amount of garages per dwelling type or lot size will be provided as follows:
  - Street townhouses and semi-detached dwellings shall have a single car garage;
  - Detached dwellings on lots with frontage less than 11.0m shall have a single-car or 1-1/2 car garage;
  - Dwellings on lots with frontage 11.0m or greater may have a double car garage;
- Dwellings on lots with frontage of 18.0m or greater may have a three-car garage, provided the garage face is staggered;
- Only sectional, roll-up type garage doors shall be considered. A variety of garage door styles shall be provided;
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred;
- Where dropped garage conditions occur on rear to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit.

### 6.5.8.2 Rear-Accessed Garages

#### Design Guideline:

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

## 6.5.9 UTILITY AND SERVICE ELEMENTS

Design Guideline:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite for detached dwellings shall be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard;
- For townhouse building forms, utility meters shall be located in the rear lane or screened / recessed into the wall, wherever possible, subject to local utility company requirements.



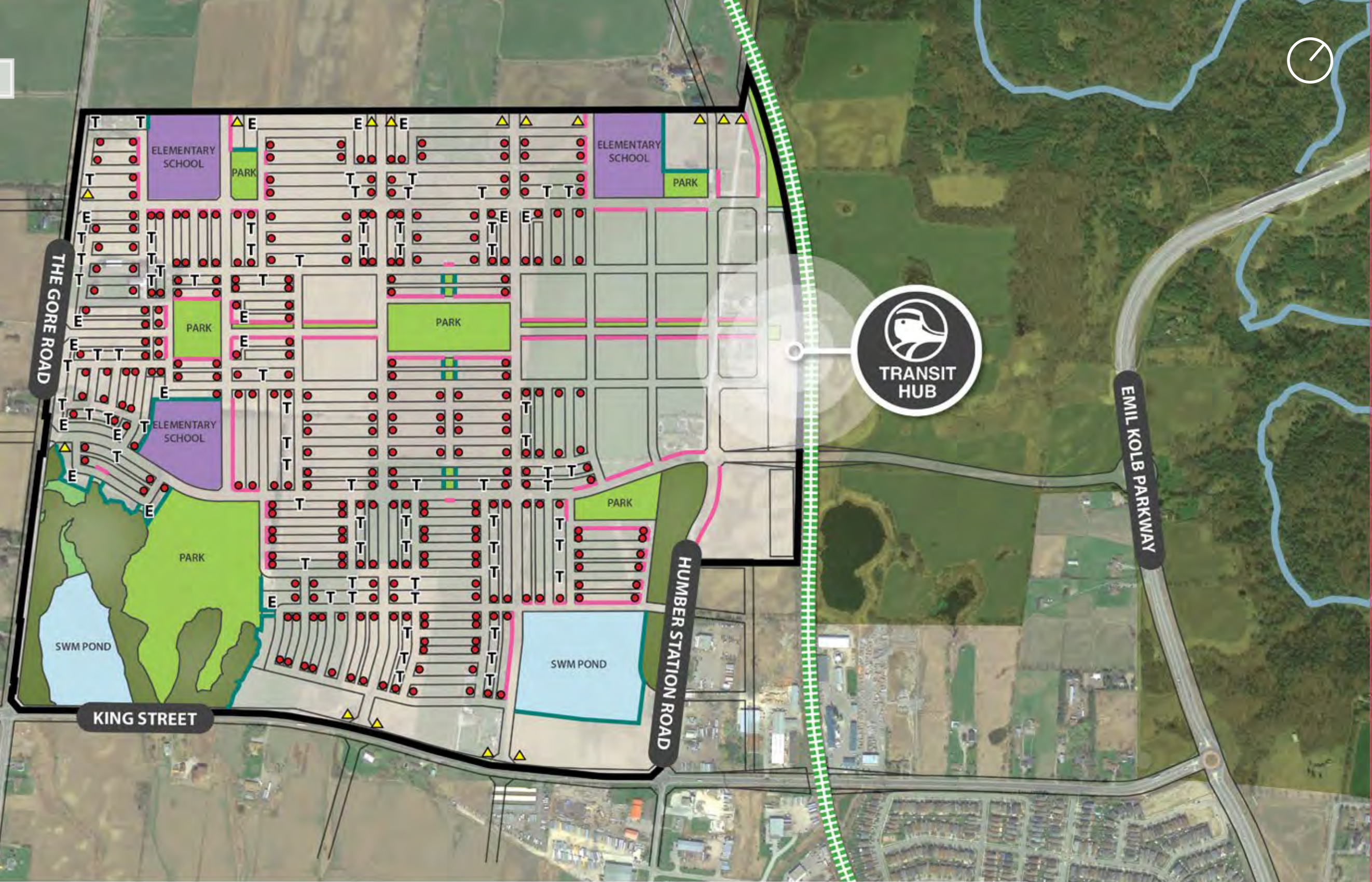
## 6.5.10 SITE GRADING CONDITIONS

Design Guideline:

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



Figure 35: Caledon Station Priority Lot Plan



**LEGEND**

- |                      |                                 |  |                 |                      |
|----------------------|---------------------------------|--|-----------------|----------------------|
| SITE BOUNDARY        | <b>E</b> ELBOW LOT DWELLING     | LOTS FLANKING ONTO OPEN SPACE            | PARK / PARKETTE | SCHOOL BLOCK         |
| GATEWAY LOT DWELLING | <b>T</b> VIEW TERMINUS DWELLING | PROPOSED ENVIRONMENTAL POLICY AREA (EPA) | VISTA BLOCK     | GO TRANSIT RAIL LINE |
| CORNER LOT DWELLING  | LOTS FACING OPEN SPACE          | EPA ENHANCEMENT                          | SWM POND        | HUMBER RIVER         |





## 6.6 PRIORITY LOTS

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

Priority Lots include:

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

### 6.6.1 CORNER LOT DWELLINGS / GATEWAY DWELLINGS

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

Design Guideline:

- Street intersections shall be framed through built form that has a strong orientation to the corners;
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment;
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with particular attention given to the dwelling's massing, height, roof lines, apertures, materials and details;
- Given the heightened exposure from the street, rear elevations shall also be treated with upgraded elements.
- Distinctive design elements, such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation or other features, appropriate to the architectural style of the building, shall be provided on the flankage side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape;

- The main entry to the dwelling is preferred to be located on the long elevation facing the flanking street (flanking main entry). However, main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted;
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings;
- Rear lane garages on corner lots will require upgrades to the side elevations facing the street; and
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts. The architecture and materials of dwellings at gateway locations shall be coordinated with the community gateway entry feature.





### 6.6.2 VIEW TERMINUS DWELLINGS

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

Design Guideline:

- A prominent architectural element shall be provided to terminate the view; and
- Driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.

### 6.6.3 HIGH EXPOSURE SIDE / REAR ELEVATIONS

Design Guideline:

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



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

## 6.6.4 PARK FACING DWELLINGS

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

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

## 6.6.5. COMMUNITY EDGE / WINDOW STREET DWELLINGS

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

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

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



Dwellings facing publicly accessible areas such as parks and open spaces should feature upgraded architectural treatments for the exposed elevations.

## 6.7 MIXED-USE AND NON-RESIDENTIAL ARCHITECTURAL DESIGN GUIDELINE

### 6.7.1 MIXED USE BUILDINGS

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

This built form provides greater flexibility in commercial unit sizing, potentially attracting a wider range of tenants and uses that can contribute to the vitality of the community.

Design Guideline:

- Mixed use building façades may either be designed in a contemporary, urban style or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding mixed use, low and medium density blocks. This can be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment, as well as size and colour;
- Publicly exposed building exteriors shall present an attractive mixed use image with identifiable architectural treatments to differentiate this type of built form from residential built form;
- Building height to be minimum 3 storeys high with a minimum ground floor height of 3.5m;
- In order to create a comfortable pedestrian environment, all buildings shall be aligned and sited close to the adjacent street and/or intersection. Setback from the public sidewalk should range from 1.5m to no more than 4.0m;
- Buildings shall be designed with active front and flanking facades with ample fenestration and consideration for balconies to overlook the Avenue and the urban squares within The Hub. This overview of the street contributes to safe and active public spaces;
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows;
- No less than 56 sq.m. (600sq.ft.) of ground floor area should be dedicated to be commercial/non-residential uses;
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style;
- Backlit signage is discouraged;
- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture (including outdoor patio furniture) within the boulevard are encouraged in order to enhance the pedestrian experience;
- Lay-by parking should be provided in front of mixed-use buildings to facilitate convenient access to commercial functions;
- Main entrances shall be ground-related and wheelchair accessible;
- Corner buildings shall provide façades which appropriately address both street frontages; and
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units and other mechanical units shall be located away from publicly exposed corners and other publicly exposed views.



## 6.7.2 COMMERCIAL RETAIL BUILDINGS

A commercial / mixed-use centre will anchor the eastern end of The Avenue at the main entrance to the community from Humber Station Road. In addition to commercial uses, this area will contain a transit hub and medium density residential buildings.

Commercial buildings shall be designed and sited appropriate to their prominence and function as community focal elements. They shall reinforce the objective of creating an urban village or 'main street' character that contributes to the streetscape and will attract walkable connections from surrounding neighbourhoods.

The siting of commercial retail buildings within blocks should be arranged in a grid configuration that integrates a traditional street pattern and allows for more logical and safer pedestrian, cycling and vehicular navigation. The grid configuration also enables the commercial lands to strategically evolve over time, with opportunities to redevelop blocks on an individual basis (for example, to convert single purpose commercial to higher storey residential with at-grade commercial).

The design of successful and attractive commercial developments hold in common several key characteristics, including:

- Buildings that have a strong relationship with the street frontage, with minimal setbacks from the street edge;
- Well-articulated, attractive street façades using high quality materials;
- A building scale that is appropriate to the street and reinforces comfortable pedestrian connections;
- Display windows and/or glazing shall comprise the majority of the ground/street level portion of a retail building;
- Building entrances that strike a balance between direct access from the adjacent street and rear parking areas;
- Parking areas that do not dominate street frontages, substantially screened from views by built form and landscape features; and
- Signage design that is appropriate to the architectural style.



#### Design Guideline:

- Where appropriate, strive to create mixed-use opportunities (retail, office, service) that will draw from a varied group of users at different times of the day within the neighbourhood or beyond;
- Buildings shall have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define and relate to the adjacent street frontages and sidewalks;
- Building frontages shall ideally occupy approximately 50% of the street (within The Hub, this should increase to approximately 70%) and extend in front of parking areas, where practical.
- Surface parking areas shall predominantly be located to the side or rear of the building to ensure a strong built edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements.
- To encourage alternative modes of transportation, including use of public transit, large parking areas shall be reduced into smaller pedestrian-scale blocks that are defined by landscaping and walkways. Landscaped medians, appropriately sized for healthy tree growth, shall terminate parking aisles in key areas;
- Prominent building massing and high quality architectural design shall be provided at the street edges. Well articulated façades shall be provided for visual interest;
- The design of the built form and landscape shall achieve an identifiable theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level;
- Architectural styles and materials for commercial buildings shall be compatible and complementary to other buildings within The Hub and The Avenue to reinforce the prevailing community character. The use of masonry brick as a main wall cladding material is preferred;
- Corner buildings shall address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape;
- For multi-building sites, in particular The Hub area, larger anchor buildings should be located further away from the street with smaller format buildings defining the street edge;
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation;
- Continuity of architectural character within large sites is recommended;



- Main entrances shall be grade-related, face the street/sidewalk where feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis;
- Barrier-free access shall be provided at the ground level of all buildings and to public destinations within the Subject Lands;
- Glazed areas shall be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use;
- Outdoor patios should be considered in the design of the building where appropriate to its commercial use;
- Pedestrian routes shall be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments. Sidewalk depths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection; equipment should be located to the rear of buildings away from public view;
- Sidewalks, parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting;
- Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- A consistent and compatible approach to signage shall be provided throughout the commercial site as a means to establish a coordinated image. A themed approach to site lighting shall therefore be implemented;
- Signage shall be reflective of the architectural style of each district or neighbourhood, while respecting the business community's desire for corporate logos;
- Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit. Cut-out signage is preferred and backlit box-signage is discouraged;
- Provide high quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) to support the community character and function within commercial community areas;
- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts; and
- 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 form or provision of a parapet. Utility pipes shall run internally for all commercial building.





### 6.7.3 INSTITUTIONAL BUILDINGS

Schools serve as landmark buildings within the community and have been strategically located to provide safe and logical accessibility by pedestrians, cyclists and motorists, and to achieve maximum visibility from surrounding areas, through siting at prominent intersections and providing linkages with the open space system and trail network.

Design Guideline:

- School buildings located on corner sites should be situated close to the intersection and address both street frontages in a consistent manner. Main entrances shall be directly visible from the street and be given design emphasis;
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and direct access to the main entry from adjacent sidewalks;
- Each school may develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the surrounding community. High quality building materials shall be used, including brick or stone as the main wall materials.
- Schools shall incorporate prominent building features into their design, which will help to reinforce their landmark function within the community;
- 2-3 storey building massing shall be provided;
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school shall, typically, be limited to drop off zones;
- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment;
- Conflicts between pedestrian and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free access to school entrances;
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting;
- Paved surfaces on school sites shall be provided in accordance with the applicable School Board requirements for parking and barrier-free play areas;
- Lighting for school buildings shall be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- Signage shall be incorporated into the building architecture. Where ground level signage is used it shall be designed as a landscape feature, integrating other components such as planting, lighting, etc.;
- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts;
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views; and
- Rooftop mechanical equipment shall be screened from ground level view by integrating into the roof or a parapet.





## 6.7.4 EMPLOYMENT AREA (OFFICE / LIGHT INDUSTRIAL / MANUFACTURING BUILDINGS)

The Employment Area, situated within the Innovation Center Area, presents an opportunity for prestigious employment uses including office spaces, research and development facilities, light industrial operations, and manufacturing facilities. Its strategic location at the intersection of King Street and Humber Station Road, in close proximity to the future Caledon GO Station, offers exceptional accessibility and connectivity to public transportation. The planned Transit Hub will further enhance the convenience of commuting for employees in the area.

It's important to note that the Employment Area lies outside the boundaries of the Caledon Station Secondary Plan, distinguishing it as a separate but complementary component of the overall development. The primary objective for the development of the Employment Area is to establish a consistently high-quality built environment. This will be achieved through meticulous site planning, thoughtful building massing, attention to architectural details, careful selection of materials, and the integration of appealing landscape and streetscape treatments. By prioritizing these elements, the Employment Area will create an attractive and cohesive setting that supports a thriving and productive work environment.

### Design Guideline:

- No outdoor storage will be permitted;
- A unique built form identity may be developed for each employment parcel;
- Stylistic influences envisioned for the Subject Lands will likely include, but should not be limited to, modern or contemporary architecture;
- Plain, unarticulated, box-like building designs with large blank walls will not be permitted;
- Glazed areas shall be maximized along street frontages. Windows shall be large, well proportioned and compatible in scale with the building mass and architectural style;
- Primary entrances are encouraged to be the focal point of the building;
- Articulated roof form is encouraged through the use of parapets, cornices and roof elements;
- High quality, durable building materials shall be used. This may include, but should not be limited to architectural glass, steel panels, polished stone, brick and textured concrete panels;
- Building façades which are highly visible from the public realm shall provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, lighting and materials to express a distinct visual identity, while harmoniously blending into the neighbourhood fabric;
- Corner buildings shall be sited close to the intersection and address both street frontages in a consistent manner. Access points for corner lot buildings shall be located away from the intersection;
- Buildings shall be designed and sited to minimize the impact of overshadowing, blocked views and overlook onto adjacent residential properties;
- Buildings shall be designed and sited to have a positive relationship to the street, with the primary façade parallel to the roadway and located close to the minimum setback to appropriately address, define and relate to the adjacent street edge;
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation;
- On-site pedestrian routes shall be well defined and provide easy, direct and barrier-free pedestrian access to main entrances of the building;
- The number of driveway entries from roadways shall be minimized to reduce interruptions to pedestrian walkways and increase opportunities for street tree planting and landscaping treatments;
- Where large parking areas are proposed, they shall be located to the rear or side of the building's primary frontage or façade. Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways;





- Along less prominent, internal roadways, a double row of parking and a central drive aisle may be permitted between the front of the building and the street for site circulation and parking purposes;
- Where parking areas are visible from the street, they should be screened through the use of enhanced edge landscaping and/or architectural elements;
- The office component of light industrial buildings shall be located closer to the street than the warehouse functions to maximize opportunities for windows facing the street.
- The length of the building façade exposed to the street view shall be optimized. Building frontage shall be proportional to the lot frontage;
- For sites adjacent to the proposed EPA, the use of a multi-building campus design may be considered with buildings sited and designed to overlook and integrate with these features;
- Loading, service and garbage areas shall be located away from prominent street views and shall be integrated into the building design or screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odors and vibrations on adjacent properties;
- Rooftop mechanical equipment shall be integrated into the roof design and screened from prominent public view;
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views;
- Noise attenuation measures shall be provided, as required, where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings / structures to reinforce the image of the community;
- Pedestrian walkways, entrances and parking areas shall be adequately illuminated;
- All lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- All proposed signage shall be of a high design quality and shall at all times be in compliance with the Town's sign by-laws;
- Signage shall be designed to be characteristic of the architectural identity of each commercial development while respecting the business community's desire for corporate logos;
- Signage may be internally or externally illuminated. Cut-out letter signage is preferred. Plastic backlit signage and tall, freestanding pylon signage is not permitted; and
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complementary to the building design. Ground-related signage shall be designed to incorporate landscaping / planting beds.

## 6.8 PARKING STANDARD

### 6.8.1 PARKING PROVISIONS

The built form of Caledon Station is planned to control the impacts of parking and servicing on the public realm. Parking in will be provided as follows:

- On-street parking will be provided as appropriate and integrated into the streetscape design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;
- Underground parking will be encouraged on in the Hub; however, a limited amount of surface parking may be considered;
- Underground and / or integrated above grade structured parking may be required for residential medium and mixed-use developments, where possible;
- Surface parking may be considered for:
  - Townhouse dwellings;
  - Low-rise apartment dwellings;
  - Cultural, recreational, and institutional uses; and
  - Employment district.
- Freestanding and above grade structured parking near the Hub may incorporate elevated design elements (e.g. façade wraps, integrated into buildings). Structures will be compatible with the surrounding area and will be encouraged to incorporate active uses at ground level in order to reduce negative impacts on the public realm.

### 6.8.2 TRANSIT PARKING

Parking for the future Caledon GO Station users will be provided through a combination of above-grade parking structures and surface parking.

Parking structures will be designed to contain liner uses wrapping street frontages or provide screening of parked vehicles with either a façade treatment, graphic panels or landscaping, or some combination of the above. These 'park once' locations are strategically located to serve multiple user groups which will result in higher parking utilization for longer periods and turnover rates that generate multiple vehicles using each space during a 24-hour period.

### 6.8.3 BICYCLE / SELF-PROPELLED VEHICLE PARKING

A consolidated approach will be taken for bicycle / self-propelled vehicle parking, setting standards that are appropriate for major gathering areas, particularly in the Hub, where it is connected to local and regional transit options and in close proximity to medium density mixed uses and cultural facilities.

- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections, integrating appropriate bicycle storage and locking facilities with options for weather protected storage, and offering incentive programs that promote cycling among residents, employees and visitors; and
- Establish an appropriate bicycle parking space target as a ratio of units or floor space area for buildings.

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# SUSTAINABLE DEVELOPMENT & SMART CITY/TOWN INITIATIVES



7



# Sustainable Development & Smart City/Town Initiatives 7

## 7.1 ABOUT THE SUSTAINABLE DEVELOPMENT AND SMART CITY/TOWN GUIDELINES

Caledon Station has been designed with a strong emphasis on the integration of sustainable practices and techniques that will result in a transit oriented community which is highly walkable and cyclist friendly, with a mix of uses (residential, institutional, commercial, employment) and a diversity of housing types and densities. The principles and objectives of sustainability have applications in all areas of the Subject Lands. The community's context and proximity to the GPHNS makes sustainable development and low impact design a key priority for Caledon Station.

The community's design and implementation will integrate several important sustainable measures related to:

- Transit Integration;
- Active Transportation;
- Low Impact Design Initiatives; and
- Smart City/Town Initiatives.

## 7.2 TRANSIT INTEGRATED

### 7.2.1 CALEDON GO STATION

As the terminus of the proposed GO rail route, Caledon GO Station will provide the anchor for a well-served, vibrant and connected mixed-use community with local and regional transit connections. Situated within close proximity of the existing residential neighbourhoods north-west of downtown Bolton, the future Caledon GO Station and integrated transit network will reduce the reliance on cars, alleviate unnecessary congestion and provide connections in and around the community. At both the local and regional level, the synergy of uses in this transit-oriented development, and resulting convenience of walking, biking and transit use can provide for much more sustainable travel behavior and development patterns.

The proposed Caledon GO Station location is also well placed to provide one of the most direct mobility connections to the Greenbelt and it's many publicly accessible trails and amenities from Toronto via rail transit. With the potential for a rails-to-trails connection to the regional Greenbelt lands and integrated trail systems (Greenbelt Cycling Route), the Caledon GO Station would offer one of the most direct mobility connections to the Greenbelt from Toronto.

### 7.2.2 RIDE-SHARE PROGRAMS

In addition to transit and active-transportation options, ride-sharing or car-sharing programs provide the flexibility and a wide range of other benefits, improving the overall commuting and travel experience in a community. Some of these benefits include the following:

- Reduced traffic – Since ride-sharing leads to fewer cars on the road, the impact on congestion can potentially reduce road construction and infrastructure maintenance costs over the long-term.
- Reduced vehicle emissions – With ride-sharing, depending on other factors including the size of the vehicle and its emissions efficiency, the result of multiple people taking one vehicle per trip can significantly reduce emissions pollution.
- Affordability / Individual cost savings – Combined with multiple transit opportunities, ride-sharing and car-sharing offers choice and opportunities to travel without a depending on car ownership, enabling individuals to potentially to live without an automobile, or require fewer cars per household. The availability of hourly car-sharing programs that provide occasional access to vehicles, can also reduce costly car-related expenses, allowing a pooling of resources for operating costs including maintenance, parking, insurance, parking, and finance charges.

Figure 36: Caledon Station Trail and Cycling Network



**LEGEND**

- |                    |                       |                                 |                      |
|--------------------|-----------------------|---------------------------------|----------------------|
| SITE BOUNDARY      | MULTI-MODAL RING ROAD | BIKE LANE OR CYCLE TRACK        | HUMBER RIVER         |
| REGIONAL ARTERIAL  | TRANSIT ROAD          | PROPOSED LINK TO TRAIL NETWORK  | GO TRANSIT RAIL LINE |
| PROPOSED BUS ROUTE | MULTI-USE PATH        | ENVIRONMENTAL POLICY AREA (EPA) |                      |





## 7.3 ACTIVE TRANSPORTATION

### 7.3.1 TRAIL & CYCLING NETWORK

A comprehensive, integrated trail and cycling network shall be implemented within Caledon Station, contributing to the development of walkable, cycle-friendly and active neighbourhoods. This system will provide safe, attractive and convenient access to community focal points, open spaces and transit, on a local, community and Regional scale, for both commuter and recreation purposes.

Pathways that accommodate pedestrians and cyclists have been identified within the proposed open space system, as well as the street network. The proposed network has been integrated into a contiguous system with the existing Town of Caledon, Bolton, City of Brampton and Region of Peel networks. It shall be designed in accordance with all applicable accessibility standards.

Bicycle and pedestrian path designations are as follows:

- Bike Lanes (Arterials): 1.8m to 2.0m-wide dedicated lanes that accommodate cyclists only, with pavement markings to separate cyclists from motorists;
- Bike Lanes or Pavement Widening (Collectors): 1.5m-wide dedicated bike lane or widened pavement that accommodate cyclists;
- Multi-Use Trail: 3.0m-wide, paved off-road trails designed to accommodate the needs of cyclists (recreational and commuter), in-line skaters, walkers, joggers, etc., allowing for a wide range of uses and large volume of users;
- Greenway Trails: Trails located within EPA buffers or introduced natural features including parks, stormwater management ponds and channels. Trail width and surfacing may vary according to context and anticipated uses; and
- Potential Open Space Trail: There is potential to integrate an open space trail within the Greenbelt Area buffer, subject to additional studies and regulatory approval. This potential trail would extend the entire length of the community and connect with potential stormwater management facility trails.





### 7.3.2 CYCLING FACILITIES

Fundamental to encouraging cycling throughout Caledon Station and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, is the integration of cycling facilities that complement the comprehensive bike lane and trail network in establishing a bike friendly community.

Cycling Facility Guidelines:

- Provide parking and/or storage for bicycles at all commercial, institutional, office, mixed-use and residential buildings;
- At major public gathering areas, such as in The Hub, bicycle parking and/or storage shall be easily accessible, secure and protected from the elements to the greatest extent practical;
- Bike parking facilities shall be integrated into residentially-based employment and mixed land uses, and should accommodate secure storage (e.g. for employees) and convenient short term storage (e.g. for customers or clients);
- Outdoor bicycle racks, rings or posts shall be of a secure design and strategically located in highly visible, easily accessible and well-lit locations, in close proximity to building entrances. They shall also be a key component of any streetscape furniture installation, particularly in higher density, mixed-use nodes such as in The Hub and along The Avenue; and
- Integrate bicycle parking elements into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options.



### 7.3.3 ACTIVE TRANSPORTATION CROSSINGS

Traffic calming is key to promoting walkability and creating a safe pedestrian, and cyclist-friendly environment. Enhanced paving or painting shall be provided for the active transportation crossings at key signalized intersections, to define pedestrian and cyclist crossings, serve as traffic calming, and add character to the street.

- Road crossing guidelines:
- An activated traffic signal may potentially be required for the pedestrian crossings at higher volume streets such as collector streets. A detailed evaluation will be required on an individual basis.
- In the instance with an activated traffic signal, crosswalks shall be provided to signify the continuance of trail users across the street, enhance visibility and prevent conflicts between pedestrians, cyclists and motorists.
- Crosswalks shall utilize highly visible and distinctive coloured and/or textured materials or markings.

### 7.3.4 BIKE-SHARE STATIONS

In the last several years, bike-share programs have dramatically risen in popularity in cities throughout North America, offering easy and affordable access to residents and visitors. In addition to the health benefits for the individual user, important benefits to the community include reduced auto traffic and emissions, as well as increased tourism.

Within Caledon Station, potential opportunities for bike share stations could include locations near the urban plaza and community parks, near public transit stops, and along the multi-modal loop road. These stations would permit users to travel within Caledon Station by utilizing the bike lanes throughout the community, access the GO station, and connect to the Greenbelt trail systems.

The costs associated with bike-share programs and stations includes the initial capital expense and ongoing payments of billing systems and bike maintenance. While these programs are often owned and operated by municipalities in partnership with a bike share company, they can also be privately managed programs run through corporate sponsorship.

### 7.3.5 BIKE PARKING PROVISIONS

- To encourage a reduction in automobile usage, ensure bicycle parking and public transit connections are integrated into the design of major community facilities;
- Consider LEED requirements as a key component in built form and open space design;
- The sizing of parking facilities shall be minimized to meet, but not exceed, zoning requirements;
- To reduce automobile use and the corresponding size of parking facilities, promote carpooling through incentive programs, such as dedicated parking spaces for carpool participants and low-emission vehicles. This has particular application to the proposed residentially-based employment and mixed used lands;
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections, integrating appropriate bicycle storage and locking facilities with options for weather protected storage, and offering incentive programs that promote cycling among residents, employees and visitors;
- Establish an appropriate bicycle parking space target as a ratio of units or floor space area for buildings;
- Provide shower and change facilities for cyclists in major work facilities associated with the mixed use and employment lands or transit hub; and
- Similar to cycling, encourage public transit use through incentive programs that allow for a decrease in car usage and enables a reduction in parking facility capacity.



Bike Share Opportunities



Public Cycling Infrastructure



Transit stops should be located as close to intersections as possible and coordinated with primary pedestrian linkages and provide a seating areas and weather protection.

### 7.3.6 BUS TRANSIT SERVICE

Within Caledon Station, the interconnectivity between transit, cycling, and walking networks is essential to the establishment of a well-integrated active transportation system. Offering residents the opportunity to walk or bike to local services, such as parks or schools, or to take the bus to work, requires coordination of multiple systems, including bus routes.

The transit strategy for Caledon Station is expected to include extensions to existing Brampton Transit services, as well as new routes along collector roads within the community. The potential bus transit service network for Caledon Station may include an extension to the existing Brampton Transit services.

The local bus route is expected to follow the major collector road through Caledon Station and connect to other minor collector roads to the north and south. In the fullness of time, it may be anticipated that bus transit will be available on all collector road routes.

### 7.3.7 TRANSIT STOPS

Frequent and conveniently located transit stops are crucial to establishing an integrated transit system and promoting transit ridership.

Transit Stop Guidelines:

- Situate transit stops in compliance with applicable transit authority guidelines. In particular, they shall be located as close to intersections as possible and coordinated with primary pedestrian linkages, including trail connections and major building entrances;
- Locate transit stops in close proximity to mixed use nodes / commercial areas, schools and other institutional uses;
- For safety reasons, provide a safe level of pedestrian-scaled lighting at transit stops, where street lighting may be inadequate;
- To maximize safety and allow transit users to see approaching buses, design transit shelters in a transparent manner;
- For passenger convenience, locate transit shelters on the boulevard, adjacent to the roadway;
- Provide a 1.5 to 2.0 metre-wide hard surface area in front of shelters to permit safe exit by passengers and wheelchair users. Transit shelters shall be set back 0.5 metres from curbs and sidewalks to avoid damage by snow ploughs;
- Provide a change in surface texture at transit stops to help the visually impaired locate transit stops and shelters;
- Design transit stops to provide seating areas and weather protection, where possible; and
- Provide a concentration of street furniture at transit stops located in key areas such as in The Hub.

## 7.4 LOW IMPACT DESIGN INITIATIVES

The Town of Caledon requires development proponents to submit a Sustainability Design Brief as part of a complete development application, which addresses sustainability objectives in compliance with the Official Plan and, where applicable, the Town of Caledon's *A Guide to Eco-Business Zone Planning & Development*, which would specifically pertain to the proposed Employment Area. The guidelines in this section shall apply to the preparation of development applications for Sustainability and Low-Impact Design.

### Transportation Alternatives

To encourage a reduction in automobile usage, the planning and design of Caledon Station will ensure that bicycle facilities, parking and public transit connections are integrated into the public realm and the design of major community facilities;

- Refer to Sections 6.8.3 Bicycle / Self-Propelled Vehicle Parking, 7.3.2 Cycling Facilities and 7.3.5 Bike Parking Provisions for guidelines;
- To reduce automobile use and the corresponding size of parking facilities, promote carpooling through incentive programs, such as dedicated parking spaces for carpool participants and low-emission vehicles. This has particular application to the proposed employment district; and
- The sizing of parking facilities shall be minimized to meet, but not exceed, zoning requirements.



Street Level Stormwater Retention



Block Level Stormwater Retention



Car Share Programs



Lot Level Stormwater Retention



Bike Share Programs



Green Roofs

## Hardscaping

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

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

## Softscaping

- Naturalized, low maintenance planting shall be specified where appropriate.
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (loading docks);

- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements;
- To mitigate the impact of wind on a site, evergreens should be used as a windscreen for undesirable wind exposures; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

## Water Conservation & Management

- Utilize xeriscape planting techniques, selecting drought-tolerant plant species to conserve water and avoid the need for irrigation systems;
- If irrigation is required (e. g. sports fields), water should be provided by non potable sources (roof, parking lot, grey water) where feasible;
- Utilize rainwater harvesting techniques to use stormwater resources for irrigation;
- Implement roof downspout disconnection to prevent water from reaching the sewer system and allow it to be managed on site, whether through a storage device, permeable surfaces or an infiltration system;
- Where feasible, implement the use of soakaway pits, whereby a roof downspout is connected to an underground pit lined with gravel or coarse aggregate, temporarily storing the water until it is absorbed into the ground;

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

## Lighting

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

## Materials

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





Autonomous Shuttle Transit

## 7.5 SMART CITY/TOWN DESIGN INITIATIVES

### 7.5.1 MUNICIPAL INFRASTRUCTURE ADVANCEMENT

Sustainability initiatives in Caledon Station have the potential to be an integral component of the Town of Caledon's municipal infrastructure advancements. One of the key infrastructure initiatives will be the implementation of an active transportation strategy through extensive bike lanes, pathways as well as through shared bike facilities, with connections to the wider trail network. As part of the comprehensive sustainable transportation strategy, it is anticipated that existing public transit services will be extended into the Hub and Station Area along a route which is within walking distance of all residents and employees. The potential for an electric shuttle bus service to assist residents and workers in accessing the higher order public transit will also have the opportunity to evolve into autonomous transit as the technology matures in the near future.

In addition to these transportation advancements, additional implementation of Smart City/Town Technologies could include:

#### Traffic Monitoring

Intelligent syncing of traffic signals which has the potential to reduce average commutes in growing communities where most people travel by car. Real-time navigation alerts drivers to delays and helps them choose the fastest route. Smart-parking apps point them directly to available spots, eliminating time spent fruitlessly circling community blocks.

#### Utility and Infrastructure Monitoring

By allowing many unconnected, energy-consuming devices to be integrated into the grid through low-cost wireless technology, will enable the devices to be more accurately monitored to support better forecasting of energy needs. By connecting these energy-consuming devices using a smart grid, demand-side management will be further enhanced to support load balancing, helping reduce electricity peaks and ultimately reduce energy costs.

#### Remote Operation and Maintenance

An efficient waste management strategy, promoting waste minimization, reuse and recycling can allow people to promote conservation and reduce consumption. Applications such as pay-as-you-throw digital tracking can reduce the volume of solid waste per capita as the community grows.



Smart Municipal Infrastructure

## 7.5.2 BROADBAND CONNECTIVITY

Through Smart City/Town technologies, new developments such as Caledon Station have a unique opportunity to implement community-wide advanced wireless technology, provide connectivity for street side environments, and enable broadband access at citizen level. A high-quality digital network provides equitable connectivity, offers opportunities to leverage important community data, in compliance with data privacy and data governance policies. Potential technologies / features to be considered in collaboration with the Town, may include the following:

- Fibre-Optic and advanced wireless infrastructure to enable broadband internet access to all residents and visitors;
- Free WiFi in public spaces;
- Connection kiosk installation within the urban plaza or GO station area, connecting residents and visitors to information services, providing easy and equitable access. These kiosks may have voice first information services, interactive digital screens, free WiFi hot spots, device charging stations, digital public art, security lighting and cameras;
- WiFi connected Smart LED streetlights; and
- Integration of smart sensors, such as public parking availability assistance, panic buttons for public safety, traffic management, and environmental monitoring.



Broadband Connectivity

## 7.5.3 ENERGY REDUCTION SOLUTIONS

With a goal to reduce the overall energy consumption in Caledon Station, several measures can have an impact on reducing greenhouse gas emissions, including the following:

- Incorporate Energy Star residential building construction methods and technologies to reduce energy demand;
- Residential Buildings will be encouraged incorporate energy conservation measures resulting in Energy Star certification for New Homes and/or New Energy Star for Multi-Unit Residential Buildings with efficient building design using aggressive building standards;
- Use of LED street lights, which represent the latest in lighting technology. In comparison to High Pressure Sodium (HPS) street lights, LED lights are extremely energy efficient, generate very little heat, and are made of non-toxic materials that can be recycled. This technology also provides superior visibility with more even light dispersion and through targeted placement can reduce light pollution, helping to maintain native wildlife populations, habitats, and sensitive ecological functions; and
- Incorporate electric vehicle (EV) charging stations or equipment in key locations, such as medium density mixed-use or residential buildings, residentially-base employment, and municipal parking lots and/or parking structures.



Electrical Vehicle Charging



## 7.6 ACCESSIBILITY

Social sustainability is achieved through accessibility and equity. Social equity, related to accessibility, ensures that residents have equal opportunities and rights regardless of age, health, and physical ability. Safety and accessibility shall be a key priority in the design of Caledon Station.

- The road network shall be designed to support accessibility and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle;
- Built form shall be coordinated with landscape features along the streetscape to support a comfortable pedestrian environment, with casual surveillance, enhanced accessibility, and intuitive wayfinding;
- Outdoor furnishings shall be placed to maintain all accessibility requirements and encourage safe use;
- Major entrances shall comply with accessibility standards;
- Bus bays, transit shelters, and bus loops shall be provided with sufficient lighting and accessibility features;
- Passive and active recreational uses shall provide for people of all ages and abilities, in accordance with the Town's 2018-2022 Accessibility Plan and AODA standards;
- Access to trails for people of all ages and abilities shall be ensured, in accordance with the Town's Accessibility Plan and AODA standards;
- Schools and other significant community buildings shall be strategically located to provide safe and logical accessibility by pedestrians, cyclists, and motorists, and to achieve maximum visibility from surrounding areas, through siting at prominent intersections and providing linkages with the open space system and trail network;
- All parks and open spaces shall be designed to comply with the Town's Accessibility Plan and AODA standards.

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# IMPLEMENTATION





## 8.1 COMMUNITY DESIGN APPROVAL PROCESS

The Urban and Architectural Design Guideline (UADG) was developed in accordance with provincial legislation and policies, including the Planning Act, Provincial Policy Statement 2020, Places to Grow: The Growth Plan for the Greater Golden Horseshoe Office Consolidation 2020, Peel Official Plan and Caledon Official Plan. It sets out to achieve a coordinated approach to urban design throughout Caledon Station, providing comprehensive Urban and Architectural Design Guideline that reinforce broader planning objectives, as outlined in the Region of Peel and Caledon Official Plans.

The UADG will be implemented through the various development application processes. Required documentation demonstrating implementation of the UADG will be determined on a site specific basis in relation to development proposals in Caledon Station. Complete Submission requirements for development proposals are outlined in the Town of Caledon's Official Plan.

### 8.1.1 ARCHITECTURAL CONTROL PROCESS

Architectural Control will occur through three principal mechanisms: the Draft Plan of Subdivision and Site Plan Approval processes, and through the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural designs that comply with the urban design objectives and built form guidelines outlined in the UADG, all submitted plans and designs shall be reviewed and approved through an architectural control process.

Formal approval by the Control Architect is either prior to building permit issuance or through the Site Plan Approval process. In all instances, the developer or builder is to make satisfactory arrangements with the Control Architect in regards to cost. The Control Architect and the design architect for any of the following in no case shall be the same individual or firm.

### 8.1.2 SUBDIVISION PROCESS

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

### 8.1.3 SITE PLAN APPROVAL PROCESS

Where Site Plan Approval is required, Town staff will circulate the application to the Control Architect for review and coordinate comments for the applicant.

Plans reviewed by the Control Architect will include the following: site plan; architectural renderings and elevations; and, material and colour charts. Approved drawings will be stamped by the Control Architect, and suffice for any subsequent approval required as part of the release of a Building Permit. Complex site plan applications may require the submission of an urban design brief, at the discretion of the Town.

### 8.1.4 BUILDING PERMIT PROCESS

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

### 8.1.5 PLAN DEPARTURE

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

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

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

## 8.2 CONCLUSION

The Caledon Station Urban and Architectural Design Guideline encompass a comprehensive framework of design principles, standards, and recommendations that guide the development of the community. These guidelines ensure a coordinated and cohesive approach to urban design, governing the preparation of detailed open space, landscape, and built form designs during the subdivision approval stage.

Furthermore, the Design Guideline provide valuable direction for the development of future site plans, particularly for the mixed-use and cultural amenities located within the Hub and station area. These land uses serve as the anchor for Caledon Station's development, playing a pivotal role in shaping the character and functionality of the community.

The Urban and Architectural Design Guideline (UADG) address various urban design considerations, aligning them with the community vision and structure. They provide guidance on creating a well-designed public realm and streetscape, ensuring the integration of architecture and site planning that reflects the desired character and quality. Additionally, the guidelines emphasize sustainable development practices and smart city/town initiatives, promoting environmentally conscious design and the utilization of innovative technologies.

Ultimately, the aim of these Design Guideline is to foster the development of a community that embodies the core design principles of being healthy, vibrant, and connected. By adhering to these guidelines, Caledon Station can create a sense of place that is rooted in the local context, reflecting the unique characteristics and identity of Caledon itself.





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