INNIS LAKE

COMMUNITY DESIGN GUIDELINES

FILE NUMBER POPA 2025-XXXX
SUBMISSION #1
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TOWN OF CALEDON

INNIS LAKE SECONDARY PLAN AREA

Community Design Guidelines

File Number POPA 2025-XXXX
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May 2026

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INTRODUCTION

1.1 PURPOSE OF THE DOCUMENT

In support of the Innis Lake Secondary Plan application, this document provides Community Design Guidelines (CDG) to guide the development of the Innis Lake lands in Caledon. Identified as a preferred growth area by the Town, the Secondary Plan establishes the framework and context-specific policies for Innis Lake (herein referred to as the 'subject lands'). As outlined in the Town's Terms of Reference for Community Design Guidelines, the intent is to describe how the land use, streets, parks, open spaces, public facilities, buildings, built form, and landscape elements of this new community will work together to create new neighbourhoods that support the overall goals defined by the Future Caledon Official Plan.

Focusing on the physical and visual design of the community, this document will outline key principles for the design of street and block patterns, streetscapes, landscapes, built form distribution, and establishing an open space network that complements existing natural features.

These guidelines supplement the Town's urban design policies with specific direction for the Innis Lake community. They offer the flexibility needed to adapt to future changes while preserving the core urban design vision.

1.2 LOCATION & SITE CONTEXT

Located along the southern boundary of the Town of Caledon, Innis Lake comprises an area of approximately 409.9 hectares (1012.9 acres). Of this total, approximately 75 hectares comprise existing natural heritage features, with a net developable area of approximately 332.7 hectares.

Bordering the City of Brampton, the subject lands are bounded by Healey Road to the north, Centreville Creek Road to the east, Mayfield Road to the south, and Innis Lake Road along the west.

The subject lands, legally identified as Lots 1 to 5, Concession 2 (ALB.), Town of Caledon, Region of Peel, currently support agricultural uses. The site also accommodates several scattered single-detached homes alongside existing industrial and business operations.

Neighbouring communities include the City of Brampton's Vales of Humber and Vales of Castlemore North, located south of the subject lands along Mayfield Road. These communities comprise single-detached dwellings, commercial areas, institutional uses, and neighbourhood parks.

West of the subject lands is Tullamore, a 118 hectare industrial / commercial centre, as well as a proposed employment area.

Interfacing with the site to the north is the proposed Highway 413 corridor, which will provide a major transportation connection to the surrounding area. Further north, adjacent to Bolton, is the planned Caledon Station mixed-use community, envisioned to support a proposed GO train service extension.

The existing and proposed communities surrounding Innis Lake 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.

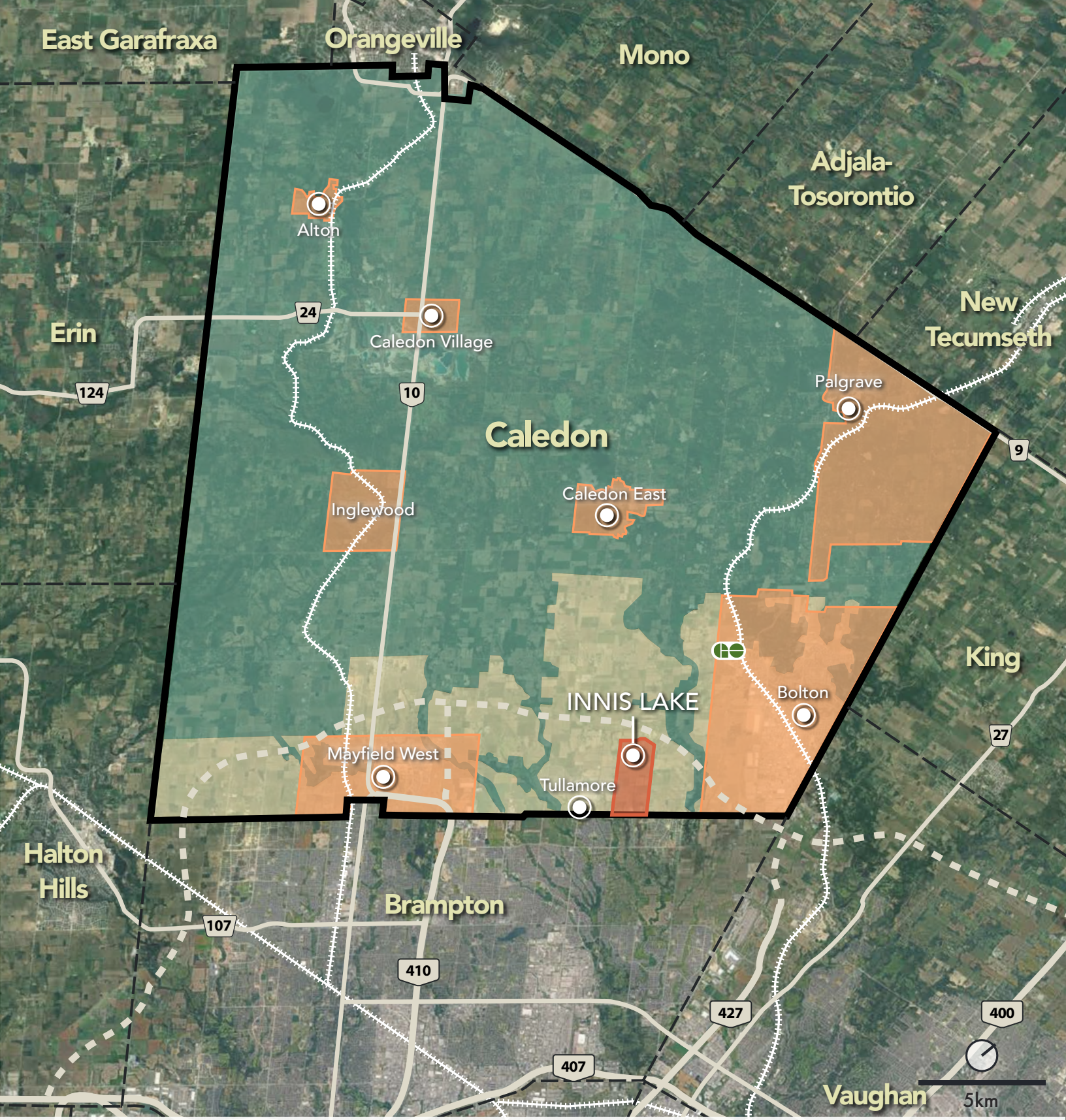


Figure 1.2a: Innis Lake Regional Context

1.3 OPPORTUNITIES & CONSTRAINTS

The design process for Innis Lake has presented a set of opportunities and constraints related to existing site features, the adjacent planned and established communities, 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 design.

Opportunities

The Innis Lake site represents a logical progression of growth in south Caledon, along Mayfield Road. Features within the subject site that present key design opportunities include:

- **The natural heritage system** - the NHS presents a significant opportunity to reinforce and enhance its ecological qualities, while also strengthening the interconnected open space network and establishing key views and viewsheds throughout Innis Lake;
- **Open space active transportation network** - in addition to view opportunities, the NHS provides opportunities for a connected multi-use trail system that is integrated with the community's parks, open space and active transportation network. These multi-use paths should connect with the development east/west, north/south, and to the surrounding existing and built communities.
- **Urban Corridor area** - the Urban Corridor area functions as a planned connection that will support future mobility and connectivity within the surrounding urban developments.
- **Proximity to the proposed Caledon GO Station or other higher order transit** - the community is located within approximately 8 to 9km of the proposed Caledon GO Station and offers opportunities for higher order transit extensions and connections; and
- **Focused density along arterial and collector streets** - Centreville Creek Road, designated Urban Corridors, and key gateways will offer opportunities for focused higher density and/or mixed-use development.

Constraints

The Innis Lake development site comes with pre-existing conditions, thus constraints are to be anticipated. 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 -

- **The HWY 413 interface** - the future highway corridor impacts the plan configuration at the north east boundary of the site and poses issues around noise mitigation. Residential development near highways require additional considerations and planning requirements, including minimum setbacks, as well as additional measures for sound attenuation such as acoustic walls and berms, where appropriate; and
- **Environmentally sensitive lands** - while the NHS presents an opportunity to link to the open space network within south Caledon, appropriate setbacks and buffers must be carefully considered. Any associated trails within the NHS, where appropriate, must be sensitively integrated to mitigate impacts to the core natural functions of the system.

Figure 1.3a: Innis Lake Local Context

VISION

The Innis Lake community supports the Town's vision for a distinct, accessible, and transit-supportive development. This pedestrian-oriented community integrates an enhanced natural environment to ensure lasting benefits for current and future residents.

02

COMMUNITY DESIGN VISION

2.1 VISION FOR THE SECONDARY PLAN

In alignment with the Town's Policy framework, the Innis Lake community is envisioned to be developed as a complete community that integrates a range of residential, mixed-use, institutional, and recreational uses, anchored by an expansive Natural Heritage System (NHS). Predominantly low-density residential areas provide a pedestrian-scaled environment, ensuring a compatible transition to adjacent existing and future developments.

Serving as a community focal point, a Neighbourhood Centre is proposed at the southeast corner of the subject lands at a prominent intersection of two arterial roads. This area is envisioned as pedestrian-oriented and mixed-use environment with a strong public realm that encourages gathering and provides opportunity for commercial uses and local services for the community.

An interconnected network of streets, parks, and trails will link Innis Lake's neighbourhoods to natural features and recreational amenities, reinforcing active transportation and access to open space. Together, these elements are intended to shape a cohesive community that balances growth with nature and supports a high quality of life.

2.2 BACKGROUND STUDIES

The following background studies and policy documents are specifically relevant to Innis Lake and will contribute to the vision for the community.

Future Caledon Official Plan

The Future Caledon Official Plan (FCOP) was approved in October 2025, and establishes a comprehensive framework to guide long-term growth and development within the Town of Caledon. It responds to emerging urban growth through policies and objectives that serve as a foundation for land use planning and urban design considerations, shaping the future direction of the Innis Lake community. Notably, the FCOP includes the following guiding principles relevant to the proposed development:

- The Innis Lake development will support the creation of healthy and complete communities through the provision of diverse housing and employment opportunities, a range of parks, open spaces and amenities, and convenient access to retail and community services;
- The proposed development will manage and support population and employment growth in a sustainable manner;
- The proposed development will promote high quality transportation options, increasing mobility throughout Caledon; and
- The proposed development will foster a vibrant public realm through the creation of public gathering places and opportunities for cultural activity.

Town of Caledon Comprehensive Town-Wide Design Guidelines, 2025

The updated Comprehensive Town-Wide Design Guidelines (TWDG) provide a single, consolidated source of design direction applicable to both urban and rural contexts within the Town of Caledon. They are intended to shape growth and development in a manner that supports complete, mixed-use neighbourhoods and a cohesive community character. The following guiding principles inform the Innis Lake community vision:

- The provision of diverse, inclusive, safe and walkable communities through the development of mixed-use neighbourhoods;
- Opportunities for safe, active transportation with an emphasis on compact and complete streets;
- A range of housing options to accommodate diverse needs and lifestyles; and
- Provision of accessible, high-quality public and private spaces that integrate built form with the natural environment in a complementary and cohesive manner.

Green Development Standards, 2021

The Green Development Standards (GDS) establish key sustainability guidelines to support climate-resilient growth and ensure that all new developments achieve net-zero emissions by 2030. The guidelines promote sustainable community design through metrics related to community design and mobility, green infrastructure, and buildings and energy.

Healthy Development Assessment

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

The HDA User Guide will serve as a tool to assess and implement six Core Elements of the built environment into the design and planning of the Innis Lake development to ensure the community integrates seamlessly into Caledon's diverse development context. These core elements include:

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

Active Transportation Master Plan, 2024

The Town of Caledon's Active Transportation Master Plan (ATMP) sets a framework for creating a safe, connected, and accessible network for walking, cycling, and other non-motorized modes of travel.

The ATMP informs the design and placement of streets, pathways, and site connections within the proposed community to ensure alignment with broader mobility goals, including multi-use trail systems along town arterial roads and the Urban Corridor, as well as connections to trails south of Mayfield Road.

2.3 GUIDING PRINCIPLES FOR THE SECONDARY PLAN AREA

The guiding principles for Innis Lake will serve to define and confirm the overall direction for the development. They are intended to reflect the interests, aspirations, and desires of a range and mix of stakeholders, including agencies, advisory committees, landowners, Town staff, and nearby residents.

In alignment with the vision and principles outlined in the FCOP and the TWDG, the proposed community is envisioned to be a walkable and transit-supportive neighbourhood, compatible with adjacent land uses and the NHS system.

Create a vibrant and compact community

Promote development that provides a balanced mix of land uses with a diverse range of housing forms, community facilities, services, and transportation options. (*Guideline reference: FCOP 2.3.8 and TWDG 1.3.2*)

Protect and enhance the existing natural features and environmental resources

Maintain and protect the existing natural heritage system, with views and visual connections from open spaces provided where possible. (*Guideline reference: FCOP 2.3.3*)

Provide access and visibility to surrounding natural areas

Develop 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. (*Guideline reference: FCOP 13.10.8 and TWDG 4.5.2.1*)

Establish Urban Corridors and a vibrant Neighbourhood Centre to strengthen community identity

Support a mix of neighbourhood-oriented uses that build character while integrating multiple modes of transportation. (*Guideline reference: FCOP 22.4.1 and 22.5.1*)

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. (*Guideline reference: FCOP 14.3.10*)

Provide transit-supportive densities to foster sustainable development

Integrate higher density land uses along transit corridors to optimize accessibility, promote efficient mobility options, and create vibrant, walkable neighbourhoods that enhance transit ridership and reduce car dependency. (*Guideline reference: FCOP 4.3*)

Create pedestrian-friendly public realm and streetscapes

Deliver a compact street network that encourages walking connections through a comfortable pedestrian scale and actively reduces vehicular speeds by using a strong built form-to-street relationship to create a sense of enclosure. (*Guideline reference: FCOP 2.3.10 and TWDG 1.3.2*)

Design high-quality, attractive built form

Encourage a high standard of design that reflects the existing heritage character of the Town, creates a sense of place, and contributes to civic pride. (*Guideline reference: FCOP 2.3.9*)

03

COMMUNITY DESIGN FRAMEWORK PLAN

The Innis Lake Secondary Plan Area is organized by structuring elements that serve as the main building blocks in defining the various land uses, establishing the street hierarchy and network, and creating the framework for neighbourhoods.

This chapter provides an overview of the following elements that form the community design framework plan, including:

- Primary Land Uses;
- Major Road Network;
- Transit Network;
- Park, School and Community Facility/ Services Locations; and
- Stormwater Management.

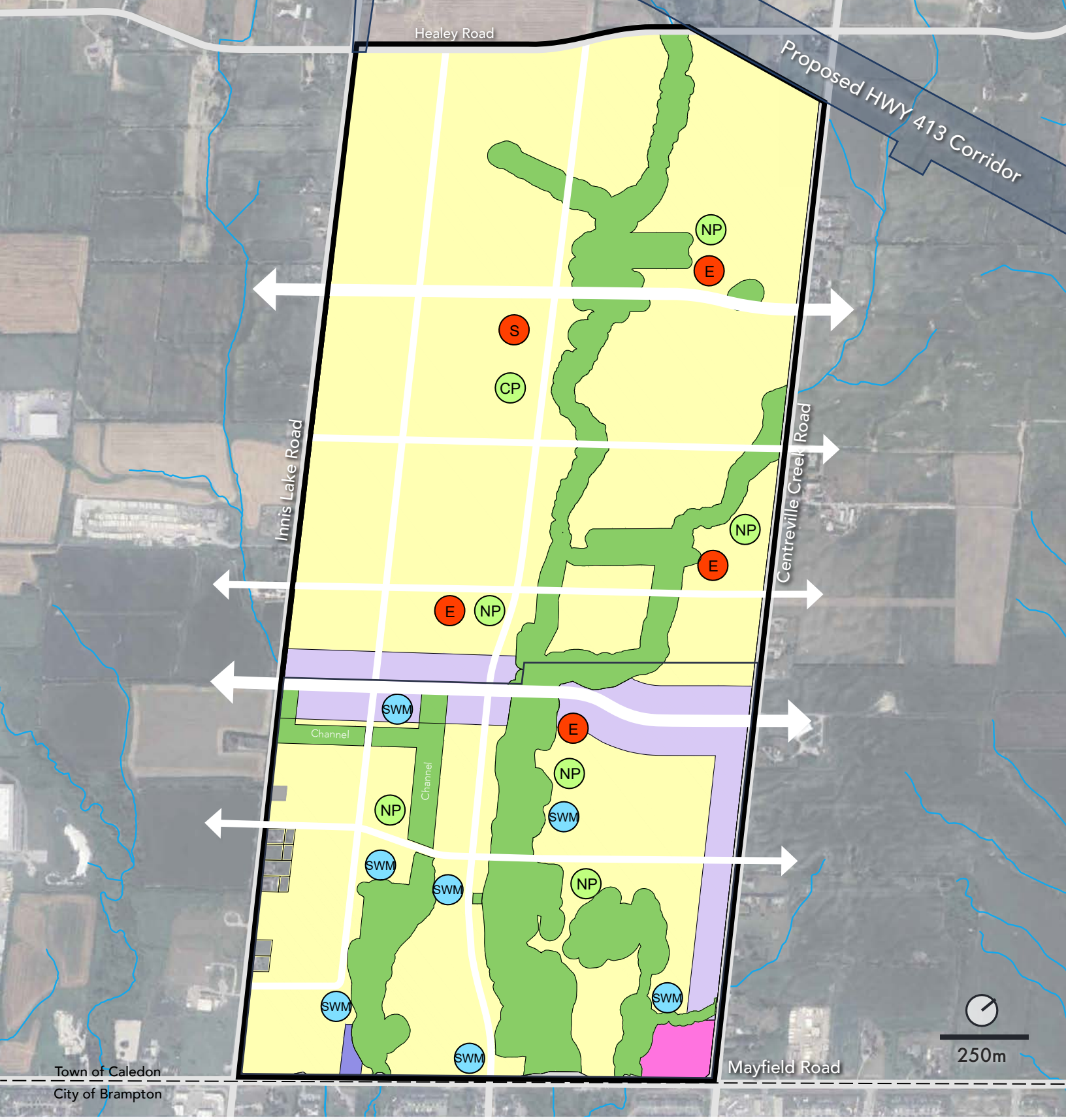
3.1 PRIMARY LAND USES

The Innis Lake community will be planned comprehensively to ensure a fully integrated and functional development. This includes a variety of land uses, such as compact residential, mixed-use, and institutional areas, set within an extensive system of natural heritage features and open spaces.

The proposed framework focuses on low to medium-density, integrating community amenities that define the character and function of the development.

These land uses are envisioned to include:

- **Neighbourhood Areas** - Planned to accommodate a variety of housing types suitable for all ages and income levels. Residential options include single detached dwellings, street and rear-lane townhomes, and more compact built forms, including, but not limited to back-to-back townhomes;
- **Urban Corridors** - Planned to support quality urban living environments by connecting neighbourhoods through transit services and cycling infrastructure. Located along Centreville Creek Road and along the east-west major collector road, they may comprise medium density build form and a mix of uses;
- **Neighbourhood Centre** - Located at the key gateway intersection of Mayfield Road and Centreville Creek Road, this area serves as a focal point for the surrounding community. It offers a range of daily goods and services for residents and workers, with pedestrian and cycling connections from surrounding residential. The built form may include low to mid-rise buildings that accommodate a mix of uses;
- **Schools** - Typically co-located with or near a park;
- **Parks** - Strategically distributed throughout the community, within convenient walking distance of the majority of residents;
- **Open Spaces** - Situated throughout to reinforce the preservation of natural features and connect different land uses;
- **Collector Roads** - Serve as connectors between local roads and major arterial roads.



LEGEND

- Municipal Boundary
- Innis Lake Boundary
- Phase 1 Boundary
- Proposed Highway 413 Corridor
- Major Collector Road
- Minor Collector Road
- Neighbourhood Area
- Urban Corridor
- Neighbourhood Centre
- NHS
- Park
- School
- SWM Pond
- Heritage Site
- Place of Worship

Figure 3.1a: Innis Lake Primary Land Uses

3.2 MAJOR ROAD NETWORK

The overall framework for the Innis Lake community is defined by the existing arterial road network consisting of Healey Road to the north, Centreville Creek Road to the east, Mayfield Road to the south, and Innis Lake Road to the west.

As outlined in the 2024 Town of Caledon Multi-Modal Transportation Master Plan, Mayfield Road is classified as a Regional Arterial Road, while Healey Road, Innis Lake Road and Centreville Creek Road are Town Arterial Roads - all of which provide connections into and around the Town of Caledon.

These roads are designed to accommodate traffic volumes over the long term and act as major thoroughfares that connect residential, commercial, industrial and other land uses. They also provide access to regional destinations such as highways, transit services, and other amenities. Streetscapes along these corridors are designed to accommodate a range of uses, including mixed-use, institutional, and medium-density residential developments. By utilizing existing infrastructure and adding new elements with streetscape breaks provided by natural areas like the NHS and stormwater management ponds, the external major road streetscapes can be transformed into vibrant and lively community edges.

Vehicular, cycling and pedestrian access to the future Innis Lake community will occur at various gateway locations along the arterial roads, making the community accessible and compatible with potential future adjacent developments. A primary gateway is located at the intersection of Mayfield Road and Centreville Creek Road from the south east side of the Innis Lake community.

The proposed major road network for Innis Lake follows a modified grid pattern of major and minor collector roads, designed to accommodate the site's topography, natural features, and future development goals. Collector roads are a vital and integral part of the community's transportation infrastructure as they will be designed as complete streets with higher capacity vehicular requirements, and serve as crucial connectors between local roads and arterial roads. These routes support various transportation needs, including pedestrian, cycling, and vehicular access. They offer the flexibility to establish a well-defined, connected street hierarchy that provides multiple routing options.

Special attention shall be given to the design and character of designated Urban Corridors. Proposed medium-density residential forms, including varying townhouse typologies, will frame the street and reinforce this primary structuring element.

Section 4.3 Street and Block Network provides preliminary cross sections and design guidelines for each street classification based on the cross sections indicated in the Town's Multi-Modal Transportation Master Plan.

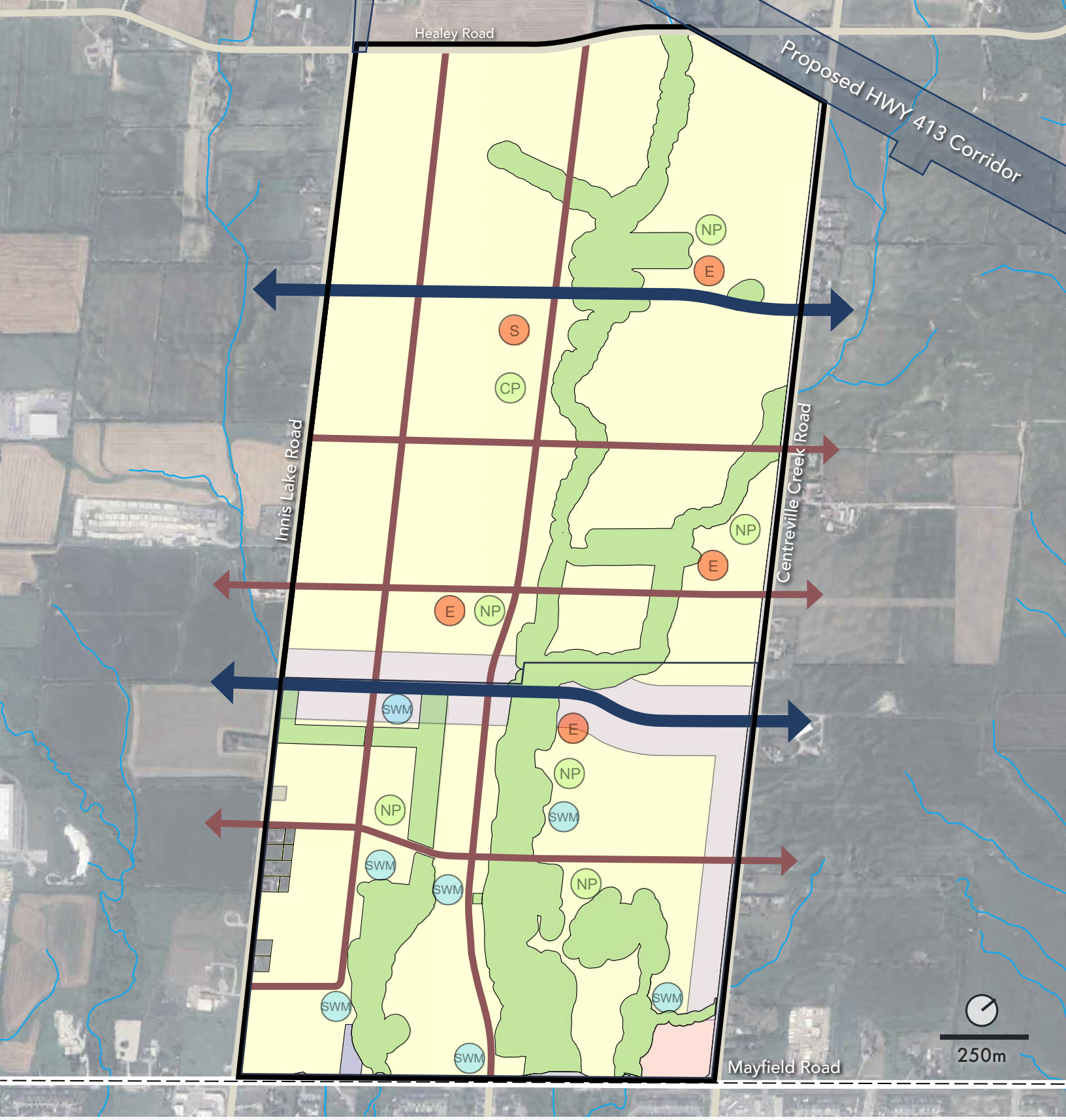


Figure 3.2a: Innis Lake Major Road Network

3.3 TRANSIT NETWORK

The Innis Lake community relies on the interconnectivity of transit, cycling, and walking networks to establish a fully integrated active transportation system. Providing residents and the local workforce with safe, convenient access to services, parks, and retail requires the strategic coordination of sidewalks, on- and off-road bike routes, multi-use paths, and transit corridors.

Frequent and conveniently located transit stops will be crucial to establishing an integrated transit system and promoting transit ridership in Innis Lake. The transit strategy for the community is expected to include extensions to existing Brampton Transit services, as well as new routes along collector roads surrounding the community.

The FCOP identifies a 'Proposed Local Transit' corridor in Figure C4 along the boundary of the Innis Lake community, connecting to other arterials roads throughout Caledon.

Less than 10km to the northeast, the future Caledon GO station will serve as a vital regional hub, supported by a transit and cycling network that will be designed to connect Innis Lake to convenient and efficient to regional transit options.

Figure 3.3a demonstrates the potential routes of the proposed future local transit along Innis Lake's arterial roads.

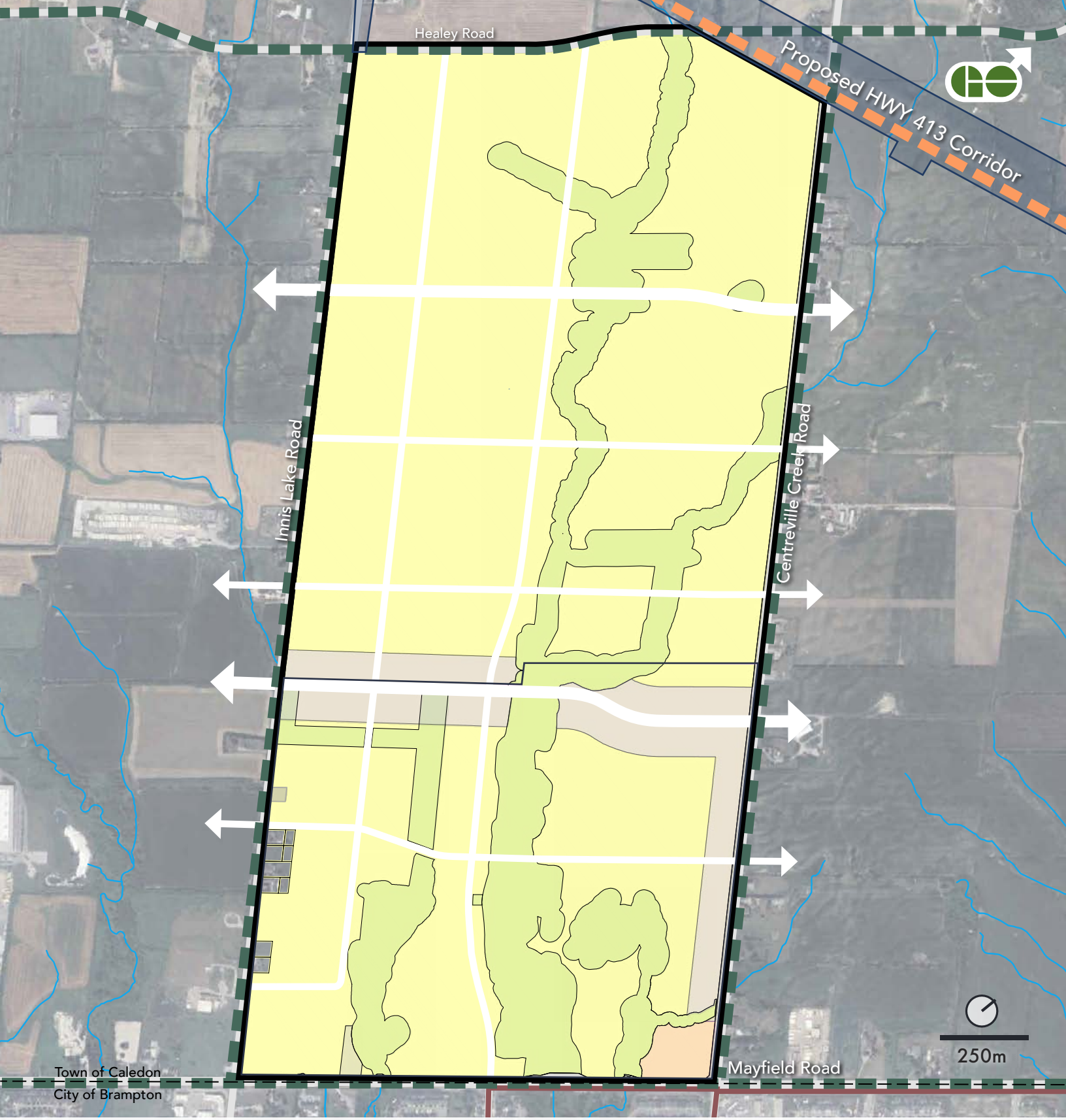


Figure 3.3a: Innis Lake Transit Network

3.4 PARK, SCHOOL, & COMMUNITY FACILITY/ SERVICES LOCATIONS

As part of the broader community-wide system of interconnected parks and open spaces, Innis Lake provides a continuously linked open space system offering a wide range of recreational experiences.

Several recreational amenity spaces are proposed throughout the community in order to provide a balance of passive and active opportunities for residents. A range of amenities, in combination with connections to the NHS and other open spaces, will enhance the diversity, function, and aesthetic of the broader park system. It is anticipated that the majority of dwellings within the community will be located within a 5-10 minute walking distance of one of the parks. (Refer to Figure 4.4a Proposed Neighbourhoods for approximate walking distances from the proposed park locations in Phase 1).

The proposed parks within the community are neighbourhood focal points and will generally be composed of open green space, recreation areas, and seating amenities with shade structures. Many of the parks are strategically located adjacent to the NHS, maximizing physical and visual access to this significant natural feature. Programming for each park will be determined in consultation with the Town of Caledon to provide a balance of facilities for all ages and abilities, tailored to the needs of the anticipated population.

The planning of parks and open space shall align with the Town's parkland hierarchy, the objectives of the Town's Parks Plan (May 2022), the TWDG, and Part D: Natural Environment System, Parks and Open Space of the FCOP.

The parks proposed in the Innis Lake Secondary Plan include the following:

- Community Parks; and
- Neighbourhood Parks.

In the detailed design and approval process, other Caledon park typologies may be proposed.

Refer to Section 4.5.2 Parks for key design guidelines and preliminary facility fit plans of the parks proposed in Phase 1.

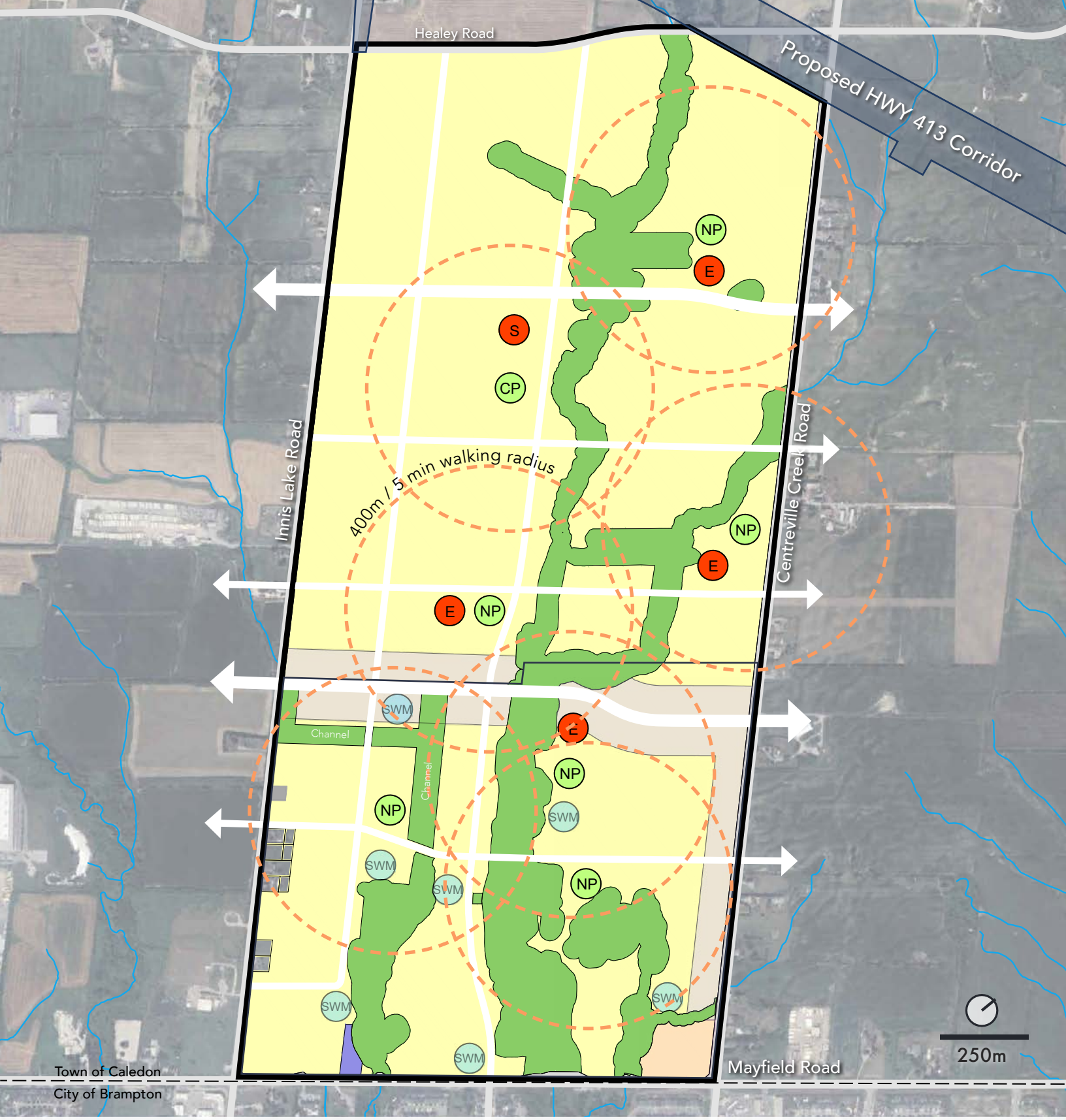


Figure 3.4a: Innis Lake Primary Land Uses

3.5 STORMWATER MANAGEMENT FACILITY LOCATIONS

The preserved natural heritage features are essential components of the broader community character and regional ecological system. A primary goal for Innis Lake is to protect this natural environment while achieving specific targets for wildlife habitat, plant community diversity, and water management. This approach ensures an ecologically diverse and sustainable open space system that remains resilient within an increasingly urbanized setting.

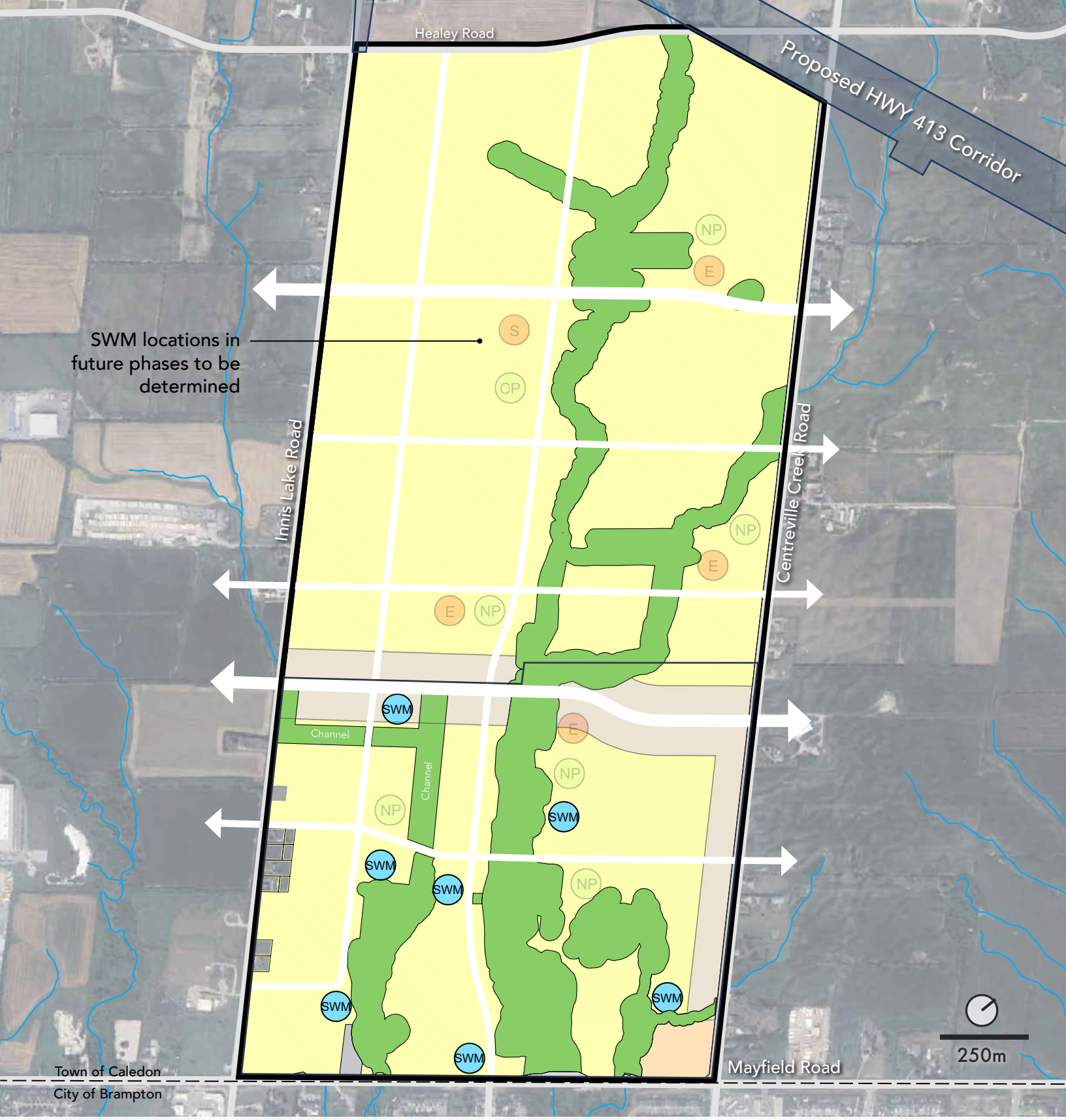
Designed to work in conjunction with the NHS, the stormwater management (SWM) facilities will help to maintain the ecological integrity of the NHS and provide water quality and control systems. These facilities also complement the parks and open space system through provisions for the extension of the trail network and the integration of community features, such as lookouts and seating areas.

A network of stormwater management ponds are planned for the Innis Lake community. The ponds shall integrate all of the necessary engineering and environmental functions, and will be designed to fit within the context of an urban development. The SWM ponds shall be planned as key focal/visual features within the community with facilities designed to enhance the character and appearance of surrounding neighbourhoods, in addition to achieving the functional water quality and quantity objectives.

To meet the Town's water balance targets for the subject lands, enhance groundwater recharge, and reduce runoff peak flows and volumes from the development area, underground SWM tanks may also be considered in the design of open space amenity areas.

Although functioning as stormwater quality and control systems, the ponds should incorporate amenity features such as trails and lookouts that will integrate these open spaces into the development fabric, contributing to the community's character and public realm.

Note: Proposed locations of the SWM ponds are identified for Phase 1 only. It is intended that SWM ponds north of Phase 1 will be allocated as the plan details evolve.



LEGEND

- Municipal Boundary
- Innis Lake Boundary
- Phase 1 Boundary
- Proposed Highway 413 Corridor
- Major Collector Road
- Minor Collector Road
- Urban Corridor
- Neighbourhood Centre
- NHS
- SWM Pond (Phase 1)

Figure 3.5a: Innis Lake Stormwater Management Ponds

04

COMMUNITY DESIGN PLAN

4.1 CHARACTER AND IDENTITY OF THE COMMUNITY

Innis Lake will be characterized by a mix of land uses that will define the character and function of the corridors and neighbourhoods. The Town of Caledon's history and heritage will serve as inspiration for the development of architectural styles and themes for the community. A quality built form character within Innis Lake 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. New built form should also support placemaking and foster a safe, attractive, pedestrian-oriented environment.

The treatment of the Innis Lake public realm should reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure, and utilities. Streetscape elements such as site furniture, street lighting, and public art will collectively contribute to the community's unique sense of place.

Section 4 provides preliminary design direction for the ***Phase 1*** lands. Architectural design, streetscape, and landscape details shall be further explored through the review and approval of the Draft Plan of Subdivision, Zoning Bylaw Amendment(s), and subsequent Site Plan application(s).

Figure 4.2a: Image example of an entry feature with coordinated streetscape design and landscaping

4.2 COMMUNITY INTERFACES & EDGES

The design of community interfaces and edges can help define the character and identity of the Innis Lake community. These areas represent the points of transition between different land uses, and require careful consideration to ensure they contribute positively to the overall urban structure.

Community Entries

Community entries are key entry points to or from the community, serving as the "doorways" that define the community's character and connectivity. They are an effective means of consolidating expansive development areas into one discernible, connected community. They are important identifiers that provide the opportunity to communicate the character and theme of the community, contribute to placemaking and enhancing civic pride. They also serve as landmarks that facilitate orientation and wayfinding.

Figure 4.2b: Image examples of entry features that reinforce a sense of arrival

Entry features can help identify the Innis Lake community by creating a sense of arrival, serving as placemaking and wayfinding elements, and enhancing the visual quality of the public street. Typically positioned on private properties, entry features are privately maintained and focus on providing elevated landscape treatment for specific blocks, including mixed-use, townhouse, commercial and employment areas.

A potential location for an entry feature in Phase 1 includes the Neighbourhood Centre fronting the Centreville Creek Road and Mayfield Road intersection. Design treatments may include enhanced landscaping, coordinated signage, low-scale architectural features, public art, and distinctive paving.

Key guidelines that apply to Innis Lake include the following:

- Entry features on private lands may incorporate enhanced architecture and both hard and soft landscape elements with consideration for low walls, columns, signage, landscape lighting, enhanced paving, and ornamental planting.
- Buildings should be designed with active façades and prominent built form, located to frame the entry and reinforce a sense of arrival into the community.
- Gateways and/or entry features at the intersections of Regional Roads should be coordinated with the Region of Peel and the Town of Caledon.
- Consistency and coordination of materials, colours, forms, and elements should be provided for the landscape components.
- The design of landscape elements should be coordinated with the adjacent built form, reinforcing the prominent architectural features.
- Signage design should be consistent with the proposed architectural theme.
- The design and layout of gateways and entry features should not impede required view angles.

Figure 4.2c: Image examples of edge conditions that employ hardscape and softscape treatments

Edges

Community edges should provide a thoughtful transition between the neighbourhood and adjacent uses, streets, or open spaces. Along the boundary of the Innis Lake community, edges should prioritize compatibility, buffering, and visual continuity.

Lotting types will vary from gateway dwellings, street accessed dwellings, rear-lotted dwellings, or dwellings on lots which flank onto the surrounding roads. Due to their high public visibility, these important streetscapes require particular design attention for the treatment of landscape features and architecture to ensure they convey an attractive image and community identity.

Proposed community frontage landscape treatments for Innis Lake include:

- Along residential edges, appropriate hard and soft landscape treatments should be incorporated, such as a decorative or privacy fencing, sod, planting beds, and/or a variety of multi-stem, coniferous and deciduous trees.
- At the interface with the future Highway 413 along the north boundary, landscape treatment may include noise fencing and soft landscaping that may vary depending on the lotting type.

NHS Interface

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

Section 4.5.1 Natural Heritage System provides detailed design guidelines for the NHS.

Key characteristics / recommendations applicable to Innis Lake include:

- To reinforce the importance of the area, opportunities should be provided for public visual and physical access by means of a trail and from publicly-owned lands, such as parks, schools, SWM facilities and the buffer block;
- The NHS should 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, and schools for pedestrians, cyclists, and recreational users;

Figure 4.2d: Image example of appropriate buffering between residential and NHS lands

- Where environmentally sensitive features and other areas within the proposed NHS require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances. Measures may include physical barriers such as lot fencing or information signage. A homeowner education and stewardship program should be implemented in this regard;
- Dwellings backing onto or flanking the publicly accessible areas within the proposed NHS should feature upgraded architectural treatment for the exposed rear and side elevations, consistent with the dwelling's front elevation treatment;
- Transitional planting should be provided within parks, SWM facilities, and other introduced features at the interface with the proposed NHS; and
- A planting palette should be proposed that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the proposed NHS edge.

4.3 STREET & BLOCK NETWORK

The street network established for Innis Lake responds to the subject land's topography, natural features, and future land uses, with a layout intended to facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle. This network is designed to offer easy navigation, and to create terminating views, vistas, and other focal points to achieve an attractive public realm.

In order to support walkability in the community, block lengths should aim to be a maximum of 200m, with mid-block pedestrian connections in cases where blocks exceed 200m. The proposed street hierarchy for Innis Lake includes the following general classifications:

- **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, and offer active transportation connections to the broader community.
- **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. These roads also typically support the cycling network through cycle tracks / bike lanes.
- **Local Roads** - Local roads provide direct access to residences and local amenities. They are designed to be pedestrian-focused and foster a sense of community through their design and layout.
- **Window Streets:** A local road running parallel to a major arterial or collector road, along the edge of residential neighborhoods. This configuration creates a more attractive community interface than reverse residential lotting, while avoiding direct driveway access to the arterial, improving safety and traffic flow.
- **Laneways**: Laneways primarily provide rear garage access for dwellings where street facing garages and driveways may not be recommended. They also offer secondary access points for service functions, including garbage collection and maintenance.

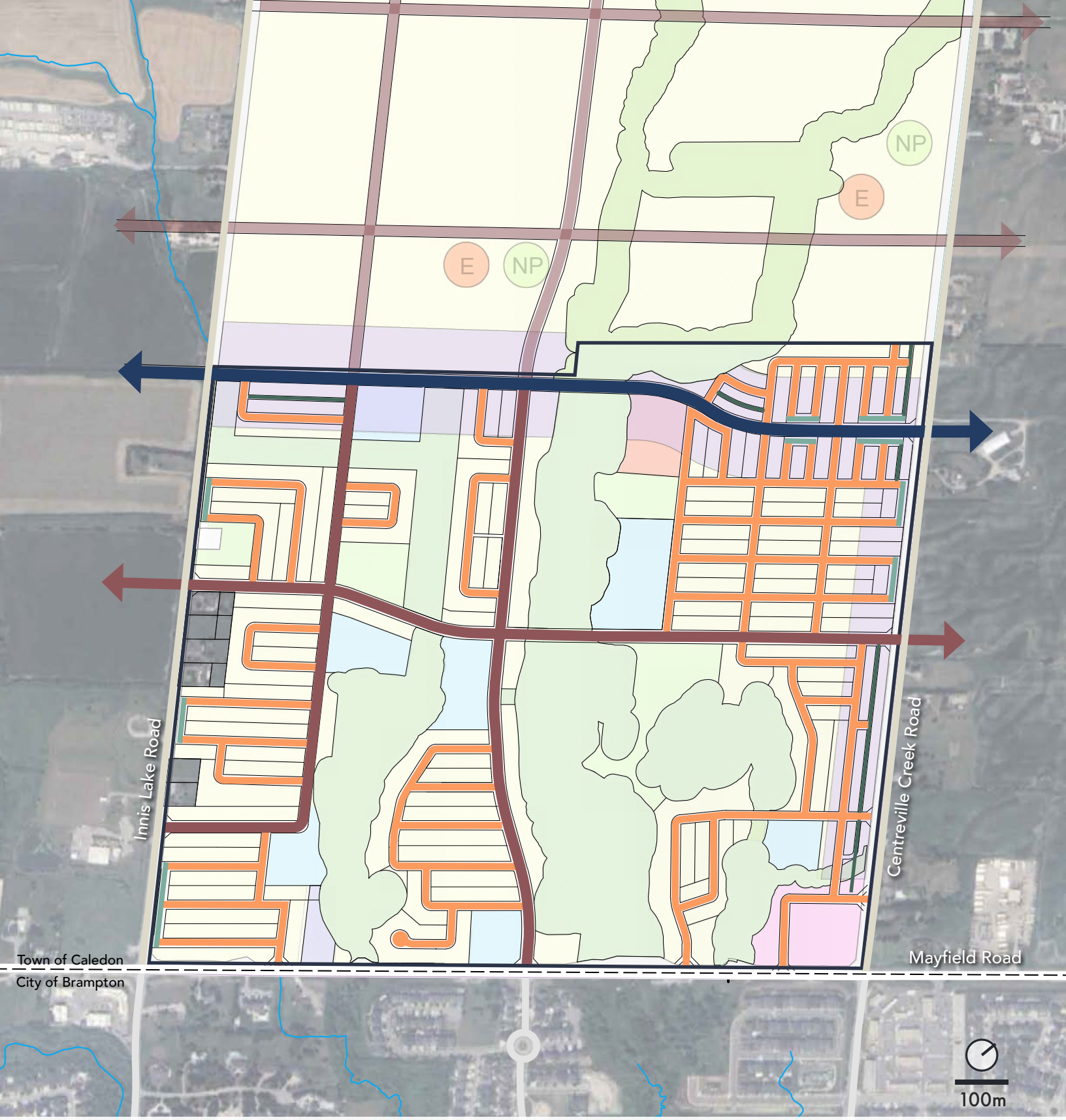


Figure 4.3a: Innis Lake Stormwater Management Ponds

4.3.1 Proposed Cross Sections

The proposed street and block network for ***Phase 1*** will have a set of streetscape guidelines related to landscape, which consists of the following:

- **Major Collector Roads** - 26.0m R.O.W.
- **Minor Collector Roads** - 22.0m to 23.5m R.O.W.
- **Local Roads** - 18.0m R.O.W.
- **Window Streets** - 16.0m R.O.W.
- **Laneways** - 8.0m R.O.W.

Typical cross sections for Phase 1 are based on BA Group's Traffic Impact Study (TIS). Refer to this report for all cross sections and detailed information.

4.3.1.1 Major Collector Streets

A Major Collector street runs east-west across the northern portion of Phase 1. It is intended to provide multi-modal travel that connects with the Town's arterial road and minor collector road network.

The typical 26.0m major collector cross-section consists of the following:

- Two vehicular travel lanes in each direction with parking lanes on both sides;
- 1.8m cycle tracks on both sides with street light poles and luminaires that reflect approved Town standards;
- 3.2m sod boulevards on both sides with street trees that reflect approved Town standards; and
- 1.8m sidewalks on both sides.

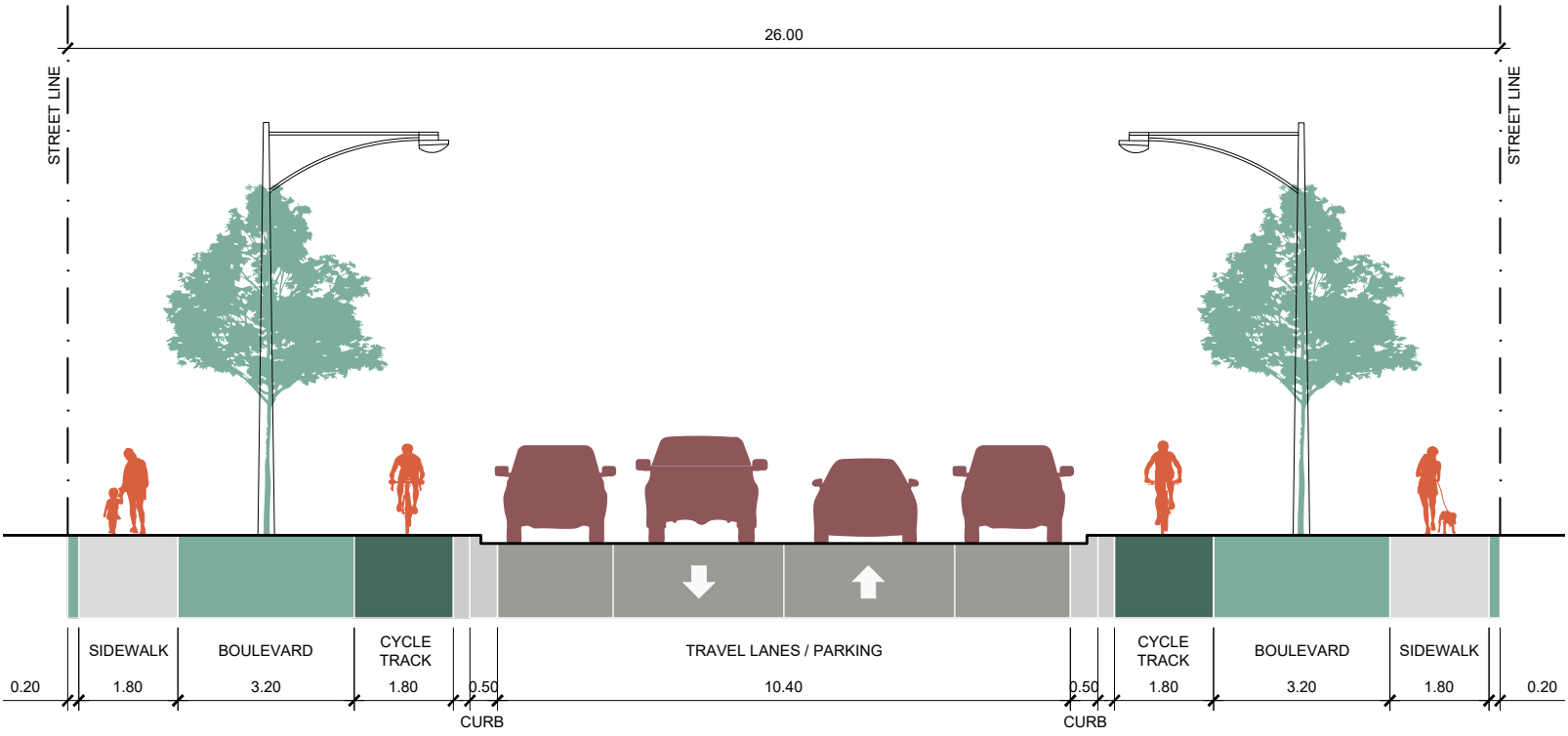


Figure 4.3b: 26.0m Major Collector Street Right-of-Way

4.3.1.2 Minor Collector Streets

Minor Collector Streets will run north-south and east-west through the community.

A 23.5m right-of-way allows for parking on both sides of the road and would be used to address identified parking shortfalls in the community. At major intersections the right-of-way and pavement width stay the same, with a left turn lane provided.

A typical 23.5m minor collector street right-of-way includes the following elements:

- Two travel lanes with on-street parking on both sides;
- 2.55m sod boulevards on both sides with street trees and street light poles and luminaires that reflect approved Town standards; and
- 3.0m multi-use paths on both sides.

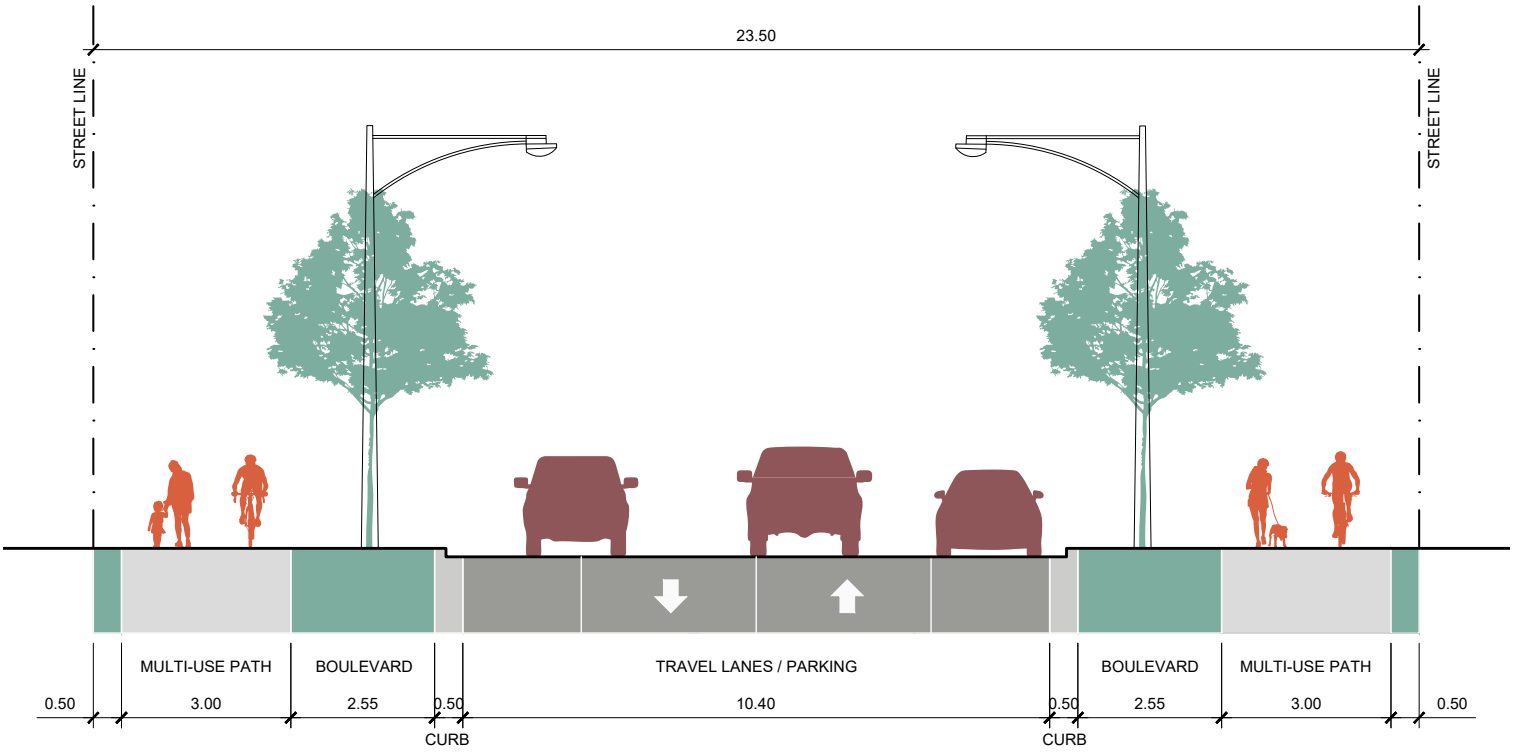


Figure 4.3c: 23.5m Minor Collector Street Right-of-Way

A 22.0m right-of-way allows for parking on one side of the road and would be applied in areas where there is no need for additional on-street parking. At major intersections the right-of-way may need to increase to accommodate a left turn lane.

A typical 22.0m minor collector street right-of-way includes the following elements:

- Two travel lanes with on-street parking on one side;
- 3.05m sod boulevards on both sides with street trees and street light poles and luminaires that reflect approved Town standards; and
- 3.0m multi-use paths on both sides.

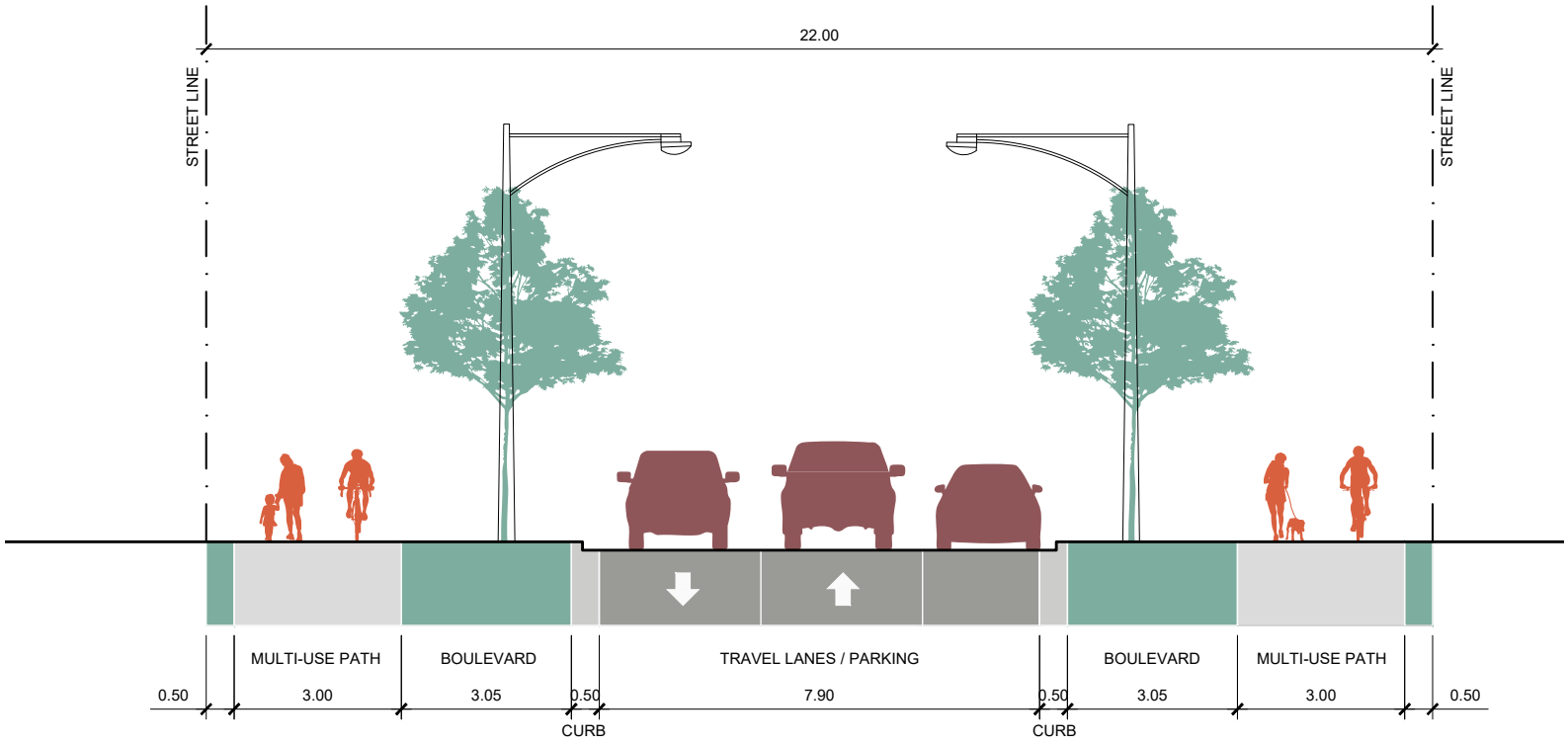


Figure 4.3d: 22.0m Minor Collector Street Right-of-Way

4.3.3 Local Streets

Local streets will primarily serve the neighbourhood areas 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 residential low and mid-rise built form, parks, SWM facilities, and frontage on the NHS. The local road network should facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. The use of cul-de-sacs should be minimized throughout the community.

A typical 18.0m local street right-of-way includes the following elements:

- Two travel lanes with on-street parking on one side;
- Sod boulevards ranging from 2.55-2.8m on both sides with street trees and street light poles and luminaires that reflect approved Town standards; and
- 1.8m sidewalks on one or both sides, depending on adjacent land use and context. Generally, sidewalks will be provided on both sides of local roads in high priority pedestrian areas and typically within 800m of a school.

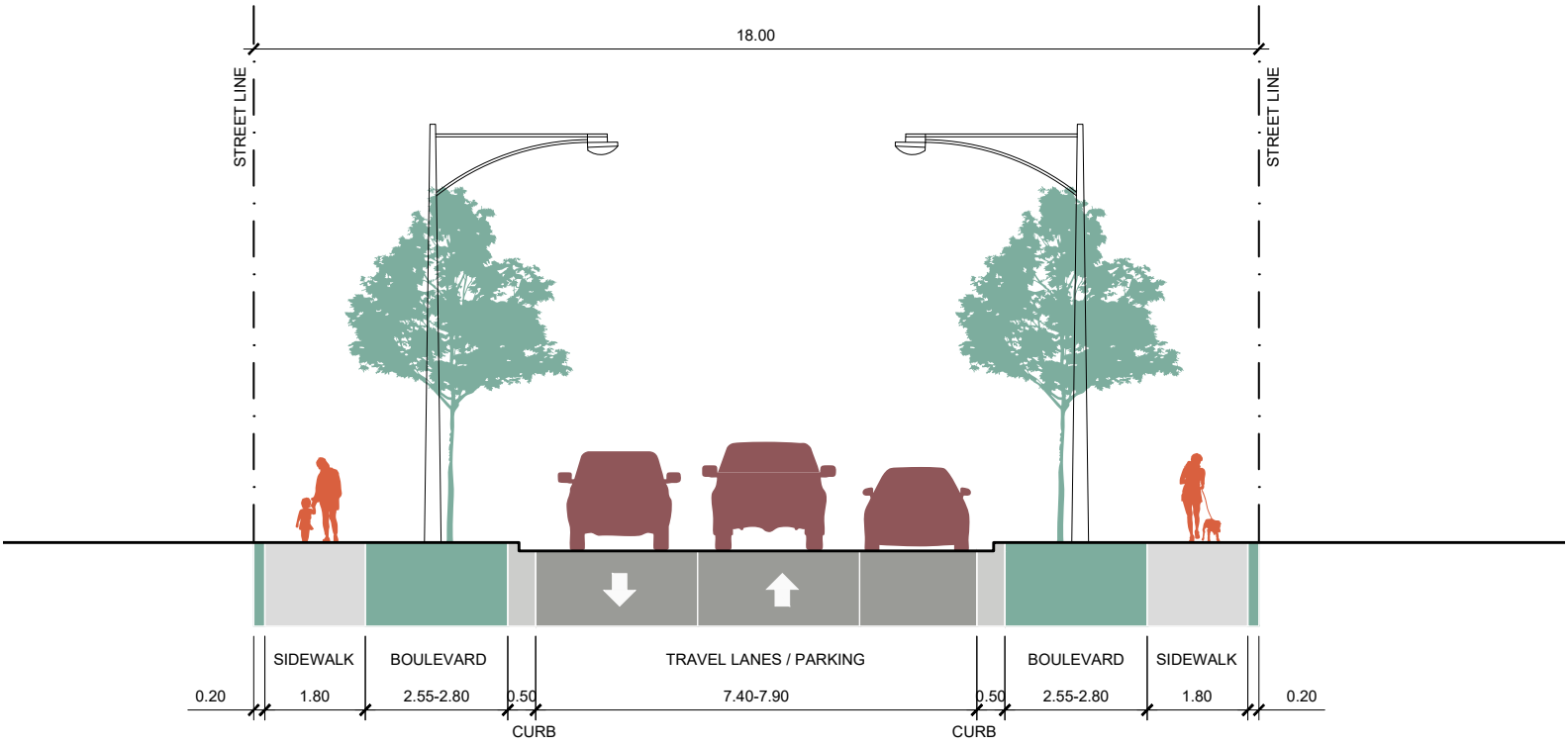


Figure 4.3e: 18.0m Local Street Right-of-Way

Single-loaded local roads may be proposed in areas adjacent to the Natural Heritage System, SWM pond, or parks. The boulevard treatment for single-loaded roads consists of sidewalks and street trees along the residential frontage. The side abutting the NHS will feature grass boulevards with buffer plantings to protect views and enhance connectivity.

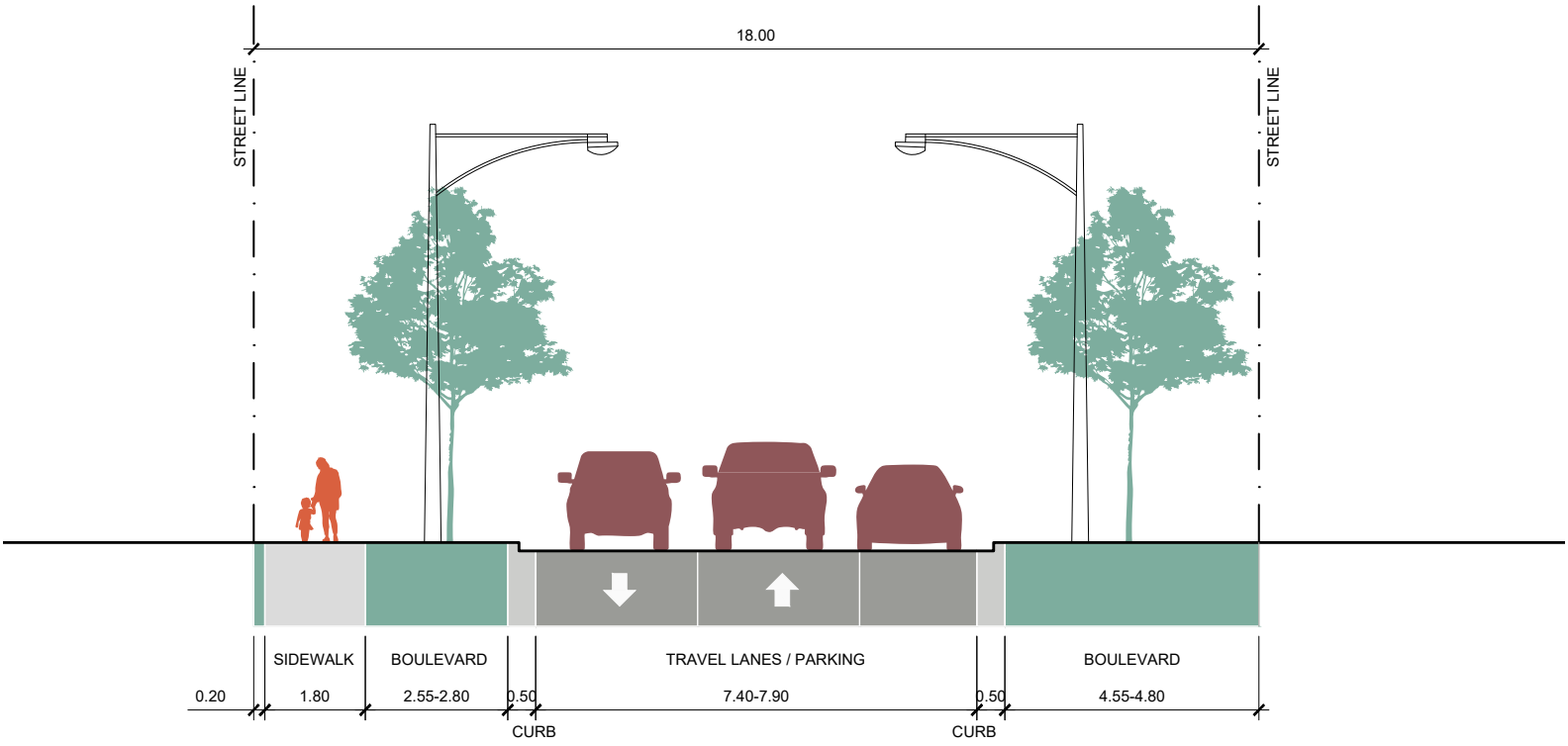


Figure 4.3f: 18.0m Local Street Right-of-Way (With a Sidewalk on One Side)

4.3.4 Window Street

Window streets are proposed in particular situations to avoid residential reverse lotting and frontages of dwellings directly along arterials or, in some cases, the major collector streets (Urban Corridor). Within Phase 1 of the Innis Lake community, window streets are proposed adjacent to Centreville Creek Road, Innis Lake Road, and the proposed internal Urban Corridor.

A typical 16.0m window street right-of-way includes the following elements:

- Two travel lanes with on-street parking on one side;
- 2.55m sod boulevards on both sides with street trees that reflect approved Town standards;
- Street light poles and luminaires that reflect approved Town standards on one side; and
- 1.5m sidewalk on one side.

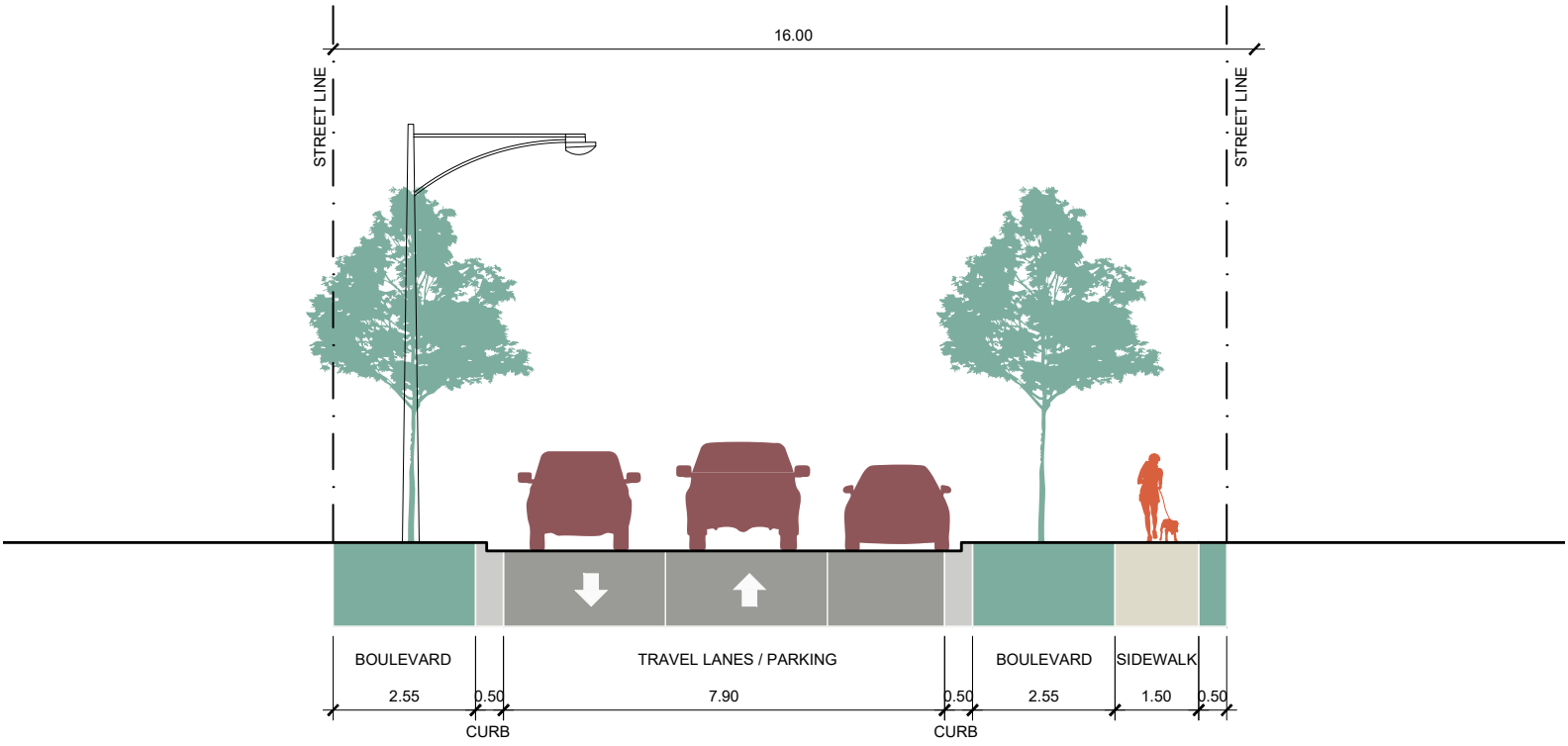


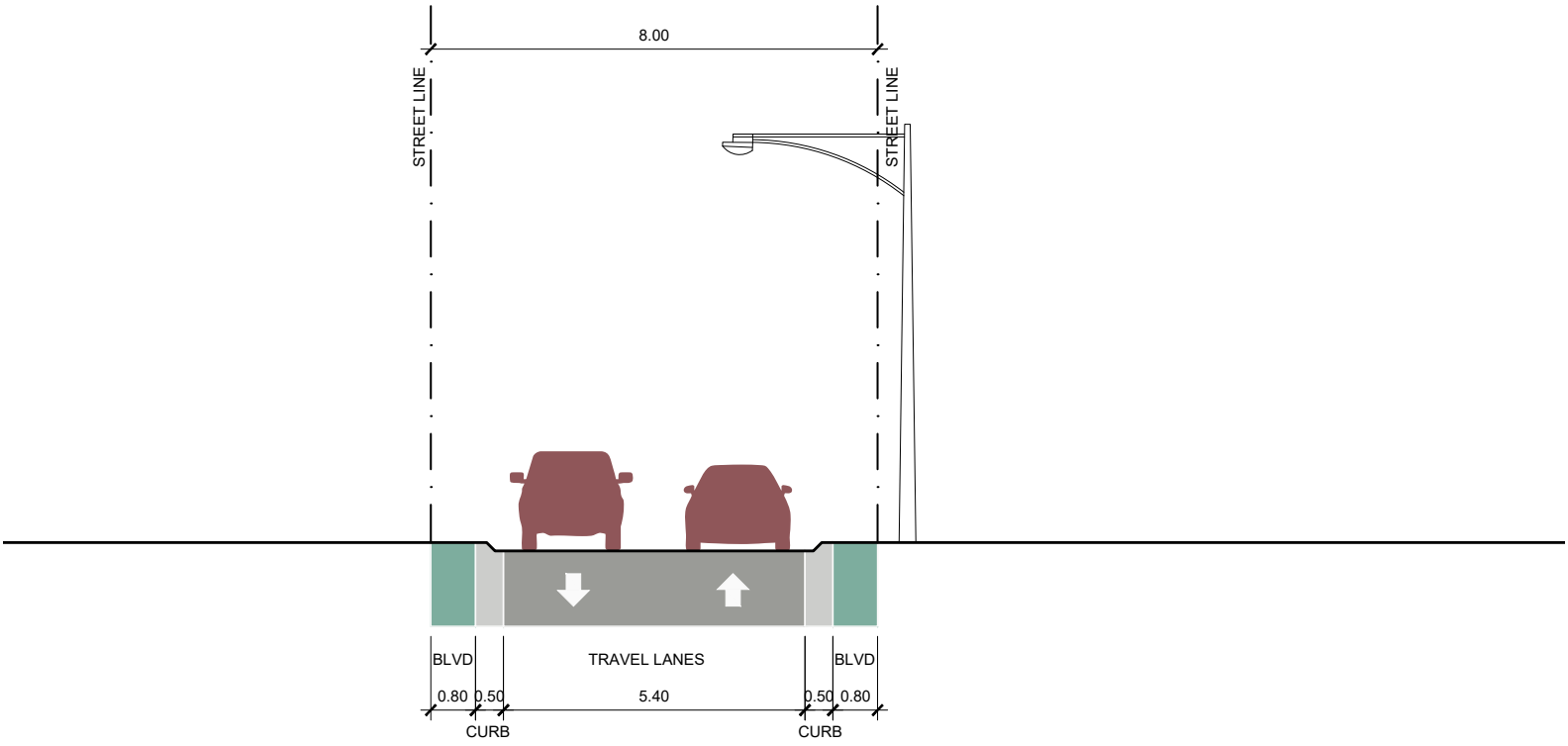
Figure 4.3g: 16.0m Window Street Right-of-Way

4.3.5 Laneway

Laneways may be proposed for dwellings situated along arterial and collector roads where individual lot access is not advised. This application typically applies to rear lane townhouse and/or single-detached typologies within the Urban Corridor.

A typical laneway right-of-way may include the following elements:

- Two travel lanes (one lane in each direction); and
- A mountable curb and a concrete apron on both sides, and access to rear or flankage garage parking.



4.4 PROPOSED NEIGHBOURHOODS

The Innis Lake community's neighbourhood structure is organized to provide residents with a strong sense of identity while maintaining convenient access to shared recreational amenities. A network of parks is strategically distributed within Phase 1, creating a continuous green framework with the NHS and open space system that supports recreation, social interaction, and ecological connectivity. These spaces are complemented by a walkable street network that encourages active transportation and provides the majority of residents with a comfortable five-minute walking distance to a park. Park distribution and sizing will be further refined in subsequent submissions to ensure optimal service coverage and alignment with municipal standards.

The Neighbourhood Centre, located in the south east corner of the community, serves as a key destination and focal point for daily needs and services. Its placement along Mayfield Road enhances accessibility from adjacent areas, supporting broader connectivity and potential transit integration.

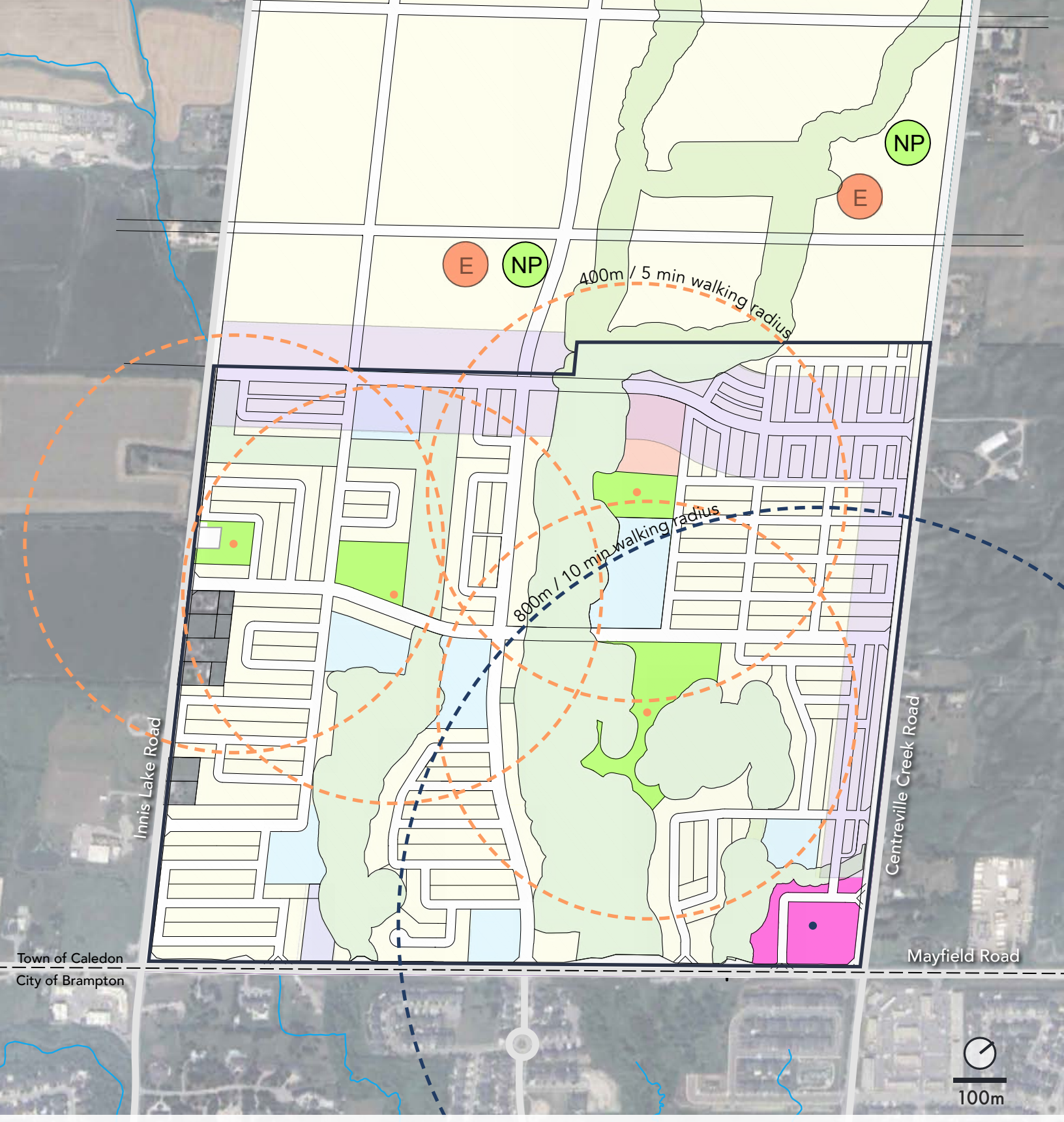


Figure 4.4a: Innis Lake Phase 1 Proposed Neighbourhoods Plan

Figure 4.5.1a: Image example of a trail network integrated within NHS lands

4.5 OPEN SPACE SYSTEM

4.5.1 Natural Heritage System

The Innis Lake community is structured along a significant NHS which runs north to south within the community. The NHS includes existing natural features, such as tributaries associated with the West Humber River subwatershed, and contributes to the broader ecological network within the region.

The proposed urban fabric within the Innis Lake community, including streets, residential areas, and parks, will evolve alongside NHS lands and will provide important vistas and trail opportunities integrated into these features.

For detailed NHS design guidelines, refer to TWDG Section5.1: Natural Environment.

Figure 4.5.1b: Image examples of appropriate landscaping transitions between NHS and other land uses

Design Guidelines:

- The importance of the area shall be reinforced, and opportunities provided for public visual and physical access by means of a trail and from publicly-owned lands, such as walkway blocks;
- Where environmentally sensitive features and other areas within the NHS 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 planting palette proposed for transitional planting within introduced open space features (parks, compensation areas) at the interface with the NHS will consist of native species that supports the existing vegetation and function of the NHS;
- Information signage related to the natural features, habitats, and functions of the NHS should be installed at key trail or publicly accessible junctions along the perimeter of the NHS.
- Streetscapes located along the edge of the NHS should 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; and
- Fencing will be required between private property and the NHS to help control access and prevent encroachment into the system.

Figure 4.5.2a: Image examples of parks with a variety of active and passive uses

4.5.2 Parks

Community Parks

While Community Parks are not proposed in Phase 1, a community park is anticipated to the north in future phases. As described in Caledon's Parks Plan, Community Parks are a focus for active recreation and are centrally located within settlement areas. These parks typically contain playing fields for organized sports, splash pads, and hard surface sport courts, along with vehicular parking and/or washrooms, where required, to support park functions. Strategically positioned to optimize land use, Community Parks are often designed to pair with recreation/community centres or schools, creating vibrant neighbourhood centres. Typically a minimum of 4.0 hectares, these parks are located with adequate frontage along an arterial or collector road with access to public transit. Strategic placement along transit and cycling routes within the urban area ensures efficient accessibility for the intended populace, although their focus remains localized, not extending to the entire Town.

Potential features within the Community Park may include:

- Recreation Centre;
- Active sports facilities (e.g., tennis courts, basketball courts, soccer fields, baseball diamonds, etc.) that can offer shared use opportunities with the adjacent school;
- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to the street and pedestrian networks or NHS trails;
- Spray pad or hardcourt play;
- Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.); and
- Formal gardens and planting layout.

For additional Community Park design guidelines, refer to TWDG Section 5.2.1.2: Community Parks.

Community Park Design Guidelines:

- The Community Park should provide both active and passive recreational opportunities for the entire community, reflecting the needs of anticipated users and residents;
- Potential recreation centre buildings should be sited and articulated in a manner that addresses the street frontage, where a strong built form relationship with the street is established to generate pedestrian activity and help define the streetscape character;
- Building façade and overall design should complement the character of the community with respect to height, massing, materials, and architectural treatment;
- The use of special features such as paving, lighting, site furnishings, landscape details, entry elements and low impact development measures, should complement the character of the community;
- Reasonably level and functional open play areas should be provided for passive recreation use;
- Lighting for sports fields and other park elements should minimize disturbance to adjacent properties;
- Safe pedestrian and cycling connections should be provided between the Community Park and other community open space elements, recreation centre, schools, and the NHS;
- The Community Park should be designed as an accessible facility, meeting all Town of Caledon barrier-free requirements;
- The facility is planned to be served by public transit with transit stop facilities integrated into the nearby/adjacent streetscape;
- Planting (trees, shrubs, grasses) should consist of species tolerant of urban conditions with an emphasis on native species;
- Tree planting should generally reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use; and
- Above-ground utility boxes, meters, etc. should be located discretely and screened, where possible.

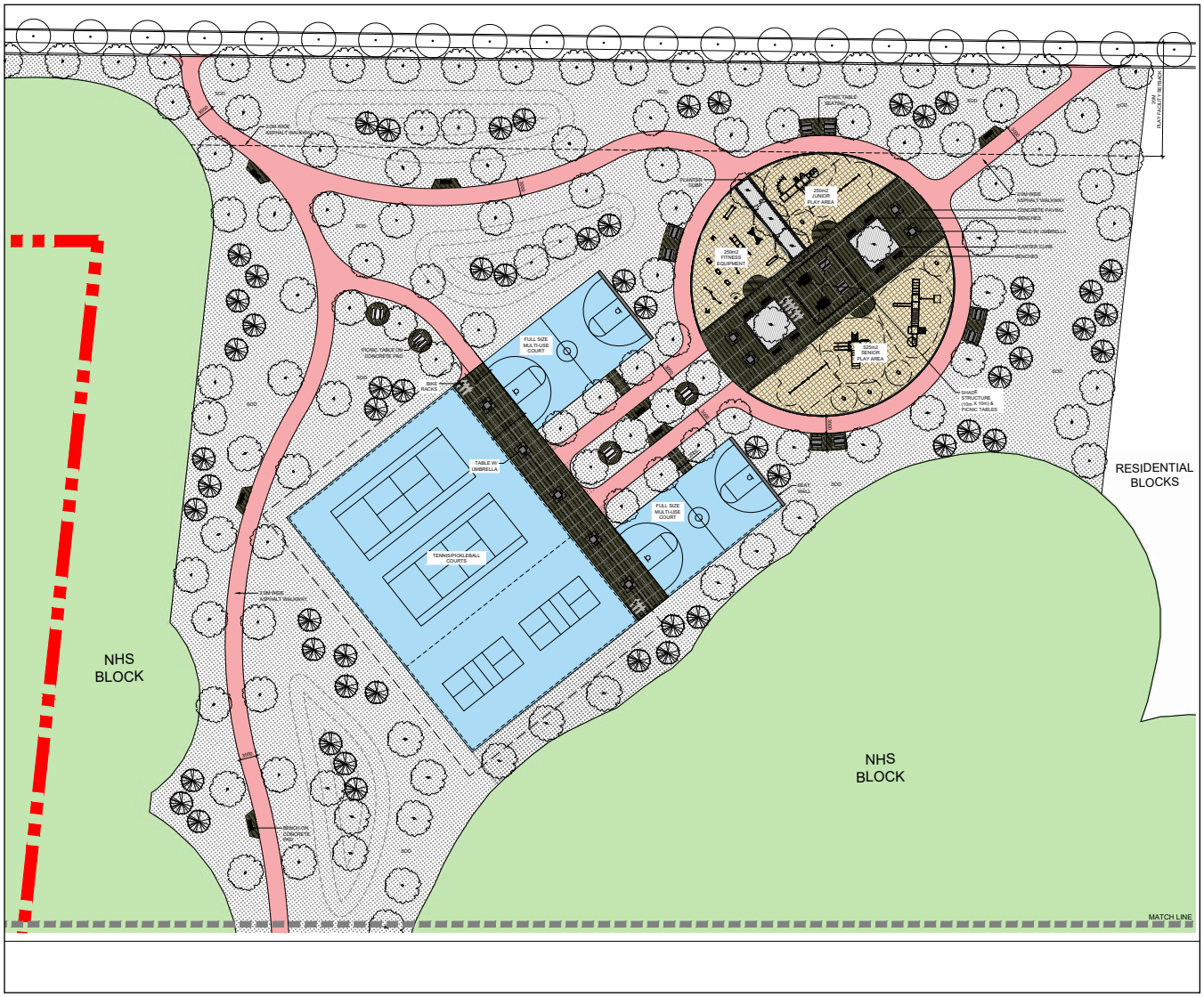
Neighbourhood Parks

Neighbourhood Parks are typically smaller open space features serving as local gathering areas, with potential for active play along with passive recreation functions. The Neighbourhood Parks planned for Innis Lake Phase 1, generally 1.0 to 2.0 hectares in size, will contribute a strong visual identity for each neighbourhood area, and supplement the features and facilities found within parks and open spaces in the broader community.

Design Guidelines:

- Surrounding elements should be integrated into the design of the park to ensure a cohesive public realm system;
- Seating opportunities should be incorporated within Neighbourhood Parks to promote and facilitate social interactions and community engagement;
- Shade structures with seating and decorative paving may be provided as a primary focus for gathering;
- The planting of trees should be prioritized to maximize shade;
- Native plants should be incorporated, where appropriate, to support ecological health; and
- Art installations may be considered to add unique place-making elements to the development.

For more detailed and site specific guidelines, refer to TWDG Section 5.2.1.3: Neighbourhood Parks.



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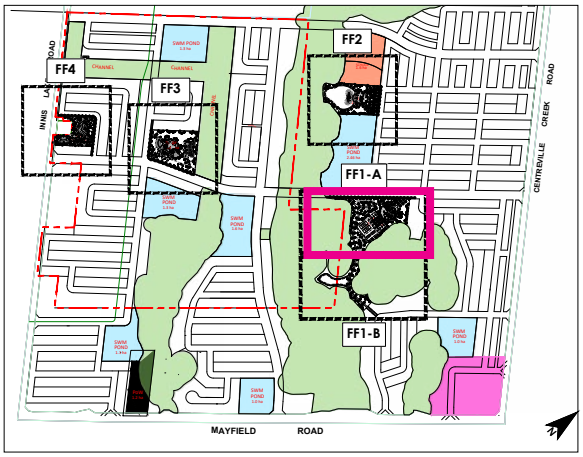
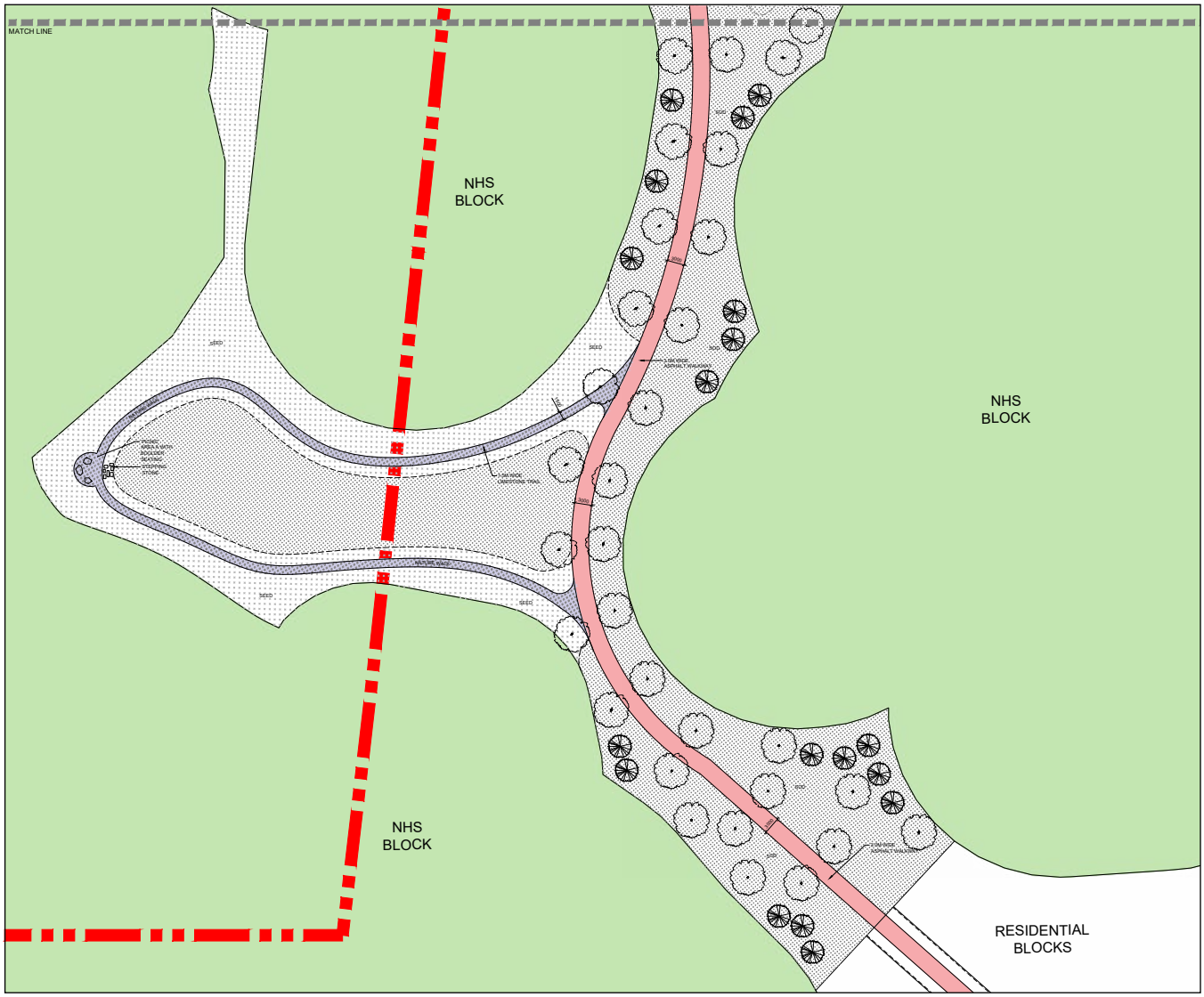


Figure 4.5.2b: Neighbourhood Park 1 - Facility Fit (Plan 1 - North)



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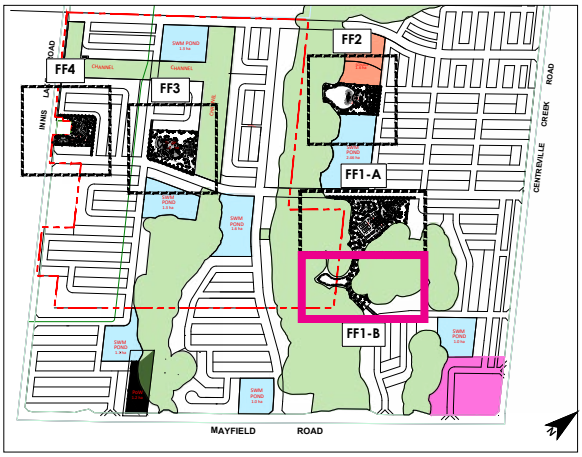
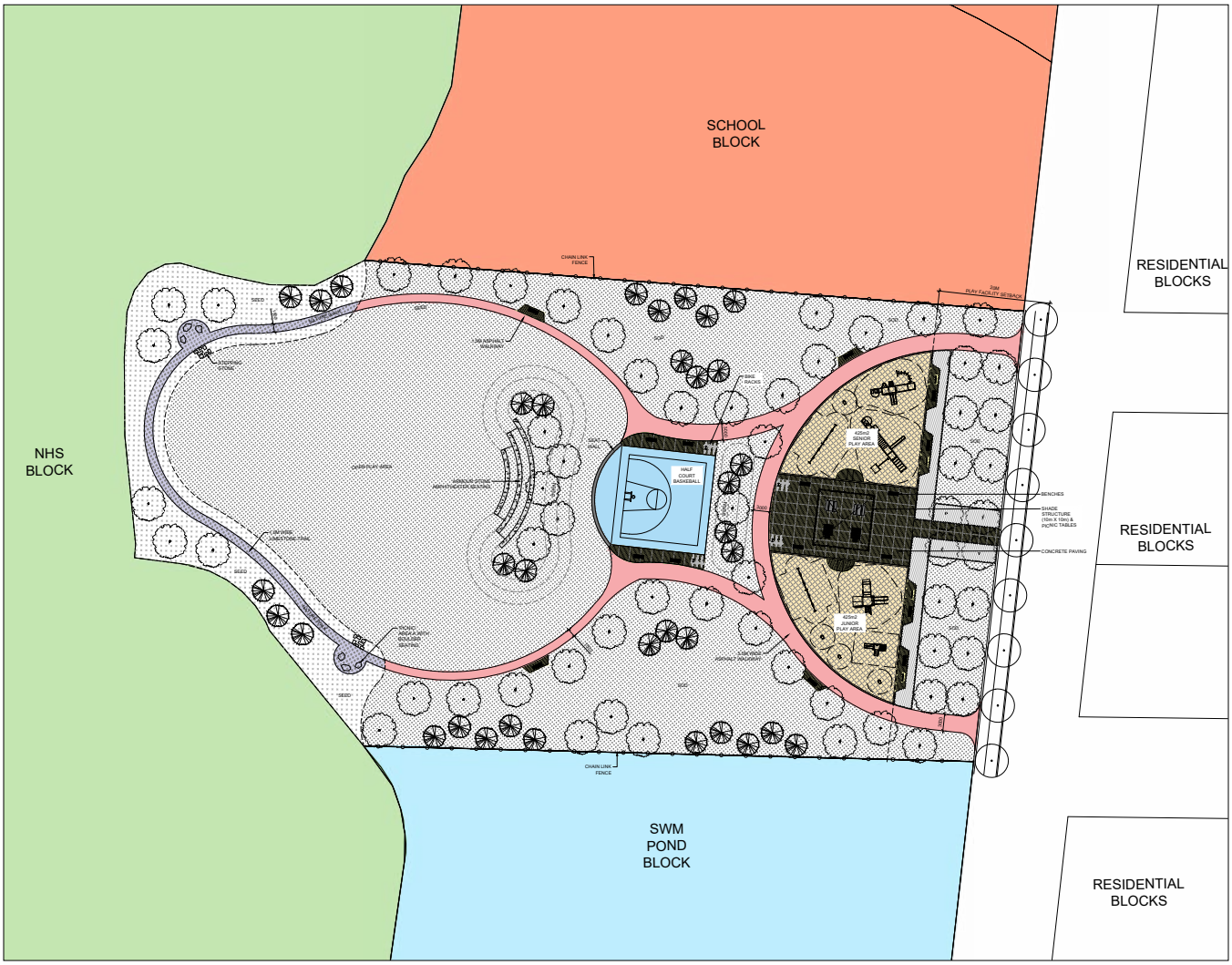


Figure 4.5.2c: Neighbourhood Park 1- Facility Fit (Plan 2 - South)



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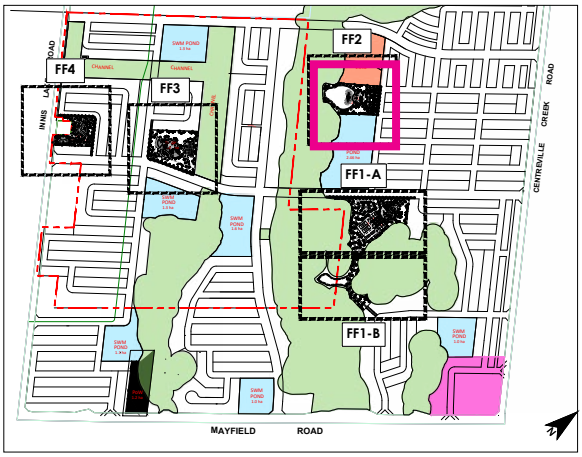

Figure 4.5.2d: Neighbourhood Park 2 - Facility Fit

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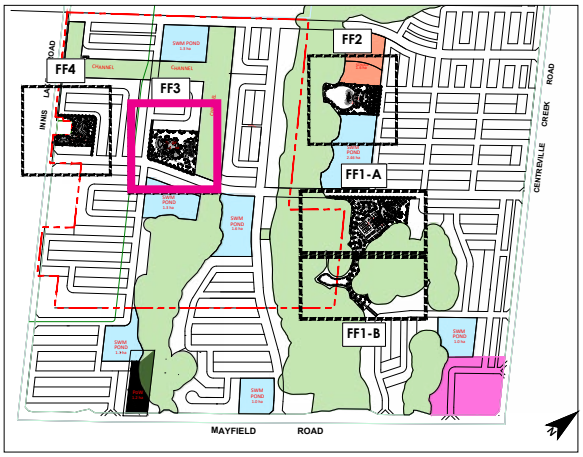
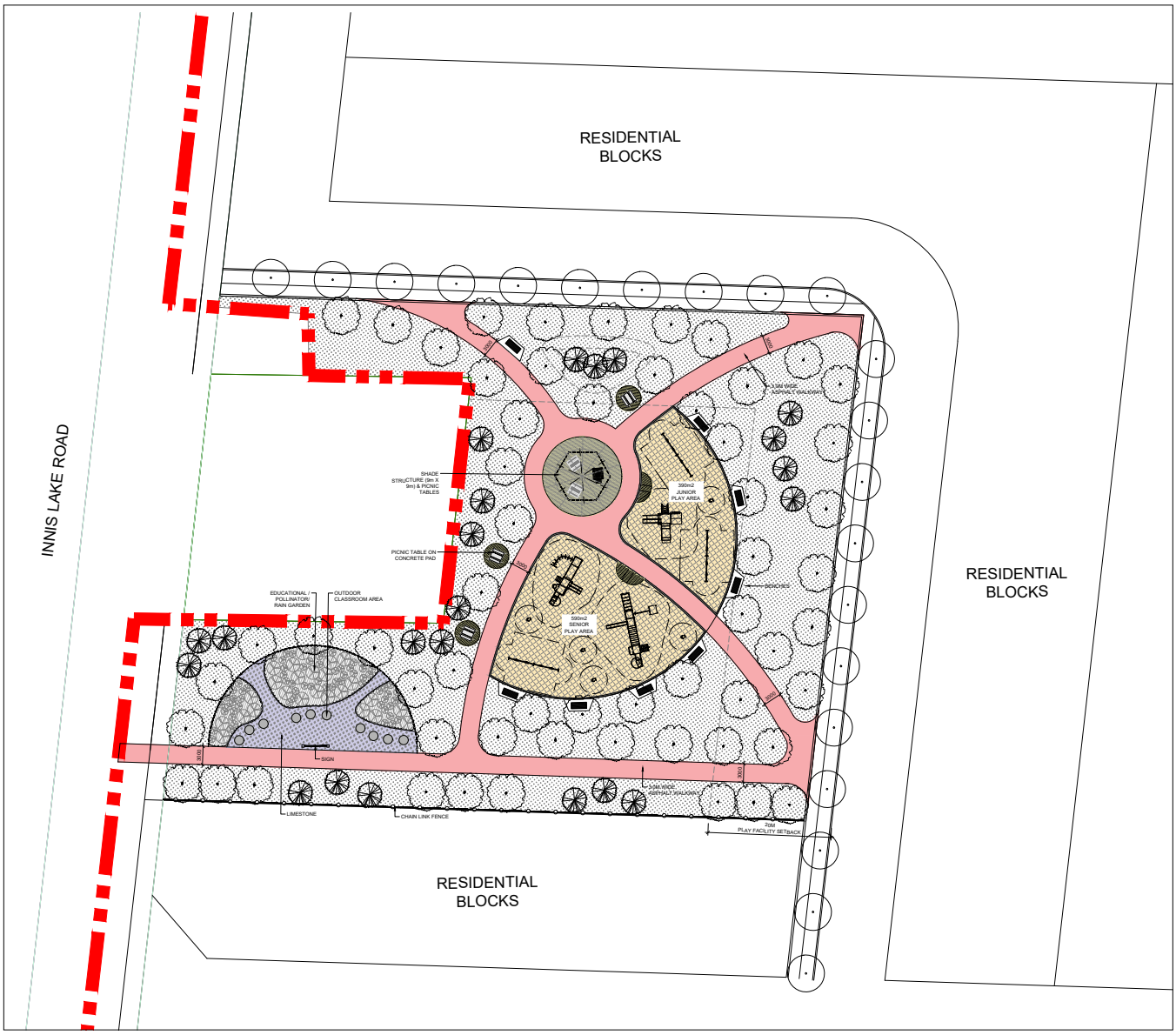


Figure 4.5.2e: Neighbourhood Park 3 - Facility Fit



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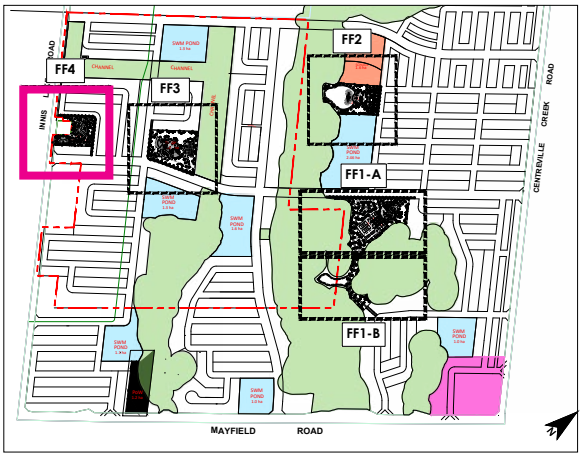

Figure 4.5.2f: Neighbourhood Park 4 - Facility Fit

Figure 4.5.3a: Image examples of trail system elements that provide access to the NHS

4.5.3 Community Trail System and Trailheads

The proposed Innis Lake community will be supported by an integrated recreation trail system that connects natural features, open spaces, and neighbourhood destinations. Anchored by the NHS corridors running north-south within the community, a continuous trail system is envisioned as both a recreational amenity and a key component of the community's active transportation framework. This framework will create important linkages between SWM ponds, open spaces, residential, mixed-use, and adjacent employment areas for pedestrians, cyclists, and recreational users. The trail and cycling network shall be consistent with the structure and applicable policies within the Town's Recreation & Parks Master Plan, the Caledon Trails Master Plan, Caledon's Development Standards, Policies & Guidelines, and the Peel Region Active Transportation Plan. Specific trail alignments and trailhead locations will be refined through subsequent development applications and detailed design to ensure optimal connectivity and environmental compliance.

In alignment with Town policy, trail typologies proposed in Innis Lake may include:

- **Multi-use Paths:** Multi-use paths are bidirectional facilities physically separated from the roadway that can be used by people walking and cycling;
- **Multi-use Trails**: Multi-use trails have either a paved or packed unpaved surface and are wider to accommodate different uses such as walking and cycling, as well as specialized uses such as cross country skiing or horseback riding.
- **Hiking Trails:** Hiking trails have a natural surface and are often narrower in width. They may have rules around permitted use, such as walking only.

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 neighbourhood.

The trail and cycling network should be designed to comply with the following broad objectives:

- Trails and pathways should provide pedestrian linkages that enhance the continuity of the Town's trail and cycling networks and provide access to recreational opportunities within each neighbourhood;

Figure 4.5.4a: Image examples of walkway blocks providing a desirable connection through a community.

- Potential impacts to the designated NHS should be mitigated 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;
- Trails should provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Town and Provincial standards;
- To promote user safety, trail lighting should be considered where night travel is anticipated.
- Trails should not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.); and
- All contemplated lighting of trails should be within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.

For more detailed guidelines, refer to TWDG Section 4.5: Active Transportation Infrastructure.

4.5.4 Walkway and Buffer Blocks

In some instances, a convenient or desirable connection to a trail, open space, or neighbourhood may be identified where a block of residential dwellings separates 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 guidelines should apply for walkway blocks:

- Walkway blocks may include a concrete walkway and fences abutting the side yards;
- Wider walkway blocks may include sod strips or planting, where space permits; and
- Walkway blocks shall not be designed as overflow drainage routes.

Figure 4.5.5a: Image examples of attractive community fencing

4.5.5 Community 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 should be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements. Locations for integrating fencing may include:

- Acoustic fencing (height varies) along residential units with rear yards adjacent to arterial roads (max. 2.4m height).
- 1.8m high wood privacy fence along residential flankage locations;
- 1.8m high black vinyl chainlink fence along all school boundaries that abut residential and commercial uses, and public properties.
- 1.5m high black vinyl chain link fence for lots adjacent to SWM ponds, park perimeters, NHS lands, and along all public walkways. Chainlink fence should be used at the rear of properties or where the fence is not exposed to prominent views. For higher profile interface conditions, a decorative fence may be considered.
- 1.2m high decorative metal fence or enhanced softscape and hardscape elements that may or may not include fencing may be considered along parallel frontages between local residential window streets and higher order roads.

Fencing Landscape Guidelines:

- Fencing design should be coordinated and consistent throughout the community;
- Fencing design should reinforce or complement the character and identity of the community;
- Fencing should comprise only robust, sturdy components for long term durability;
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term; and
- Design and construction shall be in accordance with the current Town of Caledon standards for the particular type of wall or fence specified.

For further design criteria, reference section 1.7.5 of the Caledon Landscape Guidelines, as well as section 8.1.4.4 Fencing of the Caledon TWDG.

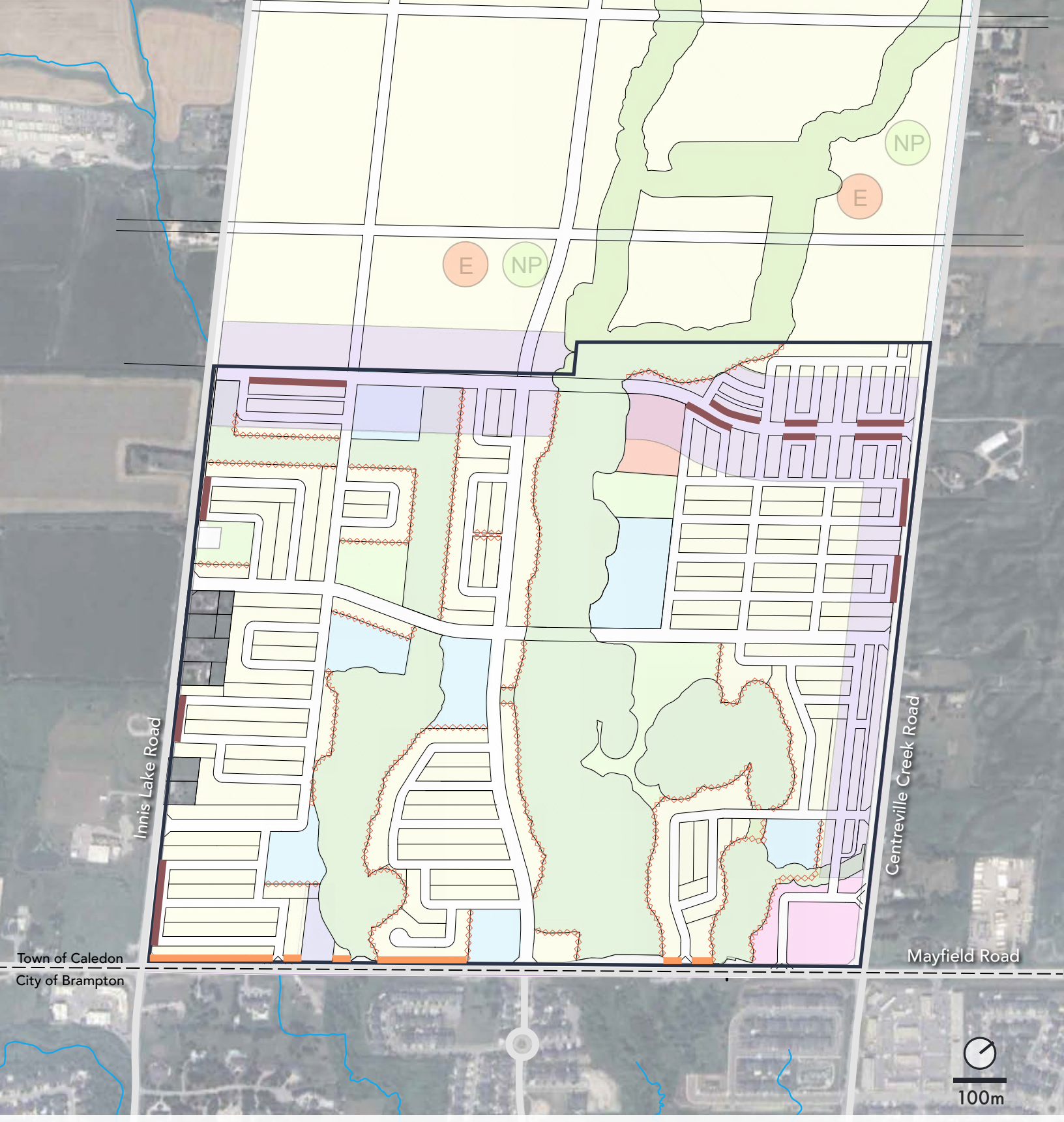

Figure 4.5.5b: Innis Lake Phase 1 Community Fencing Plan

Figure 4.6a: Image example of a vibrant neighbourhood centre that establishes a strong sense of place

4.6 SPECIAL CHARACTER AREAS

Special character areas are key locations within the community that are designed to express identity, enhance visual quality, and significantly influence the character and orientation of the surrounding community. These areas may incorporate enhanced landscape, streetscape and built form treatments to reinforce their prominence within the Innis Lake community.

There are several important features that are integral to the development of a unique character for the Innis Lake community:

- Community Entry Nodes
- Neighbourhood Centre
- Open Space Elements

Community Entry Nodes

Community entry nodes mark important gateways into the neighbourhood and are strategically located at primary access points, particularly along the Urban Corridor, framing the east and north edges of Phase 1. These nodes serve as primary character identity features for the community and should be designed with a high level of detail and coordination between landscape and built form elements.

For community entry design guidelines, reference Section 4.2 Community Interfaces and Edges.

Figure 4.6b: Image examples of open space elements, such as seating and pedestrian bridges, that strengthen connections and enhance walkability

Neighbourhood Centre

Located in the intersection of Mayfield Road and Centreville Creek Road, the Neighbourhood Centre functions as a focal point for community activity and daily needs. This area is envisioned as a more intensified and animated environment, integrating a variety of uses such as mixed-use, community-oriented services, retail, and supportive open spaces.

Streetscapes within the Neighbourhood Centre will be designed to prioritize pedestrian comfort, safety, and vibrancy. They may include enhanced boulevard treatments with coordinated street tree planting, pedestrian-scale lighting, and high-quality street furnishings, such as benches, waste receptacles, and bicycle parking. Special paving treatments, gateways features, and signage may be used at key intersections and entry points to reinforce the Neighbourhood Centre's prominence and sense of place.

Buildings within the Neighbourhood Centre should frame the street and contribute to an animated public realm through active frontages and direct pedestrian connections.

Open Space Elements

The parks, SWM ponds, and elementary school form a public open space network that provides active and passive recreation opportunities throughout Innis Lake, which drives the unique design of the community.

These areas are located in close proximity to NHS features, creating convenient and efficient co-use opportunities, as well as strong physical and visual linkages.

Enhanced landscape treatments will define the edges of open space areas, particularly where they interface with public streets. This may include upgraded planting design, street trees, decorative fencing, and seating areas.

Where open space uses are adjacent, design coordination is encouraged to create seamless transitions. A trail network will provide safe and convenient connections throughout the community and beyond.

For park design guidelines, reference TWDG Section 5: Natural Environment, Parks, and Open Space.

05

BUILT FORM GUIDELINES

5.1 BUILT FORM ARCHITECTURAL STYLE AND DISTRIBUTION

The built form framework for the Innis Lake community is intended to establish a cohesive vision for development within the community, guiding the arrangement, scale, and character of buildings to create a comfortable and well-balanced living environment. Comprising predominantly low-rise residential with strategically placed density, the community is shaped by built form that fosters a pedestrian-scaled streetscape while accommodating a range of housing types.

The architectural vision may integrate traditional and contemporary elements to establish a legible community character. The proposed built form is intended to recognize timeless heritage while responding to modern patterns of living through a harmonious mix of architectural typologies.

While residential uses define the primary fabric of the community, opportunities for mixed-use, institutional, office, and retail are integrated to support daily needs and enhance convenience. These uses are strategically located to animate key areas, contribute to walkability, and complement adjacent public spaces. Built form in these locations is designed to transition sensitively between uses, maintaining compatibility with surrounding residential communities.

The Innis Lake built form strategy supports a diverse range of lifestyles by providing varied housing options and fostering strong relationships between buildings and the public realm. Building elevations exposed to public view will be designed in such a way so as to ensure attractive, harmonious streetscapes are realized.

Built form typologies may include, but are not limited to, the following:

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

For detailed design guidelines specific to each built form typology, refer to TWDG Section 9: Residential Built Form & Site Design Guidelines and Section 10: Non-Residential Built Form & Site Design Guidelines.

5.2 AFFORDABLE HOUSING STRATEGY

Policy 5.6.20.14.16(h) of the Region of Peel Official Plan requires that secondary plan areas identify locations that can provide key community infrastructure, including affordable housing, early in the planning approval process.

A range of housing options will be planned in Innis Lake to meet the needs of future residents, which may include market-rate ownership and opportunities for rental housing, such as purpose-built rentals and secondary suites, facilitated through flexible land use designations.

Specific sites for these units will be delineated through a subsequent submission.

5.3 PRIORITY LOT PLAN

Priority lots are dwellings that occupy prominent, highly visible areas within the public realm, and therefore play an important role in shaping the character and identity of the community. Due to their visual prominence, priority lots are expected to contribute positively to the streetscape through massing, architectural articulation, and landscape treatment.

Given their significance, priority lots require an enhanced level of design consideration beyond standard conditions. Built form should demonstrate careful attention to building shape and massing, main entry design, garage treatment and location, material quality and landscape integration, ensuring they act as visual anchors and reinforce a cohesive community identity.

Priority lots in the Innis Lake community should consider:

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

The proposed priority lots will be further detailed in the Innis Lake Architectural Control Guidelines (ACG). For design guidelines related to each priority lot typology, refer to TWDG Section 9.3.7.

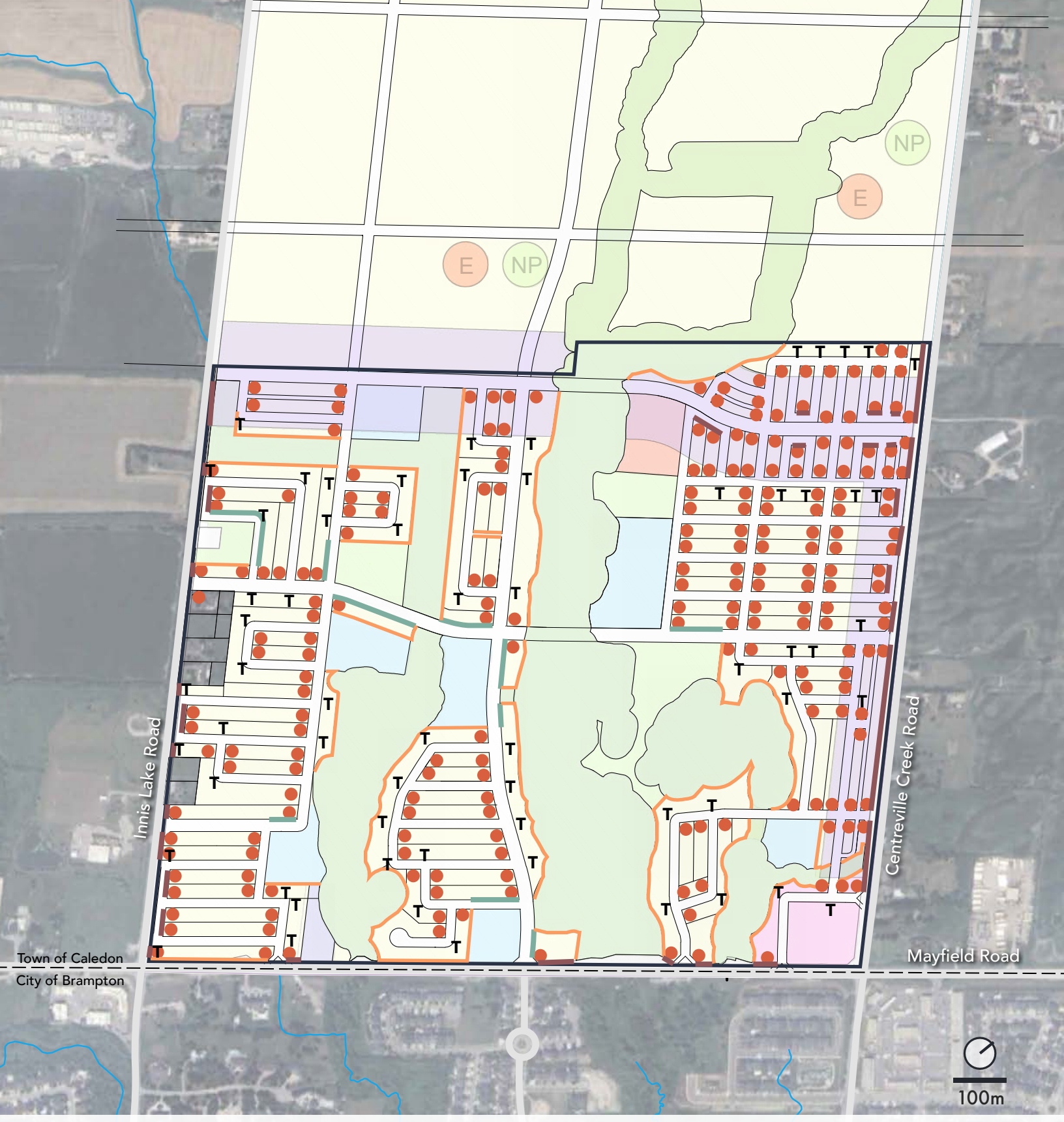

Figure 5.3a: Innis Lake Phase 1 Priority Lot Plan

Figure 5.4.1a: Image example of institutional building integrated with the streetscape, featuring clear sight lines, safe bus access, and well-defined pedestrian connections

5.4 NON-RESIDENTIAL BUILDING TYPOLOGIES

5.4.1 Schools and Other Institutional Buildings

Schools and other institutional buildings play a vital role in shaping the identity, function, and social cohesion of a community. As prominent civic destinations, these buildings are often designed to serve as recognizable landmarks with distinct visual identities. Their placement and form should reinforce visibility and accessibility, helping anchor the neighbourhood while supporting a strong civic presence.

Equally important is the creation of safe, welcoming, and pedestrian-oriented environments around these sites. Schools and institutional uses should be strategically located in the residential areas to provide safe and logical accessibility by pedestrians, cyclists and motorists, and to achieve maximum visibility from surrounding areas, through siting at a prominent intersection and providing linkages with the open space system and trail network. Sensitive site design including clearly defined entrances, safe drop-off areas, and strong connections to sidewalks and cycling routes ensure that these buildings support both functional needs and the broader goal of fostering inclusive and vibrant neighbourhoods.

Figure 5.4.1b: Image examples of community centres with distinct visual identities

Site Design

- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school shall, typically, be limited to drop off zones;
- Conflicts between pedestrian and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free access to school entrances; and
- Paved surfaces on school sites shall be provided in accordance with the applicable School Board requirements for parking and barrier-free play areas.

Built Form and Massing

- School buildings located on corner sites should be situated close to the intersection and address both street frontages in a consistent manner. Main entrances shall be directly visible from the street and be given design emphasis;
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and direct access to the main entry from adjacent sidewalks; and
- 2 to 3-storey building massing should be provided.

Facade Treatment

- Each school may develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should ideally relate to or complement the character envisioned for the surrounding community;
- High quality building materials should be used, including brick or stone as the main wall materials; and
- Schools should incorporate prominent building features into their design, which will help to reinforce their landmark function within the community.

Figure 5.4.2a: Rendering example of mixed-use built form that contributes to a comfortable pedestrian environment

5.4.2 Mixed-use / Retail

Mixed-use / retail buildings may be proposed in the Neighbourhood Centre and are envisioned as active, pedestrian-oriented places that support daily life, social interaction, and a vibrant public realm. Drawing on the urban design principles of traditional 'main street' shopfronts, these buildings reinterpret that pattern in a contemporary form by combining active at-grade commercial, office or studio use, with residential uses above. This vertical mix supports evolving live-work styles, shortens the distance between daily activities, and contributes to a more walkable, animated, and complete community.

As a key component of the Neighbourhood Centre, mixed-use /retail buildings also play an important role in shaping the character of the public realm. Their design should contribute to a cohesive and inviting streetscape, with active frontages and well-composed façades that create visual interest and a sense of place.

Design Guidelines:

- Mixed-use building façades may either be designed in a contemporary, urban style or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding mixed-use, low and medium density blocks. This can be achieved through architectural detailing such as differing building materials, canopies/ awnings, window treatment, as well as size and colour;
- Publicly exposed building exteriors should present an attractive mixed-use image with identifiable architectural treatments to differentiate this type of built form from residential built form;
- Building height should be a minimum of 3 storeys high with a minimum ground floor height of 4.5m;
- In order to create a comfortable pedestrian environment, all buildings should be aligned and sited close to the adjacent street and/or intersection;

Figure 5.4.2b: Image examples of mixed-use buildings with appropriate façade articulation and detail

- Setbacks from the public sidewalk should range from 1.5m to no more than 4.0m;
- Buildings should be designed with active front and flanking façades with ample fenestration and consideration for balconies to overlook the abutting collector streets. This overview of the street contributes to safe and active public spaces;
- Transparent areas should be maximized on the ground floor to allow views into the structure or into display windows;
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style;
- Wider sidewalks should be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture (including outdoor patio furniture) within the boulevard are encouraged in order to enhance the pedestrian experience;
- Lay-by parking may be provided in front of mixed-use buildings to facilitate convenient access to commercial functions;
- Main entrances should be ground-related and wheelchair accessible;
- Corner buildings should provide façades which appropriately address both street frontages; and
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units and other mechanical units should be located away from publicly exposed corners and other publicly exposed views.

Figure 5.4.3a: Image examples of office and commercial buildings with engaging façades and pedestrian scale massing.

5.4.3 Office / Commercial

Office and commercial buildings play a key role in shaping the character, functionality, and economic vitality of the community. These buildings may be proposed in the Neighbourhood Centre and should be designed to contribute positively to the public realm, support a mix of uses, and create comfortable, engaging, and accessible environments.

High-quality office and commercial developments typically share several key design characteristics, including:

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

Site Design

- The design of the built form and landscape should achieve an identifiable theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level;
- Buildings should 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;
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation;

- Main entrances should be grade-related and face the street/sidewalk where feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis. Barrier-free access shall be provided at the ground level of all buildings and to public destinations within each development site, as per applicable AODA standards;
- Outdoor patios should be considered in the design of the building where it may support adjacent commercial use to help animate the street;
- Pedestrian routes should be well defined and provide direct connection to parking areas, building entrances, transit shelters, and adjacent developments. Sidewalk widths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection; and
- High quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) should be provided to support the community character and function.

Built Form & Massing

- Prominent building massing and high quality architectural design should be provided at the street edges. Well-articulated façades shall be provided for visual interest.

Facade Treatment

- Architectural styles and materials for commercial buildings should be compatible and complementary to other buildings within the mixed-use area or commercial block to reinforce the desired community character. The use of masonry brick as a dominant wall cladding material is preferred; and
- Corner buildings should address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape.

Parking

- Surface parking areas should predominantly be located to the side or rear of the building to ensure a strong built form edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements;
- Large parking areas should be broken into smaller pedestrian-scale blocks defined by landscaping and walkways. Landscaped medians, appropriately sized for healthy tree growth, shall terminate parking aisles in key areas;
- Where surface parking may be adjacent to a main building, a landscape strip should be provided to screen the parking from the building and adjacent sidewalk;
- Parking areas should include pedestrian walkways with landscape planting provided for shade and to reduce the perceived scale of the parking surface; and
- A snow storage strategy should be devised in conjunction with planting plans to ensure snow piles do not affect vegetation for parking lot areas.

06

CULTURAL HERITAGE CONSIDERATION

6.1 LISTED OR DESIGNATED BUILDINGS

As reflected in Official Plan Figure C3 Designated Cultural Heritage, there is one (1) designated heritage property within the subject lands:

- Salem United (Primitive Methodist) Church and Cemetery (12295 Innis Lake Road) - A Gothic revival-style church with a red brick exterior and a cemetery containing a number of Victorian era white marble tombstones, as well as several granite monuments from the 20th century. Constructed in 1862.

Figure 6.1b: Salem United Church and Cemetery from Innis Lake Road

This designated heritage property fronts Innis Lake Road and will be integrated and preserved within the future Innis Lake community. As indicated on Figure 6.2a, with the development of Phase 1, the existing property will be surrounded by parkland / open space on the north, east, and south sides.

Appropriate fencing to protect the property may include a 1.2m high decorative metal fence or chainlink fence, as determined during the detailed design phase.

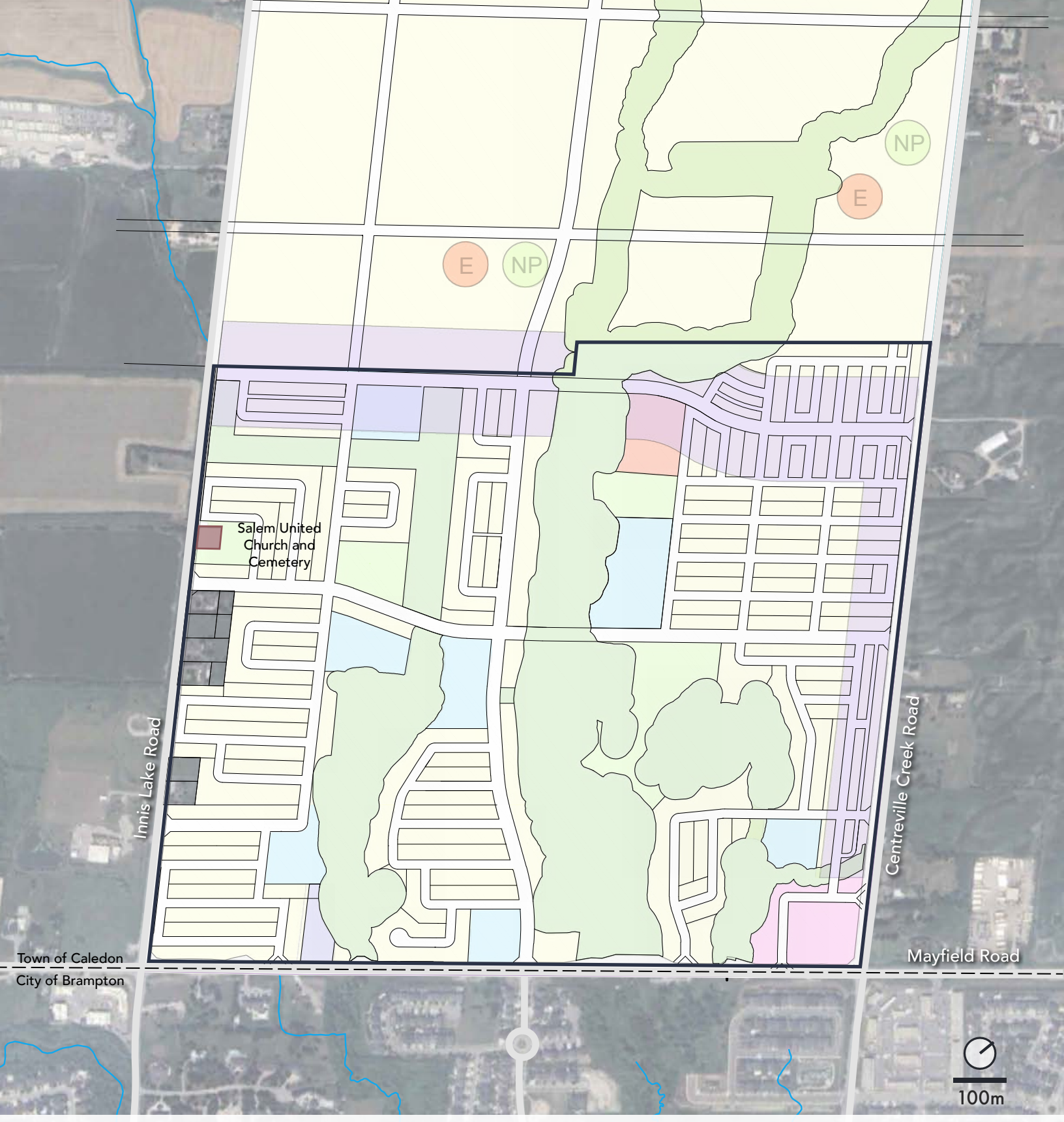

Figure 6.1c: Innis Lake Phase 1 Designated Cultural Heritage Properties Plan

07

SUSTAINABLE DEVELOPMENT & SMART TOWN INITIATIVES

The principles and objectives of sustainability have applications in all areas of the Innis Lake development. The community design and built form is intended to promote energy efficiency and sustainable living practices while prioritizing the preservation of natural heritage features and the minimization of impervious surfaces. These guidelines facilitate the provision of extensive open spaces and the seamless integration of sustainable stormwater management and Low Impact Development (LID) strategies.

To ensure measurable success, the initiatives outlined in this sustainable development section are recommended to achieve alignment with two governing frameworks:

1. Town of Caledon's Green Development Standards **(GDS)**
2. Region of Peel's Healthy Development Assessment **(HDA)**

Note: Although the GDS is not a municipal requirement, the Innis Lake development will be encouraged to follow the guidelines.

The following frameworks provide the metrics by which the sustainability and health of this community are measured. Throughout this section, specific initiatives are recommended to fulfill the requirements of these frameworks.

Town of Caledon: Green Development Standards GDS

The GDS is organized into four primary themes designed to reduce environmental impact:

- Compact Development: Minimizing the development footprint to protect natural heritage.
- Integrated Active Transportation and Bus Transit: Prioritizing mobility that reduces car dependence.
- Low-Impact Development (LID): Utilizing innovative stormwater and hardscape solutions.
- Renewable Energy: Implementing technologies to lower greenhouse gas emissions.

Region of Peel: Healthy Development Assessment HDA

The HDA ensures the built environment actively promotes the health of residents, addressing six Core Elements:

- Density: Creating a compact form to support efficient land use.
- Service Proximity: Placing amenities and community programs within walking distance.
- Land Use Mix: Strengthening urban structure with residential, commercial, and institutional uses.
- Street Connectivity: Coordinating linkage systems, including sidewalks, bike lanes, and trails.
- Streetscape Characteristics: Enhancing the public realm with street trees and biodiversity.
- Efficient Parking: Providing infrastructure for sustainable choices, such as EV charging and bicycle parking.

CDG Section	GDS Theme Alignment	HDA Core Element Alignment
7.1 Compact Development	Theme 1: Community Design & Mobility	Density; Service Proximity; Land Use Mix
7.2 Integrated Active Transportation and Bus Transit	Theme 1: Community Design & Mobility	Service Proximity; Street Connectivity; Streetscape Characteristics
7.3.1 Hardscaping	Theme 2: Green Infrastructure	Streetscape Characteristics
7.3.2 Softscaping	Theme 2: Green Infrastructure	Streetscape Characteristics
7.3.3 Water Conservation and Management	Theme 2: Green Infrastructure	Streetscape Characteristics
7.3.4 Lighting	Theme 3: Buildings & Energy	Streetscape Characteristics
7.4 Renewable Energy	Theme 3: Buildings & Energy	Efficient Parking

Figure 7.1a: CDG Alignment with Green Development Standards and Healthy Development Assessment

Figure 7.1b: Image example of compact residential development and a streetscape that promotes active transportation.

7.1 COMPACT DEVELOPMENT

Current Provincial policy framework directs new development taking place in designated growth areas to occur adjacent to the existing built-up area, have a compact form, and a mix of uses and densities that allow for the efficient use of land. The Innis Lake community builds on these concepts by providing an opportunity to establish a healthy and resilient community within the Town adjacent to the already built-up areas of north Brampton.

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

Providing community amenities within walking distance helps attract residents, workers, and visitors for a variety of reasons and at different times of the day and week. As population densities increase within the Innis Lake Urban Corridors and Neighbourhood Centre, they provide the critical population base to ensure support for amenities such as commercial uses, parks, and transit ridership.

Figure 7.2a: Image examples of transit and cycling networks that help to reduce car dependence

7.2 INTEGRATED ACTIVE TRANSPORTATION AND BUS TRANSIT

Supporting sustainable mobility is a key objective of the Innis Lake community design and is essential to achieving a well-integrated active transportation network. Opportunities to reduce car dependence are supported through the coordination of multiple linkage systems in Innis Lake, including potential future bus routes, sidewalks, bike lanes, and multi-use trails. By prioritizing active transportation and transit, the community aims to minimize environmental impacts, enhance connectivity, and supports a more vibrant public realm.

The cycling and transit infrastructure includes the following elements:

- Cycling Network: Separated bike lanes are proposed along the Major Collector Roads, providing safe and continuous connections to Neighbourhood Parks, schools, and the Neighbourhood Centre.
- Bicycle Parking: Bicycle parking may include a variety of forms such as bike racks, stand alone bike shelters, enclosed bike shelters, and building integrated bike rooms. Locations for these amenities within Phase 1 may include the Neighbourhood Centre and the Neighbourhood Parks.
- Transit Stops: Transit stops are anticipated along Healey Road, Centreville Creek Road, Mayfield Road, and Innis Lake Road where future bus transit routes are proposed. Connections between transit, cycling, and walking networks are essential. Bus transit will provide connections to the future Caledon GO Station, as well as destinations within Caledon and beyond.

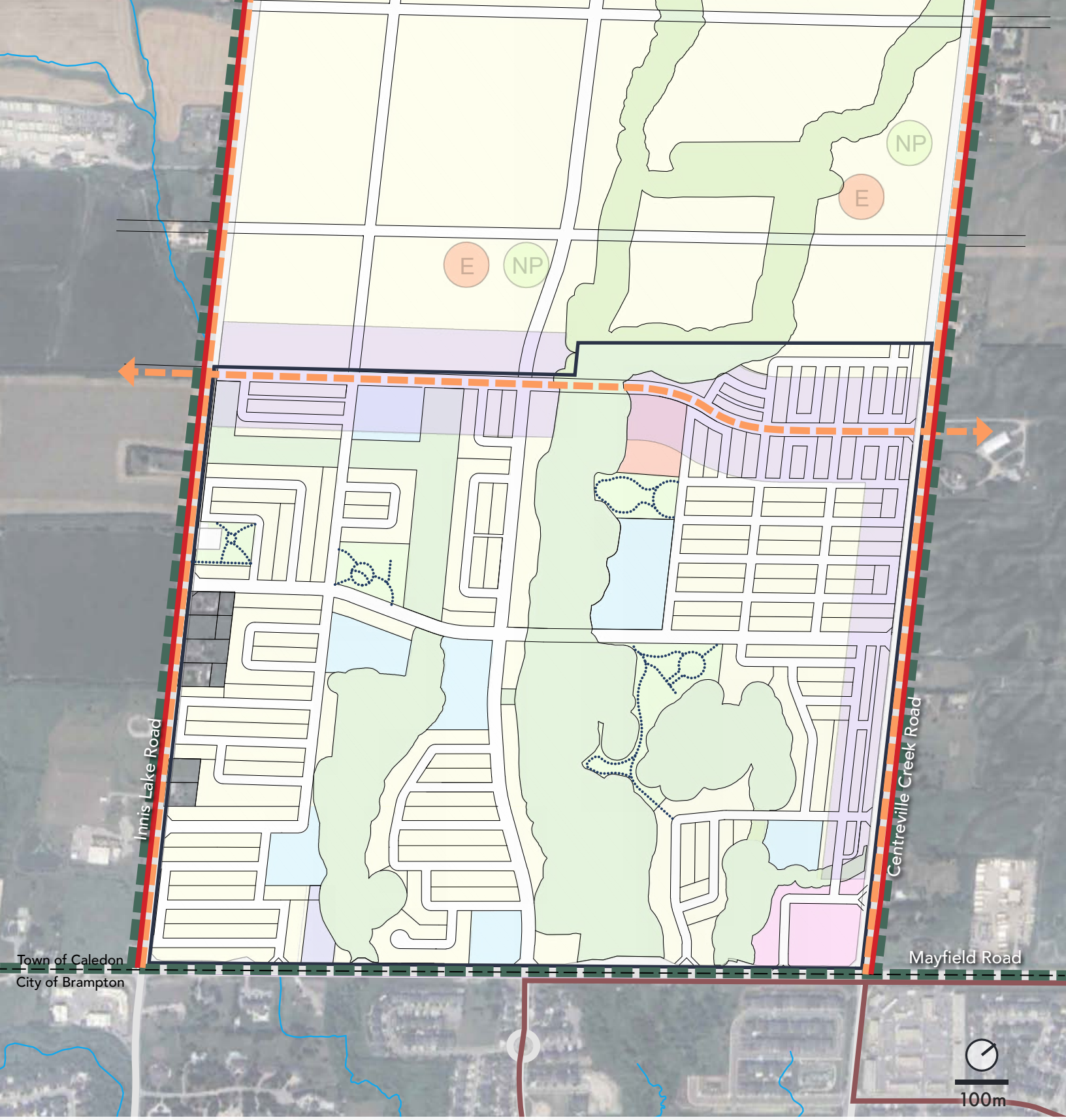

Figure 7.2b: Innis Lake Phase 1 Cycling, Trail and Transit Routing Plan

Figure 7.3a: Image example of permeable paving

7.3 LOW IMPACT DEVELOPMENT

Effective implementation of Low Impact Development (LID) strategies will address the following key categories within the Innis Lake community:

7.3.1 Hardscaping

Hardscaping generally involves the selection of paving materials that allow for increased permeability and infiltration, as well as high albedo capabilities, while ensuring circulation and maintenance requirements are met for pedestrian, cycling and vehicular movements.

The following design principles are encouraged when considering sustainable hardscape design within the Innis Lake Neighbourhood Parks and Neighbourhood Centre:

- Preference should 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, the use of surface materials that contain recycled or sustainable materials is recommended;
- The use of light coloured surface materials, such as concrete, white 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 should be selected and designed to withstand traffic impacts and maintenance requirements.

Figure 7.3b: Image examples of softscape treatments that contribute to ecological biodiversity

7.3.2 Softscaping

Softscaping focuses on selecting plants and vegetation to enhance urban beauty, improve air quality, lower heat island impacts, and create functional spaces for both passive and active recreation.

The following design principles should be considered when implementing sustainable softscape design within Innis Lake's open spaces:

- Native, naturalized low maintenance planting shall be specified where appropriate.
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant.
- Drought-tolerant species should be selected whenever feasible and appropriate.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls may be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (parking or loading docks).
- Landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade), and contributes to overall biodiversity should be provided,
- Dense deciduous canopy trees should be strategically placed 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.
- Fertilizers and pest controls should be organic or biological and remain free of toxic contaminants.

Figure 7.3c: Image examples of water management strategies such as green roofs and infiltration galleries

7.3.3 Water Conservation and Management

Water conservation and management strategies should provide a variety of options applicable to the public and private realm. These applications may be concentrated mainly within the Innis Lake Neighbourhood Centre and Neighbourhood Parks, with consideration for the following:

- Green roofs that utilize a vegetated layer on top of flat roofs to provide rainfall retention, reduction in heat island temperatures, as well as aesthetic benefits.
- Infiltration galleries and trenches used to capture and store rainfall within sub-surface granular trenches that is released between rainfall events (applicable to open spaces and surface parking areas).
- Bioretention cells and rain gardens that utilize vegetation in combination with subsurface infrastructure to provide a combination of infiltration and evapotranspiration (applicable to parking areas and outdoor amenity areas).
- Stormwater planters, functioning similar to bioretention cells or rain gardens, may have particular application for urban streetscapes in the form of raised curb or low wall planters within the boulevard that enable runoff from adjacent paved areas (sidewalks) to enter into the planter.

Figure 7.3d: Image example of Dark Sky compliant solar lighting within a community.

7.3.4 Lighting

Thoughtful lighting design contributes to both environmental sustainability and the overall quality of the public realm. Efficient and well-coordinated lighting across the community enhances safety and comfort for pedestrians and cyclists while minimizing energy consumption and reducing impacts on the natural environment. Lighting should be designed to support visibility and wayfinding without contributing to excessive glare or light pollution.

- Street and site lighting should utilize high-efficiency LED fixtures with adaptive dimming controls and Dark Sky compliant shielding to minimize light trespass, reduce energy demand, and protect local nocturnal wildlife and ecological functions.
- Minimize or eliminate artificial lighting on trails near natural heritage features and use natural surfaces to reduce light refection.
- If lighting is necessary, use shielded, downward-facing fixtures, that are Dark Sky compliant, with warm colour temperatures and motion sensors or timers.

Figure 7.4a: Image examples of solar panels and solar shading that optimize energy efficiency by capturing renewable energy and reducing heat gain, and an EV charging station

7.4 ENERGY & CLIMATE RESILIENCY

To reduce greenhouse gas emissions and promote long-term climate resilience, development within the Innis Lake community should incorporate the following:

- Residential buildings are encouraged to achieve Energy Star certification (for New Homes or Multi-Unit Residential Buildings) through high-performance building envelopes and efficient design.
- The integration of on-site renewable energy sources, such as solar photovoltaics (PV) and geothermal heating and cooling systems, is encouraged.
- Electric vehicle (EV) charging stations or roughed-in equipment should be provided in key locations, such as within the Neighbourhood Centre.
- Priority should be given to the use of durable, environmentally friendly, or recycled materials that contribute to waste reduction and a lower carbon footprint.

08

IMPLEMENTATION

The purpose of this Community Design Guideline (CDG) is to establish a comprehensive framework of design criteria ensuring the Innis Lake community aligns with the Town of Caledon's Official Plan policies and urban design principles. Adhering to these guidelines ensures the development achieves the overarching goal of a compact, walkable, and integrated community in South Caledon.

Updates or amendments to this CDG may be required upon the completion of outstanding Secondary Plan studies or the resolution of agency comments.

The Phase 1 component of this Secondary Plan application is designed to transition directly into the Draft Plan of Subdivision approval process. Accordingly, this CDG incorporates the detailed requirements specified in Sections 4 through 7 of the Town's Terms of Reference prior to Secondary Plan approval.

Phase 1 provides sufficient design resolution and Tertiary Plan level detail to preclude the need for a CDG amendment before Tertiary Plan approval.

For subsequent phases beyond Phase 1, the current CDG remains at a high-level Secondary Plan scale. Sections 4 through 7 of the Town's Terms of Reference will require future updates to incorporate the Tertiary Plan level details for these phases necessary to satisfy the Town's requirements for Draft Plan of Subdivision submissions.

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