

# Community Design Guidelines

TOWN OF CALEDON  
PLANNING  
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**Bolton North Hill Lands**  
Town of Caledon

**Prepared For**  
Bolton North Hill Landowners Group

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 The Bolton North Hill Community Design Guidelines (the “Guidelines”) outline the character, form, and pattern of development for the Bolton North Hill Lands (the “Lands”), a greenfield site in the Bolton community in the Town of Caledon. The Lands are envisioned as a diverse, mixed-use community made of up residential, commercial and institutional uses complemented by an open space system of natural areas and public parks. The *Bolton North Hill Secondary Plan* provides a logical northward urban expansion of Bolton within the Town of Caledon.



1

Introduction



# 1.1 Community Context

The Bolton North Hill Community Design Guidelines (the “Guidelines”) outline the character, form, and pattern of development for the Bolton North Hill Lands (the “Lands”), a greenfield site in the Bolton community in the Town of Caledon. The Lands are envisioned as a diverse, mixed-use community made of up residential, commercial and institutional uses complemented by and open space system of natural areas and public parks. The *Bolton North Hill Secondary Plan* provides a logical northward urban expansion of Bolton within the Town of Caledon.

The Lands are generally situated along Regional Road 50 and Emil Kolb Parkway and are located approximately 1.8 kilometres north of the Downtown Centre of Bolton; the intersection of King Street West and Queen Street North. The Lands constitute approximately 167 hectares of area and extend north to the edge of the Oak Ridges Moraine Conservation Plan Area. A portion of the Lands were brought into the Settlement Area which logically continues the pattern of urban development along Regional Road 50, north of Columbia Way. The remaining portion to the north and northwest are generally oriented along Emil Kolb Parkway and are strategically positioned to take advantage of municipal infrastructure such as roads whilst remaining cognizant of the Natural Heritage System that surrounds the Humber River to the west of Regional Road 50. It should be noted that the Lands include the development parcel to the southeast at Columbia Way and Mount Hope Road.

To the west of the Lands is a large swath of Natural Heritage System that borders the Humber River and is contained within the boundaries of the Ontario Greenbelt Plan. To the north, lands are agricultural and are contained within the Oak Ridges Moraine Conservation Plan Area and are identified as Greenbelt Plan protected Countryside. To the east, the Lands that border Regional Road 50 also lie adjacent to Natural Heritage System areas that are contained in the Greenbelt Plan. To the southeast, the land use transitions to low-rise subdivisions generally bounded by Columbia Way and Regional Road 50. Areas to the southwest of the Lands consist of fragmented low-rise areas generally bound by Glasgow Road and King Street West. These pockets of low-rise uses can be attributed to the interspersed naturalized areas that branch off from the Humber River.



# 1.2 Site Description & Analysis

As noted above, the Lands are a 167 hectares of area with frontages along five existing public roads including Regional Road 50 running north-south with a frontage of approximately 1,526 metres, Emil Kolb Parkway running east-west with a frontage of approximately 1,205 metres, Duffys Lane running north-south with a frontage of approximate 398 metres, Mount Hope Road running north-south with a frontage of approximately 274 metres, and Columbia Way running east-west with a frontage of approximately 333 metres. The Lands are currently a greenfield site.

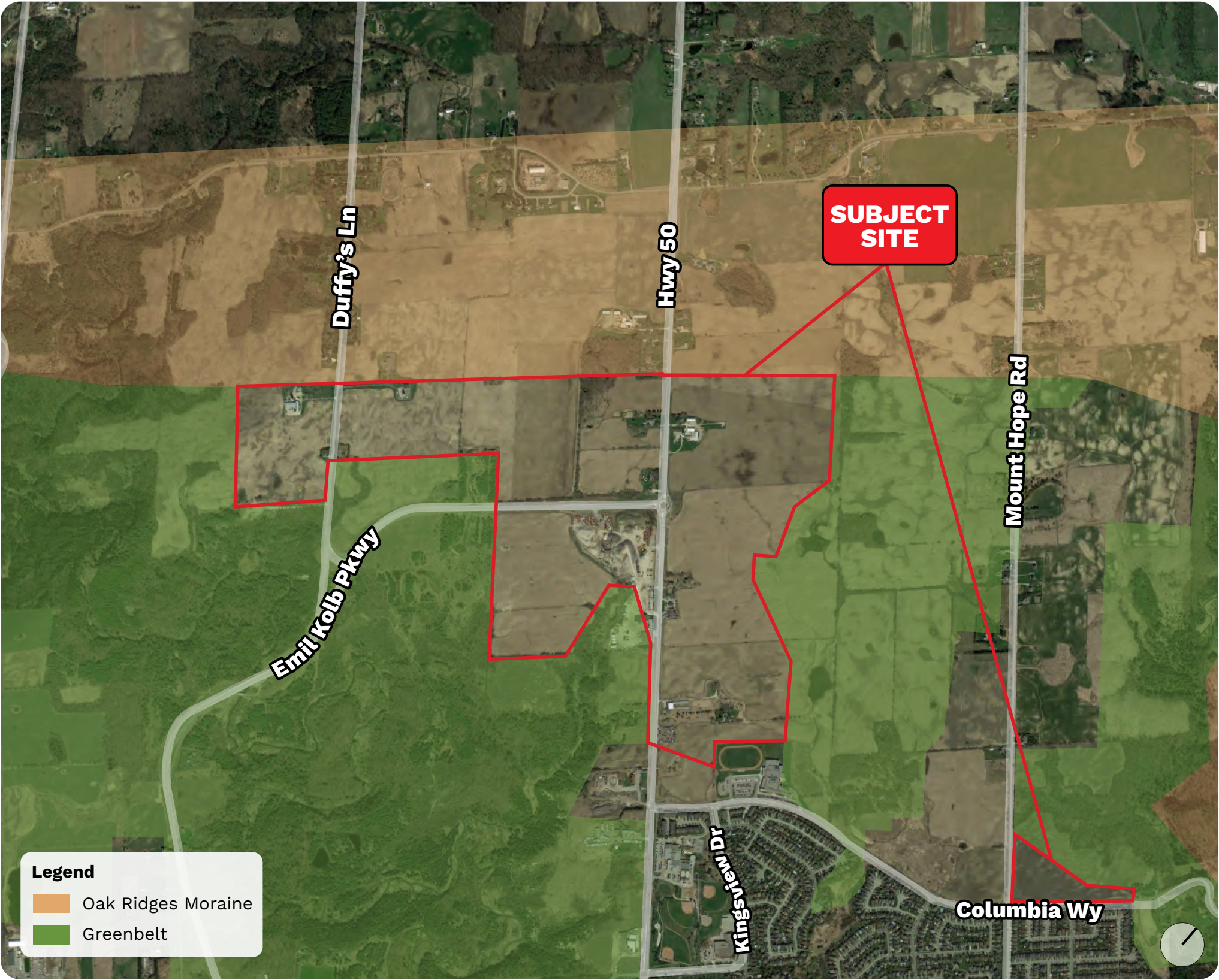


Figure 1 - Context Plan with Subject Site

2

Community Vision



# 2.1 Community Vision & Design Principles

The vision for the Lands is to create “an inclusive, welcoming residential community that will set a new bar for development of a large greenfield site, embracing walkability, environmental sustainability, and excellence in architectural and landscape design.” The following guiding principles will help support the vision for the Lands as a Master Planned community, based upon the following guiding principles which set out:



- Implement best practices to minimize potential impacts on natural environment features within and adjacent to the Secondary Plan Area to ensure the health and longevity of these eco-systems;



- Protect significant natural heritage features and make best efforts to enhance these elements with strategically placed open spaces and park spaces that accommodate innovative programming;



- Promote sustainability features throughout residential development, where possible, to minimize energy and water consumption;



- Provide a high-quality built form with a character that aligns with the vision and identity of Bolton and the Town of Caledon;



- Promote development that is pedestrian-scaled, walkable and interconnected;



- Provide a variety of housing types and tenures that cater to families and individuals at all stages of life;



- Establish an equitable distribution of community services such as parks and schools to support future residents; and



- Provide a mix of commercial, retail and institutional uses to support future residents and their everyday needs.



## 2.2 Community Character

The Lands will have an identifiable community character with a high-quality design of streets, open spaces, buildings, and private and public realm elements within the emerging area. Refer to *Section 3.5* of the Guidelines for information on specific Community Character Areas.

3

Community Structure



## 3.1 Community Master Plan

The community masterplan will establish a new mixed-use community with a focus on delivering open space amenities that will contribute to an on-going transformation of former greenfield sites into an urban environment. The plan is structured to provide:

- Significance to buildings and landscaped areas of cultural heritage value;
- Open space amenities such as the natural areas, parks, and the stormwater facilities;
- School blocks;
- An *Urban Area (2051)* and *Neighbourhood Centre* as per *Schedules B1 & B2, Future Caledon Official Plan (March 2024)*;
- Connections to surrounding arterial and collector roads; and
- Guidelines pertaining to streets and blocks can be found in *Section 4.2* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.



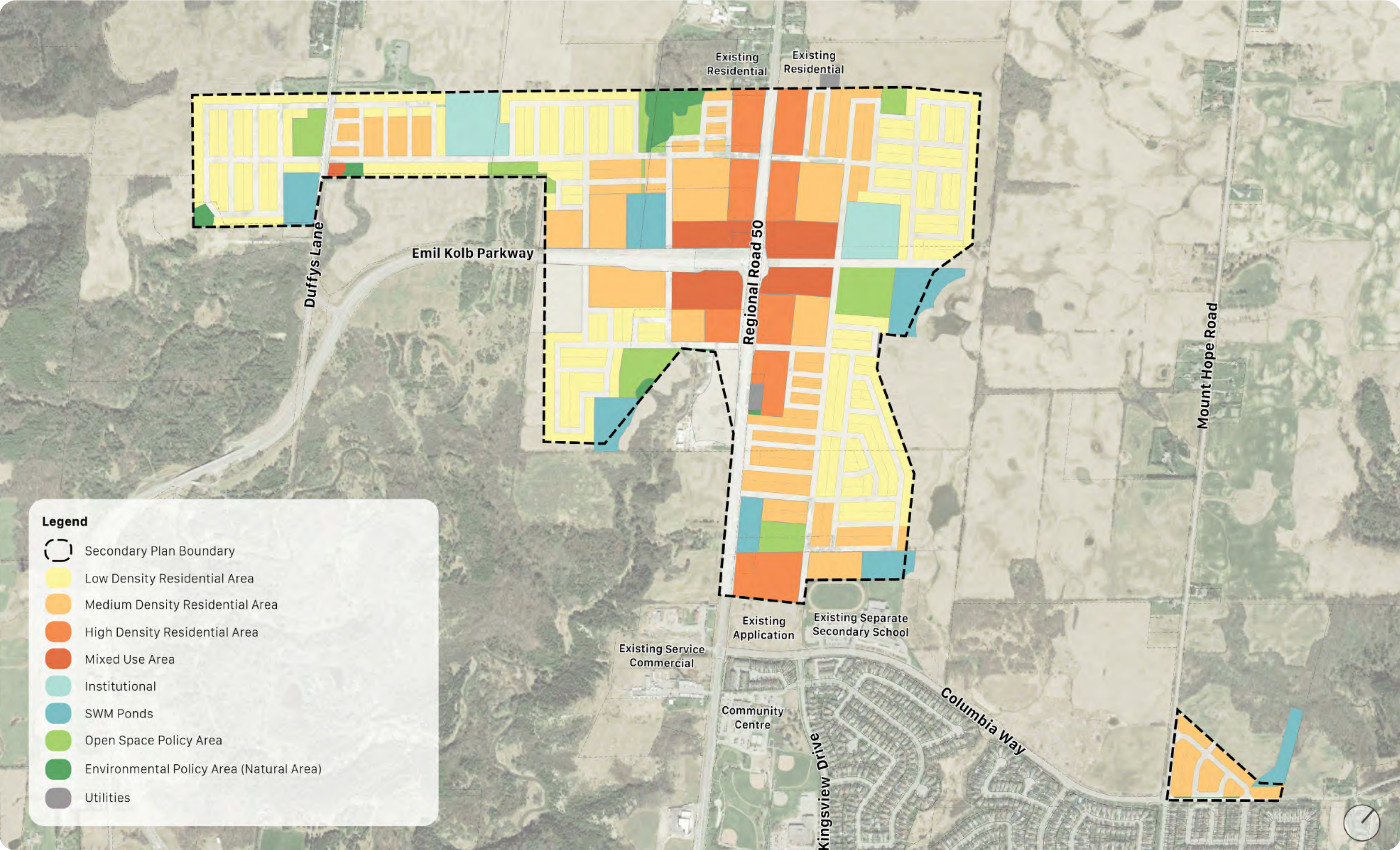


Figure 2 - Block Plan

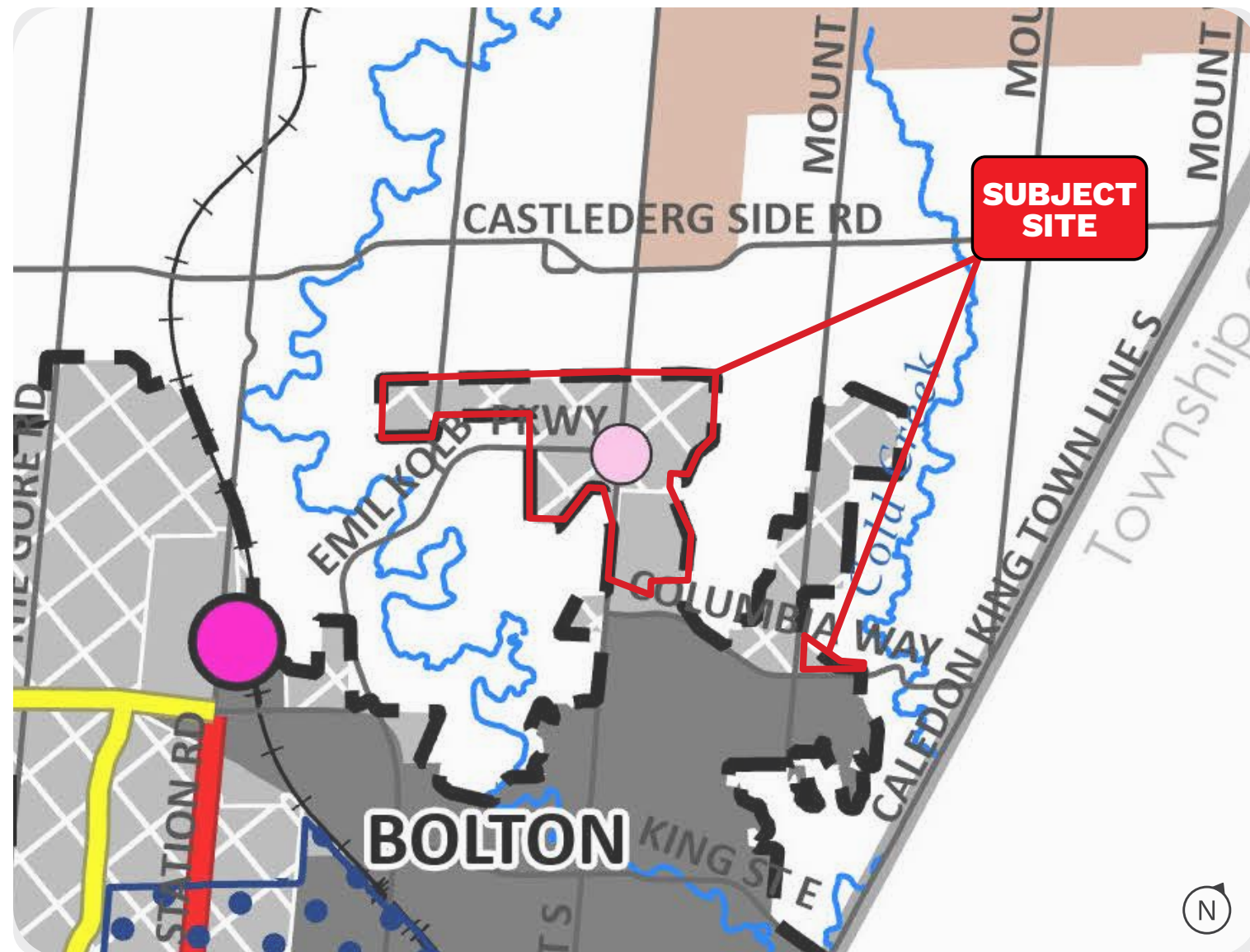


## 3.2 Land Use

As set out in the *Future Caledon Official Plan (March 2024) Schedules B2 and B4*, the Lands are designated *New Community* and *Urban Area*. The *Neighbourhood Centre* designation applies at the intersection of Regional Road 50 and Emil Kolb Parkway.

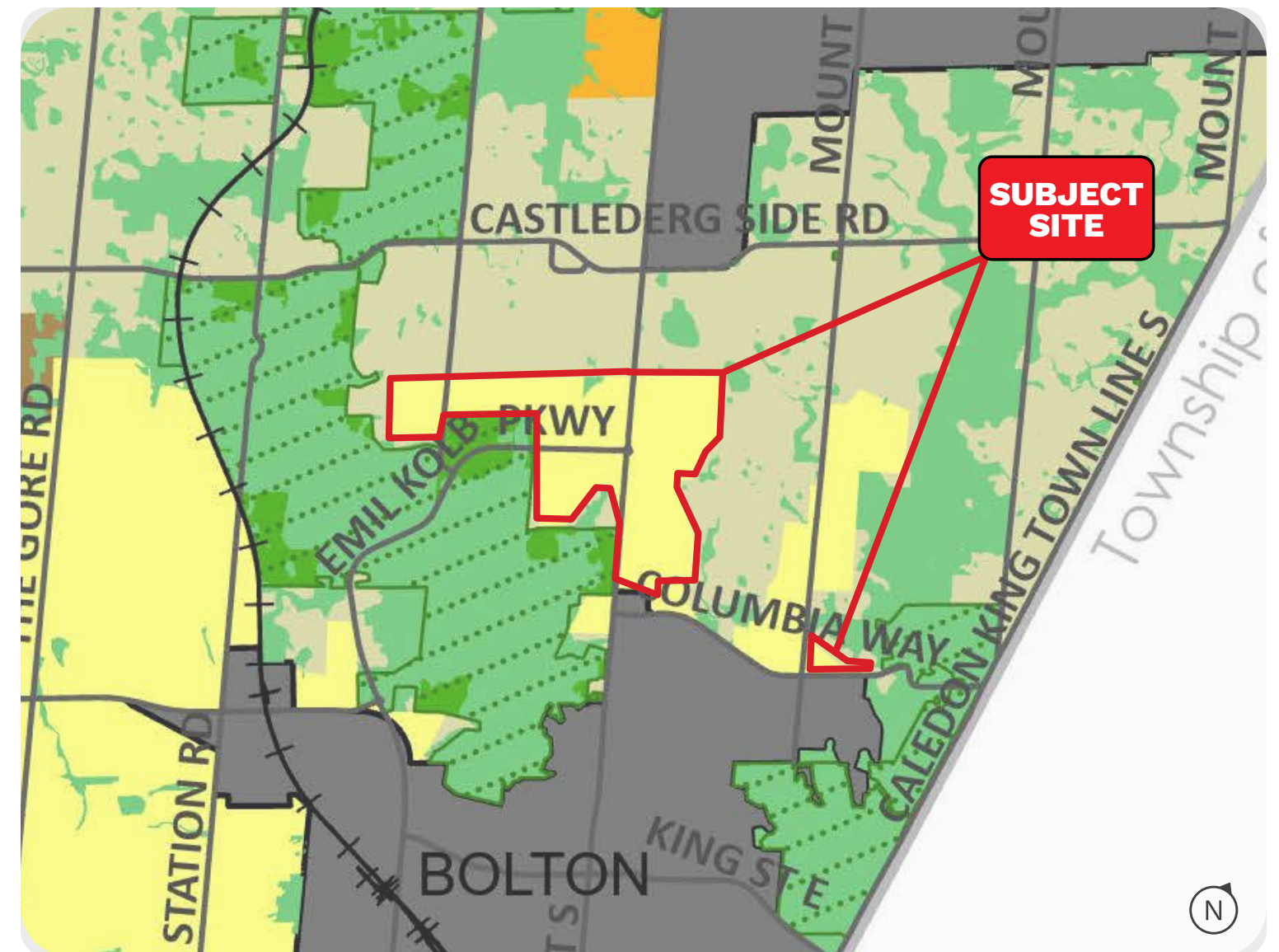
Within the *New Community*, the Secondary Plan proposes the land use of *Mixed Use Areas* surrounding the four quadrants at the intersection of Emil Kolb Parkway and Regional Road 50. The density then transitions from Regional Road 50 east and west from *High Density Residential Areas* to *Medium Density Residential Areas* to *Low Density Residential Areas*. *Parks* and *Environmental Policy Areas* are interspersed throughout the Lands along with a *Utility* use along the eastern portion of Regional Road 50, south of Emil Kolb Parkway.

The southeast portion of the Lands are proposed to be *Medium Density Residential Areas*.



- Urban Centre
  - Potential Urban Centre
  - Neighbourhood Centre
  - Urban Corridor
  - Knowledge and Innovation Corridor
  - Rural Settlement Area
  - Rural Employment Centre
  - Delineated Built-up Area
  - Designated Greenfield Area
  - Palgrave Estate Residential Community
  - Regional Urban Boundary
  - New Urban Area 2051
  - Future Strategic Employment Reserve
  - Provincially Significant Employment Zone
- Other Map Elements**
- Planned Highway 413 Transportation Corridor

Figure 3 - Future Caledon Official Plan - Schedule B2



- Extractive Industrial Area
  - Rural Economic Development Area
  - Estate Residential Area
  - New Community Area
  - New Employment Area
  - Prime Agricultural Area
  - Rural Lands
  - Parks and Open Space
  - Natural Features and Areas
  - Campbell's Cross Transition Area
- Other Map Elements**
- Planned Highway 413 and NWGTA Transmission Corridor Protection Area
  - Reddington Retirement Community
  - See Schedules E2 to E11 for Land Use Designations
  - Refer to Part A, Section 1.2

Figure 4 - Future Caledon Official Plan - Schedule B4



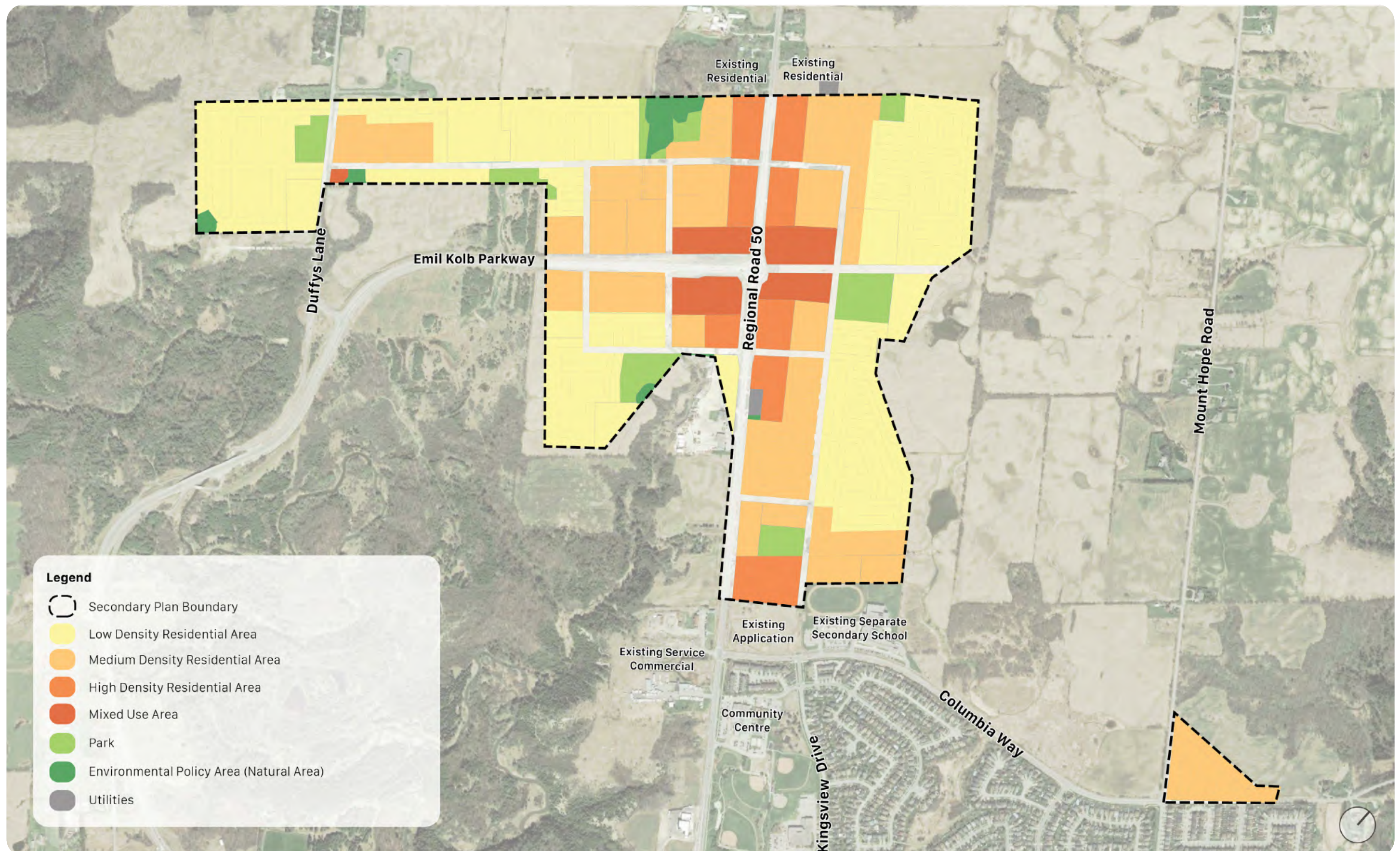


Figure 5 - Land Use Map - Proposed



## 3.3 Housing Strategy

Future rezoning, subdivision and site plan applications will include a housing analysis within a Planning Justification Report as an application requirement to demonstrate implementation of the Housing Assessment and conformity with Town's objectives for providing various housing options.

The Lands will accommodate a mix of housing unit types, sizes and tenures to support the Town's housing needs over the long-term. Through the associated Secondary Plan policies, new development will be encouraged to pursue a range and mix of housing opportunities including but not limited to:

- Providing combination of rental, condominium and subsidized non-market housing that allows for a range of housing tenures and price ranges.
- Providing a range of unit sizes within apartments and multi-unit buildings conducive for families or multi-generational housing options;
- Allowing for gentle density housing options such as accessory apartments or laneway suites within low density and medium density land use designations
- Exploring options to build housing for seniors, including independent living apartments, retirement homes and long-term care homes;
- Utilizing incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units in collaboration with the Town and Region.



# 3.4 Defining Structuring Elements

## 3.4.1 Overview

The Lands will seek to achieve a balance between preserving and expanding the natural heritage environment and open space network throughout, while providing a logical northward expansion of Bolton through the introduction of residential, commercial, and institutional use that are respectful and complementary to the existing context. A carefully considered development framework will be crafted to advance this vision consisting of an integrated network of public streets, cycling and pedestrian connections, parks, trails, open spaces, and sensitively placed buildings.

From a built form perspective, buildings will be organized to frame streets and new open space elements in a way that helps to define view corridors and reinforce pedestrian connections.

## 3.4.2 Main Streets, Views, & Gateways

Within the Lands, views will be accentuated by the natural areas, parks, open spaces, stormwater management pond (“SWM”), schools, and emergency service locations.

Emil Kolb Parkway and Regional Road 50 along with Mount Hope Road and Columbia Way will act as structuring elements to the Lands organizing all streets to have prominent views into scenic vistas, local landmarks, public art, and open spaces;

- At the entry points to the Lands from Regional Road 50, Emil Kolb Parkway, Duffys Land, and intersection of Columbia Way and Mount Hope Road, subject to sight lines, gateway/entry treatment should include features such as noise attenuation fencing, community identity signage, landscaped median with features, and upgraded planting at the corners;
- Where park area is sufficient, a focal feature such as a playground and/or pavilion should be incorporated;
- A open space link/trail should be provided within the Lands that will connect to the natural areas, SWM pond, and parks and extend into the Natural Heritage areas and low-rise residential subdivision to the south;
- For safety reasons, landscaping should not completely block views into the playfields or parking areas. Pedestrian lighting should be provided in parking areas and along pathways;
- Emergency service locations to be determined; and
- All guidelines pertaining to views and vistas can be found in *Sections 5.4 and 8.3 of the Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*



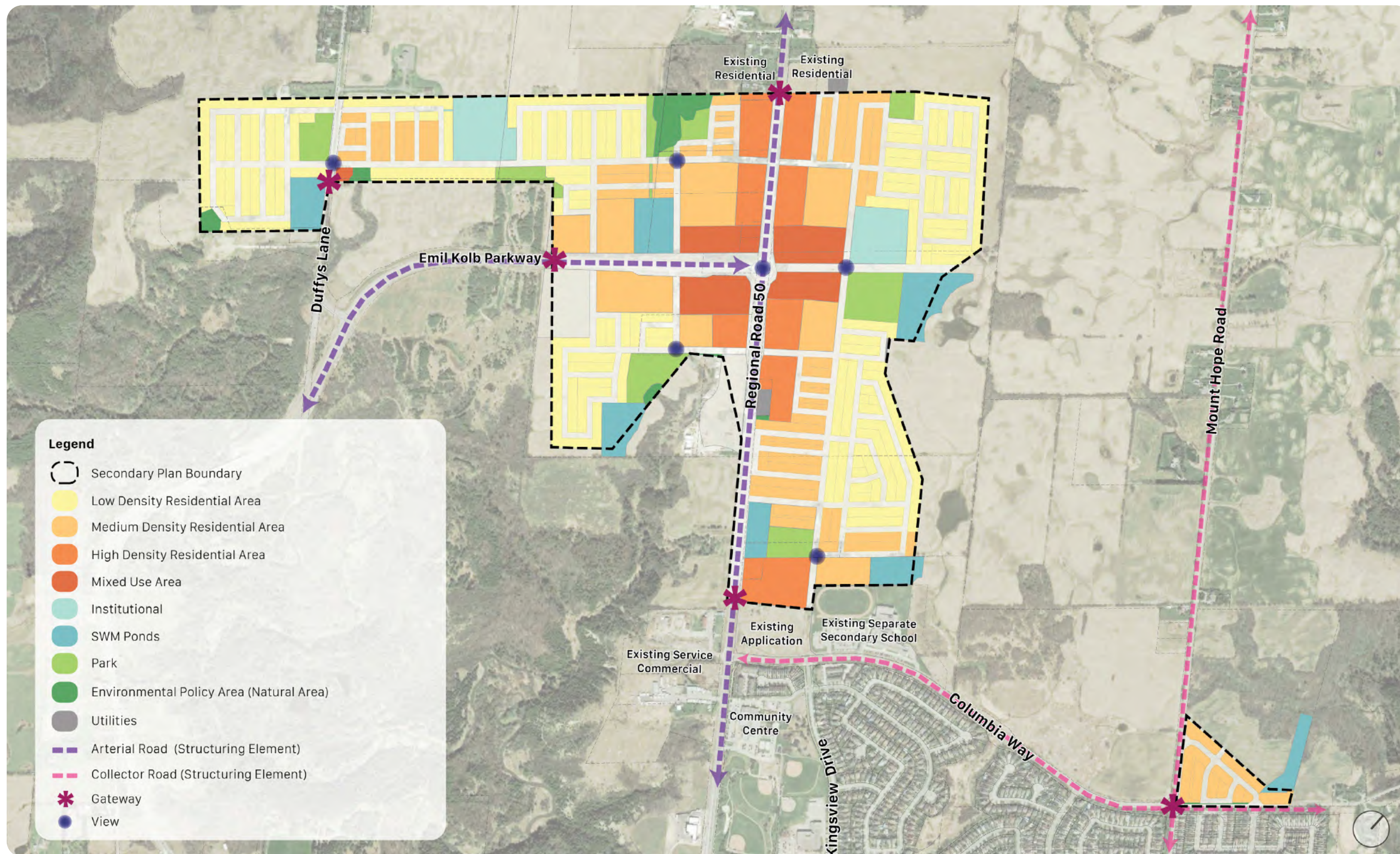


Figure 6 - Main Streets, Views and Gateways



### 3.4.3 Multi-Modal Transportation Network

The mobility strategy for the Lands is to develop an infrastructure network that connects all the Land’s amenities, facilitating flexible and efficient movement for pedestrians, cyclists, and motorists.

#### Street Hierarchy

The *Future Caledon Official Plan (March 2024)* identifies Emil Kolb Parkway and Regional Road 50 as a *Regional Arterial Road* and Duffys Lane, Columbia Way and Mount Hope Road as a *Collector Road*. These roads will play an important role in connecting and integrating the Lands with the larger surrounding area.

Within the Lands:

- Emil Kolb Parkway, Regional Road 50, Mount Hope Road, and Columbia Way will act as a principal structuring elements of the Lands that connect to the open spaces and existing communities;
- Emil Kolb Parkway and Regional Road 50 are classified as a *Regional Arterial Road* with a right-of-way width of 45.0 and 36.0 metres, respectively;
- Columbia Way, Mount Hope Road, and Duffys Lane are classified as a *Collector Road* with a right-of-way width of 30.0 metres for Columbia Way and 26.0 metres for Mount Hope Road and Duffys Lane;
- All new streets within the Lands will be classified as a Collector Road with a right-of-way width of 20.0 to 26.0 metres or a Local Road with a right-of-way width of 18.0 metres;
- For the intended use of street types, refer to the in *Section 4.1.1 Street Network Classifications* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*; and
- For recommended right-of-way (“ROW”) cross sections, refer to *Town of Caledon Multi-Modal Transportation Master Plan (June 2024) pages 387, 390, 392, and 393*.

#### Pedestrian, Cycling & Vehicular Circulation

Within the Lands, public sidewalks will be provided along both sides of the streets for Collector and Local Roads. Multi-use paths will be provided along both sides of the streets for Regional Arterial Roads. The sidewalks and multi-use paths throughout the Lands create permeability and will be designed to integrate seamlessly with and complement the design quality of open space elements through the use of materiality. Within the Lands, bike lanes will be provided on both sides of the 26m ROW Collector Road. Furthermore, refer to *Sections 4.3, 4.4, and 4.5* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for guidelines on multi-modal circulation, public transit and accessibility, and active transportation infrastructure respectively.



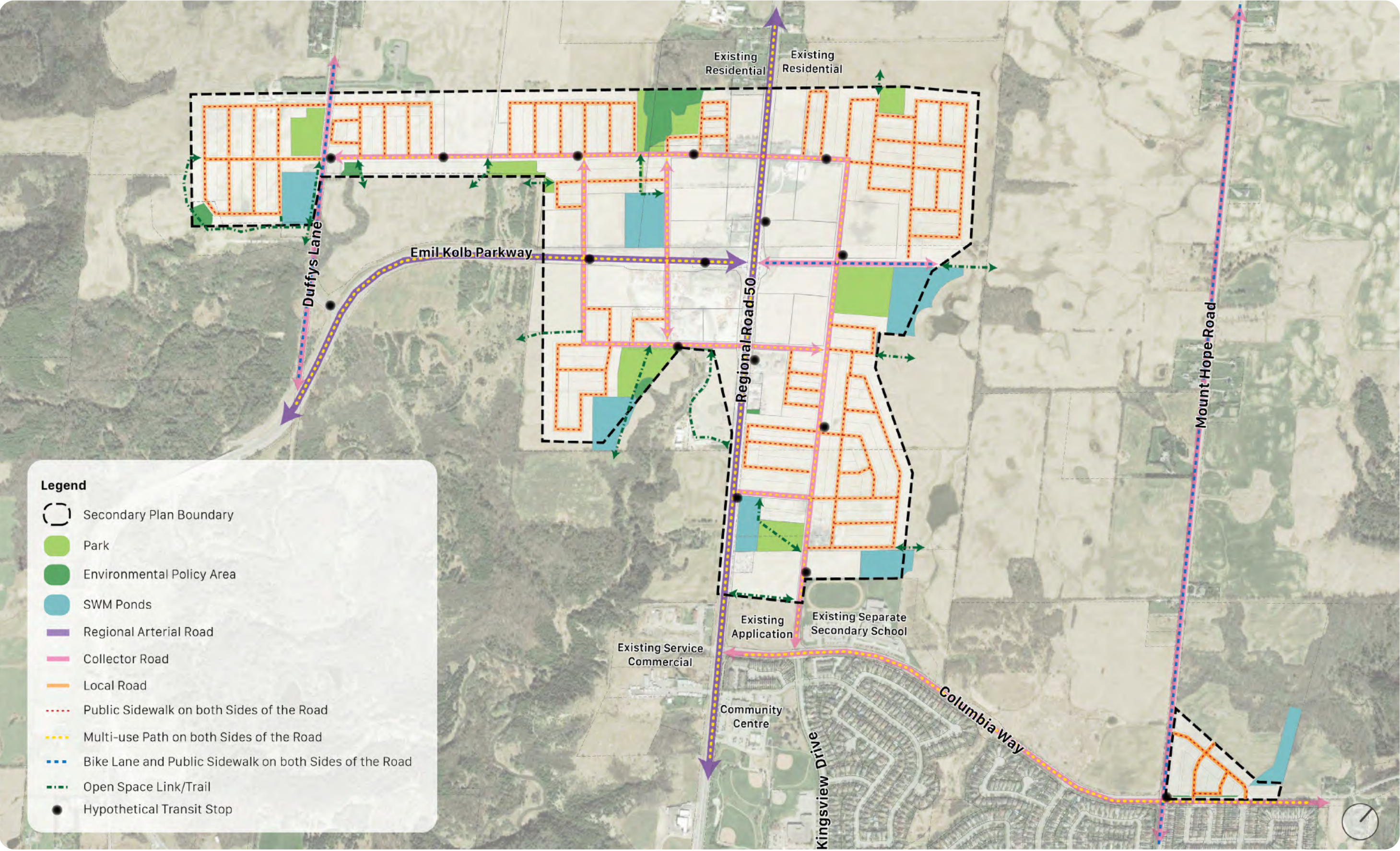


Figure 7 - Multi-modal Transportation Network



### **3.4.4 Natural Areas, Open Space, & Parks System Network**

The open space strategy is largely focused on enhancing the existing network of open spaces. The proposed open space strategy is to build upon the existing natural system to create a more formal open space network that includes places for active and passive recreation. In addition, a priority is to ensure an equitable distribution of parks, including larger and smaller parks to appropriately serve the needs of the community.

Furthermore, there are additional lands within the Greenbelt on the eastern extent of the Secondary Plan boundary which may offer opportunities to enhance natural linkages and passive trail connections. Refer to *Section 5* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for guidelines on the natural areas, parks, and open spaces within the Lands.



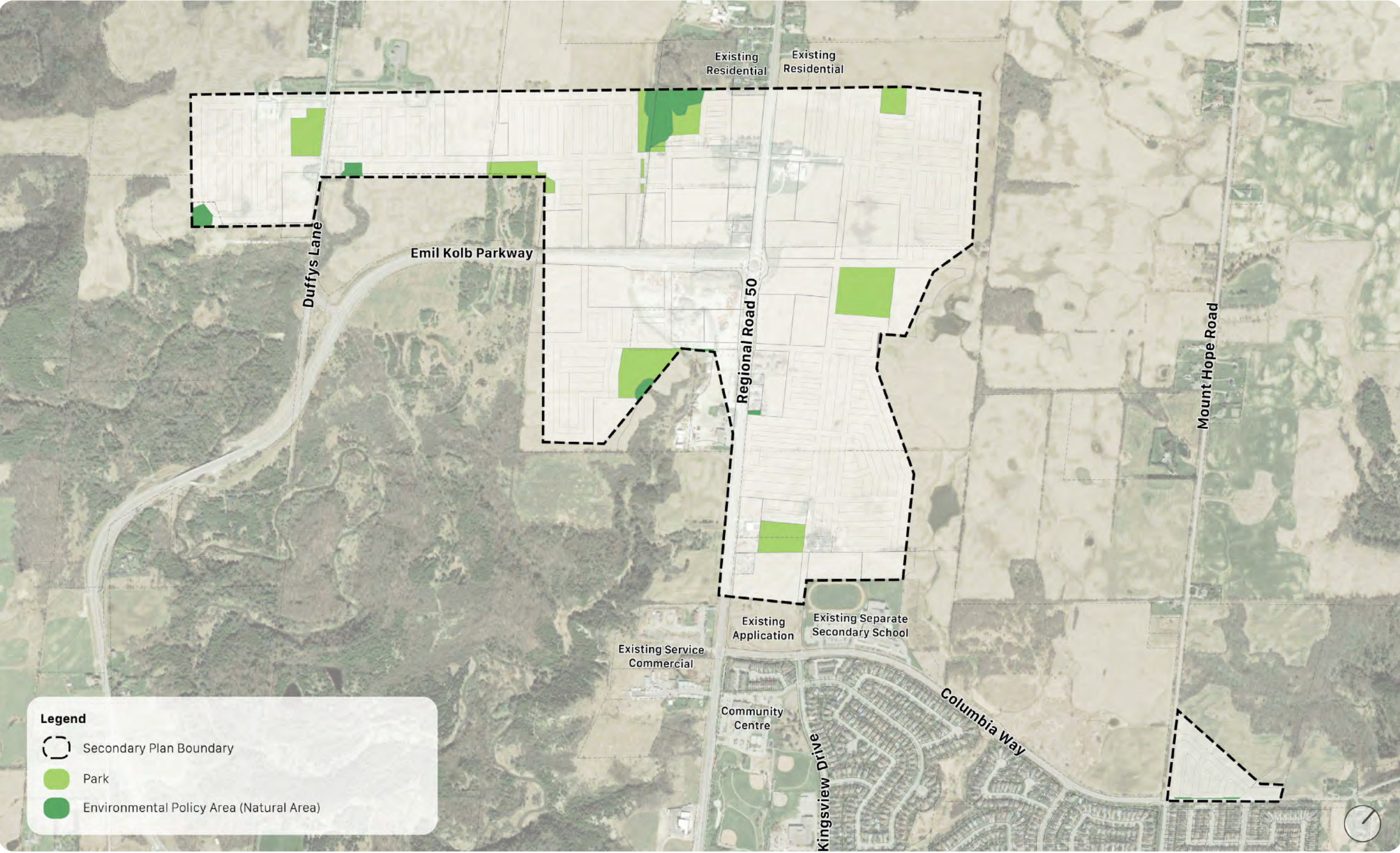


Figure 8 - Natural Areas, Open Space, and Park System Network



# 3.5 Community Character Areas

The Guidelines have identified seven community character areas within the Lands: Mixed-Use Neighbourhood Node Area, South Corridor Area, Northeast, Southeast, Southwest, and Southwest Residential Area and Mount Hope / Columbia Way Residential Area. Each character area responds to and builds upon the existing and planned context. These guidelines supplement and build upon and should be read together with the *Future Caledon Official Plan (March 2024)* and *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*, which provide further direction with respect to development of the Lands.

## Mixed Use Neighbourhood Node Area

The Mixed Use Neighbourhood Node Area (the “MUNNA”) is envisioned as a mixed-use area with a more intense residential component. The MUNNAA is located centrally within the Lands surrounding the node of Emil Kolb Parkway and Regional Road 50 and is generally bounded by the extent of the Lands to the north, one block south of Emil Kolb Parkway to the south, and the proposed north-south collector roads to the east and west of Regional Road 50. The MUNNA comprises of a Neighbourhood Centre at the intersection of Regional Road 50 and Emil Kolb Parkway which is envisioned as a mixed-use community. More information on the vision for the Neighbourhood Centre can be found in *Section 2.2.1.2* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*. The north and south portion of the MUNNA is anticipated to have medium and high density residential uses.

## South Corridor Area

The South Corridor Area (the “SCA”) is a medium density residential area and is located directly south of the MUNNA and is generally bounded by the anticipated proposed collector road south of Emil Kolb Parkway to the north, the proposed north-south collector road to the east, the extent of the Lands to the south, and Regional Road 50 to the west. A park and SWM pond are located along the southern end which are bookended by stacked towns, back-to-back towns, and mid-rise buildings. Various local roads are anticipated to service the towns and mid-rise buildings.

## Northwest Residential Area

The Northwest Residential Area (the “NWRA”) is a residential area that interfaces with the Natural Heritage System and agricultural lands and is made up of a variety of building forms including detached dwellings, townhouses, and a commercial service area. The NWRA is bounded by the extent of the Lands to the north, the NFA to the east, Emil Kolb Parkway to the south, and the extent of the Lands to the west. A school is located centrally of the residential area surrounded by back-to-back towns, rear-lane towns, and single-detached homes. Two SWM ponds are anticipated along the south portion of the NWRA along with three open spaces, two parks, and a commercial service area dispersed throughout. An extension of Duffy’s Lane is also anticipated in the area along with an east-west and north south collector roads that will be connected with various local roads to service the towns and detached homes.

## Northeast Residential Area

The Northeast Residential Area (the “NERA”) is a residential area that interfaces with the Natural Heritage System and agricultural lands and is made up of a variety of building forms including detached dwellings and townhouses. The NERA is bounded by the extent of the Lands to the north and east, an anticipated collector/local road to the south, and Regional Road 50 to the west. A school is located at the southwest corner of the residential area that will be surrounded to the north and west by back-to-back towns and single-detached homes along with a parkette on the north portion of the residential area. An extension of Emil Kolb Parkway at Regional Road 50 that will run east and loop back at Regional Road 50 north of the intersection is anticipated. Various local roads connecting to the anticipated looped road will provide service to the towns and detached homes.



## Southeast Residential Area

The Southeast Residential Area (the “SERA”) is a residential area that interfaces with the Natural Heritage System and an existing separate secondary school and is made up of a variety of building forms including detached dwellings and townhouses. The SERA is bounded by the proposed east-west road that extends from Emil Kolb Parkway to the north, the extent of the lands to the east and south, and the proposed north-south collector road to the west. The area is anticipated to provide for back-to-back towns, towns, single-detached homes along with two SWM ponds flanking the area to the north and south and a park along the north extent of the area. Various local roads are anticipated to service the towns and the detached homes.

## Southwest Residential Area

The Southwest Residential Area (the “SWRA”) is a residential area that interfaces with the Natural Heritage System and is made up of a variety of building forms including detached dwellings and townhouses. The SWRA is bounded by Emil Kolb Parkway to the north, an anticipated north-south collector road to the east, and the extent of the Lands to the south and west. The area is anticipated to provide for towns and single-detached homes along with a SWM pond flanking the area to the south and a park along the south extent of the area. An L-shaped collector road which extends between Emil Kolb Parkway and Regional Road 50 further connects to various local roads to provide services to the towns and detached homes.

## Mount Hope/Columbia Way Residential Area

The Mount Hope / Columbia Way Residential Area (the “MH/CWRA”) is a residential area that interfaces with the Natural Heritage System and the low-rise subdivisions to the south and is made up almost entirely of towns. The MH/CWRA is bounded the extent of the Lands to the north and east, Columbia Way to the south, and Mount Hope Road to the west. The area is anticipated to provide for rear-lane towns and street towns along with a SWM pond at the northeast extent of the area. Various local roads connecting to Mount Hope Road and Columbia Way are anticipated to service the towns.



Precedent Image for Townhouses



Precedent Image for Community Open Space





Precedent Image for SWM Ponds



Precedent Image for Mixed Use Neighbourhood



Precedent Image for Mixed Use Neighbourhood



Precedent Image for Detached Dwellings



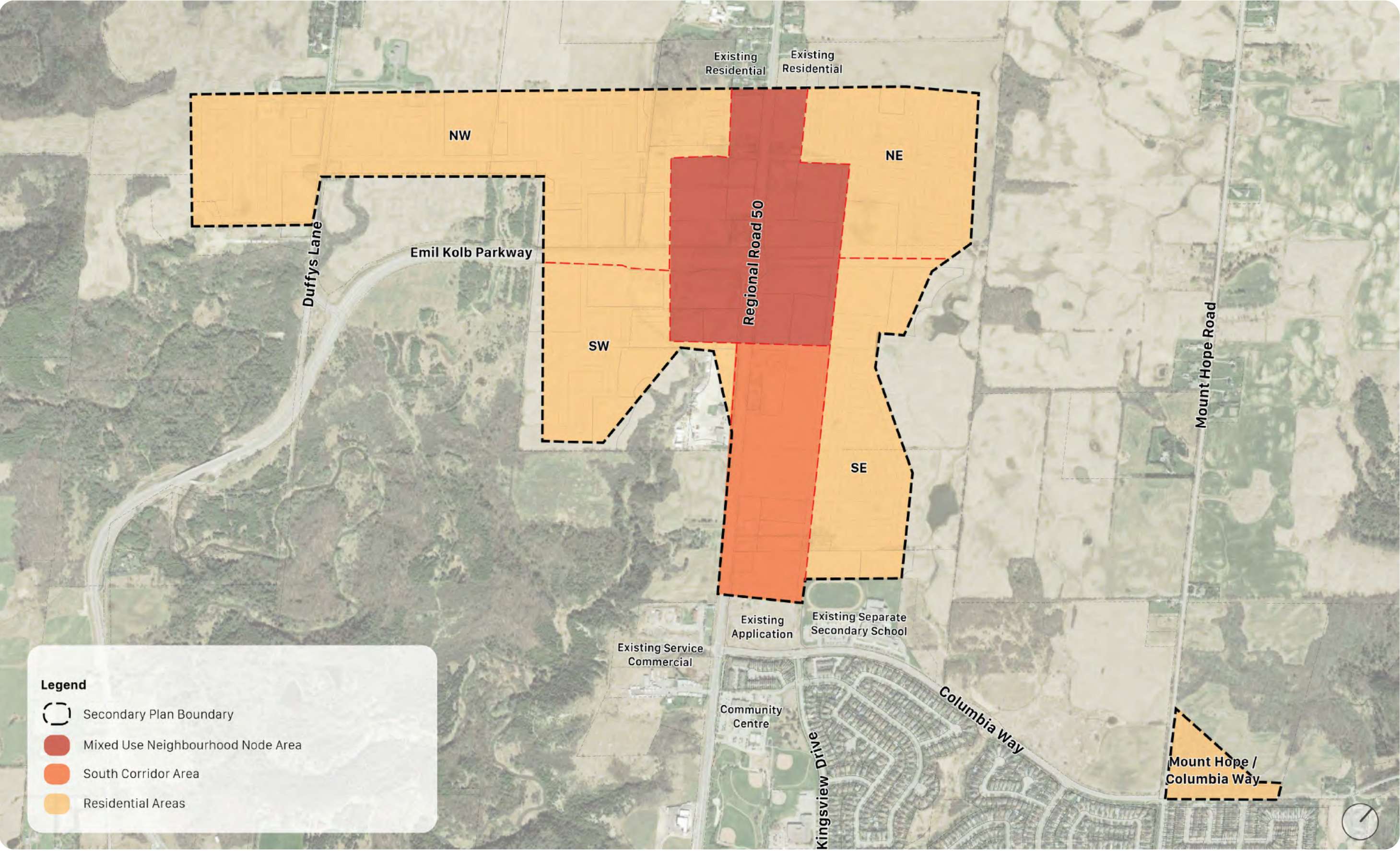


Figure 9 - Character Areas



# 3.6 Built Form

The vision for the Lands should be carefully considered in the context of the surroundings and at the same time optimizing the layout, orientation and organization of buildings and open spaces to realize the development potential of the Lands and to provide high quality units with excellent access to daylight and views. This can be achieved by providing a built form hierarchy that provides for an appropriate transition of scale to low-rise residential areas and Natural Heritage Areas designation located west, south, and east of the Lands by providing:

- A mixture of medium-density, medium/high-density residential units such as back-to-back towns, stacked towns, and mid-rise buildings in the Mixed Use Neighbourhood Node and South Corridor Areas;
- Predominantly low-density residential units such as single detached, street towns, and rear lane towns in the Northwest, Northeast, Southeast, and Southwest Residential Area; and
- All medium-density residential units such as back-to-back and stacked towns in the Mount Hope / Columbia Way Residential Area.

Furthermore, the location of the Natural Heritage Areas designation situated on the northern portion of the development area within the Lands should influence the siting of the buildings and allocation of height to provide appropriate transition and mitigation of potential impacts. The proposed building typologies are based on the following guidelines:

## Low-Rise Residential

- All guidelines pertaining to low-rise building envelopes can be found in *Section 9.3* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*

## Mid-Rise Buildings

- All guidelines pertaining to mid-rise building envelopes can be found in *Section 9.4* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*

## Mixed-Use Buildings

- All guidelines pertaining to mid-rise building envelopes can be found in *Section 9.9* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*

## Institutional Buildings

- All guidelines pertaining to mid-rise building envelopes can be found in *Section 10.3* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*



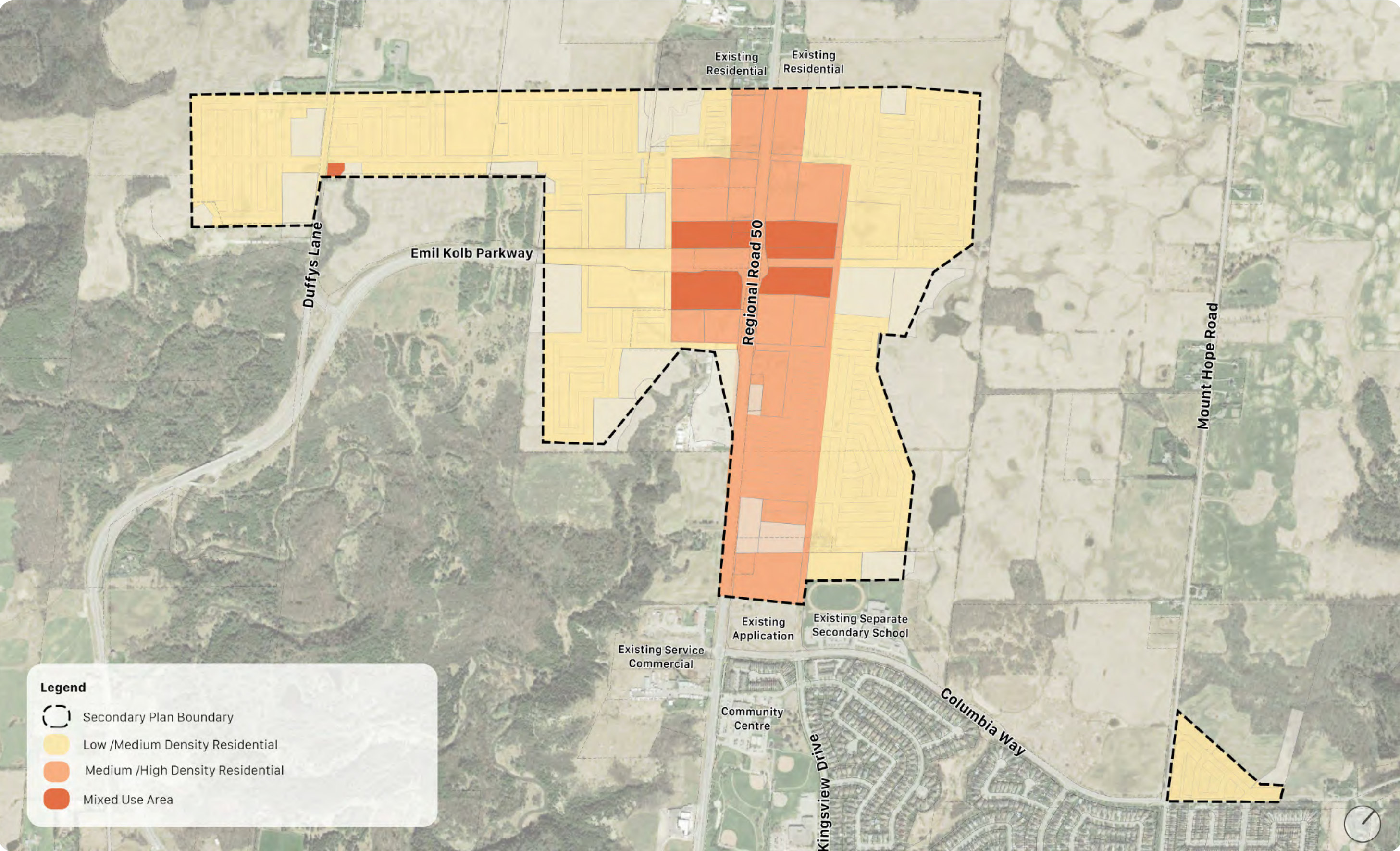


Figure 10 - Built Form Hierarchy



4

Community  
Design Principles



The public realm should be viewed in the context of the uses of the adjacent buildings and their location in a wider network of public and private spaces. This section of the Guidelines will provide guidance on how the Lands will meet the objectives outlined in the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.

## 4.1 Streetscape Design

The goal of the streetscape design for the Lands is to create an inviting neighbourhood where people of all ages, abilities and backgrounds feel safe and welcome. By creating legible and accessible routes with clear sightlines that integrate the Lands into the surrounding area, the neighbourhood will be connected for the future. Improving street design and reducing vehicle speeds will encourage people to walk and cycle, increasing the number of people moving through public spaces and creating more activity and vibrancy in the public realm. Thus, the development proposal should encourage walking, cycling, transit uses and low levels of private automobile use to improve safety, promote environmental sustainability, and establish neighbourhood character.

### 4.1.1 Streetscape Elements

Street trees, pedestrian lighting, street furniture, utilities, and fencing will be used (where applicable) as outlined in *Sections 8.1.4 and 8.1.6* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*. Streetscape treatment will vary depending on the street hierarchy.



Precedent Image for Streetscape Design



Precedent Image for Pedestrian Lighting



Precedent Image for Street Trees



Precedent Image for Fencing

## 4.1.2 Arterial, Collector Roads, Local Roads & Laneways

As discussed in Section 3.4.3 of the Guidelines, Regional Road 50 and Emil Knob Parkway are classified as *Regional Arterial Roads*. Duffys Lane, Columbia Way, and Mount Hope Road are classified as *Collector Roads*.

- For all typical ROW cross sections for *Arterial Roads*, refer to page 393 of the *Town of Caledon Multi-Modal Transportation Master Plan (June 2024)* for Regional Road 50 (ROW 36.0m);
- For all typical ROW cross sections for *Collector Roads*, refer to page 392 of the *Town of Caledon Multi-Modal Transportation Master Plan (June 2024)* for Columbia Way (ROW 30.0m) and page 390 of the *Town of Caledon Multi-Modal Transportation Master Plan (June 2024)* for Mount Hope Road, Duffys Lane, and new Collector Roads (ROW 26.0m);
- For all typical ROW cross sections for new *Collector Roads* (ROW 20.0m), refer to page 387 of the *Town of Caledon Multi-Modal Transportation Master Plan (June 2024)*;
- For all typical ROW cross sections for new *Local Roads* (ROW 18.0m), refer to the *Town of Caledon Development Standard No. 202*; and
- For typical ROW cross section for new *Laneways*, refer to the *Town of Caledon Development Standard No. 200*. Furthermore, refer to Section 8.1.8 of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for *Laneway Design Considerations*.



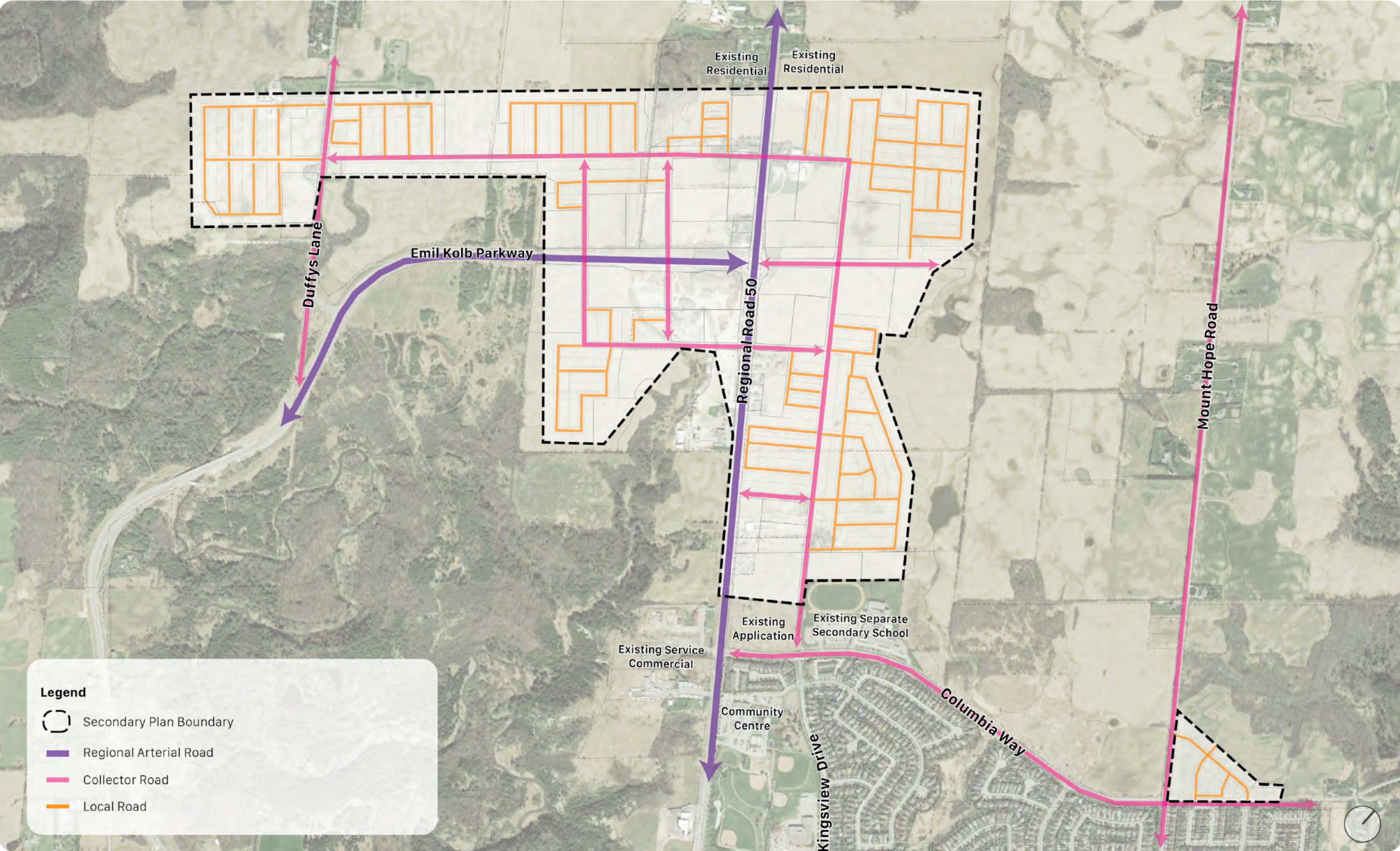


Figure 11 - Street Heirarchy



### 4.1.3 Pedestrian & Bicycle Circulation in Relation to Pedestrian Destinations

The Natural Heritage areas will be connected to the pedestrian destinations such as parks, open spaces, SWM pond, schools, transit stops, and the Neighbourhood Focus Area by sidewalks, bike lanes, and open space link/trail.

- Bicycle and pedestrian paths should have clearly marked routes. Signage should be posted for ease of orientation at entry points from adjacent roads; and
- Refer to Section 8.4.1 of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for guidelines on signage and wayfinding.



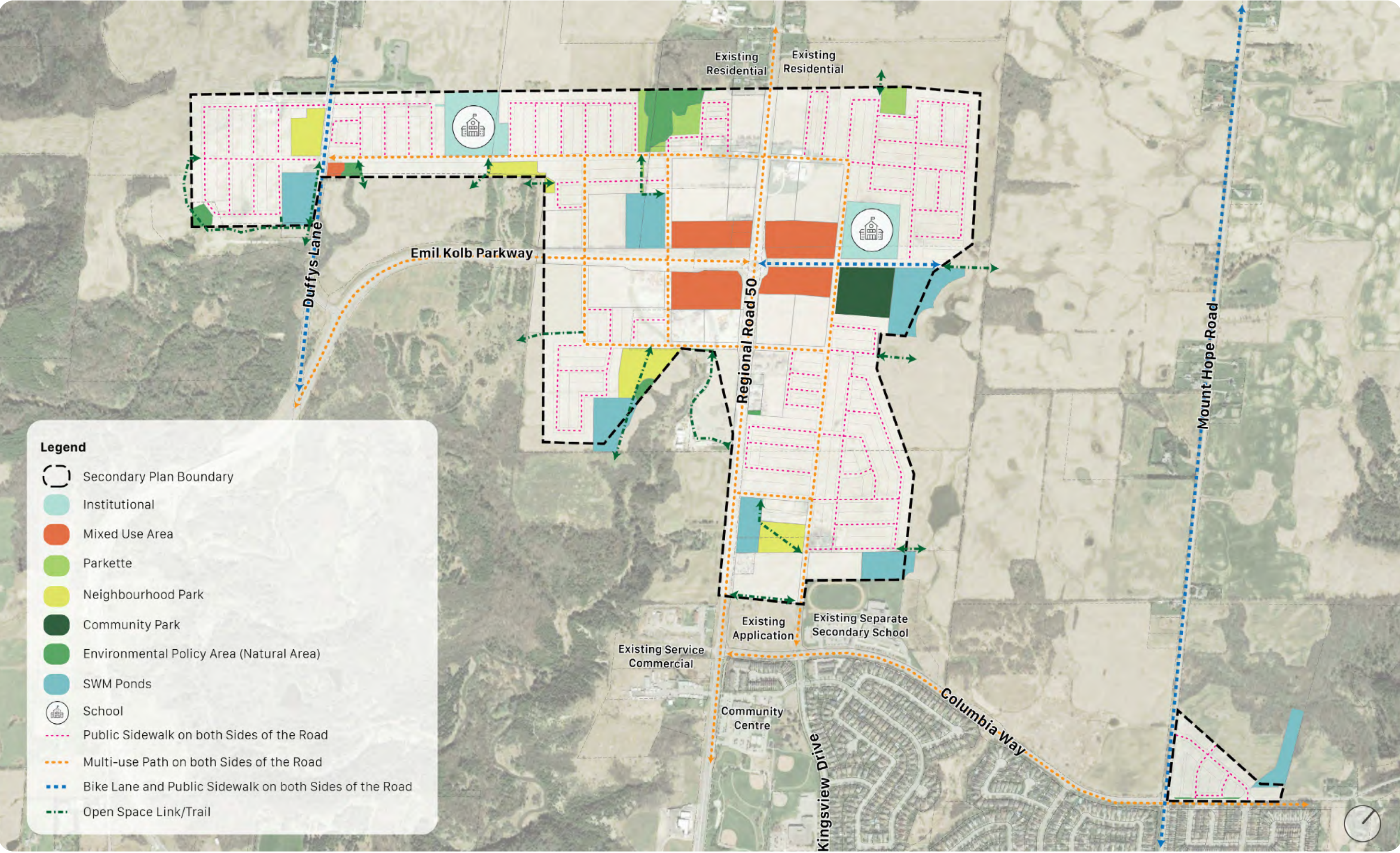


Figure 12 - Pedestrian Circulation & Destinations



# 4.2 Open Space Network

The proposed open space system will build upon the existing open space network to create a place for urban nature, gathering and areas for active and passive recreation. In order to achieve this, the following open space elements will be included in the plan as outlined below.

## 4.2.1 Parks & Open Space

A total of five new public parks and three parkettes, all fronting public streets, are located within the Lands and dispersed strategically within each character area with the exception of the MH/CWRA.

### NWRA

The NWRA anticipates two parkettes that will act as an extension and connect to the woodlot and two neighbourhood parks located along Duffys Lane and south of the school. Two open spaces are also anticipated at the southwest corner and southern edge of this character area along with the woodlot located at the northeast end of the area. For guidance on neighbourhood parks and parkettes, refer to *Sections 5.2.1.3 and 5.2.1.5* respectively of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.

### MUNNA & SCA

The SCA anticipates one neighbourhood park located at the southern end of the SCA. Urban plazas and squares are anticipated in the *Mixed-Use* land designations in the MUNNA. For guidance on neighbourhood parks and urban plazas and squares, refer to *Sections 5.2.1.3 and 5.2.1.4* respectively of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.

### NERA

The NERA anticipates one parkette located at the north end of the area. For guidance on parkettes, refer to *Section 5.2.1.5* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.

### SERA

The SERA anticipates one community park located at the north end of the area. For guidance on community parks, refer to *Section 5.2.1.2* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.

### SWRA

The SWRA anticipates one neighbourhood park located at the east end of the area. For guidance on neighbourhood parks, refer to *Section 5.2.1.3* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)*.





Precedent Image for Neighbourhood Park



Precedent Image for Open Space



Precedent Image for Open Space



Precedent Image for Neighbourhood Park



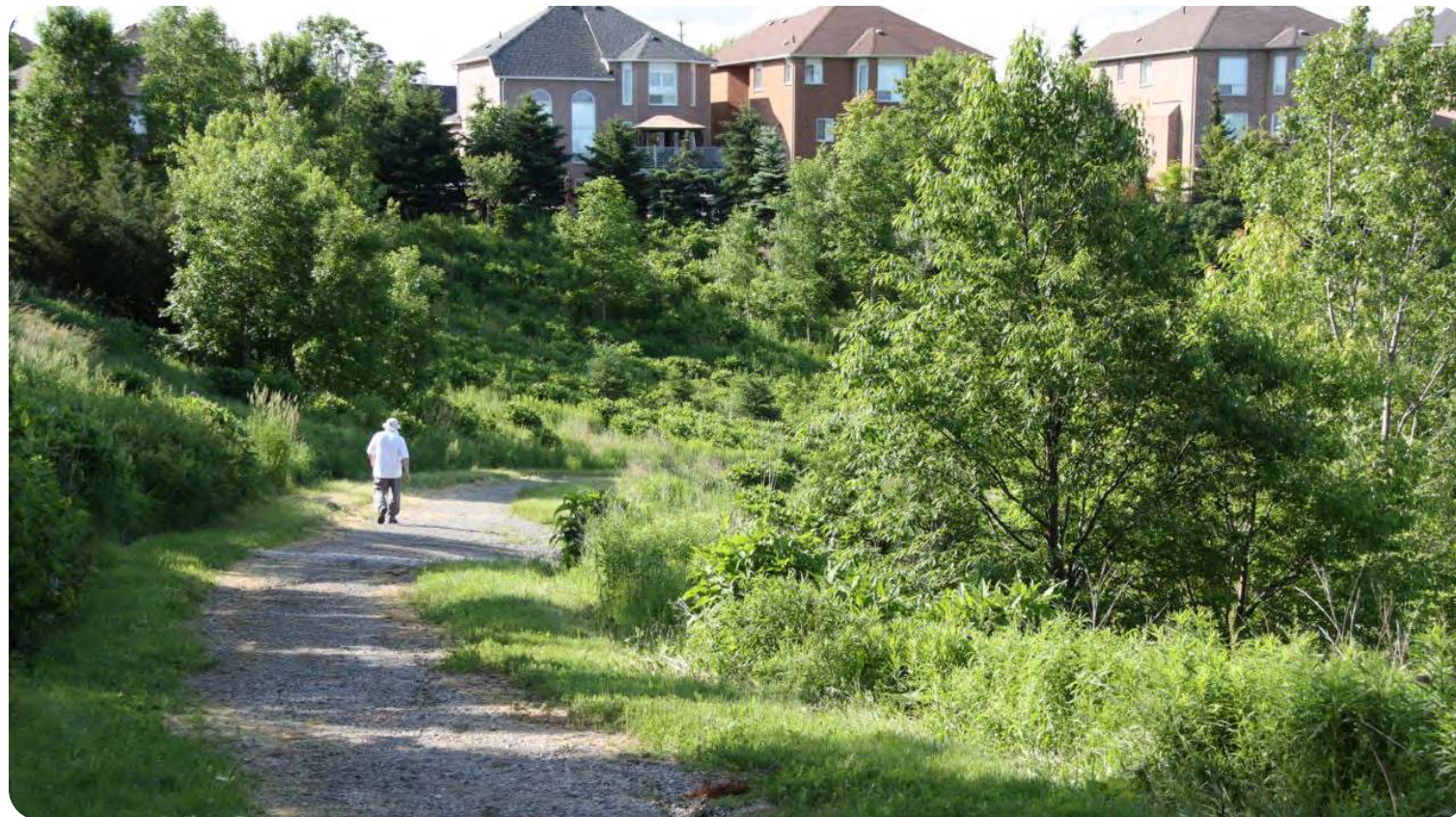
## 4.2.2 Trails, Trailhead/Vista Parkettes & Natural Areas

Pedestrian/bicycle trails are provided to link major elements of the community, including schools, parks, and the open space system.

- Multiple open space links/trails systems are anticipated within the Lands generally located at the extent of the lands connecting to existing trails and open spaces;
- Trails should be hard-surfaced and 3 metres wide. They should accommodate both bicycles and pedestrians with appropriate signage to avoid conflicts;
- At road crossings, signage and pavement markings should be employed;
- The trails within the school blocks should incorporate CPTED principles, including pedestrian lighting along the trail. Tree planting should reinforce the trail by providing opportunities for a continuous canopy at maturity; and
- Refer to *Section 4.5.2 of the Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for additional guidelines on trail typologies.



Precedent Image for Trail



Precedent Image for Trailhead



Precedent Image for Bicycle Trails



### 4.2.3 Stormwater Management Ponds

Seven SWM ponds are located within the Lands with two SWM ponds in the NWRA and SERA along with one SWM pond located in the SCA, SWRA, and MH/CWRA. The following guidelines apply:

- Stormwater management facilities should be treated as public assets and used as visual and design elements in addition to their engineering/ecological function. These facilities should include physical and visual links to pedestrian/bicycle trails where possible;
- The design of stormwater management facilities should harmonize with and complement the adjoining natural features where possible;
- The design of the stormwater management facilities should meet the City's planting guidelines and ensure that the engineering function is not compromised; and
- Refer to *Section 5.3 of the Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for guidelines on stormwater management facilities.



Precedent Image for Stormwater Management Pond



Precedent Image for Stormwater Management Pond



5

Sustainable  
Development



Sustainability is a core objective for the Lands which will be realized and implemented through various methods including but not limited to, the Town’s Green Development Standards, Resilient Caledon and a Climate Change Adaptation and Mitigation Plan. In addition, the provision of a mix of land uses in compact built forms will efficiently utilize existing and planned infrastructure thereby contributing to a more sustainable community. Sustainability will be further supplemented from a transportation perspective through a cohesive transportation network that accommodates pedestrians, cyclists and vehicles.

## 5.1 Low Impact Development (LIDs)

Incorporating low impact development features into future streetscapes and development to mitigate impacts associated with stormwater run-off will be a priority. These may include but are not limited to green roofs, bio-swales, permeable surfaces, green infrastructure, among others. Refer to *Section 6.2.1* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for guidance on LIDs.

## 5.2 Renewable Energy

To support Caledon’s objective of net-zero emissions by 2050, renewable energy systems such as solar, geo-thermal and other low-carbon energy systems will be contemplated within the Lands. Refer to *Section 6.3* of the *Town of Caledon Comprehensive Town-Wide Design Guidelines (March 2025)* for guidance on renewable energy.

## 5.3 District Energy

District energy systems may be explored in the Neighbourhood Focus Area where there is an appropriate level of density to support this type of renewable energy system. To implement renewable or alternative energy systems, additional consultation with Town and Regional Staff regarding funding, grants and credits will be explored.



6

Natural Heritage,  
Cultural & Built Heritage



The combination of three elements of heritage including the Natural Heritage System (“NHS”), cultural landscapes and heritage buildings will contribute toward the identity and character of the Lands as they develop into a new community. The preservation and stewardship of these resources is critical in celebrating Caledon’s rich history and ensuring the unique features are maintained for future generations. As the Lands develop, these various features will be integrated into the community as pedestrian linkages, key historical landmarks and opportunities for education about the environment.

## 6.1 Natural Heritage System

- NHS features will be prioritized as focal points for pedestrians and cyclists, and will be integrated into future development.
- Where environmentally sensitive lands interact with the future development blocks, appropriate signage or barriers such as fencing will be provided to minimize potential disturbances.
- Roads that are located along the edge of the NHS will be designed to enhance the transition to these areas through increased plantings or buffer zones.

## 6.2 Landforms & Cultural Landscapes

- Landscapes or landforms that are identified throughout the Lands will be conserved as required by the relevant conservation authority and integrated into the future community.
- Where there is an identified cultural landscape, opportunities for commemoration or education will be explored to contribute towards overall Town heritage objectives.

## 6.3 Listed or Designated Properties

- Listed or designated heritage properties will be evaluated through their respective reports and studies to explore opportunities for commemoration or preservation where appropriate.
- Should a heritage listed or designated property be retained, it will be encouraged to serve as a focal point for the community or contribute to view corridor.







