TOWN OF CALEDON

ALLOA COMMUNITY

COMMUNITY DESIGN GUIDELINES

JULY 2025

SECOND SUBMISSION

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Prepared for:
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CHAPTER 01

INTRODUCTION

Document Purpose & Structure

Regional & Local Context

1.1 DOCUMENT PURPOSE & STRUCTURE

The Alloa Community is located in the Town of Caledon and Regional Municipality of Peel. As part of the approval process, a Secondary Plan has been prepared and shall form the basis of this Community Design Guidelines (CDG).

This CDG will provide design direction related to the implementation of the vision and intent for the development. It focuses on the physical design, with particular reference to opportunities and constraints, pedestrian circulation, road network, special character areas, streetscape treatment, open space design, and built form characteristics.

The CDG emphasizes and describes the elements that are fundamental in creating an attractive, compact, pedestrian-friendly, urban environment situated within the Town of Caledon. The CDG consists of ten (10) sections which have been broken down into the following:

SECTION 1: INTRODUCTION

Provides a description and analysis of the study area.

SECTION 2: COMMUNITY DESIGN VISION

Describes the proposed Draft Plan of Subdivision and identifies the vision, guiding principles, policies, and opportunities and constraints.

SECTION 3: STRUCTURING ELEMENTS

Describes the proposed Draft Plan of Subdivision and identifies the structuring elements.

SECTION 4: SPECIAL CHARACTER AREAS

Describes the proposed Draft Plan of Subdivision and identifies the special character areas.

SECTION 5: LANDSCAPE & OPEN SPACE GUIDELINES

Describes the open space approach with corresponding design guidelines.

SECTION 6: STREETSCAPE GUIDELINES

Describes the streetscape approach with corresponding design guidelines.

SECTION 7: SUSTAINABILITY & LOW-IMPACT DESIGN

Describes several important measures to ensure the community is designed with a strong emphasis on the integration of sustainable practices.

SECTION 8: BUILT FORM

Addresses the built form vision through priority lotting standards.

SECTION 9: CULTURAL HERITAGE RESOURCES

Highlights the cultural heritage resources within and around the study area.

SECTION 10: IMPLEMENTATION

Comments on the applicant responsibilities, as well as the implementation and approval process at the Town of Caledon.

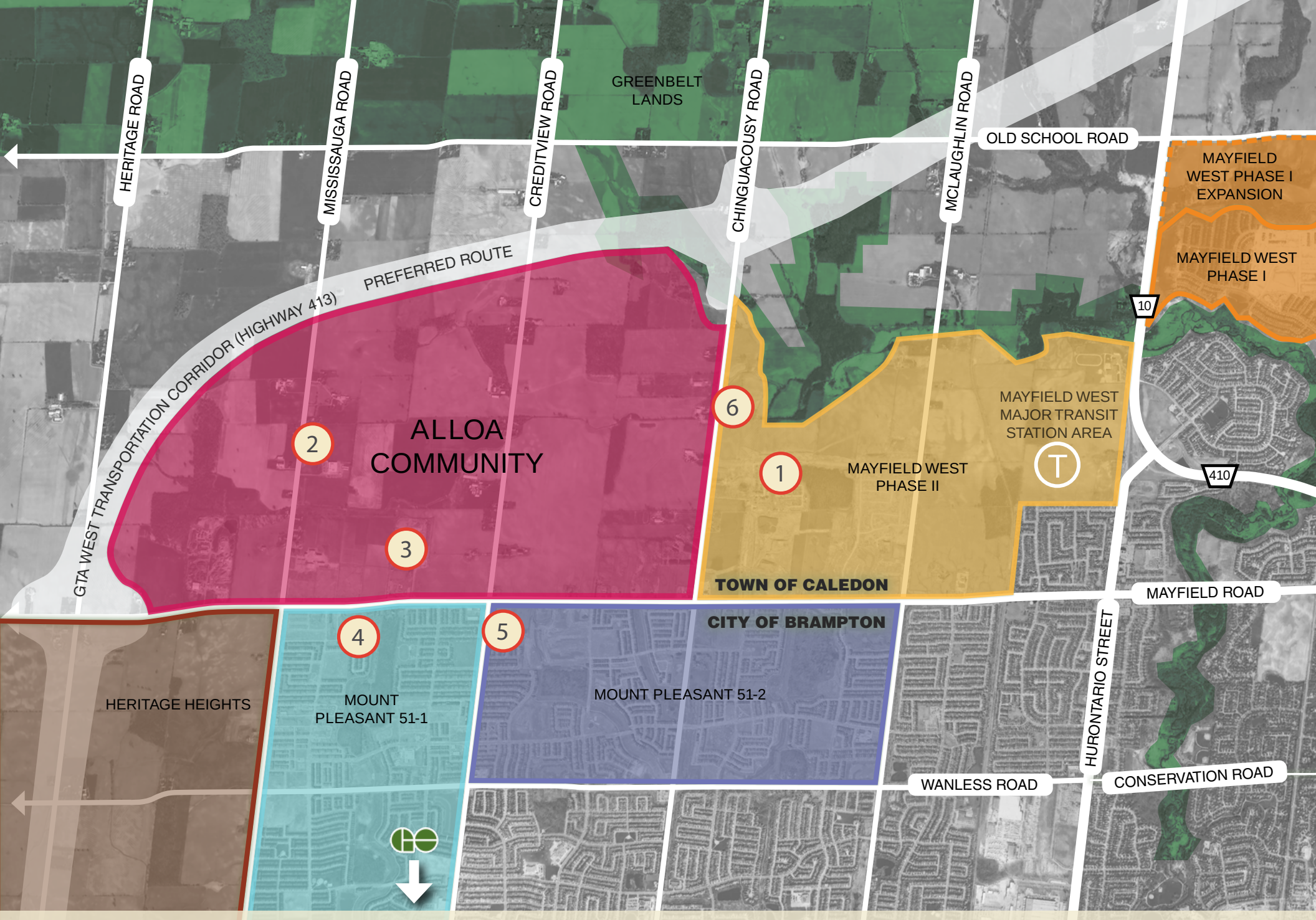


Figure 1.1: Alloa Community Context Map

1.2 REGIONAL & LOCAL CONTEXT

The Alloa Community comprises 725 hectares (1800 acres) of greenfield lands in southwest Caledon, 237 hectares (585 acres). The study area is located east of Heritage Road, south of Old School Road and the Greenbelt lands, and bounded by Mayfield Road to the south, Chinguacousy Road to the east, and the future Greater Toronto Area (GTA) West Transportation Corridor (Highway 413) to the north and west. It is legally described as Lots 18-22, Concessions 3 & 4 WHS in the Town of Caledon.

The developments adjacent to Alloa present an opportunity to create a complementary community, well-connected to existing and planned open space networks, a diversity of land uses, housing options, and major transit networks.

The Alloa Community is bound by the following:

East: Chinguacousy Road and Mayfield West Phase II, a complete community which offers a mix of residential, retail, employment, institutional, and open spaces uses that would complement the uses proposed within Alloa;

North and West: The future GTA West Transportation Corridor, proposed to serve as an outer ring road around the built-up areas of Brampton and Vaughan, permitting traffic to bypass much of the GTA. Greenbelt lands lie north of the planned GTA West Corridor;

South: Mayfield Road (also the Caledon / Brampton city limit), sit the proposed Heritage Heights community, the Mount Pleasant community, and Mount Pleasant Village (MPV) - a full-service, transit-oriented development and GO transit mobility hub, with a mix of residential, retail, civic, and cultural uses in proximity to the Alloa Community.

1 *Conceptual perspective of the Spine Road within the Mayfield West Phase II community*

2 *Image of Alloa Public School from Mississauga Road*

3 *Image of Malala Yousafzai Public School from Mayfield Road*

4 *Image of Mount Pleasant Recreational Trail*

5 *Image of single detached dwellings in Mount Pleasant neighborhood*

6 *Image of single detached dwelling along Chinguacousy Road*

CHAPTER 02

COMMUNITY DESIGN VISION

Community Design Vision

Community Design Guiding Principles

Policy Context

Opportunities & Constraints

2.1 COMMUNITY DESIGN VISION

Alloa is envisioned as a unique, innovative and successful community. To be unique and innovative, the community must reflect and reinforce the character of the Town of Caledon, distinct from other suburban developments, and establish a truly sustainable community that is compact, walkable and transit supportive, with a mix of housing types and densities, while emphasizing the preservation and enhancement of natural features and assets. To be successful, the measures proposed to achieve this unique and innovative character must be implementable.

Implementing these fundamental tenets in the development of the community will result in several key defining attributes, including, but not limited to, the following:

PROMOTE TRANSIT-SUPPORTIVE DENSITIES THAT PROVIDE CONNECTIVITY TO TRANSIT AND FOSTER SUSTAINABLE DEVELOPMENT

Integrate high and medium density land uses along transit corridors to create active and healthy neighbourhoods, with seamless mobility options to Major Transit Station Areas (MTSA).

CREATE A VIBRANT, COMPACT, AND COMPLETE COMMUNITY

Promote development that provides a balanced mix of land uses with a diverse range of housing forms, mix of uses, community facilities, services, and transportation options.

PROVIDE A FINE-GRAINED NETWORK OF STREETS WITH LOGICAL CONNECTIONS TO ADJACENT EXISTING AND FUTURE COMMUNITIES

Ensure that the Alloa Community is part of a well-connected and cohesive planning framework to promote the ‘15-minute neighbourhood’, with strong pedestrian, active-transportation, and vehicular links to the adjacent communities.

PROVIDE A HIGH-QUALITY AND ATTRACTIVE BUILT FORM

Encourage a high standard of design for all areas of development, while balancing financial feasibility to deliver affordable housing.

CREATE PEDESTRIAN-FRIENDLY PUBLIC REALM AND STREETSCAPES

Design and site buildings to respond appropriately to their location within the community, maintaining positive relationships between built form and public spaces in order to achieve quality streetscapes.

PROVIDE ACCESS AND VISIBILITY TO SURROUNDING NATURAL AREAS

Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability and a linked natural heritage and open space system, while maintaining the integrity of all environmental systems.

INTEGRATE ACTIVE AND PASSIVE PARKS AND OPEN SPACES

Provide a robust system of parks and open spaces for all ages and abilities, that encourage passive and active all-season use, promote unique experiences and educational opportunities, and incorporate natural features.

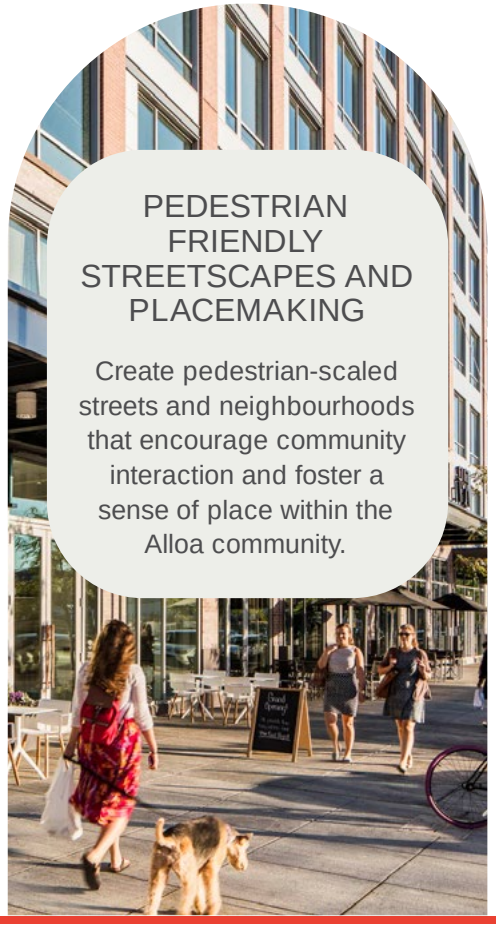
2.2 COMMUNITY DESIGN GUIDING PRINCIPLES

The Alloa Community is intended to supply new residential housing with the goal to promote, facilitate, and participate in the development of affordable, welcoming, and vibrant neighbourhoods within the Town of Caledon.

The Guiding Principles have been formulated to provide insight and direction into the overall community framework/structure, theming refinement, and preliminary open space concepts.

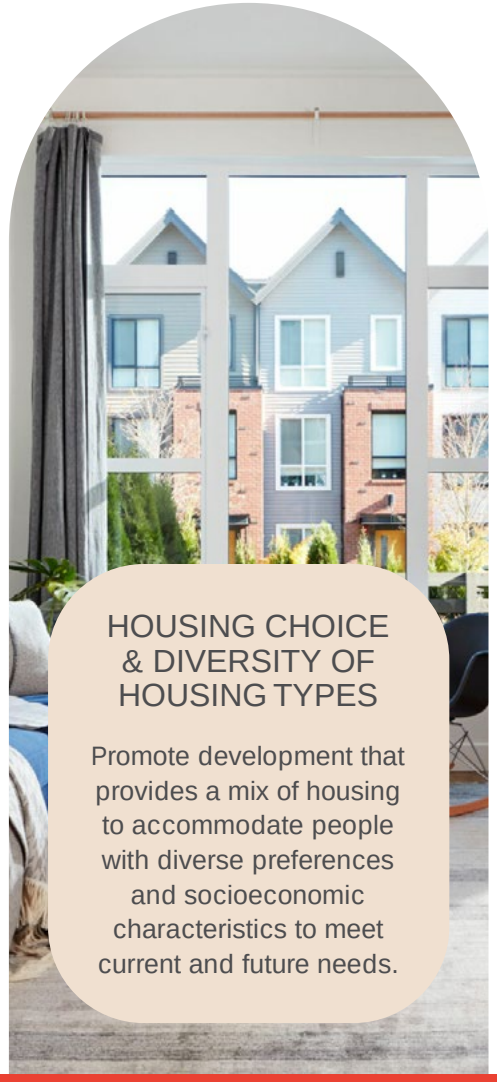
PROTECTING & ENHANCING THE EXISTING NATURAL FEATURES

Protect and maintain the existing Natural Environmental System and Greenbelt lands, with views and visual connections from open spaces, where possible.



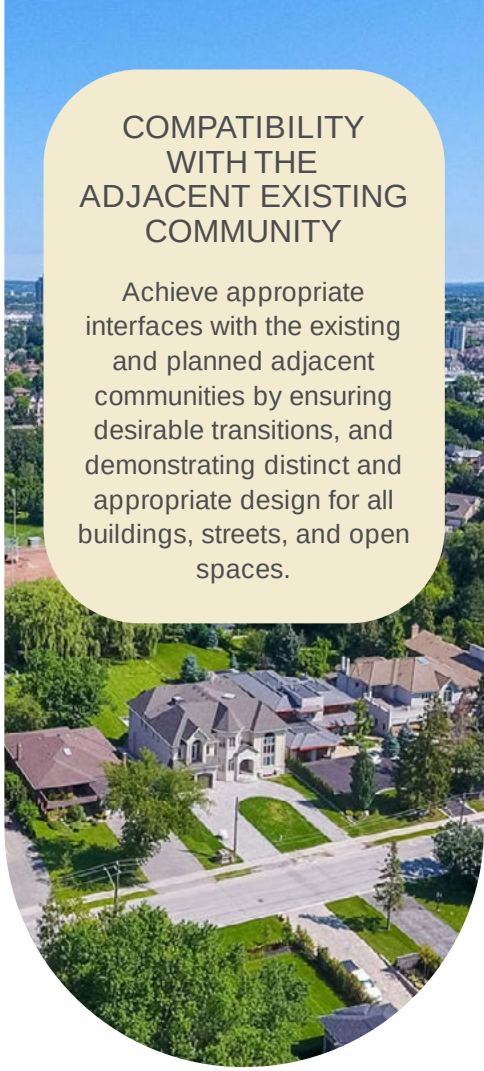
PEDESTRIAN FRIENDLY STREETSCAPES AND PLACEMAKING

Create pedestrian-scaled streets and neighbourhoods that encourage community interaction and foster a sense of place within the Alloa community.



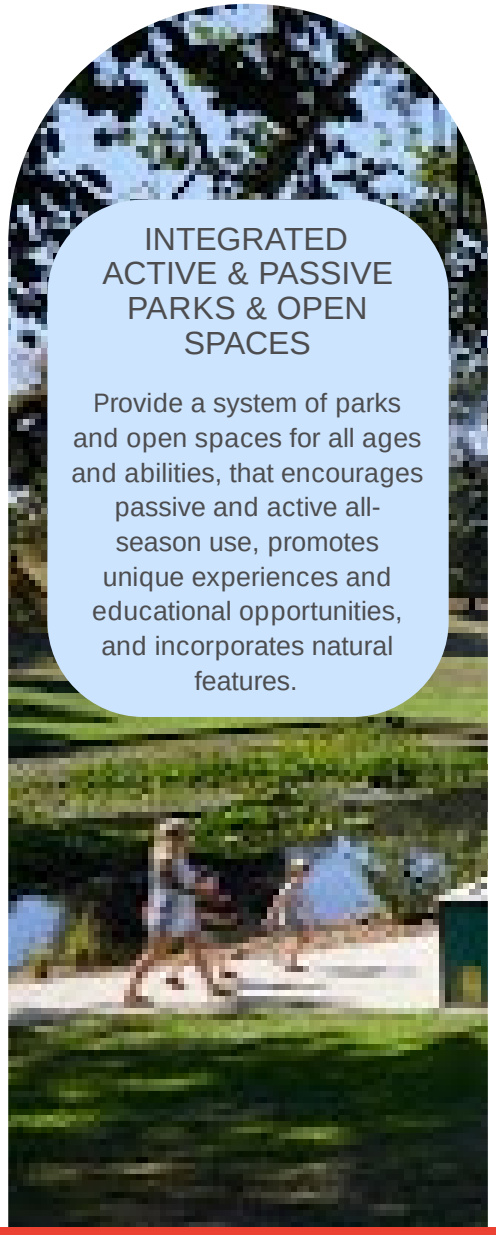
HOUSING CHOICE & DIVERSITY OF HOUSING TYPES

Promote development that provides a mix of housing to accommodate people with diverse preferences and socioeconomic characteristics to meet current and future needs.



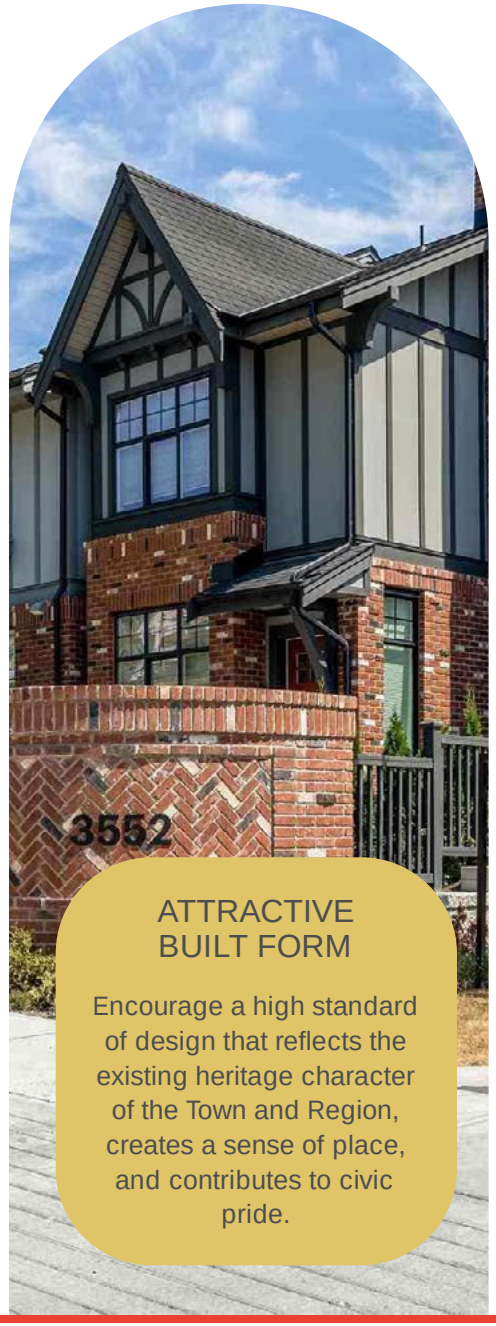
COMPATIBILITY WITH THE ADJACENT EXISTING COMMUNITY

Achieve appropriate interfaces with the existing and planned adjacent communities by ensuring desirable transitions, and demonstrating distinct and appropriate design for all buildings, streets, and open spaces.



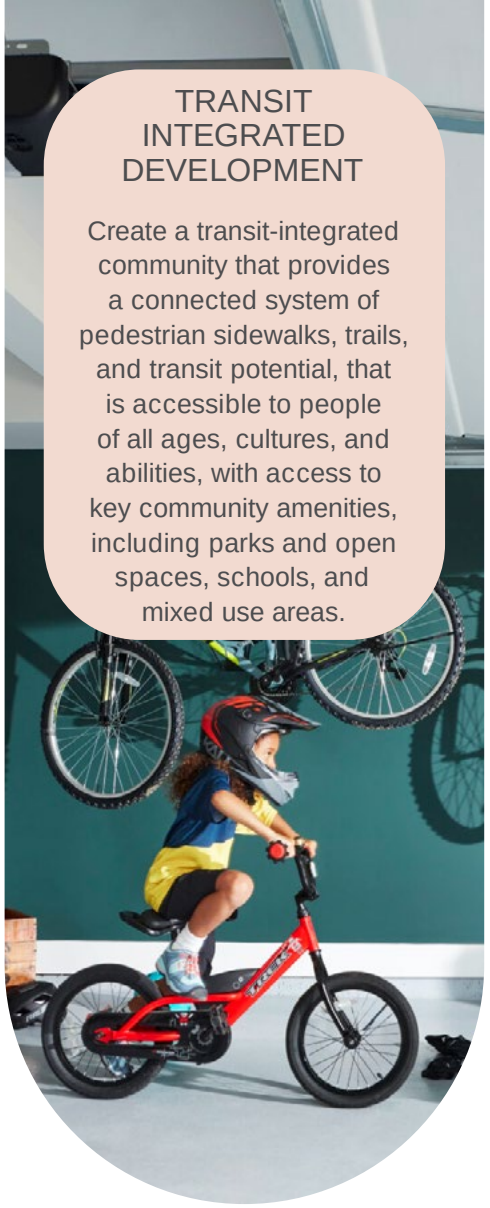
INTEGRATED ACTIVE & PASSIVE PARKS & OPEN SPACES

Provide a system of parks and open spaces for all ages and abilities, that encourages passive and active all-season use, promotes unique experiences and educational opportunities, and incorporates natural features.



ATTRACTIVE BUILT FORM

Encourage a high standard of design that reflects the existing heritage character of the Town and Region, creates a sense of place, and contributes to civic pride.



TRANSIT INTEGRATED DEVELOPMENT

Create a transit-integrated community that provides a connected system of pedestrian sidewalks, trails, and transit potential, that is accessible to people of all ages, cultures, and abilities, with access to key community amenities, including parks and open spaces, schools, and mixed use areas.

LOW IMPACT DEVELOPMENT

Integrate appropriate low-impact development strategies as a key component of open space and built form design that promotes environmental health, social wellbeing, cultural vibrancy, and economic vitality.

2.3 POLICY CONTEXT

The Alloa Community provides an opportunity to develop integrated and affordable neighbourhoods with a diversity of housing options within the Town of Caledon. The proposed development is subject to several planning and urban design policy documents, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Region of Peel Official Plan, the Town of Caledon Official Plan, and the updated Caledon Comprehensive Town-Wide Design Guidelines.

In conjunction with the planning and urban design policy goals and objectives, this document will be used to provide a set of high-level guidelines to direct the planning process to help achieve the vision for the development. The following policy documents specifically apply to the Alloa Community, where the outlined goals align with the proposed development.

2.3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement 2024 (PPS) came into effect on October 20, 2024 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. Settlement areas are defined in the PPS as urban areas in rural settings such as towns, villages, and hamlets. The PPS mandates in Section 2.3.1.1 that growth and development shall be focused in settlement areas, so it is critical to evaluate the regeneration of such areas for long-term economic prosperity. New development taking place in designated growth areas should occur adjacent to existing built-up areas and should have compact form, as well as a mix of uses and densities that allow for the efficient land use, infrastructure, and public service facilities (2.3.1.3).

Within the boundary of a designated settlement area in the Town of Caledon, the Alloa Community supports the following policies as outlined in the PPS:

1. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

    - Efficiently use land and resources (2.3.1.2 (a));
    - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (2.3.1.2 (b));
    - Minimize negative impacts to air quality and climate change, and promote energy efficiency;
    - Prepare for the impacts of a changing climate;
    - Support active transportation (2.3.1.2 (c)); and
    - Are transit-supportive, where transit is planned, exists or may be developed (2.3.1.2 (d)).

2. Healthy, liveable, and safe communities are sustained by:

    - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; and
    - Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (2.4.1).

2.3.2 GREENBELT PLAN

The Greenbelt Plan (2017) identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring in the Greater Golden Horseshoe region.

The Alloa Community contains a natural heritage feature in the northeast corner, designated within the Greenbelt Plan Area Boundary, giving it permanent protection. The Greenbelt feature will form a connection with a larger Natural Environmental System (NES), around which the development of the community will be organized.

2.3.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan (2024) outlines strategies to guide growth and development in Peel Region for the period 2005 to 2031 for the Urban System, which is composed of a variety of communities that contain diverse living, working, and cultural opportunities. The following provides a summary of the key policy objectives proposed for Chapter 5.

Designated Greenfield Area through Stage 3 – Settlement Area Boundary Expansion (SABE), to support the progression of growth in south Caledon:

- To develop the Designated Greenfield Areas in a logical manner in accordance with approved phasing and sequencing within delineated secondary planning areas;
- To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres;
- To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility;
- To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, recognizes the importance of protecting and conserving the archaeological resources, cultural heritage resources, built heritage and agricultural resources of Peel;
- To ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions; and
- To ensure that development of the Designated Greenfield Area is supported by a structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.

2.3.4 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan (OP) is meant to provide a road map for the next 20+ years of development. The principles and objectives contained in the OP support the Town's strategy to preserve its rural character and cultural heritage, while adapting to pressures of urbanization, fiscal capacity, and the demand for more urban services. Within the OP, the structure and development of Subject Lands are guided by the Alloa Secondary Plan.

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

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

2.3.5 CALEDON COMPREHENSIVE TOWN-WIDE GUIDELINES

The updated Comprehensive Town-wide Design Guidelines (2025) are intended to be a single, consolidated source of guidance for both urban and rural settings 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 the Alloa Community:

- The development of compact, connected and walkable communities that provide increased mobility options (i.e. 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.

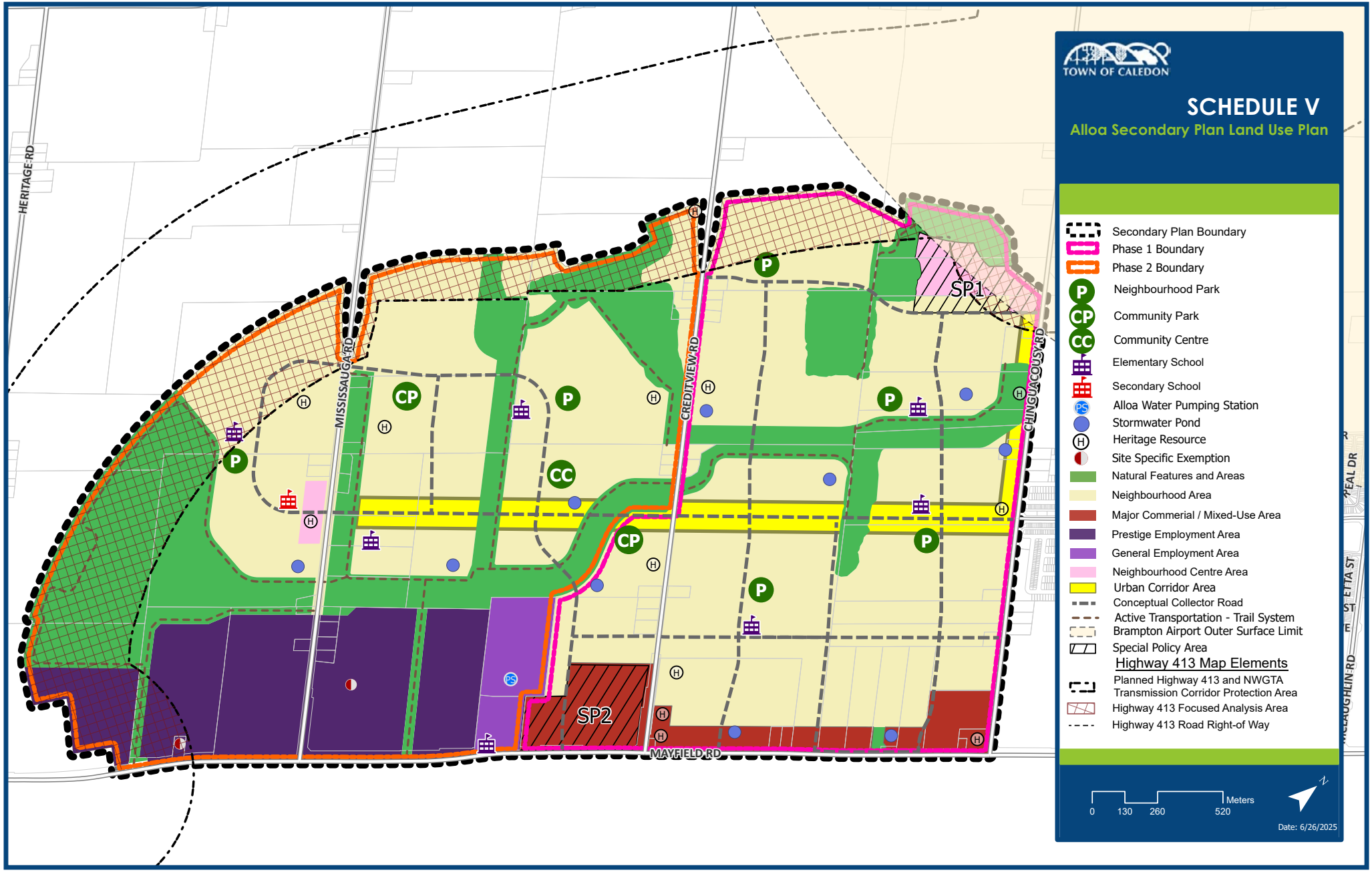


Figure 2.1: Alloa Secondary Plan: Land Use Plan

2.3.6 THE HEALTHY DEVELOPMENT ASSESSMENT USER GUIDE - REGION OF PEEL

The Healthy Development Assessment User Guide (2016) 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 (6) Core Elements of the built environment into the design and planning of Alloa 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.

2.4 OPPORTUNITIES & CONSTRAINTS

The Alloa Community presents a set of opportunities and constraints related to the development's location, as well as mandated design policies, that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

Figure 2.2 illustrates the community's main structuring elements, which are further described in the following subsections.

2.4.1 OPPORTUNITIES

The Alloa Community is ideally situated to connect with the existing and planned communities of Mount Pleasant, Heritage Heights, and Mayfield West Phase II, deeming it the next logical progression of growth in south Caledon. Its proximity to these communities serves as a building block that helps define the various land uses, establish the street hierarchy and network, and create the framework for neighbourhoods, while linking its residents with surrounding amenities, such as a diversity of residential typologies, accessible transit, integrated green spaces, education, community networks, retail, and employment. Features within the subject site that present key design opportunities include:

- The Natural Environmental System (NES): The NES presents a significant opportunity to strengthen the interconnected open space network throughout the south Caledon and north-west Brampton communities, while establishing key views and vistas within Alloa;
- Arterial streets: Mayfield Road, Mississauga Road, Creditview Road, and Chinguacousy Road offer opportunities for neighbourhood linkages, focused medium density development, community gateways, an employment corridor (Mayfield Road), and future transit potential;
- Urban Corridor Area: The proposed Urban Corridor Area functions as the central character avenue and transit link for Alloa. Its proposed continuation west of Chinguacousy Road through the Alloa Community to Mississauga Road, along Chinguacousy Road north of Tim Manley Avenue, as well as along Mayfield Road, strengthens the progression of growth in south Caledon;
- Pedestrian connections: The proximity to established and planned communities presents an opportunity to create direct links with existing sidewalk connections that lead to safe and logical pedestrian connections within the proposed development;
- External streetscape presence: The bounding streets of Mayfield Road and Chinguacousy Road present opportunities to achieve effective streetscape edges along the Alloa Community perimeter, that are appropriate to the adjacent built form and reflect the scale of the roads; and
- The GTA West Transportation Corridor: Bounding the Alloa Community to the north and west, the GTA West preferred route and combined transitway is planned as an alternate route that will allow traffic to bypass much of the GTA, connect people to major employment centres, and connect under served communities with regional transit options.

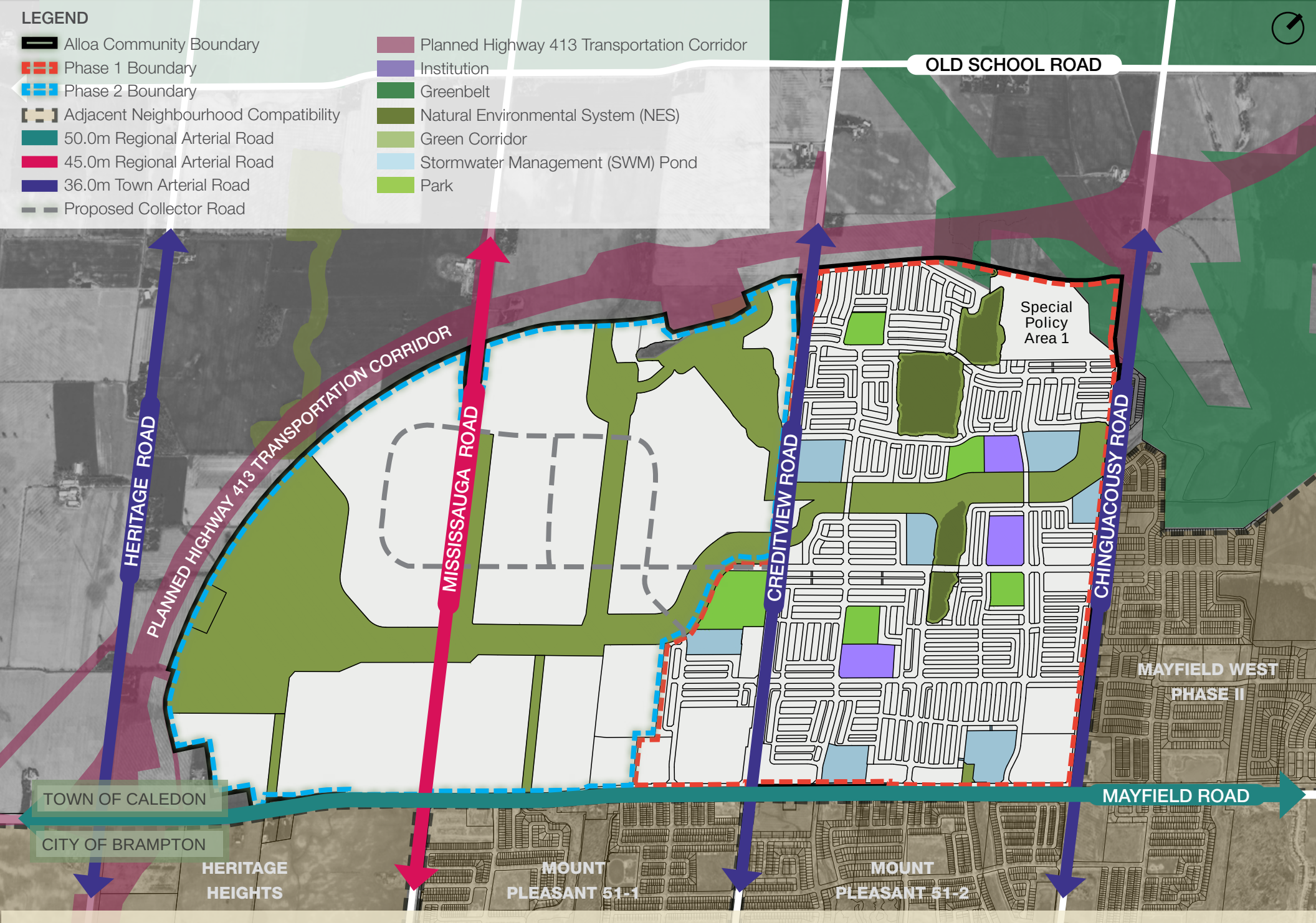


Figure 2.2: Alloa Community Opportunities and Constraints Plan

2.4.2 CONSTRAINTS

The Alloa development site is not a blank slate, so constraints are expected. However, it is important to embrace constraints and allow them to guide the design. The following features require consideration, but may present opportunities as well:

- Environmentally sensitive lands: While the NES presents an opportunity to link to the open space network within south Caledon and north-west Brampton, appropriate setbacks and buffers around watercourses, woodlots, and wetlands must be carefully considered. Any associated trails within the NES must be sensitively integrated to mitigate impacts to the core natural functions of the system;
- Neighbourhood compatibility: While Alloa's proximity to the established and planned communities of Mount Pleasant, Heritage Heights, and Mayfield West Phase II present opportunities for connectivity, transit usage, and shared amenities, the negative impacts to these adjacent residential communities must be considered and mitigated; and
- The GTA West Transportation Corridor interface: The GTA West Corridor, forming the north and west boundaries of the community, may pose issues around safety, noise, and visual appeal. Residential development near 400-series highways must follow mitigation measures and submit plans to the Ministry of Transportation Ontario (MTO) for approval. Mitigation measures may include landscape screenings, gateway treatments, architectural enhancement strategies (including noise barriers), wildlife crossing measures, etc.

CHAPTER 03

STRUCTURING ELEMENTS

About the Structuring Elements

Designated Greenbelt

Natural Environmental System (NES)

Road Network

Proposed Land Use

Proposed Highway 413 Extension

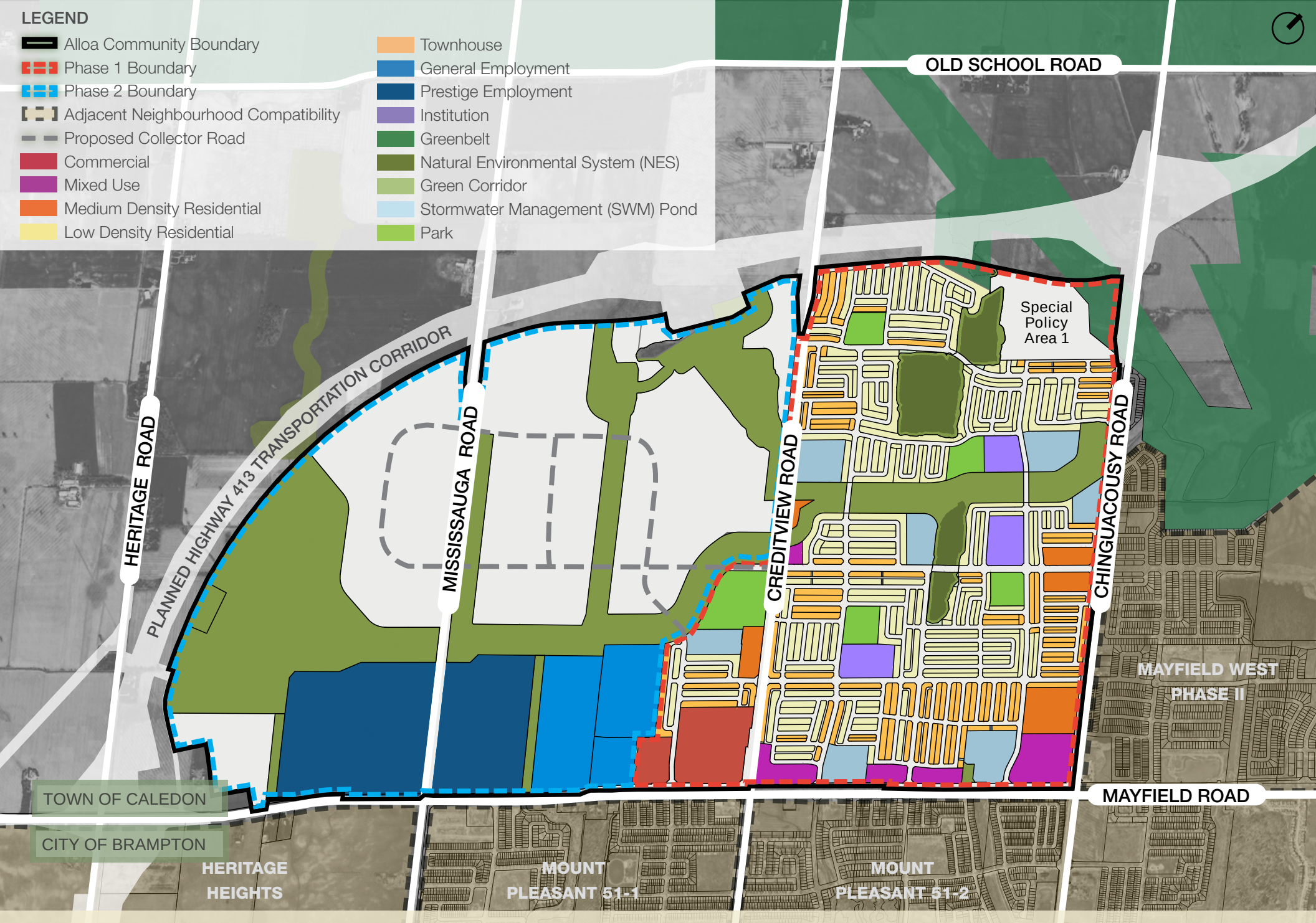


Figure 3.1: Alloa Community Structuring Elements Plan

3.1 STRUCTURING ELEMENTS

The Alloa Community structuring elements serve as the main building blocks in defining the various land uses, establishing the street hierarchy and network, and creating the framework for neighbourhoods. 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. The proposed Community Design Guidelines shall leverage opportunities for complete community building strategies, including:

- Protecting and enhancing existing natural features, while establishing views and visual connections throughout the community;
- Integrating active and passive open spaces through an extensive open space network;
- Creating a transit-integrated community that provides a connected system of pedestrian sidewalks, trails, and future transit potential;
- Ensuring compatibility and complementarity with adjacent communities;
- Achieving the Town's objectives for a diversity of residential dwelling types to serve the needs of a range of residents;
- Providing appropriate building massing and attractive built form;
- Creating a sense of placemaking and identity through pedestrian friendly streetscapes that will make for interesting, attractive, and supportive navigation throughout the community; and
- Integrating appropriate low-impact development strategies as a key component of open space and built form design to promote environmental health, social wellbeing, cultural vibrancy, and economic vitality.

The main structuring elements, described and illustrated in this chapter, include the following:

- Designated Greenbelt;
- Natural Environmental System (NES);
- Road Network;
- Proposed Land Use; and
- Proposed Highway 413 Extension.

3.2 DESIGNATED GREENBELT

Consistent with the objective aimed at ensuring the sustained integrity of agricultural land uses and associated ecosystems, the Town of Caledon recognizes the lands situated immediately north of the Alloa Community as designated Greenbelt Plan Area lands. The Greenbelt Act was enacted to provide regulatory protection from urban development and sprawl in the Golden Horseshoe area. While protecting prime agricultural land is its primary purpose, the Greenbelt provides for the protection of the Niagara Escarpment and Oak Ridges Moraine.

Designated Greenbelt lands are north of the Alloa Community, providing opportunities for trail linkages and potentially accommodating stormwater management facilities.

3.3 EXISTING NATURAL ENVIRONMENTAL SYSTEM (NES)

The Town of Caledon recognizes that the sustained integrity of the natural environment is essential to the continued ecological, social and economic well-being of the Town and its residents.

As such, the Town has adopted goals and objectives aimed at protecting, enhancing and restoring ecosystem functions and processes with respect to woodlands and wetlands, groundwater, fish and wildlife species, and valley and stream corridors.

Existing woodlands and wetlands, as well as existing drainage patterns, form the backbone of the proposed Natural Environmental Systems (NES) and associated linkages. Along with the existing road network, these features provide a framework for the layout of the proposed land use fabric, including streets, residential blocks, schools, parks, etc.

3.4 ROAD NETWORK

The Alloa Community framework plan is largely influenced by the existing concession road fabric, which will serve as the major community road network. This network consists of Mississauga Road, a north-south arterial in the west of the community; Creditview Road, a north-south arterial; Chinguacousy Road, a north-south arterial that forms the eastern limit of the community; and Mayfield Road, an east-west arterial that forms the southern limit of the community and the Caledon / Brampton city boundary.

Recognizing the potential of a mixed-use development near existing or planned public transit stations, along with social and physical infrastructure has led to a well-defined and connected hierarchy of streets intended to extend from the existing Mayfield West Phase II and Mount Pleasant street network into the Alloa Community. This grid configuration will facilitate all modes of movement and circulation, thereby supporting accessibility and transit ridership, and promoting a safe and active lifestyle for residents and visitors alike.

Combined with collector streets, local streets, and laneways, this network provides for the safe and convenient movement of pedestrians, cyclists, and vehicles, serves as a common space for social interaction, and establishes the initial visible impression of the community. The character of these streets will be defined by their transportation function and the type of adjacent land uses.

The proposed street hierarchy consists of the following typologies:

- Collector Streets;
- Local Streets
- Window Streets; and
- Laneways.

3.5 PROPOSED LAND USE

The naturalized areas, including the Natural Environmental Systems (NES) and their linkages, along with the road network, will provide the foundational structure for individual neighborhoods. With this structure in place, neighborhood amenities such as parks, schools, transit stops, and pedestrian pathways will be strategically located within a reasonable walking distance, typically within a five-minute radius.

This approach envisions distinct neighborhood areas for the Alloa Community. Coupled with the major community structuring elements, including the GTA West Corridor, existing arterial roads, and the connection to Greenbelt lands, will create a cohesive framework for the area, establishing sub-neighborhoods with a supportive mix of land uses..

These land uses include the following -

- A comprehensive open space linkage system that critically connects to Greenbelt lands and the adjacent Mayfield West Phase II and Mount Pleasant communities, establishing key viewshed opportunities throughout the Alloa community;
- Proposed parks within walking distance from each neighbourhood, adjoining NES features and stormwater management (SWM) ponds, and situated adjacent to schools for convenient and efficient co-use opportunities;
- Schools sited to enable walking and cycling connections from all neighbourhoods, promoting pedestrian activity and contributing to an active lifestyle for all residents;
- A trail network that ties all parks, SWM ponds, natural open spaces, and schools together to provide safe and convenient connections for throughout the community;
- Roads with cycling infrastructure that are linked to the trail network and also linked to the adjacent communities;
- Rear lane townhouses that frame the majority of the main arterial corridors and collector gateways, with low and medium density filling out the remainder of the neighbourhoods;
- Mixed-use development opportunities at key nodes and the intersection of Chinguacousy and Mayfield Roads; and
- Commercial and employment lands along Mayfield Road, in proximity to the GTA West Corridor interchange, Mount Pleasant community, and future Heritage Heights community.

3.6 PROPOSED HIGHWAY 413 EXTENSION

The proposed Highway 413 extension, also known as the GTA West Corridor, is a major infrastructure project aimed at enhancing transportation connectivity in the Greater Toronto Area. This extension will pass through the Town of Caledon, providing significant benefits to the community and the region at large. The highway will provide residents and businesses in Caledon with better access to major urban centers, reducing travel times and improving the efficiency of transportation for goods and services.

The Highway 413 extension will play a crucial role in the development and success of the new Alloa community in southwest Caledon. The extension will provide Alloa residents with convenient access to major highways, significantly reducing travel times to Toronto, Brampton, and other key destinations. Improved transportation links will attract businesses and commercial investments to Alloa, creating local job opportunities and fostering economic growth within the community. The easy access to Highway 413 will make Alloa an attractive location for home buyers seeking a balanced lifestyle with both urban amenities and suburban tranquility.

The planning and design of Highway 413 will incorporate measures to minimize environmental impacts and preserve the natural heritage of Caledon. Environmental assessments and public consultations will be conducted to ensure that the project aligns with community values and sustainable development goals. The extension is expected to ease traffic congestion on local roads and existing highways, improving overall traffic flow and safety. Highway 413 will integrate seamlessly with the existing road network, providing improved access to key destinations within the Greater Toronto Area and beyond.

The Highway 413 extension is currently in the planning and environmental assessment phase. Upon completion of these assessments and necessary approvals, construction is anticipated to begin, with a projected completion timeline within the next decade. This project represents a significant step forward in improving transportation infrastructure in Caledon and the Greater Toronto Area. It promises to deliver enhanced connectivity, economic growth, and improved quality of life for residents and businesses alike, particularly benefiting the new Alloa community with its strategic location and development potential.

CHAPTER 04

SPECIAL CHARACTER AREAS

Special Character Areas

Neighbourhood Centre

Urban Corridor Node

Mixed-Use Node

Road Interface

Greenbelt Plan Area Interface

Employment Centre

4.1 SPECIAL CHARACTER AREAS

Special Character Areas within the Alloa Community are designated zones distinguished by unique design elements or primary functions that profoundly shape the community's identity and atmosphere. These areas play a pivotal role in defining the community's character both in terms of architectural design and land use at a neighborhood scale.

Their significance is underscored by the meticulous attention given to the built environment, streetscapes, and open spaces, ensuring they contribute positively to the overall aesthetic and functionality of Alloa.

The following are described in this chapter:

- Alloa North Neighbourhood Centre
- Chinguacousy & Tim Manley Urban Corridor Node
- Mayfield & Chinguacousy Mixed-Use Node
- Mayfield Road Interface
- Greenbelt Plan Area Interface
- Mayfield Road Employment Centre

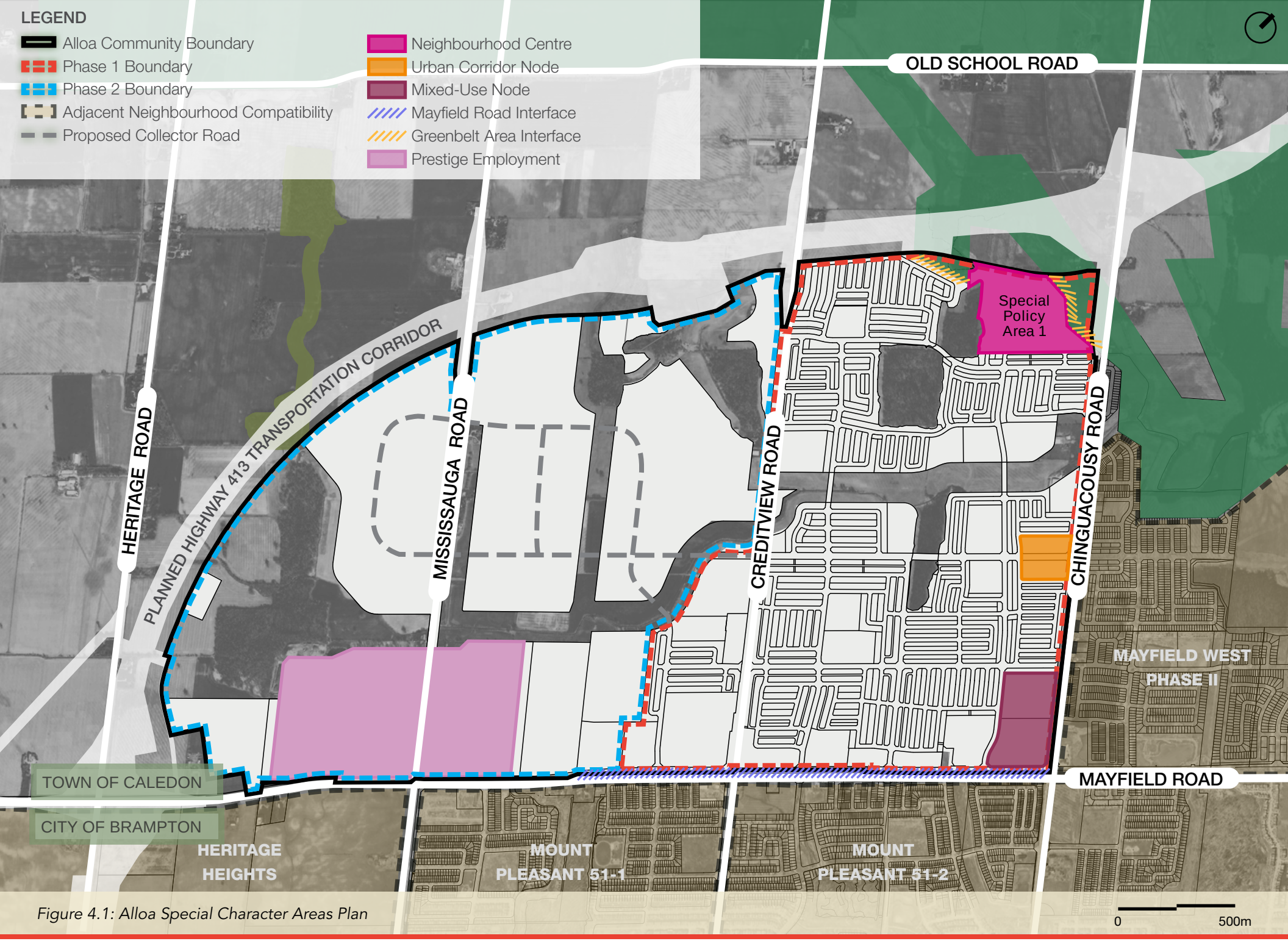


Figure 4.1: Alloa Special Character Areas Plan

4.1.1 ALLOA NORTH NEIGHBOURHOOD CENTRE

The Alloa North Neighbourhood Centre is located on the south side of the Highway 413 corridor, west of Chinguacousy Road. With its strategic location near key transportation arteries, such as Chinguacousy Road and the future Highway 413 interchange, this Neighbourhood Centre presents a prime opportunity for higher-density, mixed-use development.

It is intended that the Alloa North Neighbourhood Centre accommodate predominantly mid-rise and high-rise housing forms, including mixed-use development with opportunities for commercial, office, and service uses to serve the northerly portion of the Plan Area. Further, options for low-rise, ground-related residential housing as permitted in the Neighbourhood Area may also be permitted.

Key recommendations for the Alloa North Neighbourhood Centre include:

- Establish higher density to serve as a gateway for the community from Chinguacousy Road and Highway 413;
- Establish a distinct character for the mixed use block with strong built form orientation toward the intersection and streets, minimum building setbacks, and access from the sidewalk; and
- Strategically introduce on-street parking within high-density residential areas to directly support the viability of businesses.

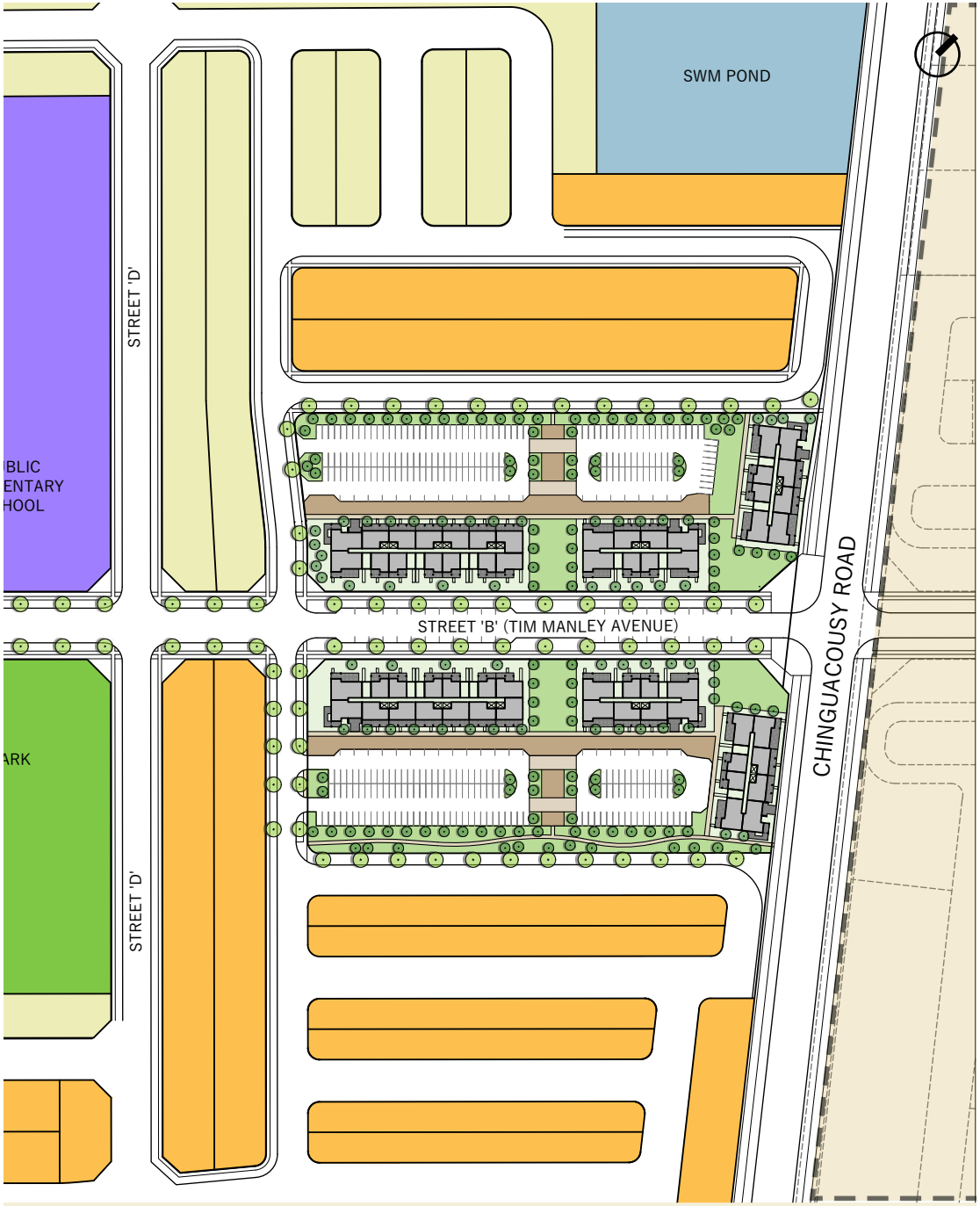
4.1.2 CHINGUACOUSY & TIM MANLEY URBAN CORRIDOR NODE

The Urban Corridor Node at the intersection of Chinguacousy Road and Tim Manley Boulevard presents a unique opportunity to create a gateway along the proposed Urban Corridor Area. Tim Manley Boulevard is envisioned as the central character avenue and transit link for Alloa Village, integrating higher-density residential spaces and establishing a highly integrated, transit-supportive, and pedestrian-oriented urban environment.

The proposed continuation of Tim Manley Boulevard west of Chinguacousy Road through the Alloa Community, and its connection to Creditview Road (south of Mayfield Road in the existing Mount Pleasant community), strengthens the progression of growth in south Caledon and north-west Brampton.

Key recommendations for the Urban Corridor Node include:

- Create a higher density block to serve as a gateway for the community from Chinguacousy Road and Tim Manley Avenue;
- Establish a distinct character for the intersection of Tim Manley Avenue and Chinguacousy Road with strong built form orientation toward the intersection and main street, minimum building setbacks, and access from the sidewalk;
- Encourage a courtyard or cluster configuration that integrates parking, servicing and loading internally, to reduce visual exposure of these functions from surrounding roads; and
- Strategically introduce on-street parking within high-density residential areas to directly support the viability of businesses.



LEGEND

- Adjacent Neighbourhood Compatibility
- Mixed Use
- Single Detached Residential
- Townhouse
- Stormwater Management (SWM) Pond
- Park
- Open Space/Amenity Area
- School Block

Figure 4.2: Chinguacousy/Tim Manley Neighbourhood Centre Demonstration Plan

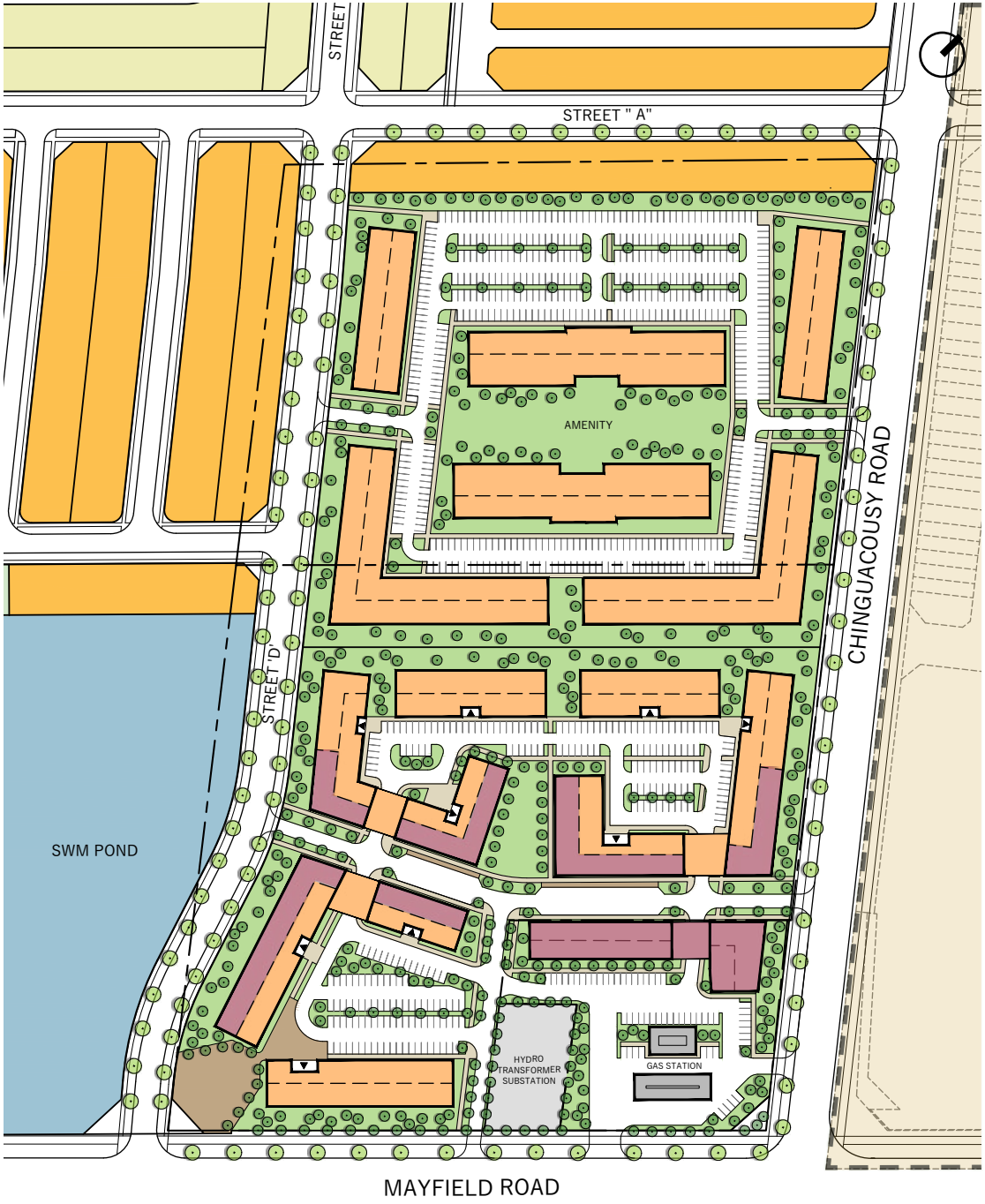
4.1.3 MAYFIELD & CHINGUACOUSY MIXED-USE NODE

The Mixed-use Node at the intersection of Chinguacousy Road and Mayfield Road presents an opportunity to integrate commercial activities with higher-density residential spaces, forming the cornerstone of a pedestrian-friendly urban environment.

Situated directly opposite a planned mixed-use development in the Mayfield West Phase II community and diagonally across from a forthcoming commercial area south of Mayfield Road in Brampton's Mount Pleasant community, its strategic location enhances its significance.

Key recommendations for the Mixed-use Node include:

- Create a block with potential for mixed uses, including retail, office and service, as viable, to serve as a gateway for the community. It will complement the planned mixed use developments in the Mount Pleasant community, establishing a larger commercial centre at this intersection;
- Establish a distinct character for the mixed-use block by creating strong built form and internal pedestrian-oriented spaces, including plazas, courtyards, and mid-block connections. Orient these elements inwards toward internal streets and the proposed pond, ensuring minimal building setbacks and direct sidewalk access.
- Encourage a courtyard or cluster configuration that integrates parking, servicing and loading internally, to reduce visual exposure of these functions from surrounding roads;
- Prioritize prominent commercial and residential built form at this gateway location, with a minimum of two-storey massing preferred; and
- Strategically introduce on-street parking within high-density residential areas to directly support the viability of businesses.



LEGEND

- Adjacent Neighbourhood Compatibility
- Single Detached Residential
- Townhouse
- Stormwater Management (SWM) Pond
- Hydro Transformer Substation
- Open Space/Amenity Area
- At-Grade Retail
- Medium Density Residential

Figure 4.3: Mayfield/Chinguacousy Medium Density Mixed-Use Demonstration Plan

4.1.4 MAYFIELD ROAD INTERFACE

At the southern edge of the community, Mayfield Road is a major arterial that will accommodate heavy traffic volumes and function as a major goods movement corridor. The proposed treatment along Mayfield Road is primarily Major Commercial/Mixed Use. Key recommendations include:

- Establish distinct and consistent character elements for the interface land uses to provide a sense of continuity and integration;
- Ensure parking and service functions that may be visible from the street are screened by a landscape buffer treatment;
- Link pathways and trails associated with the interface land uses with the 3.0m multi-use trail designated within the Mayfield Road boulevard, as a key component of the surrounding trail network;
- Integrate commercial uses (retail or service) combined with medium-density built form to support these uses (front-and rear loaded townhouses) at the Chinguacousy Road and Mayfield Road intersection;
- Where commercial uses occur at key intersections along Mayfield Road, design built form with prominent architectural character to fulfill a ‘gateway’ function for the community;
- Create an attractive, pedestrian-scaled employment area along Mayfield Road, just east of the GTA West Corridor, that responds to the needs and functions of industry;
- Within employment lands, encourage courtyard buildings or buildings in clusters that integrate parking, servicing and loading internally, to reduce visual exposure of parking from surrounding roads, and ensure buildings are oriented toward the street to establish an appropriate street wall;

Character elements along the Mayfield Road interface to provide a sense of arrival and integration with surrounding communities

- Consider the use of gateway features for the employment lands to provide a sense of identity, signal a sense of arrival and serve as placemaking and wayfinding elements; and
- Consider the implementation of LID or other sustainability measures related to landscape or built form within the employment lands, in accordance with the Town of Caledon’s A Guide To Eco-Business Zone Planning & Development for applicable strategies.

4.1.5 GREENBELT PLAN AREA INTERFACE

The designated Greenbelt Plan area along the northern edge of Alloa 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 Greenbelt area and adjacent land uses will require careful consideration with respect to existing topography, vegetation communities and continuing agricultural functions.

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, and stormwater management facilities;
- Conversely, where environmentally sensitive features and other areas within the Greenbelt 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;
- The Greenbelt 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 school for pedestrians, cyclists and recreational users;
- Any multi-use trail proposed at the interface between the Greenbelt Plan area and the dwellings that back onto it shall be appropriately located and designed to respect sensitive features and functions, as well as the privacy of rear yards;

Public access through trails and connections to parks, schools, and stormwater facilities will reinforce the area's significance.

- Stormwater management ponds are considered a compatible use with the purpose and function of the Greenbelt and consideration may be given to locating these facilities partially or entirely within the Greenbelt lands;
- Dwellings backing onto or flanking the publicly accessible areas within the Greenbelt Plan area 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 Greenbelt 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 Greenbelt edge.

4.1.6 MAYFIELD ROAD EMPLOYMENT CENTRE

Employment lands are a key element of the Alloa Community, integral to the urban fabric of the area north of Mayfield Road. These lands are envisioned to support a diverse range of uses and built form expressions that contribute to the character and functionality of the community. A significant portion of the employment area is planned for office uses, with opportunities for prestigious industrial zones that may include light industrial uses such as office buildings, research and development facilities, data processing centers, and incidental sales outlets.

The objective is to develop a vibrant, pedestrian-friendly employment hub that meets the needs of modern industry and integrates seamlessly with the surrounding community. This area will be designed with a focus on creating an attractive, well-coordinated environment that supports both office and light industrial activities. A consistent approach will be applied to the design of all components of the employment lands, including streetscapes, site planning, built form, and open space elements within private properties.

Key characteristics and recommendations for the employment lands in Alloa include:

- Establish distinct and consistent character elements to create continuity and integration across the site;
- Promote built forms that accommodate a variety of employment uses while maintaining a balanced allocation of service, parking, and open space areas;
- Encourage courtyard buildings or clusters that internally integrate parking, servicing, and loading to minimize their visual impact from surrounding roads;
- Orient buildings towards the street to establish a cohesive street wall and enhance the pedestrian experience;
- Design with a pedestrian-scaled approach using attractive, high-quality building materials and landscape design;
- Place high-quality building designs at key gateway and view terminus locations, and ensure visually appealing building elevations along prominent edges;
- Integrate a safe, comfortable, and continuous pedestrian network throughout the site, emphasizing walkability and supporting transit use;

- Establish unique and cohesive design elements to ensure continuity and integration throughout the site;
- Design built forms that cater to various employment needs while balancing service functions, parking, and open space;
- Encourage designs that integrate parking, servicing, and loading internally to minimize visual impact from surrounding roads;
- Design buildings to face the street, creating a defined street wall and enhancing the pedestrian environment;
- Use high-quality materials and attractive landscaping to create a pedestrian-friendly and visually appealing environment;
- Position high-quality building designs at gateways and view termini, and ensure attractive elevations along prominent edges; and
- Create a safe, continuous, and inviting pedestrian system throughout the site to promote walkability and support transit use.

CHAPTER 05

LANDSCAPE & OPEN SPACE GUIDELINES

Landscape & Open Space Guidelines

Natural Environmental System (NES)

Stormwater Management Facilities

Parks

Trail & Cycling Network

Views & Viewsheds

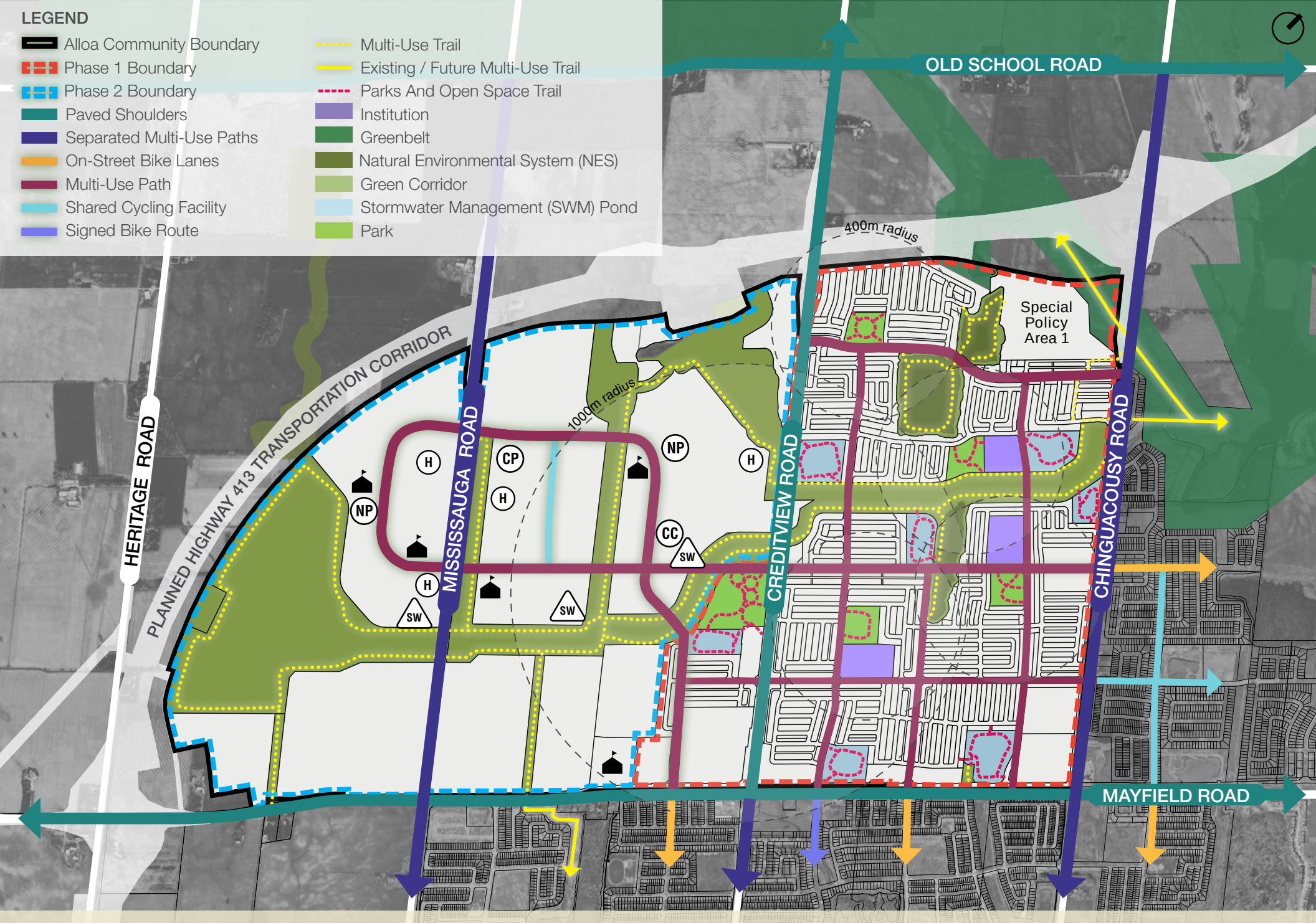


Figure 5.1: Alloa Community Landscape and Open Spaces Plan

5.1 LANDSCAPE & OPEN SPACE GUIDELINES

In addition to the design treatment described for the Special Character Areas in Chapter 4, several landscape and open space amenities, features and elements of the Alloa community shall be planned, designed and developed with a responsible, creative approach.

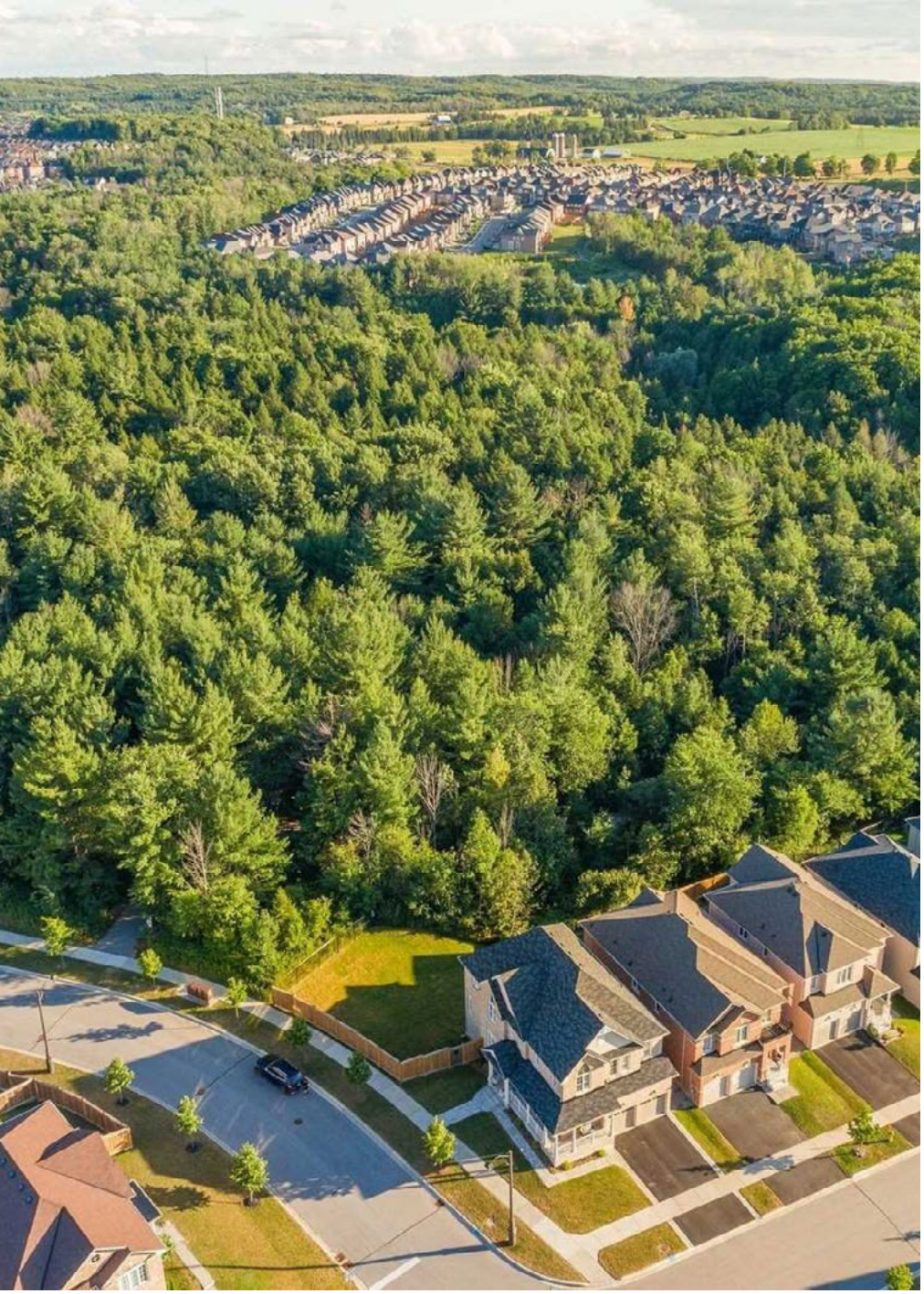
These components will help define the community as an innovative place to live, work and play, and includes the following:

- Natural Environmental System;
- Stormwater Management Facilities;
- Parks;
- Buffers;
- Trail and Cycling Network; and
- Views and Viewsheds.

5.2 NATURAL ENVIRONMENTAL SYSTEM (NES)

The existing open space system within the Alloa Community is an essential component of the community's character and the Region's ecological system. The Town of Caledon Official Plan contains detailed ecosystem planning and management policies with the fundamental objective of ensuring that the integrity of Caledon's ecosystems is protected, maintained and, as applicable, restored, and enhanced as land uses change and development occurs. The proposed land use fabric with the Alloa Community, including streets, residential blocks, parks, schools, and other major land uses has, in large part, evolved from the NES layout and will provide vital views and amenity features within walking distance of each neighbourhood, including the integration of Green System Trail links.

The proposed NES is intended to incorporate identified sensitive environmental features into a connected system which is directly linked to the NES component of the Greenbelt to the north-east, to the planned Mayfield West Phase II NES to the east, and to the approved Mount Pleasant community (51-1 and 51-2) NES in north-west Brampton to the south. It shall be designed to meet environmental objectives that aim to create an ecologically diverse, healthy, and sustainable NES in an urbanized setting. The approach will be based on appropriate science related to remediation, restoration, and enhancement of the existing natural environment in order to achieve balanced and implementable objectives and targets related to such aspects as fish and wildlife habitat, connected natural areas and features, biodiversity, and watershed management.



In addition to existing environmental features and buffers, two green corridors are identified within the Alloa Community, which are composed of several terrestrial linkages. These corridors are planned with a minimum width of 40.0m. They will serve several functions, including providing linkages between core features, incorporating swales created for drainage density compensation and providing habitat structure, cover and special features to provide cover for birds, amphibians, reptiles and small mammals, as well as invertebrates.

The recommended locations for linkages are intended to address connectivity between core features within Alloa and the Mount Pleasant community in north-west Brampton, as well as the Greenbelt.

Housing adjacent to the NES can create visually appealing landscapes, utilizing the natural beauty of the area as a backdrop for residential communities

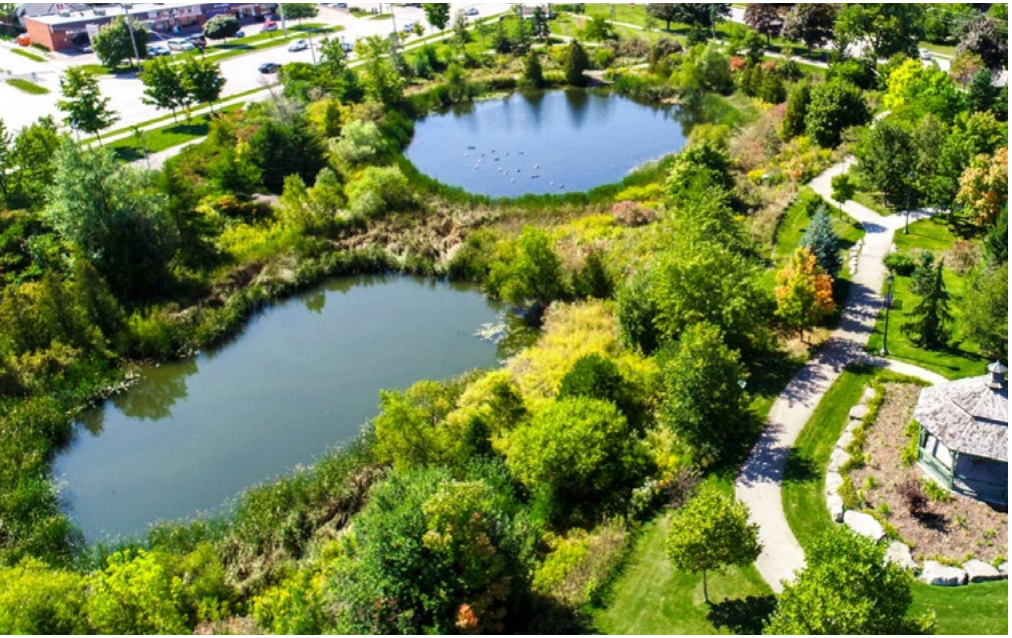
Natural Environmental System Landscape Guidelines:

- Existing natural features, including woodlots, wetlands, riparian zones, etc., shall form a system that will be fully integrated into the community's open space system.
- Existing natural features and habitat shall be protected through the use of buffers.
- Buffer widths vary and will be determined by the characterization of the adjacent natural feature.
- Within each neighbourhood, opportunities shall be provided for visual and physical access from adjacent roads, parks, and schools, through the use of single-loaded roads and terminal views in the configuration of blocks, and access via the trail system.
- Where sensitive features are present within the NES, encroachment and public access shall be limited to avoid potential impacts or disturbances, through implementation of physical barriers such as lot fencing and information signage.
- Public and private open space systems shall be designed, located, and managed so as not to impact the NES.
- Homeowner education and stewardship shall be encouraged by distributing a homeowner's information pamphlet, which shall include information on using native plants and avoiding waste dumping, as well as the potentially harmful impacts of human and animal encroachment within sensitive natural areas.
- Information signage related to the natural features, habitats, and functions of the NES shall be installed at key trail or publicly accessible junctions along the perimeter of the NES. Interactive signage with digital links via smart phones or other devices to information about the natural environment, the community or related contact information should be explored and potentially implemented through a homeowners' association in collaboration with the Town and Toronto and Region Conservation Authority (TRCA) / Credit Valley Conservation (CVC).
- Private open spaces, such as residential rear yards, shall be designed to support adjacent natural features by avoiding potential impacts caused by invasive plant species, drainage alterations, etc. This provision shall be communicated through a homeowner education program.
- Streetscapes located along the edge of the NES shall be designed with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation.
- Native plant species indigenous to the CVC and TRCA jurisdictions shall be utilized in all restoration and buffer plantings, and throughout the NES.
- In the case of non-residential buildings, storage, loading and parking areas shall be carefully designed to minimize impacts on the NES. To this end, larger setbacks or landscaped buffers with privacy and/or decorative fencing shall be provided.

5.2.1 BUFFERS

The EIS recommends that a 10.0m buffer threshold be applied to the staked limits of tableland woodlots and a 30.0m buffer for the wetlands south of the Greenbelt. This corresponds with the minimum Vegetation Protection Zone that is required in the Protected Countryside of the Greenbelt. However, it is subject to refinement through an EIS at the Draft Plan level, an approach consistent with the Town's Official Plan. In all cases, the minimum buffer applied to natural features shall be guided by the Community-wide Environmental Implementation Report. Buffers shall not be reduced or combined with intensive infrastructure developments (such as stormwater management facility infrastructure) or intensive recreational uses (i.e. parks). However, consideration of integrated buffers related to these adjoining uses to add efficiency may be appropriate on a case by case basis.

Example of lookout feature with shade and seating



A naturalized stormwater management pond designed with integrated lookouts, serving as a community amenity space.

5.3 STORMWATER MANAGEMENT FACILITIES (SWM)

Generally located near the community's open space system, stormwater management (SWM) facilities are designed to uphold the ecological integrity of the Natural Environmental System (NES). These facilities primarily focus on water quality and control but also serve a secondary role in complementing the parks and open space network by extending the trail system and incorporating community features like lookouts and seating areas.

For any planned SWM facilities within the Alloa Community, future detailed design may lead to adjustments in the number of ponds. However, each pond will be designed to meet both engineering and environmental requirements, fitting seamlessly within the context of compact urban development. SWM ponds will be designed as key visual and focal features in the community, enhancing the character and aesthetics of the surrounding neighborhoods while achieving essential water quality and quantity objectives.

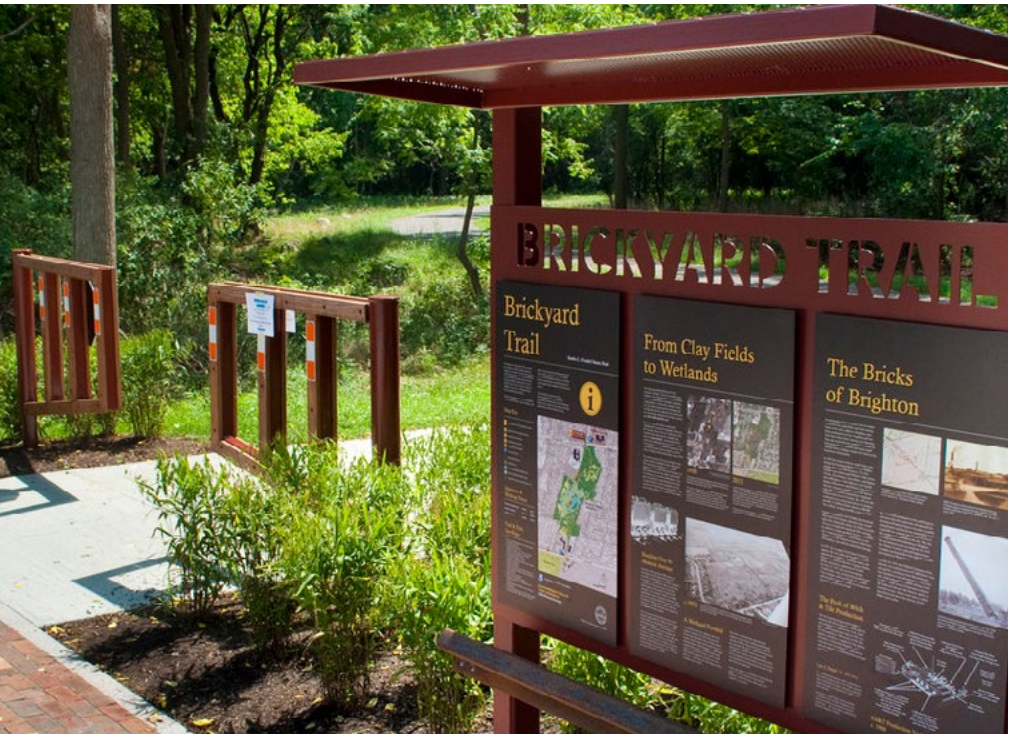
Stormwater Management Facility Guidelines:

- 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 SWM facility shall be designed as a transition from an urban streetscape to a naturalized area.

- Each facility shall have significant 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.
- SWM ponds shall integrate lookout features at prominent locations, providing views into and across the feature.
- Lookout features shall serve as neighbourhood amenities and will typically include decorative paving, seating elements, (benches and/or seat walls) and upgraded planting, to be coordinated with neighbourhood themes. As well, each amenity shall integrate a shade structure.
- Public walking/cycling trails shall encircle ponds where possible, except where immediately adjacent to a sidewalk or multi-use path. The sizing of ponds shall take into account the requirement for these trail connections.
- Maintenance / access roads may double as pedestrian trails and connect to segments of the wider trails and pathways network, where feasible.
- 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/ CVC species and density standards for SWM pond facilities.

Stormwater management pond provide an opportunity to be focal features, with residential built form fronting onto it.

The pond lookout and path linkages enhance the pond's community function by transforming it into a public amenity feature.



5.4 TRAIL & CYCLING NETWORK

A comprehensive, integrated trail and cycling network shall be implemented within Alloa, 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, 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 Natural Environmental System buffers or introduced natural features including parks, stormwater management ponds and channels. Trail width and surfacing may vary according to context and anticipated uses;
- 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.

5.4.1 TRAIL & CYCLING NETWORK LOCATION

Trails and pathways shall create pedestrian linkages that seamlessly integrate with the Town of Caledon and Region of Peel's active transportation networks, including Caledon's Trail Master Plan. These connections will enhance the continuity of the Town's open space and transit systems while providing convenient access to recreational opportunities within each neighborhood.

The trail and cycling network will adhere to the following broad objectives:

- Connect to important community destinations such as parks, schools, the Urban Village Centre, the Community Park and Recreation Centre, the transit hub, commercial areas and the employment lands, as well as the Valleywood community to the east and the Mount Pleasant community to the south;
- Mitigate potential impacts to the designated Natural Environmental System as a primary criterion for proposed trail locations within these lands;
- Adequate buffers between residential property limits and proposed trails will be addressed through the final approval of future development applications;
- The trail network shall be integrated into the Town-wide path system and linked with trails established in the City of Brampton to the south;
- On-street bike lanes shall be integrated into the collector and arterial road system, including the Spine Road;
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Municipal and Provincial standards.
- Promote user safety, trail lighting shall be considered where night travel is anticipated.
- Trails shall not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.).
- Ensure that all contemplated lighting of trails is within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.

5.4.2 TRAIL ELEMENTS

To encourage use and safety, the designated trails within Alloa shall incorporate the following elements:

- Pedestrian lighting within park paths, at trail entrances (when close to school routes) or along window streets shall be considered on a case-by-case basis;
- To make points of entry more identifiable, provide markers at key trail head locations where they coincide with proposed NES crossings;
- Provide signage information displaying the trail network, encouraging trail users to stay on the designated path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as inform users of the winter maintenance expectation;
- Trail gateways shall be strategically located at access points to the Natural Environmental System;
- Special elements shall be provided at trail entrances and may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving and interpretive signage;
- Trail gateway locations provide an opportunity to commemorate notable aspects of Alloa in a unique marker or signage form, and shall be integrated throughout the community as a defining character element; and
- Locate benches and waste receptacles at accessible key points along the trails, typically at trail head locations.

5.4.3 INTEGRATION OF TRAILS WITHIN THE NATURAL ENVIRONMENTAL SYSTEM

While the Natural Environmental System can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails within its boundaries and associated buffers.

- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions;
- Generally, the trails will be located along two north-south green corridors that span the length of Alloa, as well as within woodlot buffers and along the channel feature;
- Safe pedestrian crossings shall be provided at trail junctions associated with the Spine Road and collector roads;
- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings; and
- The design of any trails contemplated within the NES lands shall be composed of screenings material, unless otherwise authorized by the Town of Caledon. In order to mitigate potential impacts to the NES, flexibility with respect to trail width and setbacks may be required.

5.4.4 PEDESTRIAN CROSSINGS OF THE NATURAL ENVIRONMENTAL SYSTEM

The proposed road crossings of the channel and NES should be strategically located at key neighborhood crossing points. These crossings serve as crucial pedestrian linkage opportunities and are integral to creating walkable communities that promote pedestrian activity while minimizing impacts on sensitive natural areas.

5.4.5 KEY TRAIL LINKAGES

Key trail linkages are identified where there are advantageous connections to trails from publicly accessible open space, such as parks, schools and stormwater management ponds. Any paths associated with these open spaces shall be directly linked with the established trail system to reinforce the walkability network. In some instances, a convenient or desirable connection to a trail, school or park may be identified where a block of residential dwellings separate these uses from a street. If this is the case, the integration of a walkway block may be considered to facilitate this connection.

The following design criteria shall apply:

- Walkway blocks shall be a minimum of 6.0m in width and will include a 3.0m wide asphalt, concrete or unit paved walkway. They shall be short blocks where lighting will not be required; and
- Walkway blocks shall not be designed as overflow drainage routes.

5.4.6 TRAIL CROSSINGS FOR ARTERIAL/COLLECTOR ROADS

When trails intersect roads at a mid-block, pedestrians and cyclists shall be directed through signage to the nearest controlled intersection for all road crossings. However, where the nearest controlled intersection is considered too far for it to be a viable trail crossing point, the feasibility for a mid-block controlled or signalized pedestrian cyclist crossing should be considered.

The following design criteria shall apply:

- The Greenway Trail shall terminate at the sidewalk within the right-of-way and a safety transition area that effectively diverts the pedestrian and cyclist from merging directly onto the street;
- Flow control measures, such as a staggered trail entry or railing barriers, shall be provided beyond the street line within the open space block to facilitate a safe transition from trail to crossing;
- Pedestrian/cyclist warning and wayfinding signage shall be placed within the open space blocks, rather than within the road right-of-way. Wayfinding signage that identifies the direction and distance to the nearest controlled intersection, as well as ‘road crossing ahead’ signs, shall be provided;
- In the instance of higher volume roads and in tandem 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; and
- Mid-block crossings on lower volume roads, such as collector roads, may potentially utilize a ‘stop - wait for gap’ sign without a marked crosswalk. A detailed evaluation will be required on an individual basis.

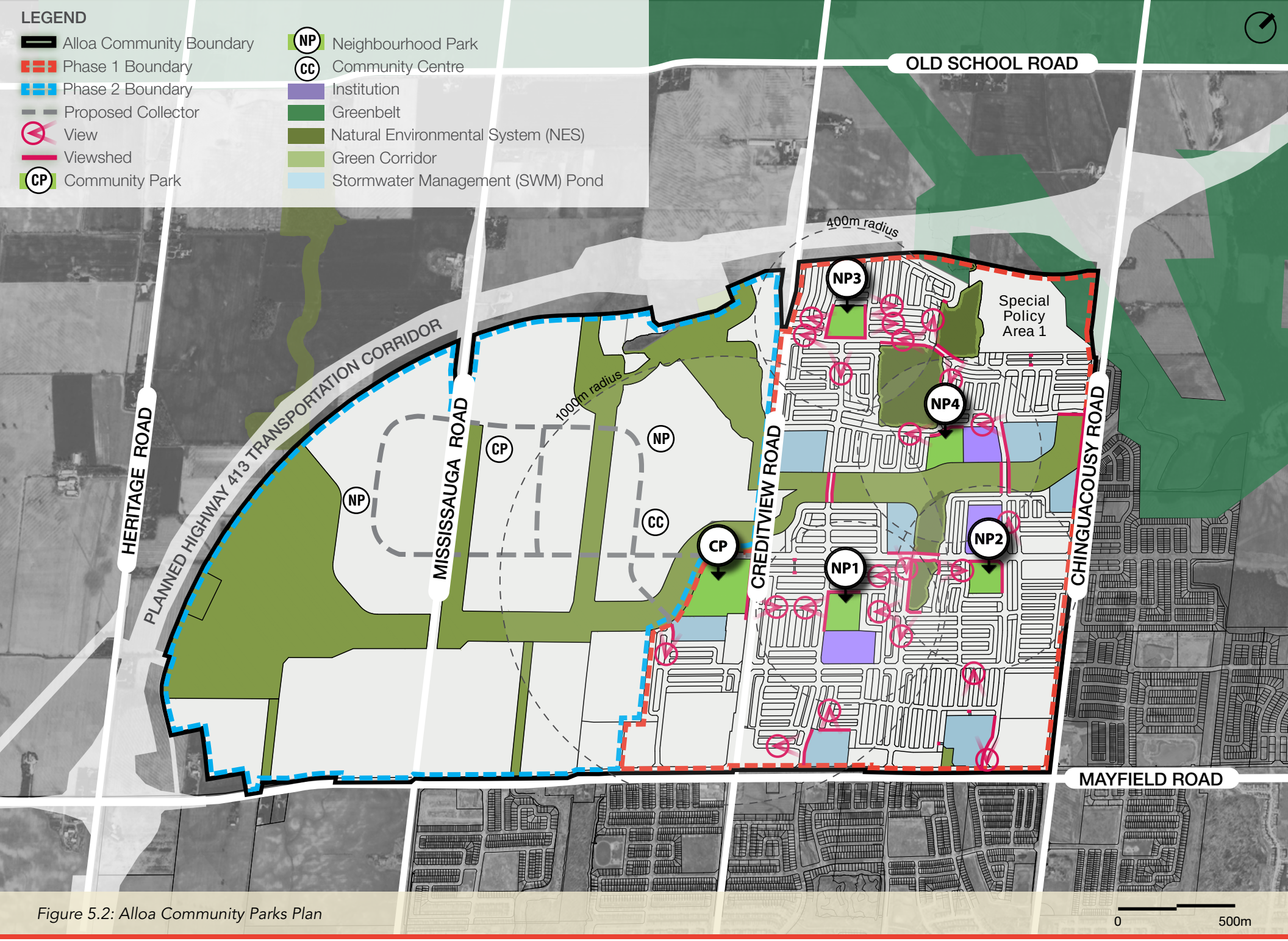


Figure 5.2: Alloa Community Parks Plan

5.5 PARKS

An interconnected system of parks and open spaces has been meticulously designed to offer a variety of passive and active recreation opportunities within walking distance of all neighborhoods, enhancing the community character and identity of the Alloa Community. The proposed parks in the Alloa Community will encompass four distinct types, including a new park typology in addition to those outlined in the Town's Recreation and Parks Master Plan (January 2010).

These park types include:

- Community Parks; and
- Neighbourhood Parks.

A total of eight (8) parks are planned for the Alloa Community, featuring two (2) Community Parks and six (6) Neighbourhood Parks. A Community Centre is also proposed in Phase 2 and is centrally located to the overall Alloa community. Park programming has been developed in collaboration with Town staff. Figure 5.2 illustrates the distribution of these various park types across the Alloa Community.

5.5.1 APPROACHES TO PARK DESIGN

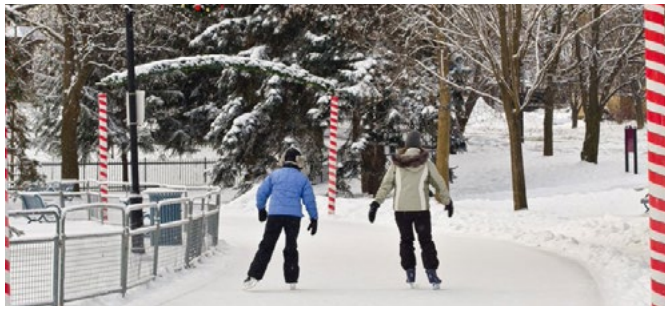
To complement more urban park designs and facilities, the Alloa Community will embrace a unique and innovative approach to park programming and play elements. The design will feature 'playscapes' or play experiences that extend beyond traditional equipment, offering accessible and inclusive opportunities for various age groups. These play areas will encourage imagination, incorporate topography and natural materials, and provide diverse play choices. Further consideration should be given to the placement of sports fields, ensuring that the orientation mitigates impact of sunlight and glare on users, thereby improving visibility and performance.

Incorporating the community's agrarian heritage, community gardens will offer a meaningful link to the past and foster a sense of ownership. These gardens will serve as educational tools for local students and engaging activities for seniors. The significance of the gardens can be further highlighted through integration with a regular farmer's market as part of the Village Square programming. In response to the growing demand for off-leash dog parks, consideration will be given to including designated off-leash areas within the Community Parks.

All parks and open spaces will be designed to meet Town of Caledon accessibility and zoning requirements, with potential park facility fits showcasing successful integration of innovative elements into traditional park design.

The Community Park is 6.15 ha (15.27 ac) and is located central to the overall Alloa Community. The proposed Community Park is designed to be an all-seasons active recreational hub that is highly accessible by walking or cycling.

Intended to bring members of the community together, the park includes various sports areas such as cricket, basketball, tennis, pickleball and a skatepark for both organized games or informal use. During the winter months, there is opportunity to convert a portion of the pathway into an ice-skating loop.



WINTER ICE SKATING LOOP

WALKING PATH WITH SHADED TREES

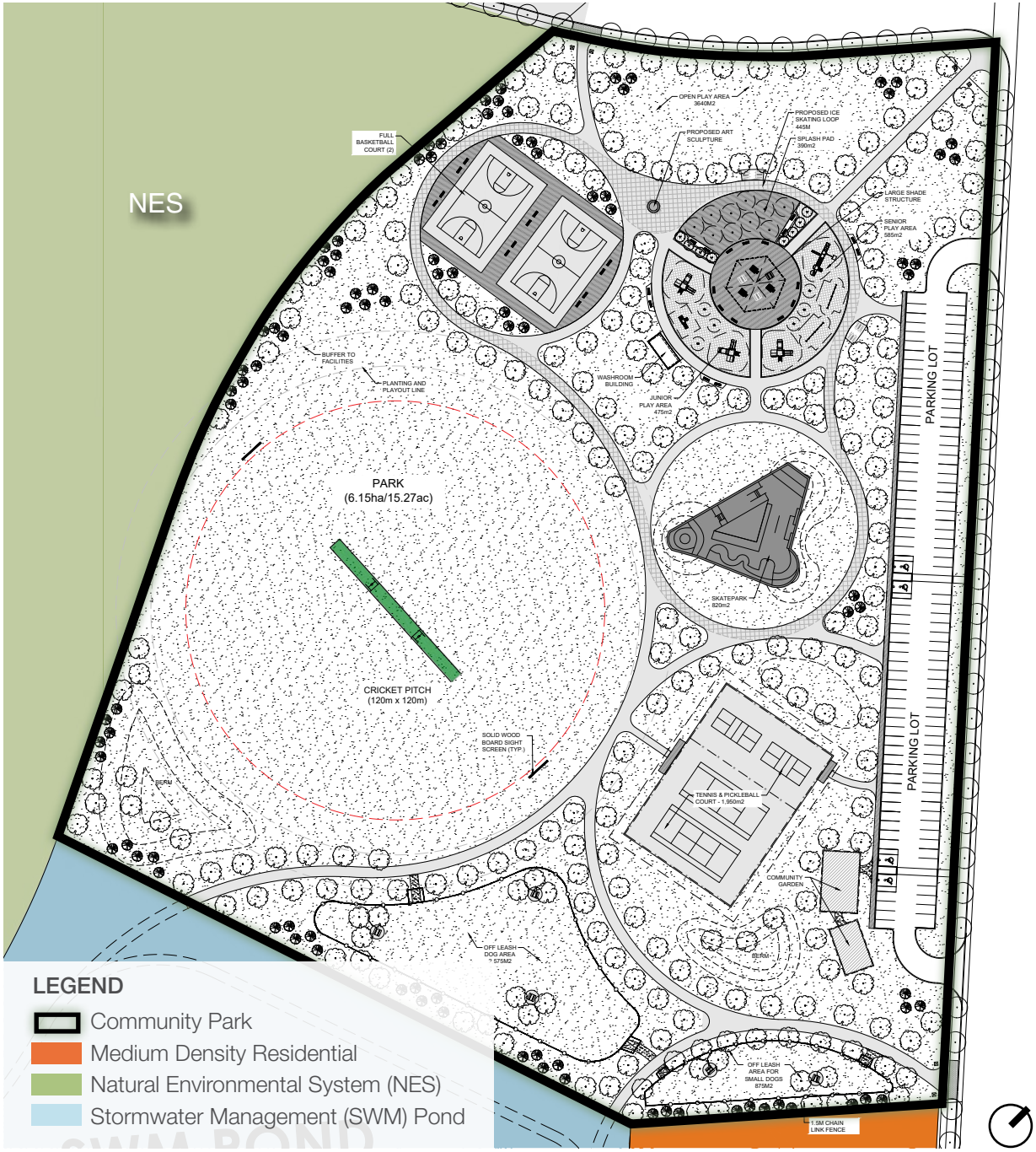


Figure 5.3: Proposed Community Park Facility Fit Plan

BASKETBALL COURT FOR COMMUNITY GAMES

PLAYGROUND

SPLASH PAD WATER PLAY AREA

CRICKET PITCH FOR ORGANIZED SPORTS

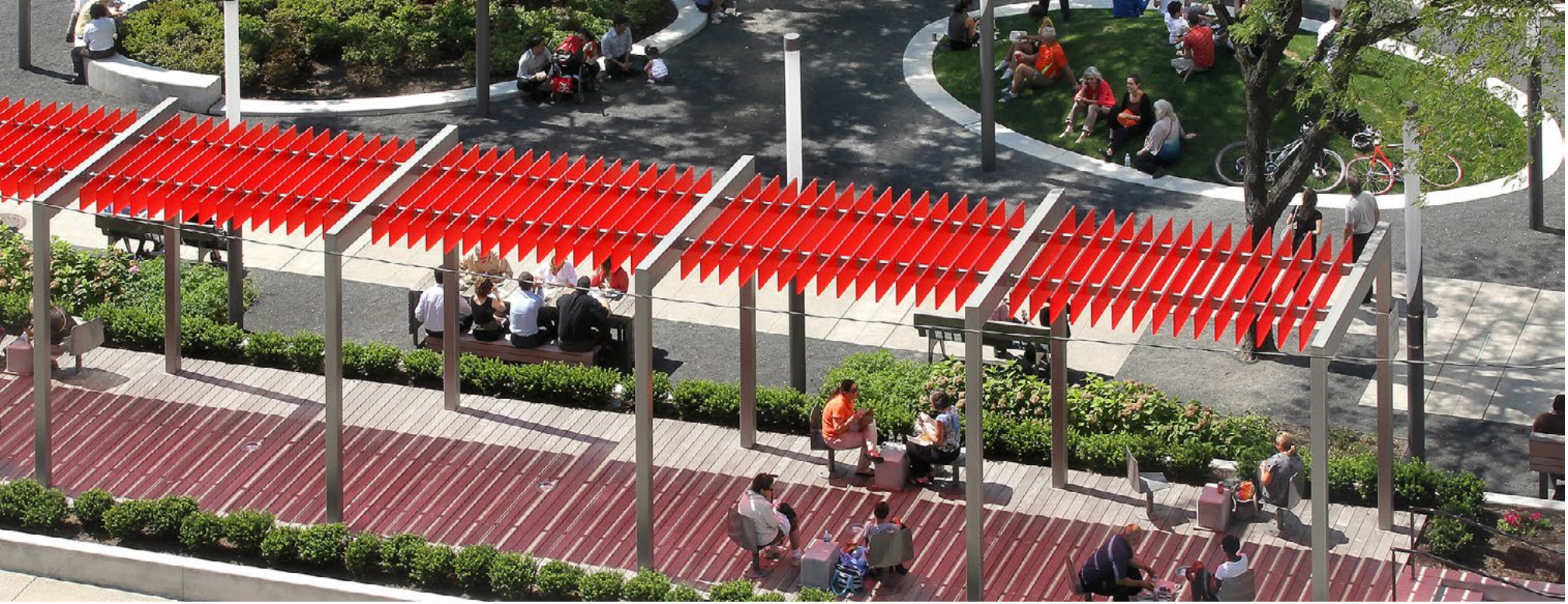
5.5.2 COMMUNITY PARKS

The Community Park will be centrally located within the Alloa Community. This park will serve as a key recreational hub for multiple neighborhoods, all within walking distance, and will function as a focal point for community activities and gatherings.

Strategically positioned to optimize land use, Community Parks are designed to pair with schools, creating vibrant neighborhood centers. These parks will offer a diverse range of active and passive recreational features, including expansive green spaces, play areas, community gardens, seating amenities, and shaded spaces. They are intended to be flexible venues for both everyday leisure and special events.

Beyond their recreational roles, Community Parks present opportunities for integrating significant heritage resources. This could involve re-purposing historical structures, incorporating salvaged materials, or commemorating local history through park naming and design elements.

The design of this Community Park, in conjunction with surrounding neighborhood parks and schools, will be approached with a focus on creating a cohesive, visually appealing, and functional environment. The aim is to foster a vibrant and engaging community space along Creditview Road, enhancing the overall character of the Alloa Community. Creditview Road.



Guidelines for Community Parks:

- Community Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Provide a central green space that will serve as the key recreational and gathering space for neighbourhood residents;
- The park shall integrate facilities that service the broader community, as well as the immediate neighbourhood;
- As a focal point within the neighbourhood, the park shall be sited prominently to promote views to points of interest;
- Points of entry shall be strategically located to ensure convenient access and shall be designed to be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components);
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the park;
- Provide a unique character or play experience for each park through park theming and a variety of play equipment types. Repetition of play equipment types and layout shall be avoided amongst different parks;Reasonably level and functional open play areas shall be provided for passive recreation use;
- Safe pedestrian and cycling connections shall be provided between the Community Park and other community open space elements, schools and accessible natural areas. These connections shall link to the higher level of pathways associated with main roads, as part of the network of trails and pathways;

- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions, with an emphasis on native species;
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use;
- Community Parks located adjacent to the Greenbelt Plan Area, NES features or green corridors shall incorporate native and noninvasive plant material within the park and at the interface with the natural feature, utilizing a planting palette that is consistent with the existing or proposed plant material found within the nearby natural feature; and
- Although Community Parks are located to facilitate walking connections from all surrounding neighbourhood catchment areas, particular programming may result in a greater demand for parking for the duration of the event. Beyond on-street parking, it is intended that parking in this instance be accommodated through the adjacent school facility during non-school hours. Such an arrangement will require coordination between the applicable school board and the Town's Parks & Recreation department. If such an arrangement is not feasible, then the park facility fit shall integrate parking within the park limits.

5.5.3 NEIGHBOURHOOD PARKS

Neighbourhood Parks (minimum 2.0 ha in size) have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance of the majority of residents. This park type is particularly relevant where the major arterial streets serve as barriers to safe connections by children to the established Community Park location.

Seven (7) Neighbourhood Parks have been identified within the community. These parks serve as a central common green space, reflecting and communicating the character of individual neighbourhoods. They offer a place for residents to interact, children to play, and social events to occur.

Guidelines for Neighbourhood Parks:

- Neighbourhood Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Neighbourhood Parks shall be planned and designed as the central focus of each surrounding neighbourhood;
- As a focal point within the neighbourhood, the parks shall be sited with frontages on a minimum of 2 public streets or lanes to promote views and access;

- Key features of the Neighbourhood Park shall be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, shall be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components);
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating and gathering areas;
- Ensure a unique character or play experience is established for each park through theming and various play equipment types. Repetition of play equipment types and layout shall be avoided amongst different parks;
- Reasonably level and functional open play areas shall be provided for passive recreation use;
- Park lighting shall minimize disturbance to adjacent properties;
- Safe pedestrian and cycling connections shall be provided between the Neighbourhood Park and other community open space elements, schools and accessible natural areas. These connections link to the higher level of pathways associated with main roads, as part of the hierarchy of trails and pathways;
- 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;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species;
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use;
- Neighbourhood Parks located adjacent to the Greenbelt Plan Area, NES features or green corridors shall incorporate native and noninvasive plant material within the park and at the interface with the nearby natural feature, utilizing a planting palette that is consistent with the existing or proposed plant material found within the natural feature; and
- Bike racks shall be installed within all parks as part of the park furniture program to promote cycling connections throughout the community.

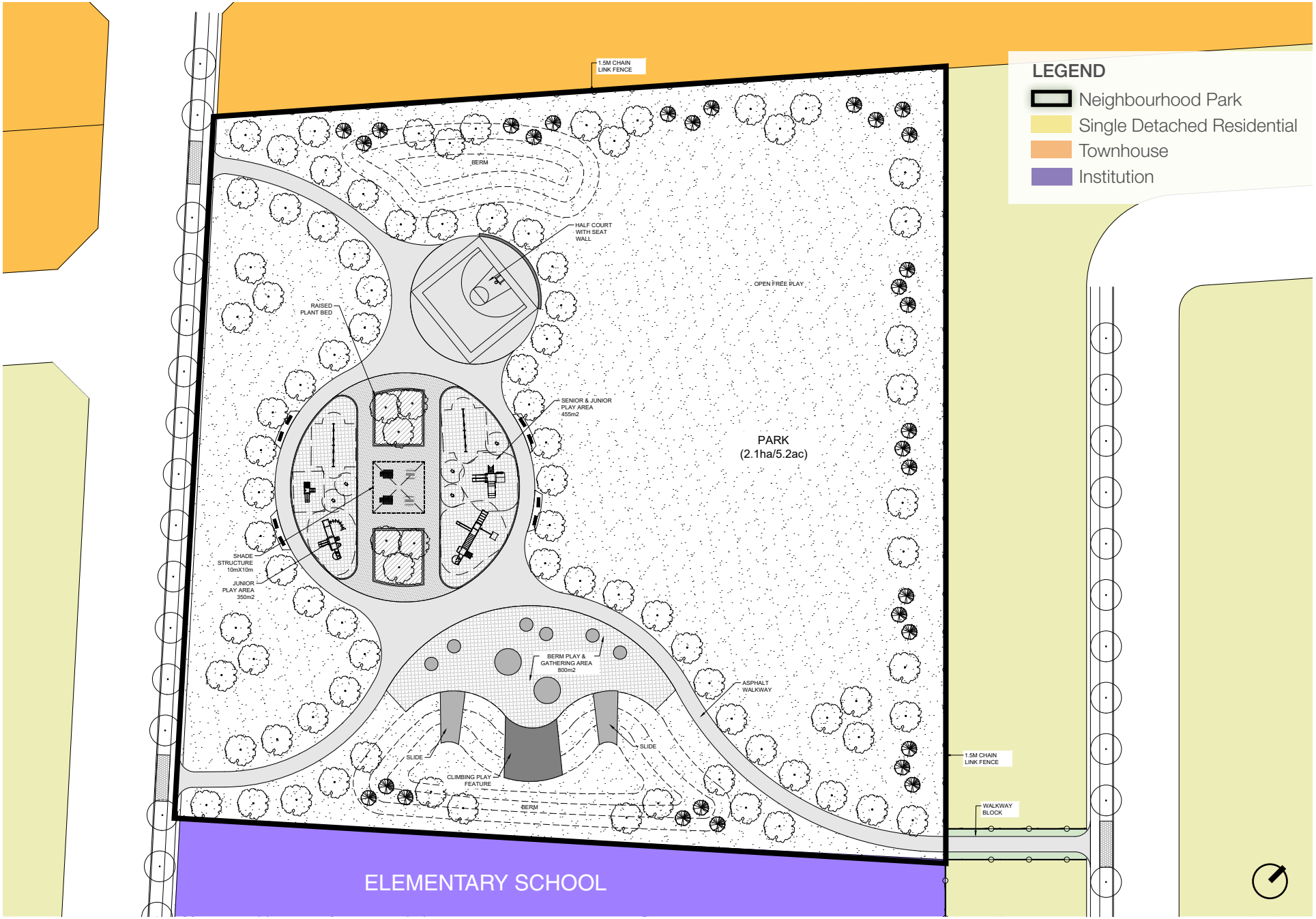


Figure 5.4: Proposed Neighbourhood Park 1 Facility Fit Plan

Neighbourhood Park 1 is 2.10 ha (5.20 ac) and located in the southern portion of Phase 1, adjacent to an Elementary School. Situated within the low-density residential area, this park design features a climbing wall, slide and play area atop a berm, which creates a unique gathering place for socialization.

PLAY FEATURES INTEGRATED WITH LAND FORM

AREAS FOR ACTIVE PROGRAMS

CLIMBING/SLIDE STRUCTURES AND PLAY FEATURES THAT CREATE A GATHERING AREA

CONNECTING PATHWAYS WITH AREAS FOR SEATING

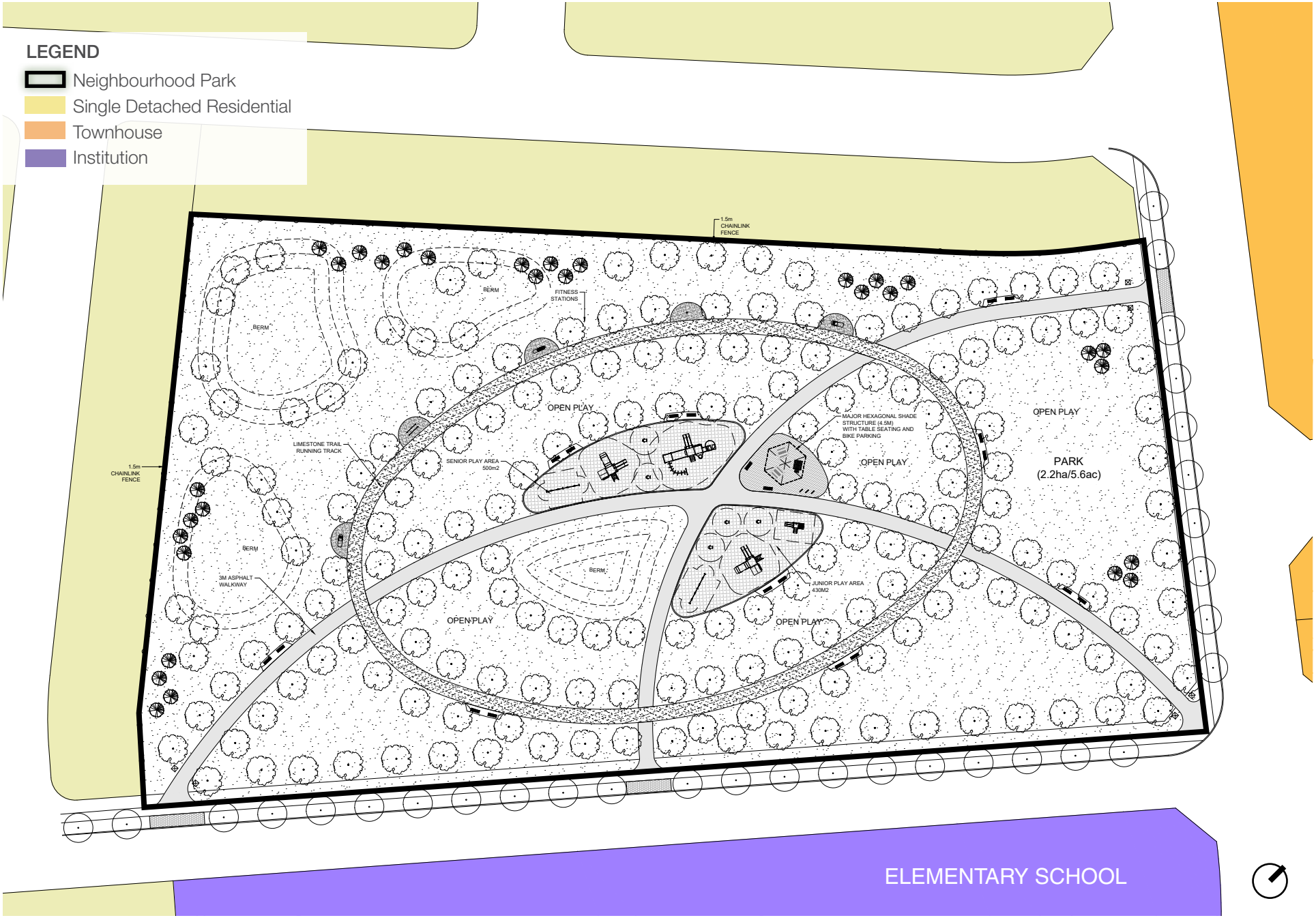


Figure 5.5: Proposed Neighbourhood Park 2 Facility Fit Plan

WALKING PATH WITH FEATURE PLANTING

OUTDOOR FITNESS STATIONS

Neighbourhood Park 2 spans 2.20 hectares (5.60 acres) and is situated in the southern portion of Phase 1, fronting an Elementary School. Designed with inclusivity in mind, the park will provide a diverse range of active and passive recreational opportunities for all ages and abilities. Features include junior and senior play areas, a walking path, a running trail, open spaces, and fitness stations—ensuring there's something for everyone to enjoy.

NETWORK OF WALKWAYS AND PATHS

PLAYGROUND FOR ALL AGES AND ABILITIES

OPEN GREEN SPACE FOR LEISURE ACTIVITIES

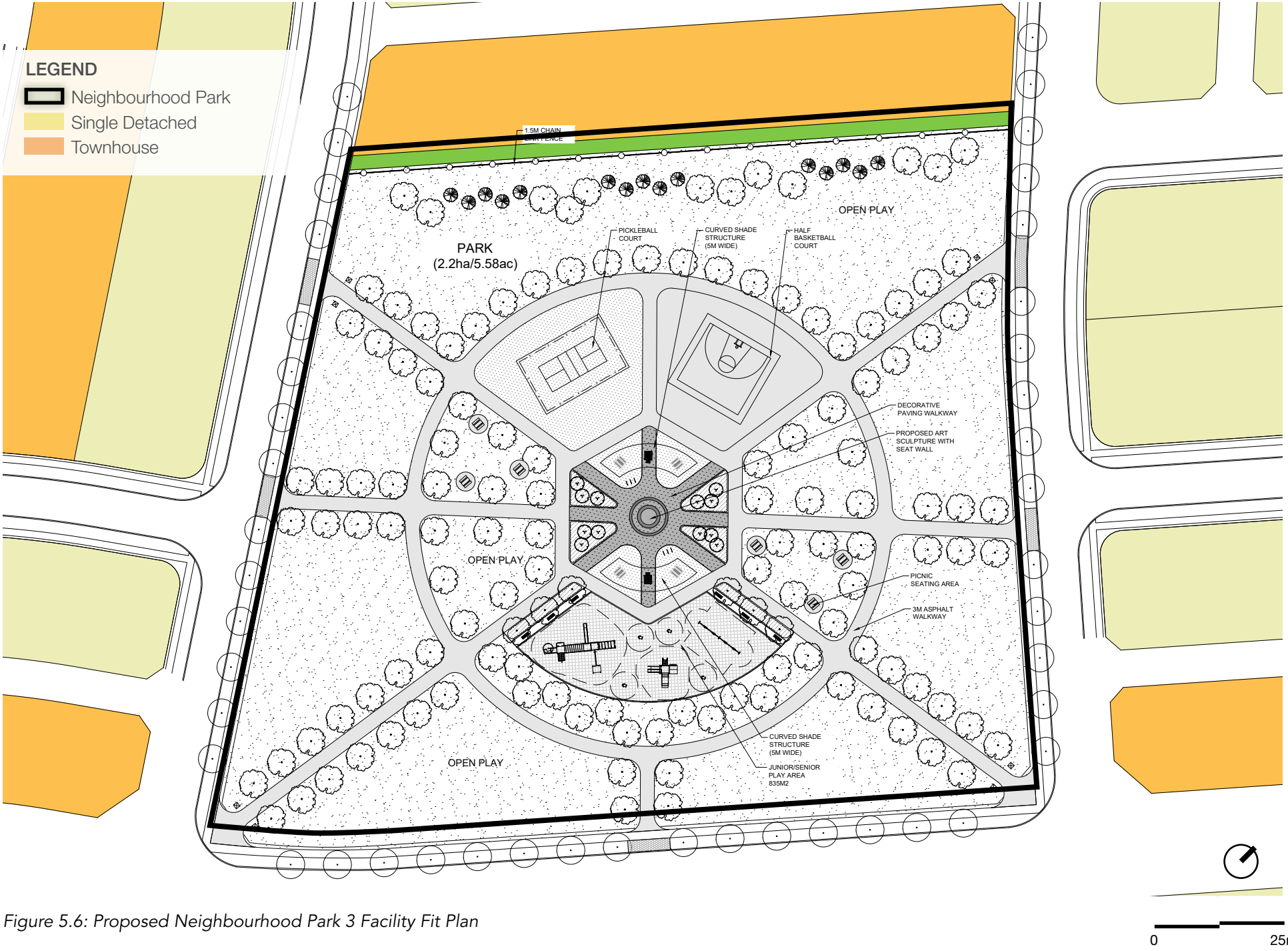


Figure 5.6: Proposed Neighbourhood Park 3 Facility Fit Plan

FEATURE AREA PLANTING

CURVED SHADE STRUCTURE

Neighbourhood Park 3 is 2.20 ha (5.60 ac) and is located in the northern portion of Phase 1. A radial park design with programming spread symmetrically in a geometric format ensures balanced accessibility, efficient use of space, and a visually cohesive layout. This design promotes equal distribution of amenities, enhances connectivity, and creates an inviting, organized environment that encourages community interaction.

PLAY AREAS ADJACENT PICNIC AREAS TO ENCOURAGE SOCIALIZING AND GATHERING

TENNIS COURTS FOR RECREATIONAL USE

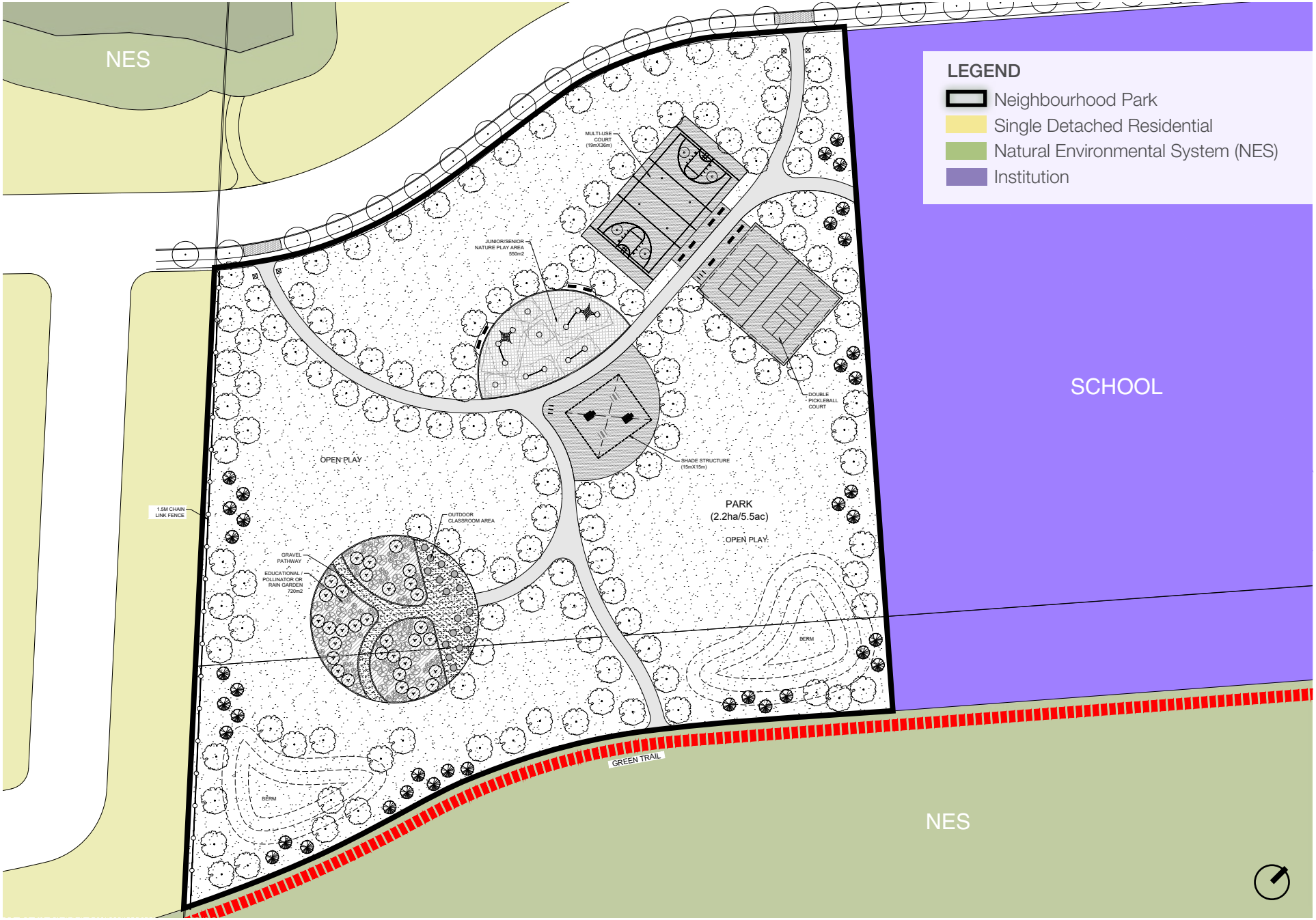


Figure 5.7: Proposed Neighbourhood Park 4 Facility Fit Plan

NATURE-THEMED PLAYGROUND

OPEN AREAS FOR INFORMAL PLAY

- Neighbourhood Park 4 is 2.20 ha (5.50 ac) and is located in the northern portion of Phase 1, adjacent to a school and the NES. Inspired by the adjacent school block and NES, this park design incorporates both educational and nature inspired play elements, enabling users the opportunity to learn, appreciate the environment, and have fun.

OUTDOOR CLASSROOM

GARDEN FOR OBSERVATION

BASKETBALL COURT FOR RECREATIONAL USE

Viewshed looking into Community Park toward adjacent NES

Viewshed of stormwater management pond adjacent to public sidewalk

5.6 VIEWS & VIEWSHEDS

Public access to Natural Environmental System views and viewsheds is a crucial element of an attractive, walkable, and sustainable community. In Alloa, views will be dominated by existing woodlands, wetlands, associated buffers, natural corridors, stormwater management facilities—including an engineered channel—and the Greenbelt Plan Area. These natural features will provide scenic views from various vantage points within the community, significantly influencing the proposed land use configuration and framework plan. This includes the layout of the road network, the block plan, and the siting of parks and schools. Strategic viewshed opportunities have been integrated into the community by adhering to the following principles:

- Streets have been oriented to maximize views towards NES features, including the use of single-loaded roads and window streets;
- Emphasis has been placed on providing access points to natural features by locating pedestrian amenities (trailheads, multi-use trail network) along potential view corridors;
- Publicly accessible open spaces (such as parks, swm ponds, etc.) have been situated adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community;
- Architectural built form shall be located, oriented and designed to maintain or emphasize views.

Through the application of these principles, viewsheds and corresponding views have been identified to guide the design of the surrounding urban fabric. As such, viewsheds are defined as publicly accessible viewing opportunities either along a road, a trail network, or an open space block. The quality and character of the resulting view opportunity can be described as either long/expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features.

5.6.1 ROAD CROSSINGS OF NATURAL FEATURES & FRONTAGE

Arterial and Collector Roads will traverse NES features, the channel, and green corridors, offering long, expansive views for pedestrians, cyclists, and motorists. Beyond these road crossings, a substantial road frontage has been established along the NES and channel, as well as alongside open space features like parks and stormwater management ponds.

5.6.2 VIEWS THROUGH WINDOW STREETS

In specific situations, window streets and cul-de-sacs have been strategically positioned to offer views and access to the Natural Environmental System (NES). These placements are particularly valuable in locations where other viewing opportunities were not feasible due to natural constraints or development limitations.

By incorporating window streets and cul-de-sacs in strategic locations, the community ensures that residents can enjoy the scenic beauty of the NES, fostering a stronger connection to the natural environment. Additionally, these design elements enhance the overall aesthetic appeal and walkability of the neighborhood, making the NES an integral part of the community's identity and daily experience.

5.6.3 VIEWS THROUGH STORMWATER MANAGEMENT PONDS

Stormwater management ponds are similar to parks from a view standpoint as they serve as an extension of the NES, providing views from either within the pond along pedestrian routes or along the perimeter of the pond within the adjacent road right-of-way.

5.6.4 VIEWS THROUGH PARKS

Parks can be strategically situated adjacent to the Natural Environmental System (NES), Greenbelt Plan Area, and green corridors. This thoughtful placement not only maximizes scenic view opportunities but also strengthens the connection between the community and its natural surroundings. By positioning parks near these green spaces, residents can enjoy unobstructed views of the NES and Greenbelt, fostering a sense of tranquility and appreciation for the environment.

Moreover, these parks serve as crucial linkages within the community's trail system, providing seamless connections for pedestrians and cyclists. Integrating parks with the trail network encourages active transportation, promotes healthy lifestyles, and enhances the overall accessibility of natural areas. This approach ensures that residents have convenient access to both recreational facilities and natural landscapes, creating a harmonious blend of urban living and environmental stewardship. By aligning parks with the NES, Greenbelt Plan Area, and green corridors, the community can achieve a cohesive and sustainable design that benefits both people and nature.

5.6.5 VIEWS THROUGH TRAIL NETWORK

The community features a comprehensive trail network, much of which is integrated into the Natural Environmental System (NES), providing expansive views accessible from all neighborhoods. These viewsheds offer publicly accessible vistas of natural features throughout Alloa, ensuring the NES is seamlessly woven into the community's visual, physical, and cultural landscape.

Further opportunities to incorporate potential vistas and landscape amenities along trails and street frontages will be explored during the detailed design stage, enhancing the community's connection to its natural surroundings.

CHAPTER 06

STREETSCAPE GUIDELINES

Streetscape Guidelines

General Guidelines

Street Hierarchy

Streetscape Elements

Community Gateways

Street Tree & Planting Strategy

Transit Supportive / Active Transportation Infrastructure

6.1 STREETSCAPE GUIDELINES

The design of the streetscape is crucial in defining the function and identity of the Alloa Community. Within the Alloa Community, the character of the public realm will be significantly influenced by the streetscape elements both within the community and along its edges.

Design solutions in the Alloa Community should thoughtfully integrate the various elements and functions within the right-of-way and their relationship with the adjacent built form. This approach ensures safety, establishes a high-quality and durable built environment, and reinforces a comfortable street setting for pedestrians and cyclists, making it a primary social gathering space within the neighborhood.

Additionally, well-designed streetscapes in the Alloa Community will enhance wayfinding, orientation, and placemaking, contributing to a cohesive and vibrant community. Through careful consideration of streetscape elements, the Alloa Community will foster a strong sense of identity and ensure that public spaces are inviting and functional for all residents.

6.2 SIDEWALKS & PEDESTRIAN CIRCULATION

In the Alloa Community, the design of sidewalks and pedestrian circulation routes is key to fostering a safe, accessible, and vibrant public realm. These elements are integral to creating a pedestrian-friendly environment that complements the community's character and functionality.

The following guidelines outline best practices for ensuring that pedestrian infrastructure supports the community's needs and integrates effectively with both the natural and built environments:

- Provide safe and accessible pedestrian connections. Vehicular access shall ensure that these pedestrian connections are not compromised;
- Internal vehicular routes shall be designed with a clear hierarchy of circulation and parking, and coordinated with the pedestrian circulation network;
- Streetscape elements, such as trees, site furniture and signage, will link open space design with the architectural components to create an attractive and comfortable pedestrian experience;
- Utilize landscape and paving materials to highlight circulation routes;
- Direct pedestrian connections to bus transit stops shall be provided to encourage the use of public transit;
- Within commercial or employment lands, internal site walkways shall be a minimum of 1.5m to 2.0m in width and paved with an identifiable hard surface material (typically concrete) that is consistent and coordinated throughout;
- Sidewalks shall be located on both sides of arterial and collector roads, and shall have a minimum width of 1.5m, with wider sidewalks (2.0m) specified in locations where heavier pedestrian traffic is anticipated;
- Local streets may have sidewalks on both sides or a single side, depending on location, maintenance and operation requirements, and strategic connection opportunities;
- Should the Town of Caledon conclude that the maintenance requirements associated with sidewalks on both sides of local streets is cost prohibitive or otherwise unwarranted based on the configuration and/or extent of adjacent land uses, then consideration may be given to a single sidewalk configuration;
- If a single sidewalk is contemplated for a local road, it shall be located on the dwelling side of the street and/or where direct pedestrian connections are deemed more desirable;
- The width and texture of sidewalks may change within higher pedestrian activity nodes such as the Urban Village Centre, at transit stops, and adjacent to parks, public open spaces and commercial areas, particularly where an urban streetscape approach is utilized and there is heavier pedestrian usage anticipated;

6.2.1 BIKE LANES

Bike lanes are a crucial component of the Alloa Community's transportation network, providing safe and efficient routes for cyclists while promoting active transportation and reducing reliance on automobiles. The design and implementation of bike lanes are guided by a set of principles and practices aimed at creating a connected, accessible, and sustainable cycling environment.

- Design bike lanes to ensure the safety and comfort of cyclists of all skill levels. Provide clear, dedicated lanes for cyclists separated from vehicular traffic where possible, and incorporate proper signage and lane markings.
- Design intersections and crosswalks to accommodate both cyclists and pedestrians, promoting safety and convenience for all users.
- Develop a well-connected network of bike lanes that links key destinations within the Alloa Community, including parks, schools, commercial areas, and transit stations. The bike lane network should align with the broader active transportation plans of the Town of Caledon and the Region of Peel.
- Design bike lanes to accommodate various types of cycling activities, from recreational rides to commuter trips. Consider the inclusion of features such as bike parking, repair stations, and bike share programs to support diverse cycling needs.

6.2.2 PARKING

- Parking in the vicinity of key right-of-ways will be in the form of lay-by parking, flankage parking, commercial block parking, recreation centre parking and potential underground parking associated with the proposed mid-rise condominium;
- 2.5m layby parking bays shall be provided adjacent to medium density along the Spine Road and McLaughlin Road, within the Urban Corridor Area;
- Additional lay-by parking may be considered adjacent to other commercial uses and higher density residential uses within the Urban Village Centre. This can only be assessed with a full analysis of the function of the roadway (Spine Road or McLaughlin Rd.), anticipated vehicular egress/ingress locations, right-of-way width, boulevard treatment, etc.;
- Within commercial or employment blocks, parking, service and loading areas shall be located to the rear of buildings, screened from prominent views.

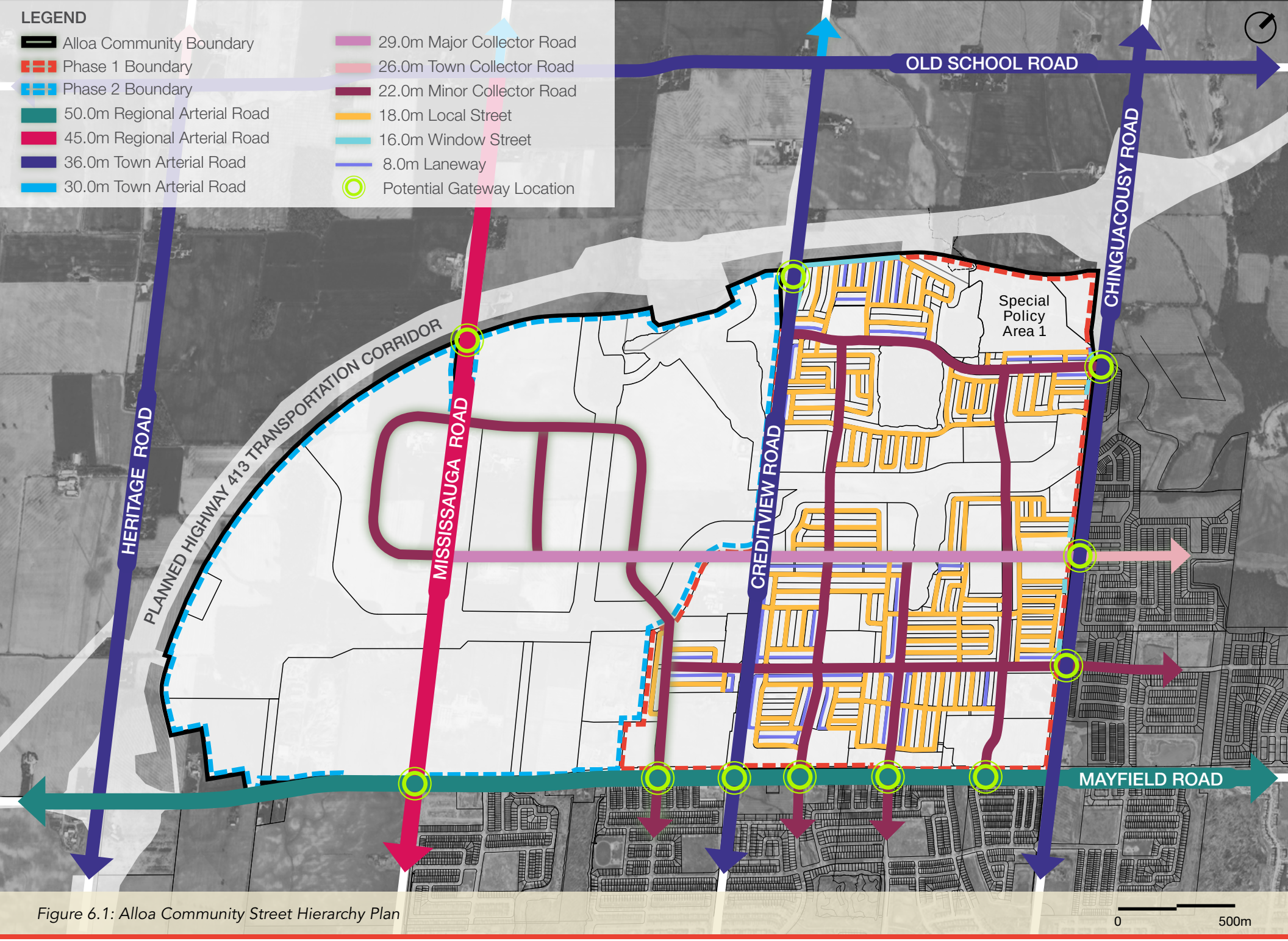


Figure 6.1: Alloa Community Street Hierarchy Plan

6.3 STREET HIERARCHY

A well-defined and interconnected hierarchy of streets forms the backbone of the Alloa Community, serving as the primary framework for safe and efficient movement while also establishing the community's identity and character. The street network is meticulously designed to balance functionality with aesthetic appeal, creating spaces that foster social interaction and contribute to a welcoming environment.

The road network in Alloa follows a modified grid pattern, carefully tailored to accommodate the site's topography, natural features, and future development goals. This approach ensures that streets support diverse transportation needs, from pedestrian and cycling routes to vehicular access, while integrating seamlessly with the community's overall vision.

Design Principles and Objectives include:

- The street hierarchy ensures efficient and safe access for pedestrians, cyclists, and vehicles, promoting an active and accessible community.
- Streets are designed as vibrant spaces for social interaction, with features like seating, landscaping, and public art.
- The road network enhances Alloa's character through thoughtful design of streetscapes, creating a distinctive sense of place.
- The layout supports transit use and provides efficient connections to key destinations and regional routes.
- Short block lengths and strategic vistas enrich the visual experience and highlight community landmarks.

The road network in Alloa Community is carefully crafted to include various components, each serving a distinct function to ensure a balanced and efficient transportation system. These components are integral to creating a vibrant, accessible, and well-connected community and include:

- Major Arterial Roads: These roads form the primary transportation routes, linking major destinations within and beyond the community. They are designed to handle higher traffic volumes and provide efficient connections to regional roadways.
- Collector Roads: Serving as intermediaries, collector roads manage traffic between arterial roads and local streets. They balance accessibility with traffic flow and support access to residential, commercial, and recreational areas.
- Local Roads: Local roads provide direct access to residences and local amenities. They are designed to be pedestrian-friendly and foster a sense of community through their design and layout.
- Window Streets: Window streets are strategically placed to offer access and views to significant natural features, such as the Natural Environmental System (NES), green corridors, and stormwater management facilities. They enhance visual connections and promote environmental appreciation.
- Laneways: Laneways offer secondary access points for service functions, including garbage collection and maintenance, while also providing additional routes for pedestrians and cyclists.

6.3.1 ARTERIAL STREETS

Arterial streets are integral to the Alloa Community's transportation network, designed to manage significant traffic volumes and provide key connections over longer distances. These streets shape the community's accessibility and regional linkages.

- Chinguacousy Road (36.0-metre ROW) and Mayfield Road (50.0-metre ROW) form the eastern and southern boundaries of the Alloa Community, serving as major arterial routes that will carry most of the traffic to and from the surrounding areas.
- Mississauga Road, a major 45.0-metre arterial, runs north-south through the Alloa Community, featuring medium-density development along its length.
- Creditview Road, a 36.0-metre minor arterial, also runs north-south through the community, intersecting the planned GTA West Corridor ROW and facilitating both local and regional transportation.

Arterial Street Landscape Guidelines:

- Limit driveway entrances to maximize the continuity of the streetscape and provide safer, more convenient pedestrian and cycling connections.
- Integrate multi-use trails on both sides of the street.
- Integrate upgraded landscape treatment with private residential frontage, including direct pedestrian connections, planted deciduous tree (smaller ornamental tree where space is limited), and foundation shrub planting, in addition to the streetscape treatment.
- Provide enhanced paving at the crosswalk intersections with collectors to define pedestrian crossings, serve as traffic calming, and add character to the street.
- Create enhanced landscaped areas with seating at prominent entrances to parks, SWM ponds, trailheads, and retail.
- Plant a single row of street trees within the boulevard.
- Consider only native street tree species for any portions adjacent to the NES, with the potential for additional buffer treatment.
- Locate major gateway features, built form massing, architectural design, and associated landscape design to signify entry into the Alloa Community at the north and south entrances.

6.3.2 COLLECTOR ROAD

Collector roads provide important connections between residential neighbourhoods and community functions, such as parks, schools and other facilities. They largely define the community structure, serve as the primary inter-neighbourhood circulation routes and accommodate transit.

Collector road right-of-way widths range between 22.0 and 29.0 metres (at intersections to accommodate a left turn lane and centre median). Streetscape character varies according to land uses, which range from single-detached residential, lane-accessed townhouses, a commercial area, employment lands, a place of worship, parks, schools and stormwater management facilities.

A typical 29.0m Major Collector Road ROW cross-section includes the following:

- One 3.5m travel lane in each direction;
- Pavement widening to accommodate a 3.5m left turn lane;
- 3.30 multi-use paths on both sides of the street;
- 3.05m boulevards with street trees on both sides of the street; and
- 2.10m on-street parking on both sides of the street.

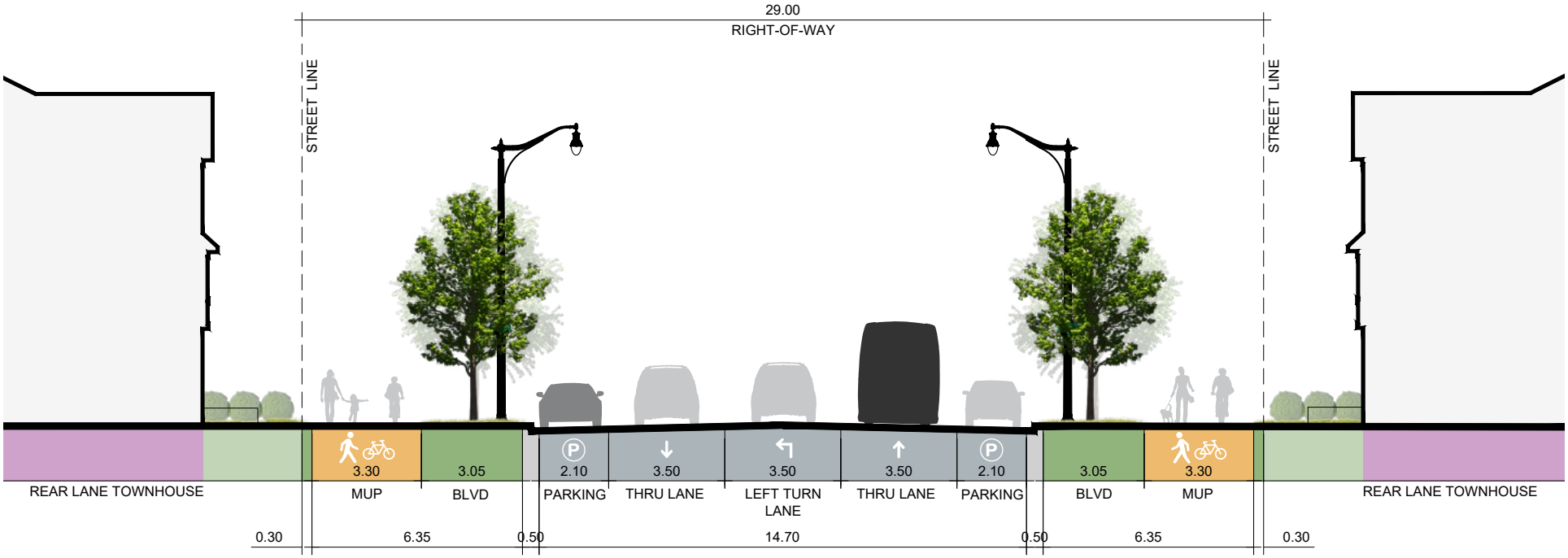


Figure 6.2: Proposed 29.0m Major Collector Road (Tim Manley Avenue) ROW Cross Section

A typical 22.0m Minor Collector Road ROW cross-section includes the following:

- One 3.50m travel lane in each direction;
- 2.10m on-street parking on one side of the street;
- 3.1m boulevards with street trees on both sides of the street;
- 1.80m sidewalk on one side of the street; and
- 3.30m multi-use path on one side of the street.

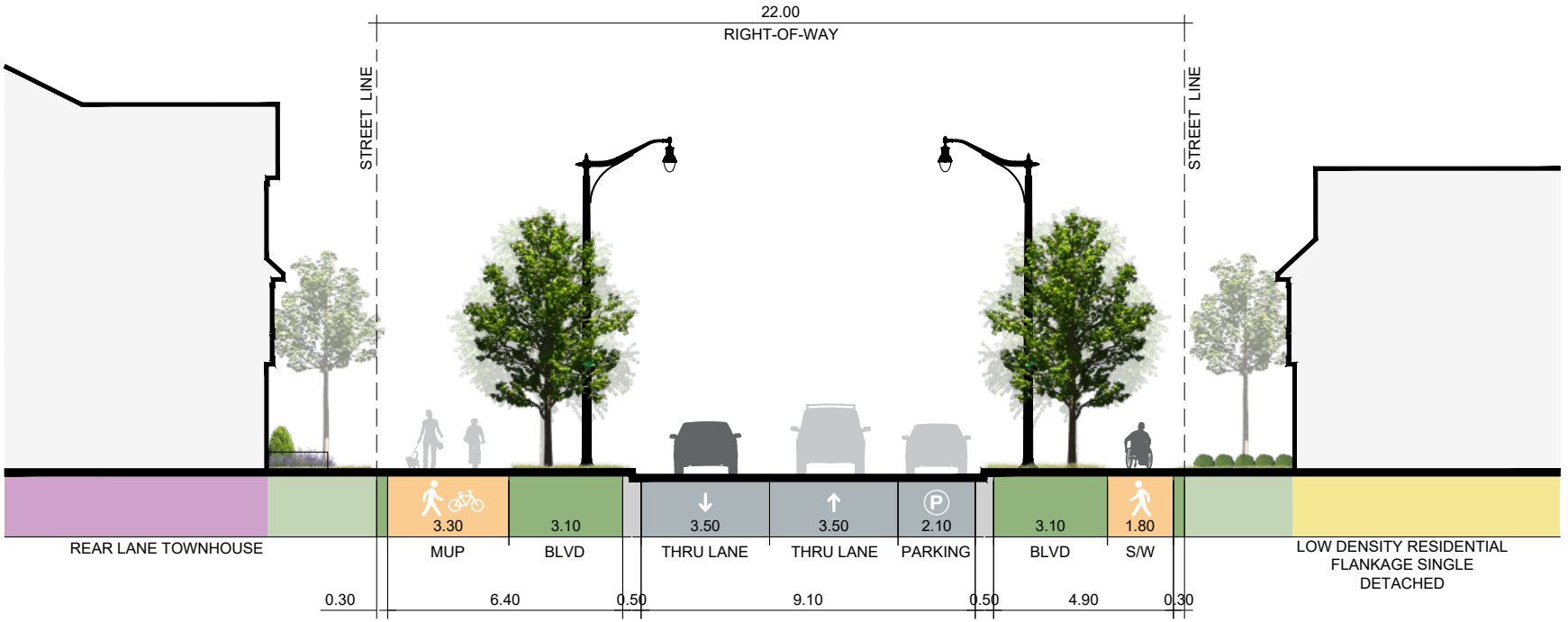


Figure 6.3: Proposed 22.0m Minor Collector Road ROW Cross Section

6.3.3 LOCAL ROAD

Local roads serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include low and medium density residential built form, elementary schools, commercial land uses, parks, stormwater management facilities and NES frontage.

As a standard, they have a 18.0m right-of-way with one lane in each direction, parking on one side according to parking needs as determined by adjacent land uses, and sidewalks on one or both sides. Should the Town of Caledon conclude that the maintenance requirements associated with sidewalks on both sides is cost prohibitive or otherwise unwarranted based on the configuration and/or extent of adjacent land uses, then consideration may be given to a single sidewalk configuration. The local road network shall facilitate logical, direct, permeable and safe neighbourhood connections through a modified-grid configuration. The use of cul-de-sacs shall be minimized throughout the community.

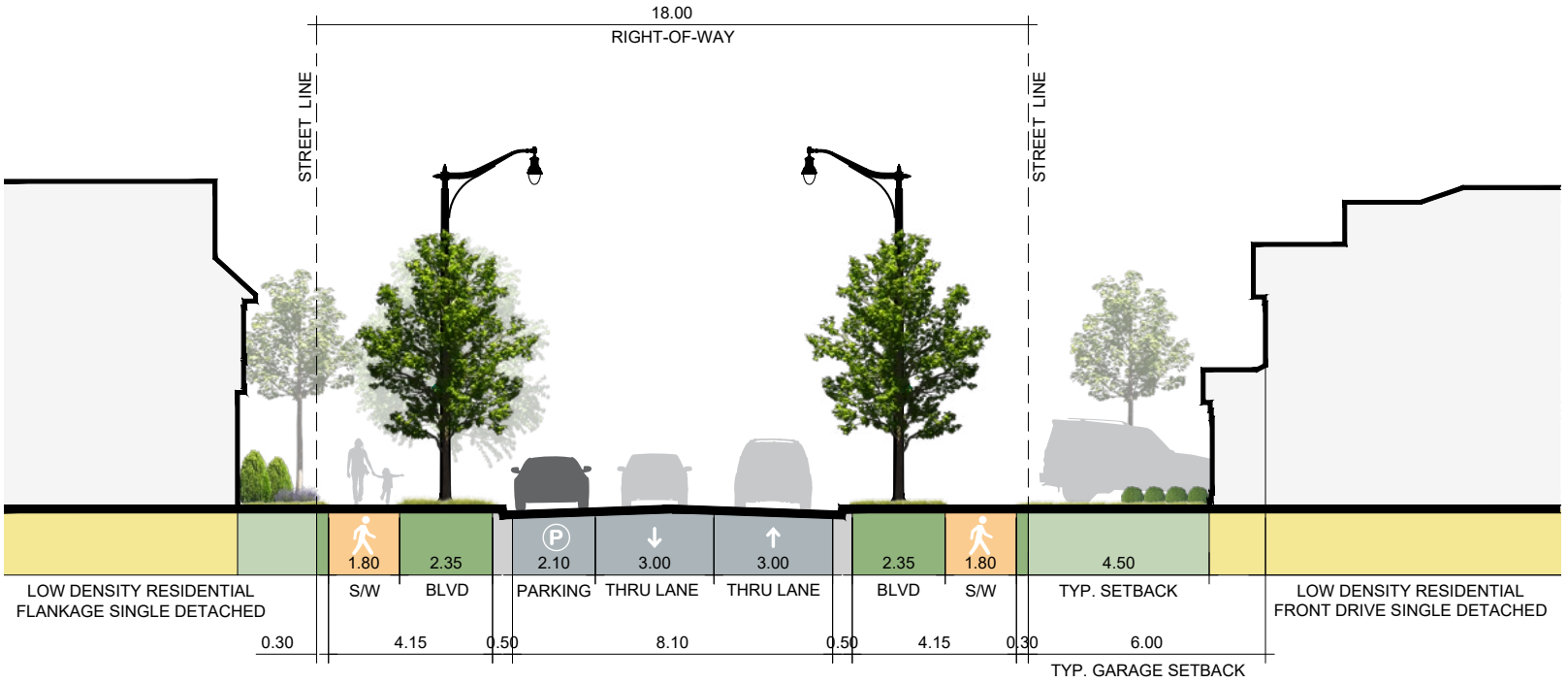


Figure 6.4: Proposed 18.0m Local Road ROW Cross Section

6.3.4 WINDOW STREET

Window streets are proposed in particular situations to avoid residential reverse lotting and frontages directly along arterial roads. The associated built form type is typically single-detached or townhouse flankage conditions that front onto a perpendicular local street to avoid front door orientation towards the adjacent arterial road. They are intended to provide a safe and comfortable pedestrian experience with allowances for driveway access from the window street.

- Generally have a 16.0m right-of-way with one lane in each direction, on-street parking on the residential side and a 1.5m-wide sidewalk on the residential side. A second sidewalk or trail will be integrated into the right-of-way of the adjoining arterial road with direct pedestrian connection to the window street;
- The boulevard treatment consists of street trees on the dwelling side boulevard and trees with buffer planting and low decorative fencing within a grass boulevard adjacent to the arterial road boulevard.
- Consideration may be given to using the window street cross-section where a local road abuts a natural feature or open space (SWM pond), as deemed appropriate by the Town.

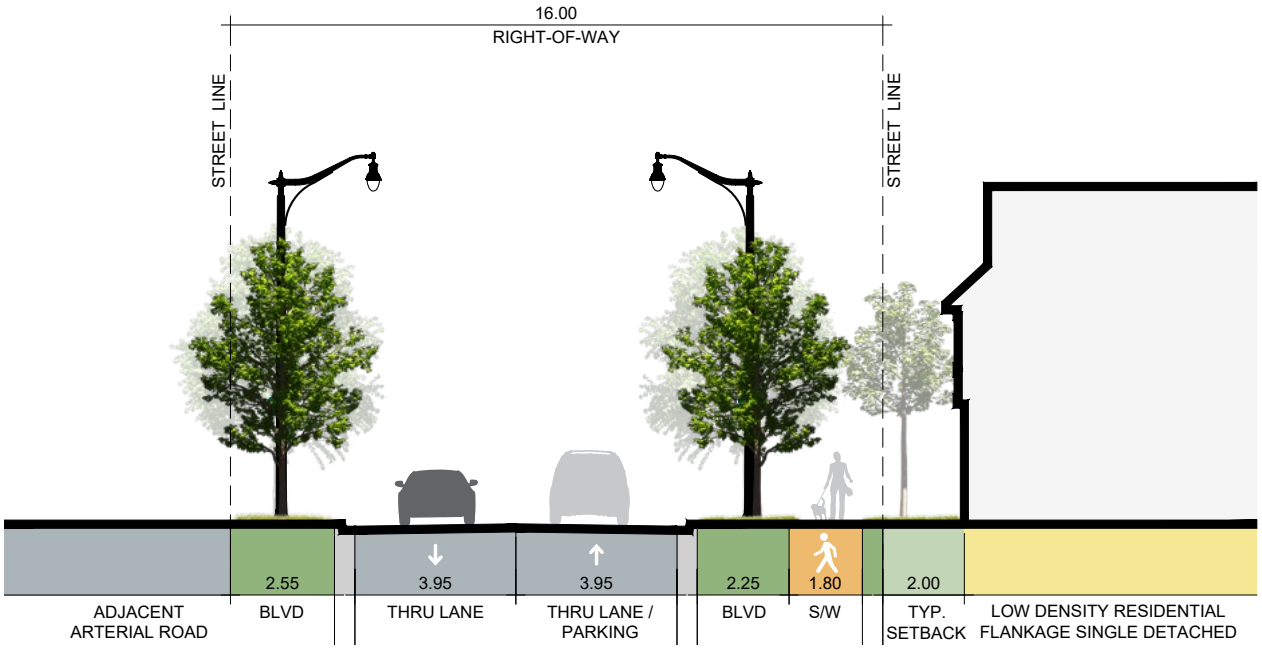


Figure 6.5: Proposed 16.0m Window Street ROW Cross Section

6.3.5 LANEWAYS

Laneways are proposed for townhouse dwellings situated along arterial roads, the Spine Road and certain collector roads where driveway access will impact the function of these higher order roads. The laneway cross-section features one lane in each direction, with a mountable curb and a concrete apron on both sides. Consideration may be given to a larger right-of-way (i.e. 9.0m to 10.0m) where increased snow storage capacity is required and/or maneuvering of maintenance vehicles is a concern, particularly at 90-degree bends.

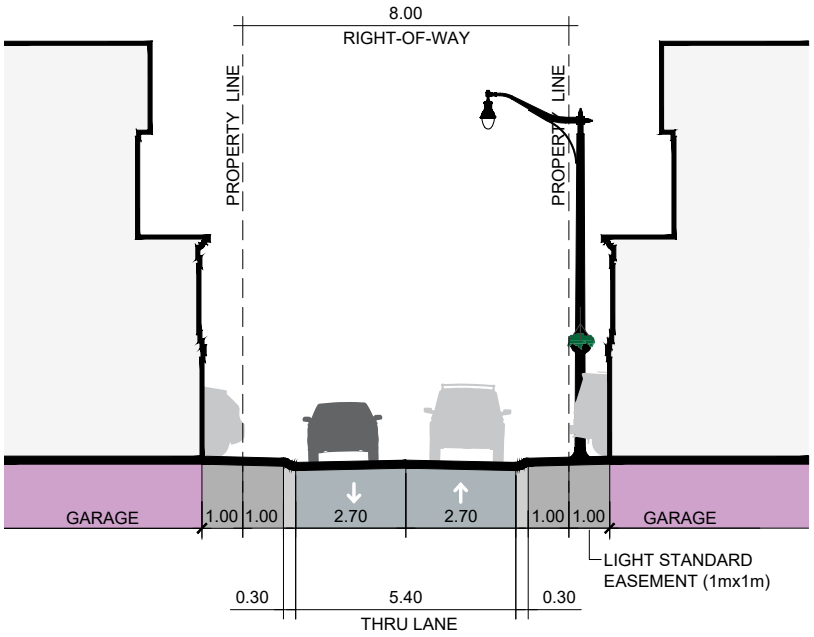


Figure 6.6: Proposed 8.0m Laneway ROW Cross Section

6.4 STREETSCAPE ELEMENTS

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents and visitors. To reinforce the character and identity of the community and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of streetscape elements shall be coordinated and consistent with the vision established for the Alloa Community.

Key streetscape elements include:

- Street Lighting;
- Flankage Treatments;
- Community Mailboxes;
- Utilities;
- Fencing;
- Street Furniture;
- Traffic Calming/Crosswalks;
- Community Gateways;
- Street Tree Planting Strategy; and
- Transit Supportive/Active Transportation Infrastructure.

The following sections contain guidelines related to these individual elements.

6.4.1 STREET LIGHTING

Street lighting is an essential component of streetscape design and the choice of lighting elements plays a key role in establishing the character of the public realm. When selecting light fixtures, 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.

Guidelines:

- Lighting design (pole and luminaire) shall be coordinated with the architectural design and other street furnishings to promote a consistent and definable character for the community;
- Select light poles and luminaires that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution;
- Lighting utility boxes shall be located to minimize their visibility, in compliance with Town of Caledon standards. Boxes shall not be located along the frontage of parks;
- Ensure that there is no light encroachment into natural areas to avoid impacts on wildlife;
- Ensure ‘night sky’ compliance as a component of sustainable design, with illumination directed downwards;
- Consideration may be given to establishing a hierarchy of coordinated light standards which are sized according to use related to vehicular routes, parking areas, walkway blocks and open space amenities, as appropriate; and
- Opportunities should be considered for renewable energy use, such as solar-powered lighting along park paths and natural trails.

6.4.2 FLANKAGE TREATMENTS

Guidelines:

- Flankage conditions shall consist of an upgraded acoustic wood fence, height to be determined through acoustic analysis, with consideration for ornamental buffer plantings on the public side of the fence within the residential lot. The responsibility for maintenance shall be assumed by the homeowner;
- To discourage any future expansion of the fence by homeowners, the flankage fence shall be aligned within rear building edges;
- Variations in built form type (conventional or rear extension into backyard) shall lend variety to the street character, resulting in alternating flankage fence lengths.

6.4.3 COMMUNITY MAILBOXES

Community mailboxes are standard streetscape elements in most communities. Beyond their function as a location to pick up mail, they provide opportunities to integrate attractive streetscape features as focal points within neighbourhoods where social interaction may occur. To strengthen their role in promoting a walkable neighbourhood, consideration shall be given to location.

Guidelines:

- Community mailboxes shall be supplied by Canada Post and located in easily accessible and highly visible locations in the community (i.e. key nodes and focal points), within walking distance for all residents;
- Preference is for mailboxes to be located within street boulevards in close proximity to parks, stormwater management pond lookouts and green system trails, subject to catchment area requirements; and
- Mailboxes may also be integrated into stormwater management pond lookouts, if in close proximity to sidewalk and street.

6.4.4 UTILITIES

Any utilities and utility-related boxes or structures should be designed and sited to minimize their visual impact on the public and private realm, where feasible.

Guidelines:

- Along main roads, and within mixed-use nodes, utilities shall be strategically located to mitigate visual impacts and avoid physical barriers to pedestrian flow;
- Consider incorporating wraps for utility boxes to minimize visual impact;
- As much as possible, avoid locating above ground utility plants on boulevards within the 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.

6.4.5 FENCING

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

Locations for integrating fencing may include:

- Wood privacy fencing and/or wood acoustic fencing at residential flankage locations;
- Low decorative fencing (metal or wood) at gateway entries along arterial roads;
- Low decorative fencing (metal or wood) along window streets facing Chinguacousy, Mayfield and McLaughlin Roads; and
- Chainlink fencing for lots adjacent to stormwater ponds, park perimeters and any other public open space feature.

Guidelines:

- Fencing design shall be coordinated and consistent throughout the community;
- Fencing design shall reinforce or complement the character and identity of the community;
- Fencing shall comprise only robust, sturdy components for long term durability; and
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.

Wood privacy fencing and/or wood acoustic fencing at residential rear locations and along a public trail;

Typical wood fencing treatment along flankage conditions

6.4.6 STREET FURNITURE

Attractive, sturdy and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity.

Guidelines:

- Street furniture shall be provided in high pedestrian traffic areas within mixed-use nodes and in key open space areas such as parks, stormwater management pond lookouts and at trailhead amenity locations;
- The colour, material, form and style of street furniture shall be consistent with and complementary to the established design theme for the community;
- 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; and
- Furniture within the designated open space areas shall include benches, waste receptacles and bicycle racks, rings or posts, and shall be complementary to the selected street lighting design.

6.4.7 TRAFFIC CALMING / PEDESTRIAN CROSSWALKS

Traffic calming is key to promoting walkability and creating a safe, pedestrian-friendly environment. Pedestrian crosswalks serve two main functions:

1. They demarcate a safe route for pedestrians to cross the street, thereby delineating a separation between the pedestrian realm and vehicular zones; and,
2. They encourage traffic calming by providing a visual cue for slowing traffic speeds and encouraging cautious driving.

Strategically designed crosswalks play a significant role in enhancing pedestrian safety and fostering a more walkable community atmosphere.

Guidelines:

- In high pedestrian traffic areas, a formal pedestrian crosswalk installation shall be provided at every four-way intersection;
- Signalized pedestrian crosswalks shall be provided at locations where important civic destinations are situated or where significant walking traffic is anticipated and where commercial uses are planned;
- To enhance visibility and minimize conflicts between pedestrians and motorists, crosswalks at key intersections shall utilize distinctive coloured and/or textured materials or markings;
- Pedestrian crosswalks shall be highly visible to motorists and include signage where appropriate;
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties;
- Crosswalk materials shall consist of either zebra stripes (using retroreflective thermoplastic markings), broom finished concrete, concrete unit pavers, impressed concrete or an upgraded impressed asphalt (such as Streetprint XD).

6.4.8 COMMUNITY GATEWAYS

Gateways are an effective means of consolidating expansive development areas into one discernible, connected community. As shown in Figure 6.1, they are important identifiers that provide the opportunity to communicate the character and theme of the community, contribute to placemaking and enhance civic pride. They also serve as landmarks that facilitate orientation and wayfinding.

A comprehensive approach to the design of gateway and entry features shall be developed for all of Alloa. The intent is to introduce a unifying element for the community that will help define its character and identity and provide a sense of cohesiveness.

Guidelines:

- Community gateways shall be located within Town owned property or within a 2.0m wide Town owned entrance feature block. It will serve to signify arrival into the community and reflect its unique character;
- Gateways shall be of a high-quality design, with adjacent built form and public realm uses reflecting a high design standard. Gateways may include a naturalized design, incorporating local themes and/or heritage elements;
- Gateways located at intersections shall include built form with well-articulated facade treatment on the two sides oriented to the corner, in addition to enhanced landscaping such as special paving, signage, lighting, seating and/or coordinated fencing that frames the entry into the community and neighbourhood;

Site planning, streetscaping, built form and landscaping shall be coordinated to create a unified gateway. Strategies include:

- Position primary building entrances and architectural features toward the gateway;
- Integrate visually prominent built form massing at the gateway, with well-articulated, high quality and distinctive architectural treatment;
- Implement a coordinated palette of colours, materials and textures for built form and landscape;
- Integrate unique streetscape elements such as gateway markers/entry features, signs, columns or overhead structures;
- A common palette of materials and design style should be reflected in all gateway components to emphasize a consistent theme and identity for the community;
- Design gateway elements to be unique to the Alloa community. A strong link with the existing character of Caledon or reflective of a Gothic Revival architectural theme is encouraged. A contemporary interpretation of natural materials (stone, timber) is also an acceptable approach;
- Provide lighting and other vertical expressions that provide visual interest at night and during the winter months;
- Locate parking, loading, servicing and utilities away from view; and
- Provide distinctive surface treatments for pedestrian crosswalks located at gateway sites.

Gateways, entry features, trail markers, information signage, etc. shall be designed as a family of elements or ‘kit-of-parts’ that may be chosen individually or combined to form and define a hierarchy of entrances. The components shall be designed to apply to various locations as appropriate to the street character, adjacent land uses, or architectural massing and design.

Guidelines for Gateway Markers/Entry Features:

- The family or ‘kit-of-parts’ shall be defined by a common material palette, which will consist of a series of feature walls and columns;
- Marker/entry elements shall be designed as either contemporary or traditional aesthetic rooted in the Town of Caledon, utilizing robust components constructed for long term durability and minimal maintenance requirements;
- The location of elements shall comply with traffic/ engineering requirements;
- All elements shall be sited to ensure safe views are maintained with appropriate regard for crash hazards;
- Marker/entry elements shall incorporate materials and forms consistent with the predominant architectural style and character of the community, and may include motifs and themes that are representative of the Town’s image and identity. These materials should consist of a combination of natural stone and wood timber components, with additional options for precast and metal elements; and
- The scale of gateway markers/entry features shall be in visual proportion to the scale of adjacent buildings, adjacent streets and their relative importance within the hierarchy of elements.

Ample street trees and planting will positively contribute to the character of the community and support an attractive streetscape

6.5 STREET TREE & PLANTING STRATEGY

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish the character of neighbourhoods within the community and should relate to the street type and adjacent land use.

The strategy may address 5 basic categories for street trees, including the following:

- 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 Urban Village Centre or Commercial Mixed Use Centre 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.

Medium or coarse-textured species typically refers to deciduous trees with a single, simple leaf structure with one blade attached to a stalk or petiole (ex. Sugar Maple). Fine-textured species refers to trees with a compound leaf with secondary leaflets borne on a single stalk attached to a twig (ex. Honey locust).

Street tree canopy along a street interfacing with a stormwater management pond

Street Tree and Planting Guidelines:

- The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including NES 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 shall 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 should 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. However, a larger caliper size (approx. 80- 100mm cal.) should be considered to highlight character streets, focal areas or significant entry points;
- Minimum distance separation between street trees and below and above-ground utilities shall be in accordance with Town of Caledon standards.
- 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.

6.6 ACTIVE TRANSPORTATION INFRASTRUCTURE

Within Alloa, 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, sidewalks, on- and off -road bike routes and pedestrian trails, as well as wider regional transportation systems such as local bus routes, Brampton Rapid Transit routes, and GO Transit.

6.6.1 TRANSIT SERVICE OVERVIEW

The transit strategy for Alloa is designed to create a comprehensive and efficient public transportation network that supports the community's growth and connectivity needs. This strategy will encompass three distinct transit service levels, each serving a specific role in providing residents with accessible and reliable transportation options. The core of this strategy revolves around a central transit hub located in the Mayfield West Phase II community, which will function as a key connection point for various transit routes.

The three levels of transit service in the Alloa Community will include:

1. Local Bus Route: The local bus route will provide frequent and convenient transit options within Alloa and connect residents to nearby neighborhoods, community amenities, and local destinations. This route will focus on accessibility for all community members, including those with mobility challenges, and will be designed to integrate seamlessly with pedestrian pathways and bicycle routes. By offering reliable local service, this route will support daily commuting needs and promote public transit use for short-distance travel.

2. Brampton Rapid Transit Route: The Brampton Rapid Transit Route will offer higher-speed, frequent service linking Alloa to key destinations within Brampton and surrounding areas. This route is designed to facilitate efficient travel for residents needing to commute longer distances or access major commercial and employment centers. The rapid transit service will feature dedicated lanes and optimized scheduling to ensure quick and reliable transportation options.

3. GO Transit Route: The GO Transit Route will connect Alloa to the Greater Toronto Area (GTA), providing residents with access to regional transportation options for work, education, and leisure. This route will be a critical link to the broader regional transit network, offering connections to key destinations across the GTA and supporting long-distance travel needs. The GO Transit service will be integrated into the transit hub to enable easy transfers between local, regional, and intercity transit options.

6.6.2 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;
- Provide a concentration of street furniture at transit stops located in key areas such as the mixed-use node.

6.6.3 CYCLING FACILITIES

Fundamental to encouraging cycling throughout Alloa 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, 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 major employment and commercial 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, such as the mixed-use nodes; 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.

A streetscape that is designed with transit supportive infrastructure to encourage alternate modes of transportation

Bike parking that is protected from the elements

CHAPTER 07

SUSTAINABLE & LOW IMPACT DESIGN

About Sustainability & Low Impact Design

Sustainability & Low Impact Approaches

7.1 ABOUT SUSTAINABILITY & LOW IMPACT DESIGN

Alloa shall be 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 development. The community's context and the prominent Natural Environmental System that surrounds it and is woven into its fabric makes sustainable development and low impact design a key priority.

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

- Transportation alternatives;
- Hardscaping;
- Softscaping;
- Water conservation and management;
- Lighting; and
- Materials.

7.2 SUSTAINABILITY & LOW IMPACT APPROACHES

7.2.1 TRANSPORTATION ALTERNATIVES

- 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 employment 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 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.

Street level stormwater retention

Lot level stormwater retention

7.2.2 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.

7.2.3 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;
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

Selection of plants help to enhance the visual appeal of the streetscape and assist with stormwater mitigation

Example of naturalized bio-retention

7.2.4 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, 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; and
- Depending on the 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 catchbasins 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.

7.2.5 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.

7.2.6 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.

Rain barrels help manage roof run off and are a good sustainable alternative for watering gardens

Solar paneling located on residential roofs can provide an alternative and sustainable energy source

CHAPTER 08

BUILT FORM GUIDELINES

Built Form Guidelines

Built Form Character

Community Safety

Built Form Typologies

Residential Architectural Design Guidelines

Non-Residential Architectural Design Guidelines

8.1 ABOUT THE BUILT FORM GUIDELINES

The built form guidelines provide direction to ensure high quality building designs and architecture is implemented that supports the goal of creating a unique, innovative and successful community - a community with an urban village character that will have a distinct identity rooted in the spirit of the Town of Caledon.

Detailed Architectural Design Guidelines, together with the establishment of an architectural design review process and selection of a Control Architect, will be required as a condition of draft approval. Architectural design and siting proposals for all buildings will be evaluated through the Town of Caledon's architectural control process and/or the Town of Caledon's Site Plan Approval process.

8.2 COMMUNITY SAFETY

A strong ‘sense of community’ motivates residents to work together to establish neighbourhood cohesiveness and pride, an attractive appearance and overall sense of security. In order to reinforce a safe, pedestrian-friendly community, the design and siting of all buildings shall incorporate the principles of CPTED (Crime Prevention Through Environmental Design).

- A clear definition between public and private space shall be provided through the design and placement of buildings, fencing and landscaping;
- Site planning and building design shall allow for visual access to public spaces;
- Safe sightlines shall be maintained at all intersections;
- Lighting shall be designed to relate to the pedestrian scale. It shall be directed downward and inward to mitigate negative impacts on neighbouring uses;
- Ample fenestration facing public areas will be required to promote casual surveillance and “eyes on the street”;
- Concepts of “territorial reinforcement” shall be implemented, including the ample usage of functional front porches that create a transitional area between the street and the home;
- The presence of the garage within the streetscape shall be diminished and the front door entry emphasized to contribute to a comfortable and attractive pedestrian environment; and
- All entries to buildings shall be well lit, and with main entrances visible from the street and well-defined through architectural treatment.

8.3 BUILT FORM CHARACTER

A high quality built form character shall be achieved for all built form types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. Single detached dwellings, typically in the form of 2 and 3 storey massing, are expected to encompass all of low density freehold dwellings within the proposed development. The design of all dwellings within the Alloa Community shall offer a harmonious mix of architectural themes derived from traditional styles. The use of distinctive and well-designed architecture employing high-quality materials (brick, cement board, siding, and stone, depending on architectural style) will be a consistent characteristic of all proposed development, linking various communities in the Caledon region.

Distinguishing elements from each building design should reflect a single identifiable architectural style. Avoid combining discordant architectural elements in a single building design and ensure that a consistent level of design quality is achieved regardless of the chosen architectural style.
Refer to the *Alloa Community Architectural Design Guidelines* for the detailed built form objectives and design guideline

8.4 BUILT FORM TYPOLOGIES

Proposed built forms that are planned within the Alloa Community include:

Residential Built Form:

- Single Detached Dwellings;
- Semi-Detached Dwellings;
- On-Street Townhouse;
- Rear-Lane Singles/Townhouses;
- Dual-Frontage Singes/Townhouses;
- Stacked Townhouses;
- Back-to-Back Townhouses;
- Mid-Rise Buildings; and
- Mixed-Use Buildings.

Non-Residential Built Form:

- Commercial and Retail;
- Employment; and
- Institutional.

8.5 RESIDENTIAL BUILT FORM GUIDELINES

Residential uses will comprise the majority of built form within Alloa. A variety of dwelling types, sizes and tenures will be provided to offer housing choices that will contribute to a diverse community for residents of different incomes, household sizes and lifestyles. This diversity of housing options will provide the flexibility for residents to remain within Caledon and the community over time. Outlined in the following section is a description of the planned residential dwelling types, together with general design guidelines and objectives.

8.5.1 SINGLE AND SEMI-DETACHED DWELLINGS

Single and semi-detached dwellings, typically in the form of 2 and 3 storey massing, are expected to encompass the majority of low density freehold dwellings within the Alloa Community.

Design Guidelines:

- Lot sizes for single detached dwellings may range from 9.45m to 15.24m;
- Single-detached dwellings shall have one to two storey massing, with the potential for the inclusion of roof dormers and balconies. Where a third storey is contemplated, it should be incorporated into the roof massing;
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane -accessed) may be explored, where feasible;
- Single detached dwellings will contain at least a one-car garage with a two-car parking pad, for a total of three parking spaces. Two car street-facing garages will be permitted on lot frontages of 11.0m or greater;
- Attached street-facing garages shall be incorporated into the main massing of the building. Dwelling designs with garages projecting beyond the front façade of the dwelling or porch are discouraged;
- Porches and bay windows are permitted to encroach into the front, flankage, and rear yards as a prominent architectural feature;
- For corner units, the flanking side elevation shall be given a similar level of architectural detailing as the front elevation; and
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.

Single detached dwellings with 2 storey massing and prominent porch entries, well articulated facade treatments, and attached street facing garages will help create an attractive community streetscape

8.5.2 OpenPlan™ LOT DESIGN

Caivan's OpenPlan™ lot and building design is being proposed for a portion of single detached dwellings in Mayfield West (Phase 1) Stage 2. In order to accommodate this design, a proposed Zoning By-law Amendment is being introduced. This amendment seeks to allow for a reduced lot depth of 17.0 metres, while maintaining a range of lot widths as follows:

- 42' Single Detached; and
- 50' Single Detached.

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 offer the following streetscape and building benefits, as demonstrated in Figure 8.2:

- Streetscapes that appear less garage and car-dominated.
- Additional on-street parking frontage between driveways.
- Additional soil volume and snow storage between driveways.
- Greater active street frontage.
- Maximized windows on front and rear façades for greater natural light.
- Finished basements and attic spaces as a standard in all units, leading to more usable square footage.
- Main floor rear bump-outs, allowing for more living space on the same lot area.

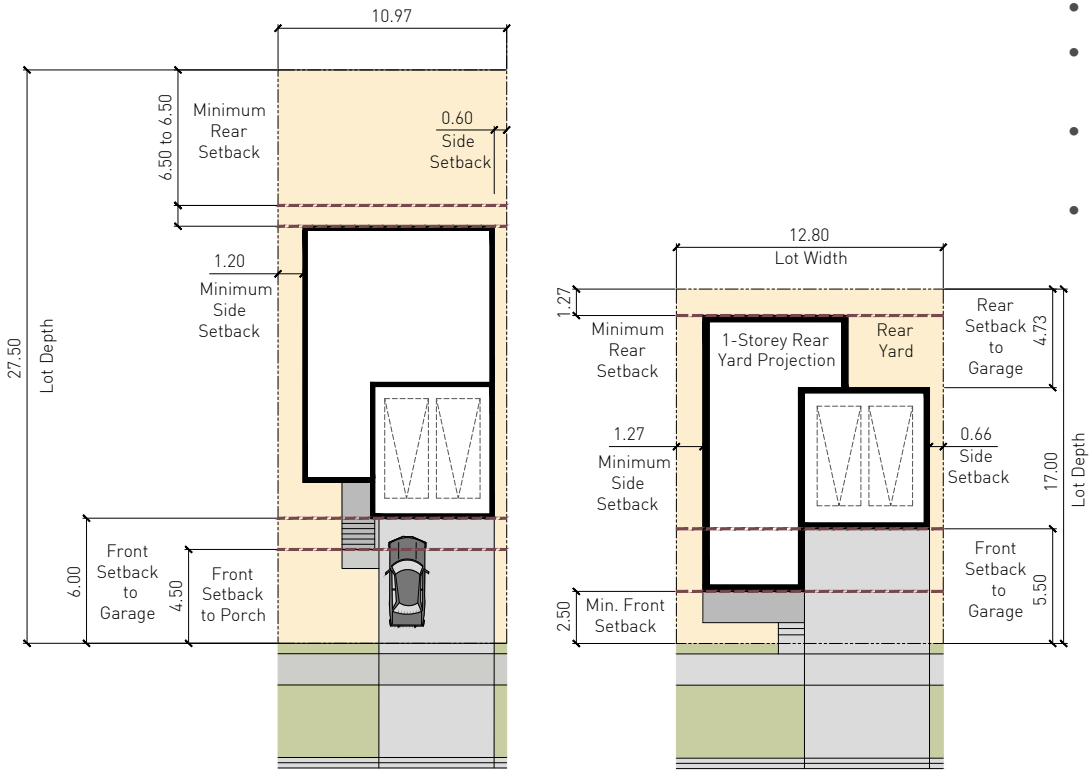


Figure 8.1: Brampton / Caledon Standard Lot (based on minimum standards) vs. Caivan's OpenPlanTM Lot (42' width)

1. Streetscapes that appear less garage and car-dominated
2. Additional on-street parking frontage between driveways
3. Additional soil volume and snow storage between driveways
4. Greater active street frontage
5. Maximized windows on front and rear facades for greater natural light
6. Finished basements and attic spaces as a standard in all units, leading to more usable square footage
7. Main floor rear bump-outs of 3.5m, allowing for more living space

Figure 8.2: Streetscape elevation and plan demonstrating the benefits of Caivan’s OpenPlan™ lots

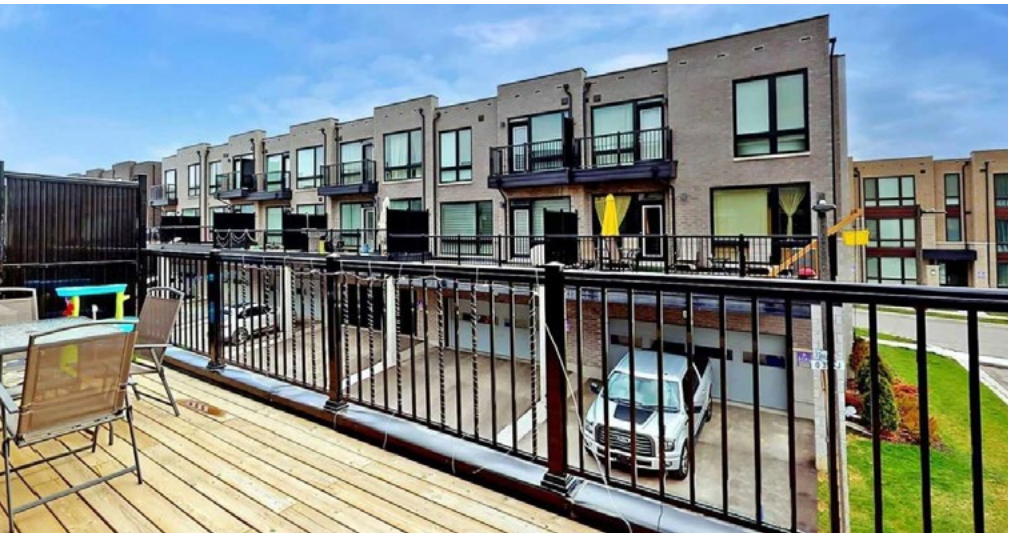
8.5.3 ON-STREET TOWNHOUSES

Street-accessed or on-street townhouses will be situated in areas where increased density and pedestrian activity is desired. Townhouses, which may range from 1.5 to 3 storeys, make efficient use of land, provide higher density in key locations, reduce energy consumption and increase the diversity of built form within a community. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

Design Guidelines:

- The maximum number of street townhouse units permitted in a row shall be eight (8), and the minimum number of units shall be three (3). Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape;
- The minimum lot size for street townhouses is 4.5m;
- Street townhouses will have a single car, front-facing garage accessed from the street, accommodating two (2) cars per unit (1 in garage and 1 on driveway);
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style;
- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes. For some architectural styles (i.e. Georgian) simple massing and roof articulation is preferred;
- Townhouses shall have two to three storey building massing;
- The main front entry should be oriented to the front lot line for interior units and to the flanking lot line for corner units; and
- Utility meters and air conditioning units shall be carefully placed and concealed from public view subject to local utility company requirements and/or maintenance access requirements.

On-Street townhouses will be situated in areas where increased density and pedestrian activity is desired, and/or in close proximity to planned transit routes



Outdoor amenity areas for lane-based townhouses may take the form of a functional raised terrace/balcony (with integrated garages)

8.5.4 REAR LANE SINGLES & TOWNHOUSES

Rear lane singles are detached single-family homes with a garage accessed by a lane at the rear of the property. Similarly, rear lane townhouses are a type of townhouse where access to the garage is from a lane at the rear of the property. Rear lanes contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character. They have been strategically located along arterial and collector roads, where more intensive pedestrian activity and transit-supportive built form is desired. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

Design Guidelines:

- Rear lane products shall feature massing that provides an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy;
- The main dwelling facade should typically be sited no further than 4.0m from the front lot line to create a strong and active street edge;
- 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); 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 Parkette amenities.

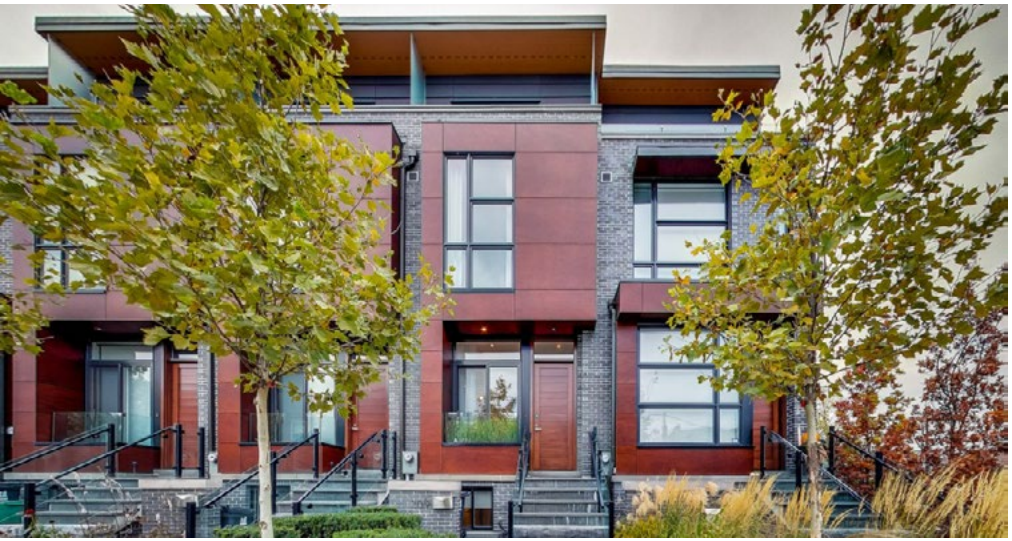
8.5.5 DUAL FRONTAGE TOWNHOUSES

Dual front townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted public realm condition with trees that is predominantly urban in character. Dual front townhouses will have 3-storeys, and a single car, rear facing garage accessed from the street at the rear of the unit. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

Design Guidelines:

- The main dwelling facade should be sited appropriately to create a strong and active street edge;
- Garages will be accessed from a street at the rear of the unit and will be attached to the dwelling;
- Garages should be complementary to the main dwelling in terms of materials, massing, character, and quality. They should be designed and arranged to provide an attractive visual environment within the rear private street;
- Front entrances should be directly linked to the sidewalk with a walkway;
- Secondary entrance or porch will be provided at the back of the dwellings. These entrances should be paired, wherever feasible, to maximize on-street parking opportunities;
- Outdoor amenity areas for dual front townhouses may take the form of raised terrace or balcony; and
- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).

Outdoor amenity areas for dual frontage townhouses may take the form of a second floor terrace/balcony on the rear side



Back-to-back townhouses can provide additional amenity space by incorporating balconies above the garage and front entrance.

8.5.6 BACK-TO-BACK TOWNHOUSES

Back-to-Back townhouses may be contemplated as a built form transition between residential mid rise and low rise. This townhouse form is typically a 3-storey freehold structure with a parking pad that is accessed from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a balcony or roof-top terrace. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities. In addition to applicable guidelines stipulated for street townhouses, the following criteria will apply:

Design Guidelines:

- Facades should be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, gables, porches and roof overhangs.
- Flat roofs are permitted to allow for functional rooftop terraces.
- The treatment of balconies facing the street is critical to the overall design quality of the facade. A well-articulated balcony and railing design shall be consistent with the architectural theme of the building and shall integrate high quality, durable and low maintenance materials.
- Privacy screens, coordinated with the design treatment of the townhouse, shall be considered between neighbouring units to provide privacy.

8.5.7 STACKED TOWNHOUSES

Stacked townhouses may occur within medium and mixed-use density blocks within the Alloa community. This building type is typically a multi-level condominium housing form comprising individual units stacked on one another) with rear facing garages or surface parking areas. Categorized as Medium Density Residential, this building type provides a low-rise, compact built form yielding relatively high densities.

Design Guidelines:

- 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 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;
- Flat roofs may be permitted to allow for rooftop terraces;
- 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.

Surface parking area, located away from the road, with direct access to the units of the stacked townhouse

All façades exposed to public view shall be well articulated and detailed through the use of materials, colours, ample fenestration and style-appropriate architectural detailing

8.5.8 MID-RISE BUILDINGS

Mid-rise buildings are proposed along Chinguacousy Road, Creditview Road, and key community nodes in Alloa to create a vibrant urban character. By focusing on building height and massing, these developments will establish active streetscapes, foster dynamic community nodes, and create a distinctive landmark presence. The design will enhance connectivity, integrate with the urban fabric, and support the community's growth and character.

Design Guidelines:

- Building heights from 4 to 8-storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- Ground level floor heights are encouraged to be taller than upper floor heights in order 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 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; Underground parking is encouraged to avoid unsightly large expanses of parking typically associated with higher density buildings;

- 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; and
- Where a common open space or internal courtyard area occurs, a lot play facility or seating area shall be integrated within the site to complement the Neighbourhood Parkette amenities.
- 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;

Common open space or internal courtyard areas within mid-rise residential buildings provide opportunities for extending community amenities

The block should prioritize an active streetscape, showcasing open frontages and wide doorways that create inviting entrances to the shops. Pedestrians actively engage with the bustling storefronts, fostering a vibrant atmosphere that supports local businesses.

8.5.9 MIXED USE BUILDINGS

Mixed-use buildings are mainly proposed along Mayfield Road and in key community areas to create vibrant, accessible spaces. Located at major intersections, these developments offer several benefits, including enhanced walkability, support for community nodes, economic growth, increased transit use, and a strong sense of place.

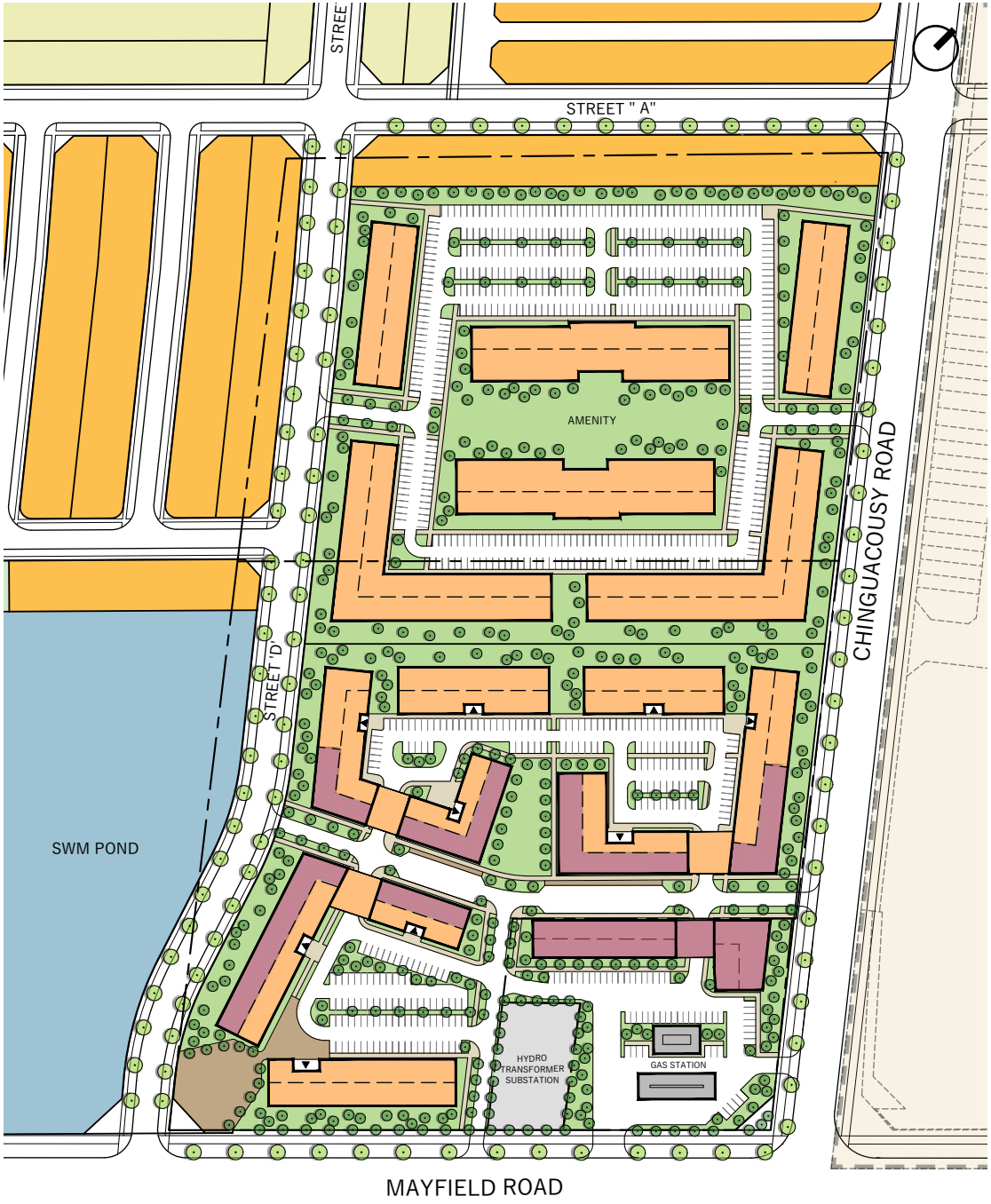
- Increased Walkability and Accessibility: Placing mixed-use buildings at this intersection enhances walkability within the community. Residents and visitors have convenient access to a variety of amenities, such as shops, restaurants, offices, and services, all within a short walking distance.
- Efficient Land Use: By integrating residential and commercial spaces within a single block, land is utilized more effectively, reducing sprawl and preserving open spaces.
- Economic Opportunities: Mixed-use developments at intersections create favorable conditions for local businesses to thrive. The proximity of commercial spaces to residential areas increases foot traffic and potential customers, supporting the growth of small businesses and fostering economic vitality.
- Enhanced Urban Design and Aesthetics: By locating mixed-use buildings at intersections, the architectural design and streetscape can be enhanced. These prominent locations often serve as gateways to the community, making it essential to create visually appealing and well-designed buildings.
- Integrated Transportation Options: Intersection areas typically have well-established transportation infrastructure, including public transit routes and major roads. By locating mixed-use buildings at these intersections, residents and businesses can benefit from excellent connectivity to public transportation networks, promoting the use of sustainable modes of travel and reducing congestion.

In addition to the guidelines for medium-density residential areas, specific criteria will be applied to ensure the success of the proposed mixed-use block.

Design Guidelines:

- Active commercial uses shall be located on the ground floor, adjacent to the sidewalk. This includes retail, restaurant and personal service uses;
- Continuous storefront windows, open frontages, and frequent, highly visible entrances for ground floor commercial uses shall be included in the design;
- The building façades will be thoughtfully designed to showcase articulation, with careful attention to improving the pedestrian experience and enhancing the overall aesthetic appeal of the area. This involves incorporating visual elements such as variations in materials, textures, colors, and architectural features to add depth, visual interest, and a sense of rhythm to the buildings;
- Building entrances shall be identifiable, enhanced with landscape treatments and architecture and accessible from public sidewalks;
- Signage should reflect the identity and branding of the businesses within the mixed-use building, contributing to a cohesive and professional visual presentation; and
- Consideration should be given to the placement and height of the signage to ensure it does not obstruct pedestrian pathways or block views of the building's architectural features.

The building façades will be thoughtfully designed to showcase articulation, with careful attention to improving the pedestrian experience and enhancing the overall aesthetic appeal of the area.



LEGEND

- Adjacent Neighbourhood Compatibility
- Single Detached Residential
- Townhouse
- Stormwater Management (SWM) Pond
- Hydro Transformer Substation
- Open Space/Amenity Area
- At-Grade Retail
- Medium Density Residential

Figure 8.3: Mayfield-Chinguacousy Medium Density and Mixed-Use Node Conceptual Demonstration Plan

The Mixed-Use Node at the intersection of Chinguacousy Road and Mayfield Road comprises 3.86 ha (9.53 ac) of mixed-use, 4.41 ha (10.90 ac) of medium-high density residential, 0.96 ha (2.24 ac) of commercial, and 0.18 ha (0.44 ac) of Hydro One lands.

The combination of these two blocks presents a unique opportunity to integrate commercial activities with higher-density residential spaces and strengthen to interfaces along Mayfield Road and Chinguacousy Road, forming a destination place and gateway into the Alloa community.

Important to accommodating the Town of Caledon's growth and goal to creating complete and sustainable communities, relocating the designated Neighbourhood Centre to this location is ideal. Due to its interface with two major roads, accessibility, as well as proximity to adjacent communities, it will serve people's needs beyond the Alloa boundary.

As the Mixed-Use Node, it will support local businesses, provide convenience and access to daily needs and services, and employment opportunities within a short walk or bike ride from where residents live. In doing so, it will contribute to a vibrant public realm that fosters a sense of place, and where alternate modes of transportation is supported and encouraged, aligning with 15-minute city principles.

Figure 8.3 illustrates a preliminary demonstration plan for the medium density and mixed-use node at the intersection of Mayfield Road and Chinguacousy Road.

Key attributes of the design include:

- Compact built form and distinct architecture form a strong street frontage that showcases the character of the community;
- Retail at-grade to encourage an active and attractive public realm;
- Sidewalks that connect to the larger active transportation network (such as trails within the adjacent stormwater management pond), as well as adjacent neighbourhoods; and
- Parking is located internally and hidden from view along the major roads, contributing to a pedestrian-friendly streetscape.

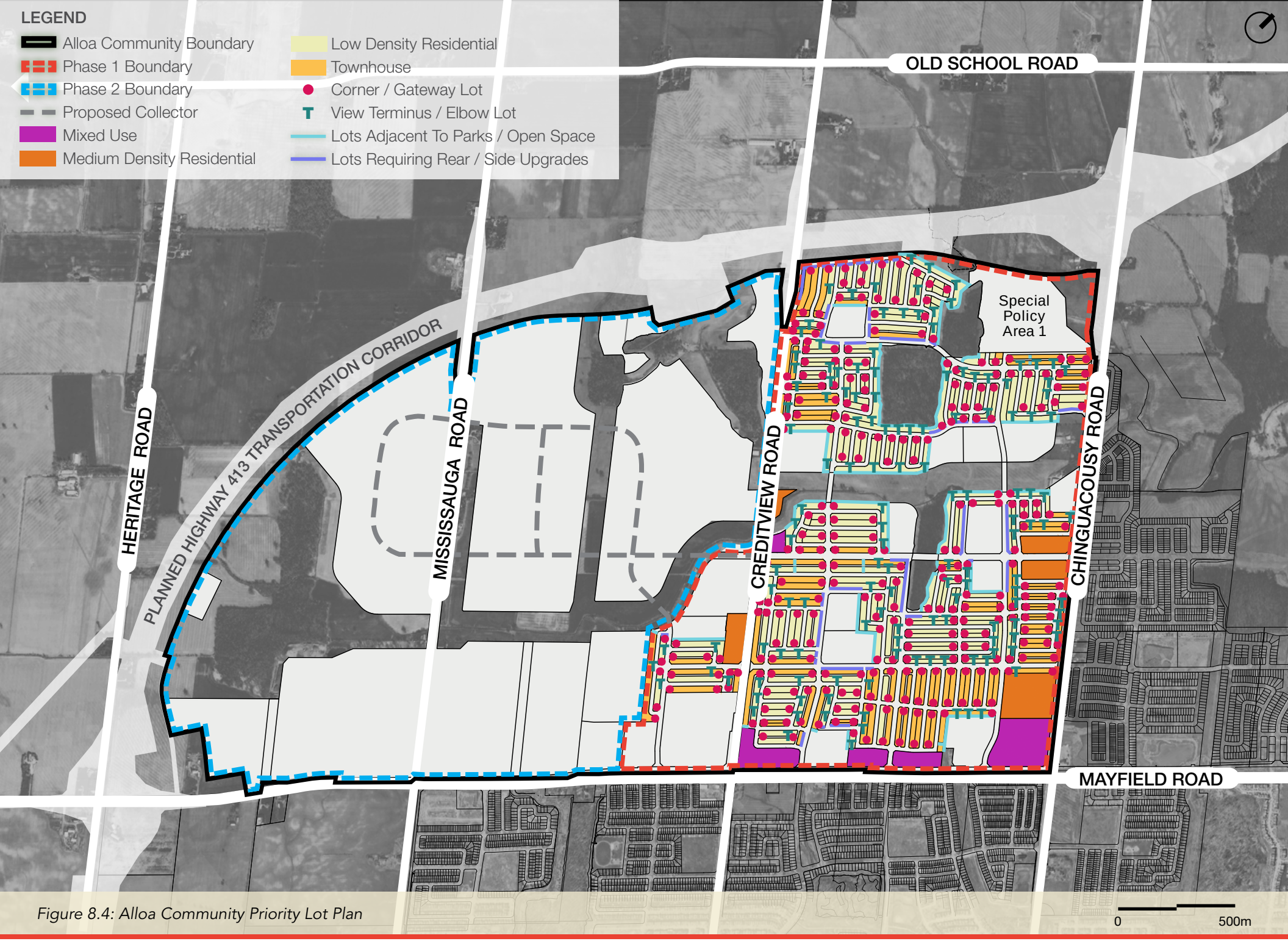


Figure 8.4: Alloa Community Priority Lot Plan

8.5.8 PRIORITY LOTS

Priority lots are located within the 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 the 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 streetscape character is achieved.

Priority lots include:

Gateway Lots: Gateway lot dwellings are characterized by a very high profile location within the community that results in a significant impact on the perception of the image, character and quality of the community from the outside.

Corner Lots: Similarly to gateway lots, 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.

View Terminus and Elbow Lots: 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 long view corridors.

Window and Community Edge Lots: Streetscapes containing community edge / window street dwellings are those situated on single-loaded roads and laneways along the edges of Mayfield West (Phase 1) Stage 2. 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.

Lots Adjacent to Park or Open Spaces: The neighbourhood parkette and school to the southeast of the site functions as key community element hat provide a visual backdrop for the proposed built form development. Lots backing onto the Neighbourhood Parkette are therefore visible to the public and should maintain similar quality and facade treatment as the front elevation with respect to window placement and architectural detailing.

Refer to the *Alloa Community Architectural Design Guidelines* Section 3 - Design Criteria for Priority Lot Dwellings, for detailed discussion and architectural guidelines for priority lotting.

8.6 NON-RESIDENTIAL BUILT FORM GUIDELINES

8.6.1 COMMERCIAL / RETAIL BUILDINGS

A commercial and retail buildings are located along Mayfield Road and Chinguacousy Road, and shall be designed and sited appropriately due to their prominence and function as an interface for the community. 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.

Design Guideline:

- Where appropriate, strive to create mixed-use opportunities 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;
- 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 with 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 mixed-use, commercial and retail areas to reinforce the prevailing community character;
- Corner buildings shall address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape;
- For multi-building sites, 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;
- 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;
- 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.

8.6.2 EMPLOYMENT AREA

The Employment Area presents an opportunity for prestigious employment uses including office spaces, research and development facilities, light industrial operations, and manufacturing facilities. Its strategic location, north of Mayfield Road, and between the proposed Highway 413 and Creditview Road, offers exceptional accessibility. Connectivity to public transportation and active transportation will enhance the convenience of commuting for employees in the area.

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;
- 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;

- 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;
- 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;
- Building frontage shall be proportional to the lot frontage;
- For sites adjacent to the proposed NES, 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;

- 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;
- 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;
- 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.

8.6.3 SCHOOLS

Any potential school sites identified within Alloa will serve as community landmarks, enhancing the character of surrounding neighborhoods.

These sites will be selected based on several primary factors:

- Central locations within surrounding neighborhoods.
- Walking distance from the school's neighborhood catchment area.
- Suitable street right-of-way access.
- Safe trail connections.
- Linkages to the open space system through pairing with Neighborhood Parks.

Guidelines for Schools:

- Minimize the impact of parking facilities through siting at the rear or side of the school and the use of landscape buffers. A passenger pick-up / drop-off area shall be sited within the school site;
- School grounds shall be physically and visually connected to adjacent park sites and any fenced areas shall not impede public access to and through school grounds after hours;
- The design of school grounds should accommodate potential community use outside of school hours;
- 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;
- Avoid potential conflicts between pedestrian and vehicular routes. Adequate setbacks shall be provided between building entrances and on-site traffic routes;
- Pedestrian routes shall be clearly defined and provide easy, direct and barrier-free access to school entrances;
- 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;
- The provision of parking should be shared and coordinated with adjacent park programming during non-school hours, pending coordination between the applicable school board and the Town of Caledon's Parks & Recreation department;
- Lighting designed for school buildings shall be consistent or complementary with the architectural theme of the school. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- Signage should be incorporated into the building architecture;
- Ground level signage should be horizontal in orientation and at a pedestrian scale. Where possible, ground level signage should be integrated with landscape features, such as entry walls, planters, columns, etc.;
- 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.

Prominent and inviting building entrance, surrounded by seating and planting for casual surveillance and outdoor gathering

Architectural elements of the school contributes to a distinct visual identity that defines the community

CHAPTER 09

CULTURAL HERITAGE RESOURCES

Listed (Not-Designated) Properties

Built Heritage Resource Inventory

Cultural Heritage Landscape

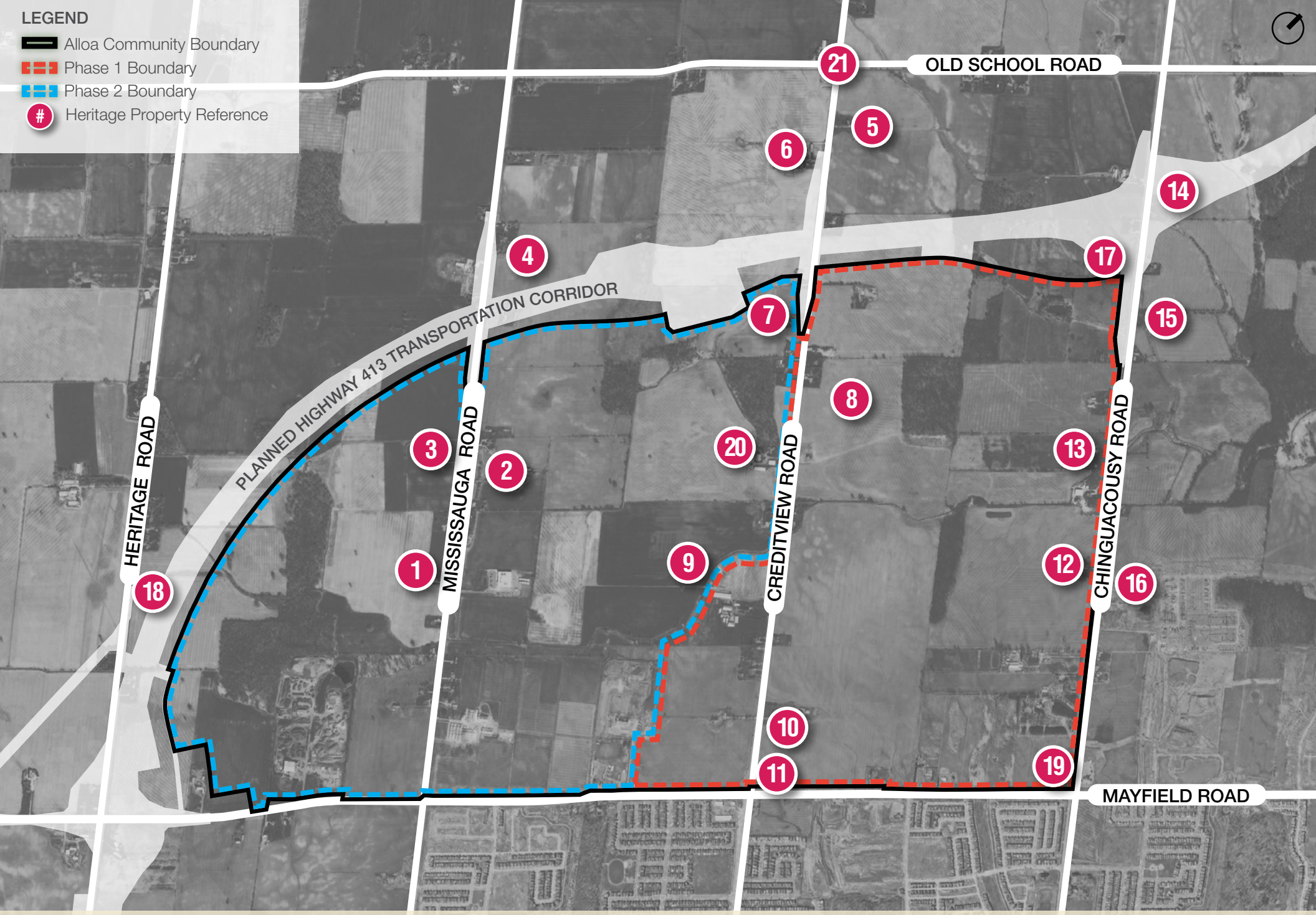


Figure 9.1: Alloa Community Cultural Heritage Resources

9.1 CULTURAL HERITAGE RESOURCES

WSP was retained by the Alloa Landowners Group to conduct a Cultural Heritage Assessment Report in support of a future secondary plan for the Alloa Community.

The objective of this Assessment Report was to prepare an inventory of known and potential heritage properties within and adjacent to the Alloa Community, and to evaluate the properties at a preliminary level using the criteria for evaluating cultural heritage value or interest outlined in the Ontario Heritage Act. This Assessment Report aims to assess the impacts of the proposed development on the cultural heritage value or interest on each identified cultural heritage resource within and adjacent to the Alloa Community and, where required, present conservation strategies to avoid or mitigate adverse effects. *Refer to WSP's report for the complete analysis and detailed information.*

Section 3.3.2 of the Town of Caledon Official Plan states to identify and conserve the Town's cultural heritage resources (in balance with the other objectives of the Plan) through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community. It is also the objective to use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Cemeteries Act and the Niagara Escarpment Planning and Development Act, to conserve Caledon's cultural heritage.

The background research, information gathering, and field review determined that there are a total of 21 properties within and adjacent to the Alloa Community that have known or potential cultural heritage value or interest, which is shown in the subsequent sections.

9.1.1 LISTED (NOT-DESIGNATED) PROPERTIES

Within the Alloa study boundary, eighteen (18) cultural heritage resources are listed (not-designated) on the Town's Heritage Register under Section 27 (1.2) of the Ontario Heritage Act, two (2) of which are pending designation*, and two (2) are also identified as cultural heritage landscapes**:

12300 MISSISSAUGA ROAD

A single detached 1.5 storey red-and-duff brick Victorian Gothic Revival farmhouse, with cross-gable roof, high gable dormer with gothic arch window, decorative vergeboard, and window headers of brick voussoirs. The façade has a covered porch on the main level and bay window on the gable end. There is a single-storey extension from the rear of the main level. Historical mapping suggests the residence was constructed in 1875.

12441 MISSISSAUGA ROAD

A single detached 1.5 storey white brick Gothic Revival farmhouse with a rectangular plan, cross-gable roof, high gable wall dormer on the façade, covered front porch, and cinder block foundation. The rear wing of the house is finished with stone and siding and appears to be a later addition. Historical mapping suggests that the residence was constructed in the late-19th century.

12466 MISSISSAUGA ROAD*

A single detached 1.5 storey red-and-buff brick Victorian Gothic Revival farmhouse. Town Staff have completed a Heritage Designation Report, meeting at least two criteria in O. Reg 9/06, which merits consideration for designation under Part IV, Section 29 of the Ontario Heritage Act. Built c.1860s, the brick farmhouse is a representative example of an Ontario Cottage style farmhouse with both Neoclassical and Gothic Revival characteristics including its one-and-a- storey height, T-plan, projecting front gable bay with lancet window and decorative elements, and decorative buff brick elements, many aspects of which are repeated on the rear wing. The barn is a representative example of an early 20th century Central Ontario style barn, characterized by its gambrel roof and stone foundation with extensive fenestration.

12679 MISSISSAUGA ROAD

A single detached 1.5 storey Neoclassical style farmhouse with red brick exterior covered with synthetic siding with red brick exterior covered with synthetic siding. The house has a gable roof and gable wall dormer and covered porch on the façade. There is a one-storey wing at the north corner of the house with gable roof and brick chimney. Historical mapping suggests that this residence was constructed in the mid-19th century.

12911 CREDITVIEW ROAD**

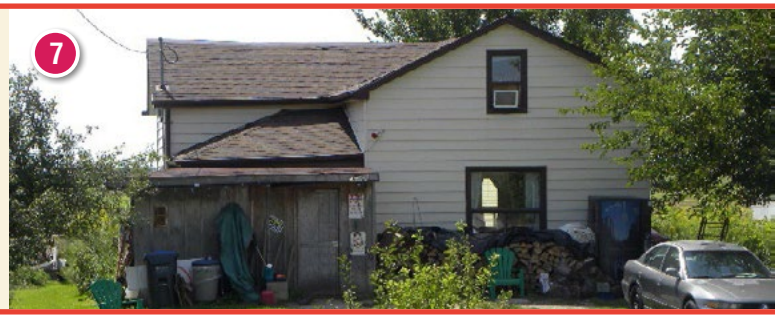
A single detached 1.5 storey red-and-buff brick Gothic Revival style residence with t-shaped plan, cross gable roof, and high gable wall dormers on the façade and both sides of the rear wing. The façade has a gothic arch window, and covered porch with wooden posts and decorative wood frieze. Historical mapping suggests that this residence was constructed in the mid-19th century. Also, this property is identified as part of the proposed Cultural Heritage Landscape (CHL) 'Farmsteads of Former Chinguacousy' by Andre Scheinman & Envision.

12872 CREDITVIEW ROAD**

A 2.5 storey red brick Edwardian Classical style farmhouse with rectangular plan, hipped gable roof with a central brick chimney, roof dormers on the façade and northwest side, flat windows with plain concrete headers and one-over-one sash wood frame windows. Historical mapping suggests it was built between 1900-1915. This property is identified as part of the proposed Cultural Heritage Landscape (CHL) 'Farmsteads of Former Chinguacousy' by Andre Scheinman & Envision.

12700 CREDITVIEW ROAD

A 1.5 storey Vernacular style wood frame house with L-shaped plan, vinyl or aluminum siding, flat window openings with 1-over-1 sashes, and covered porch. Historical mapping residence was likely built between 1860 and 1877.



12455 CREDITVIEW ROAD

A 2.5 storey red brick Italianate residence with Romanesque architectural influences. The residence has a square plan, hipped roof with wood cornice brackets in pairs, three brick chimneys, outside right, left, and rear, and gable wall dormer on the projecting centre bay of the façade. Historical mapping residence was likely built between 1860 and 1877.

12240 CREDITVIEW ROAD

A 2.5 storey red brick Italianate residence with rectangular plan, complex hipped roof with wood cornice brackets in pairs, gable end with decorative vergeboard and returned eaves on the northeast elevation, and wraparound porch with wood posts and balustrade. The windows are segmental throughout with most having projecting brick voussoir headers and 1-over-1 sashes. Representative of Queen Anne architectural style, the residence was likely built between 1890 and 1914.

12017-12101 CREDITVIEW ROAD

Properties contains two residential addresses. 12101 Creditview Road is a 2-storey red-and-buff brick Victorian Gothic Revival farmhouse buff brick cornice decoration and quoins. The residence is estimated to have been built in 1885. 12017 Creditview Road is a 2-storey wood frame Vernacular farmhouse with an intersecting gable roof in L-shaped plan, covered front porch, flat window openings, and vinyl siding for the exterior finish. Historical mapping suggests that the residence was constructed in the mid-late 19th century.

12306 CHINGUACOUSY ROAD

A 2-storey Vernacular residence with hipped roof in an L-shaped plan, with a one-storey gable roof extension from the rear. The exterior of the house is covered with vinyl or aluminum siding but is likely brick underneath, with a stone foundation. The windows are flat with one-over-two sash vinyl windows. Historical mapping suggests that the residence was constructed between 1860 and 1877.

1500 MAYFIELD ROAD*

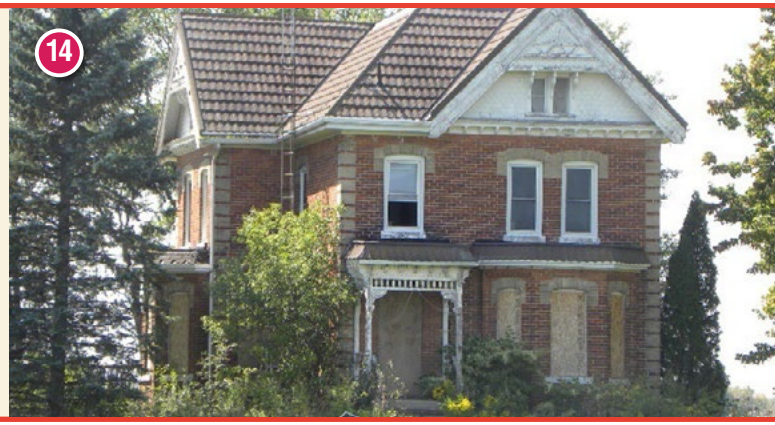
A red brick Gothic church, which is a late example of the Gothic Revival style of architecture being applied to a place of worship, and represents the final location in the evolution of church buildings erected for the Methodist congregation of this part of the Township of Chinguacousy. Town Staff have completed a Heritage Designation Report, meeting at least two criteria in O. Reg 9/06, which merits consideration for designation under Part IV, Section 29 of the Ontario Heritage Act. The church building has a rectangular plan, with gable roof, red brick walls on smooth cinder block foundations, with stepped brick pilasters evenly symmetrically placed on all four elevations, and two octagonal spires with square stone finials. The windows throughout have gothic arches with two sashes each displaying with one primary pane trimmed by multiple small panes. The front main entrance is two leaves of solid wood boards with a shallow pointed arch opening containing an ornate lighted transom with moulded wood frame. The church was estimated to built in 1862.

12472 CHINGUACOUSY ROAD

A 1.5 storey Gothic Revival style residence with cross-gable roof and vinyl siding. The depth of the window casing suggest the original brick exterior may be underneath the current vinyl siding. The house has a one-storey gable roof extension on the southeast side, and a full two-storey wing at the rear that appears to be a new addition. The façade has a high gable wall dormer containing a gothic arch window and symmetrical fenestration. Historical mapping suggests that the residence was constructed between 1860 and 1877.

12846 CHINGUACOUSY ROAD

A 2.5 storey red-and-buff brick Queen Anne Revival residence with a complex roofline of cross gables in an L-shaped plan and hipped corner section. Both gable ends are pedimented with decorative moulded wood bargeboard, fish scale shingles, and cornice brackets, along with two small, flat windows with one-over-one sash wood frames. The windows on the upper level are segmental, with buff brick voussoir headers and partial sides, plain lug sills, and one-over-one sash vinyl windows. Historical mapping suggests that the residence was constructed between 1860 and 1877.



12669 CHINGUACOUSY ROAD

A brick farmhouse and variety of large mature deciduous trees remains on the property, which used to be known as “Silver Springs Farm.” The existing home is a substantial Edwardian ‘4-square”, essentially a 2.5 storey red brick cube with symmetrical three bay façade below a hipped roof. This spacious design was a favourite with prosperous farmers at the turn of the 20th century.

12259 CHINGUACOUSY ROAD

A 1.5 storey log house with a timer-frame rear wing, estimated to have been constructed between 1838 and 1861. This Cook House is an early and rare example of 19th century log and timber-frame farmhouse construction in southwestern Ontario. Although altered in the second half of the 20th century through the addition of front and rear closed porches, insulated brick cladding, and interior finishes, the house retains a significant number of historic features including log walling and floor puncheons with intact bark, shiplap and earlier plank cladding, shingle roofing, and wood flooring and timber framing. The house has historical and associative value as one of few surviving log houses in the Town of Caledon and one with potential to offer insights into 19th century log construction techniques, and contextual value for its linkage with the agricultural settlement and land use in Caledon from the 19th century to today.

12710-12748 CHINGUACOUSY ROAD

A 2-storey Edwardian Classical style brick farmhouse with hipped roof and square plan, with one-storey gable roof extension at rear. The architectural style of the residence suggests that it was constructed in the early-20th century.

12317 HERITAGE ROAD

A 1.5 storey farmhouse with a synthetic exterior. The residence is estimated to have been built between 1875 and 1899. The barn is estimated to have been constructed between 1900 and 1924, but has been demolished.

9.1.2 BUILT HERITAGE RESOURCE INVENTORY

Within the Alloa study boundary, two (2) properties were previously identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures:

12016 CHINGUACOUSY ROAD

A 1.5 storey wood frame Vernacular style farmhouse with an irregular plan, a medium gable roof, a central double stack red brick chimney, vinyl or aluminum siding, and single-storey extension from the northwest corner. Historical mapping suggests that the residence was constructed in the mid-19th century.

12458 CREDITVIEW ROAD

A 19th century gambrel roofed barn with vertical board exterior likely constructed between 1875 and 1899.

9.1.3 CULTURAL HERITAGE LANDSCAPE

Within the Alloa study boundary, one (1) area has previously been identified by Andre Scheinman & Envision as a Candidate Cultural Heritage Landscape:

INTERSECTION OF OLD SCHOOL ROAD AND CREDITVIEW ROAD

CHAPTER 10
IMPLEMENTATION

Community Design Approval Process

Conclusion

10.1 COMMUNITY DESIGN APPROVAL PROCESS

The CDG was developed in accordance with provincial, regional, and local 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, Region of Peel Official Plan, Town of Caledon Official Plan, and latest enforced Caledon Comprehensive Town-Wide Design Guidelines. It sets out to achieve a coordinated approach to urban design throughout the Alloa Community, providing comprehensive Urban Design Guidelines that reinforce broader planning objectives, as outlined in the Region of Peel and Caledon Official Plans.

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

10.1.1 ARCHITECTURAL CONTROL

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 CDG, 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.

10.1.2 SUBDIVISION PROCESS

At the discretion of the Town, where there is a departure in the design of the subdivision from the approved CDG, 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. An approved CDG will be implemented through the 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. The approved CDG and guidelines will be used in the review of all subsequent development applications.

10.1.3 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 exterior 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.

10.1.4 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.

10.2 CONCLUSION

The design guidelines, principles and recommendations outlined in the Alloa Community Design Guidelines (CDG) aim to establish a cohesive approach to urban design. They govern the detailed planning of open spaces, landscapes, and built forms during the subdivision approval stage. Additionally, the CDG provides strategic direction for future site plans within the community's distinctive character areas and non-residential zones.

The CDG comprehensively addresses urban design challenges aligned with the community's vision, including foundational elements, streetscapes, open spaces, sustainability practices, and low-impact strategies. It also guides the development of built forms that reflect innovative and distinctive design principles. The over arching goal is to foster the creation of a vibrant and cohesive community that embodies the core principles of uniqueness, innovation, and overall success.

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