

# CALEDON EAST

## TRIPLE CROWN LINE Neighbourhood

### URBAN DESIGN BRIEF

June 1, 2017

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# INTRODUCTION

The purpose and intent of this Urban Design Brief document is to provide details on the urban design, built form and landscape features for the proposed development, located in Caledon East. For the purpose of this document, the proposed development will be called the “Triple Crown Line Neighbourhood.” Sets of guidelines are presented in this document to achieve and support the goals and objectives outlined in the Caledon East Community Secondary Plan (2016). This document will direct the development process to achieve the various built form, landscape and streetscape objectives that uphold the overall vision of the new Triple Crown Line Neighbourhood.

- SECTION 1** — Introduces the site and its context.
- SECTION 2** — Defines the design vision and outlines the guiding principles.
- SECTION 3** — Outlines the community’s street network and streetscape design elements, including community gateways and public realm landscaping.
- SECTION 4** — Provides details on the parks and open space system and its integration within the community.
- SECTION 5** — Outlines the built form of the community, including guidelines for priority lots.
- SECTION 6** — Summarizes the envisioned neighbourhood.

This design brief shall be read in conjunction with:

- The Caledon East Community Design and Architectural Design Guidelines (2000);
- The Caledon East Streetscape Study Design Concept (1994) and the Caledon East Streetscape Study Addendum (2009);
- The Town of Caledon Official Plan (2016); and
- The Caledon East Secondary Plan (2016).

## Disclaimer

The text and images contained in this document are a conceptual representation only, of the intended Urban Design for the Triple Crown Line subject Lands. In this regard, they should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community.

These guidelines are for the use of the original landowners; however, subsequent owners are encouraged to abide by these guidelines should any alteration be contemplated. Any proposed design and construction will be in compliance with all other authorities having jurisdiction.





**LEGEND**

- Caledon East Secondary Plan Area Boundary
- Triple Crown Line Subject Lands
- Triple Crown Line Proposed Development Boundary
- Existing Caledon Trailway

FIGURE 1- The Triple Crown Line Site Within the Caledon East Secondary Plan Area, Caledon



# 1.0 Context

## 1.1 Regional and Local Context

The Triple Crown Line Neighbourhood is located in the Caledon East Secondary Plan Area, within the Town of Caledon (Figure 1). The subject lands are situated south of the Caledon Trailway, Caledon East’s South Commercial Area and the Caledon East entrance feature, which presently indicates arrival to the community. The site is bordered to the west by Airport Road (Regional Road 7) and to the north by Valewood Drive, a low density residential street. Open space and agricultural land surround the southeastern borders of the subject lands, with the Innis Farm to the south and valley lands to the east. Caledon

East Public School is located on the opposite side of Airport Road, surrounded by a low density residential development.

A portion of the proposed development lies on the Innis Farm. These lands will be acquired for low density residential and stormwater management facility land uses. Lands owned by the City located at the northeast corner of the subject lands are proposed to be integrated within the Triple Crown Line Development. This area is located at a high point and offers panoramic views to the north of Caledon East.

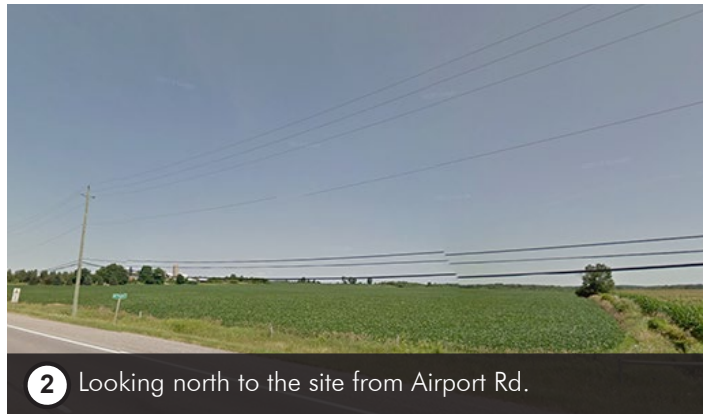


FIGURE 2- Site Location & Context Map





1 Looking east at the site's existing farm complex.



2 Looking north to the site from Airport Rd.



3 Existing commerce and Caledon East entrance feature.



4 Existing vehicle trail on eastern edge of the site.



5 Newer existing residential on Valewood Dr.



6 View of Caledon East from northeast corner.

Photos of Existing Site Surroundings.



## 2.0 Design Vision & Principles

### 2.1 Vision Statement

The Triple Crown Line Neighbourhood will be a distinct and integrated neighbourhood that offers innovative housing types and pedestrian and bike-friendly streetscapes that complement and enhance the “small-town” character, rural landscape and striking natural features of the surrounding area.

This vision statement is also supportive of the vision and goals set out in the [Caledon East Community Improvement Plan, Section 2](#), and the objectives set out in the [Caledon East Secondary Plan \(Section 7.7.2\)](#).

Key objectives listed in the [Caledon East Secondary Plan \(Section 7.7.2\)](#) include:

- *To foster integration within the community by providing a diverse mix of housing types and encouraging innovative housing developments while retaining the predominance of single-detached dwellings;*
- *To encourage and facilitate pedestrian activity by providing a system of open spaces, trails and pedestrian walkways that interconnect the residential neighbourhoods, the core, community facilities and the Caledon Trailway; and*
- *To create streetscapes that enhance the character of Caledon East and provide a safe and pleasant pedestrian environment that contributes to a sense of community.*

### 2.2 Guiding Principles

The [Caledon East Secondary Plan \(Section 7.7.4\)](#) outlines values expressed by Caledon East community members that apply to the Triple Crown Line Neighbourhood design, including:

- *Maintaining the historic character and desire for a traditional “main street” commercial area with appropriate (and preferably traditional) architectural style;*
- *The preservation and enhancement of natural features;*
- *The integration of common open space within the community;*
- *Streetscapes that are greener, pedestrian friendly and safe;*
- *Further development of the trailway system including improved and new connections to link all neighbourhoods, community facilities and services and open space;*
- *Integration of housing types;*
- *Good architectural design, particularly for medium density development, safety and crime prevention through design;*
- *Gateway entrance features to the community; and*
- *Maintaining views of valued landscape features and the night sky.*



## 2.3 Development Proposal

The proposed land uses for the new development include:

- Low density residential;
- Parks and open space in the form of a large neighbourhood park, smaller parkettes and valley lands;
- A stormwater management pond; and
- A potential future senior living residence or medium-density apartment building.

The layout of the proposed development provides strong visual and physical connections to the central Neighbourhood Park, in addition to parkettes and the bordering valley lands. Particular attention will be paid to the units and lots adjacent to these neighbourhood focal points and will be discussed further in [Section 5.2, Priority Lots](#).

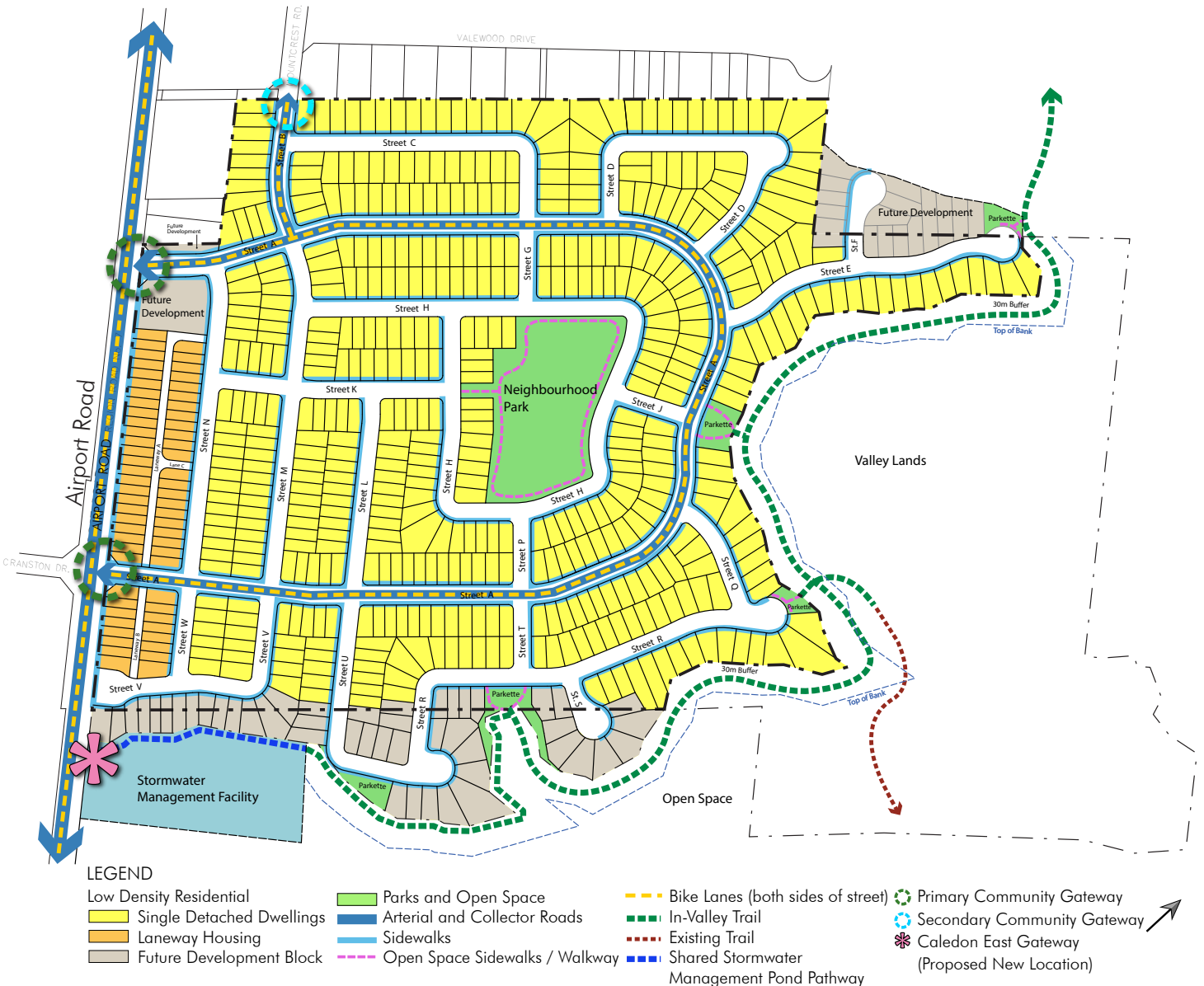


FIGURE 5 - Community Structure of the Proposed Development

The proposed development comprises 562 low density residential housing units, including laneway and conventional single detached dwellings. Laneway housing with 9.75 metre frontages will form the community edge along Airport Road and the remainder of the development will be composed of lots with 11.6 to 15.2 metre frontages. A neighbourhood park with an area of 1.96 hectares forms the central component of the

proposed development's open space network. Smaller parkettes will connect residents of the community to the surrounding environmental lands and to the stormwater management pond at the development's southern edge. Parkettes within the boundary of subdivision have a total area of 0.33 hectares, while an additional 0.21 hectares of parkette land lies within the proposed future development areas.

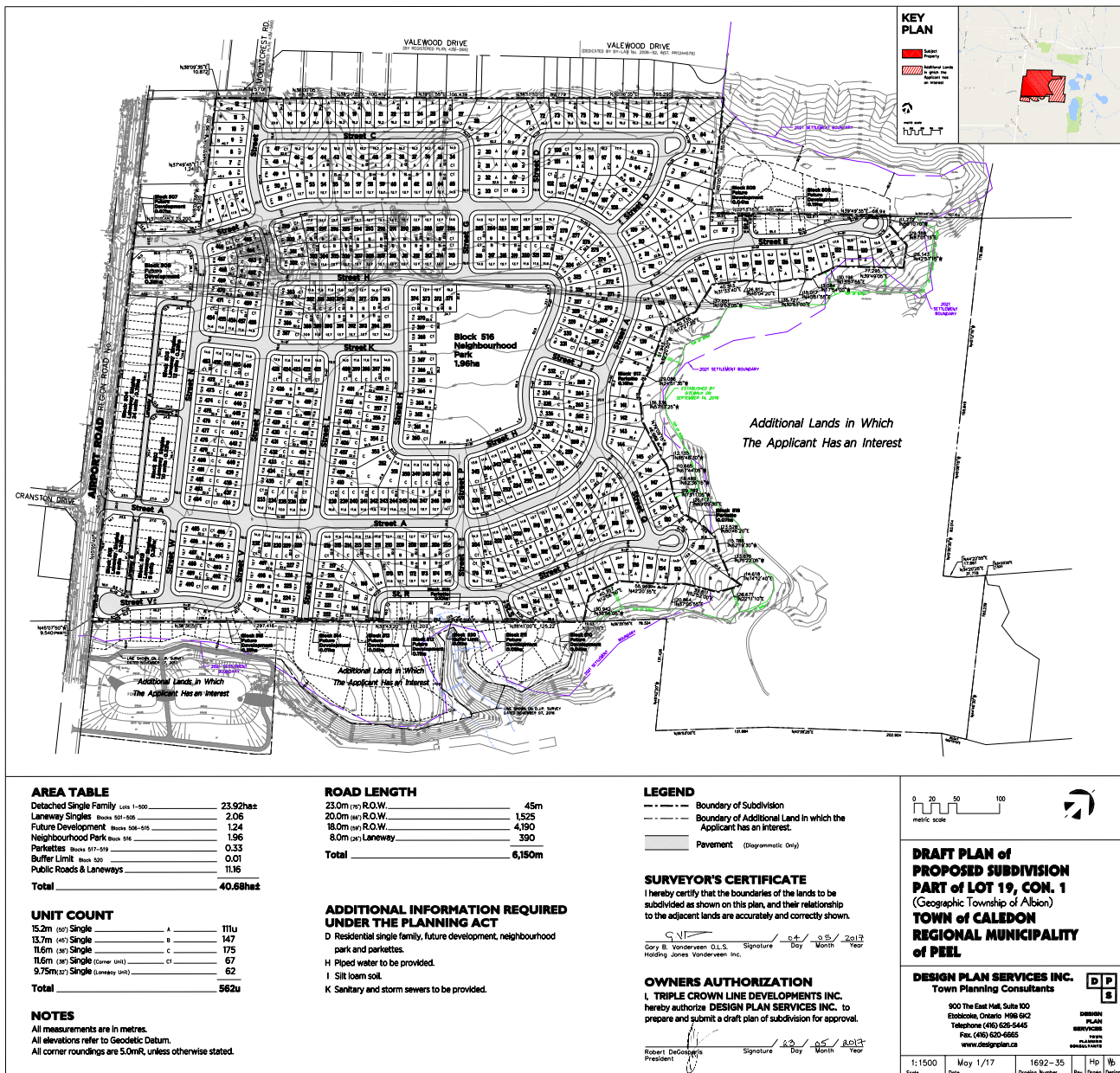


FIGURE 6 - Proposed Draft Plan

# 3.0 Streetscape

## 3.1 Street Network

The land uses and street network pattern of the Triple Crown Line Neighbourhood are supportive of the Caledon East Secondary Plan policies. The street network consists of a high capacity arterial road, residential collector roads, local roads and laneways. The plan has three types of gateways, including primary gateways, secondary gateways and the new Caledon East gateway. The two primary entry points to the community are situated along

Airport Road. The secondary entry point is located along Mountcrest Road and connects the neighbourhood to the existing residential community on its northern edge. The streets within the Triple Crown Line Neighbourhood Plan will reflect design concepts outlined in the Caledon East Streetscape Study and the Town of Caledon Road Standards. Figure 7 shows the Triple Crown Line Neighbourhood’s road circulation network.

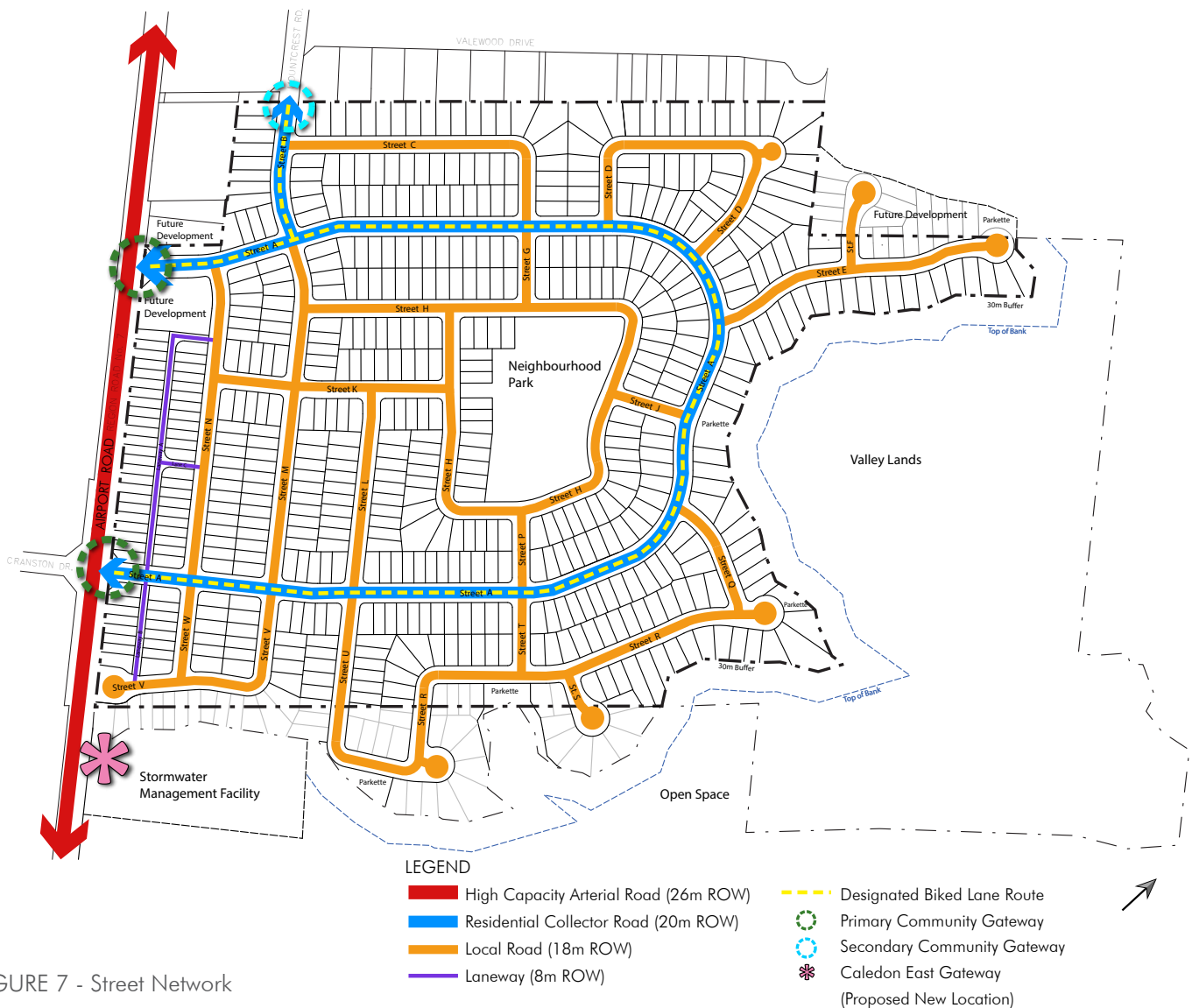


FIGURE 7 - Street Network



## 3.2 Caledon East Gateway

Caledon East, the administrative centre of the Town of Caledon, is a significant Rural Service Centre. Although intersected by two regional corridors, Airport Road and Old Church Road, it maintains a rural “village like” character. A gateway entrance feature presently identifies the point of entry to the Town along Airport Road. The Triple Crown Line Neighbourhood is situated at the southern edge of the 2021 settlement boundary and upon completion will represent the new entry point to Caledon East along Airport Road.

Responding to new development and growth, the Caledon East Streetscape Study Addendum requires the creation of a new landscaped entrance feature at the edge of the new settlement boundary. In addition, the Caledon East Land Use Plan identifies the location of a “Gateway Feature” at the southern edge of the 2021 settlement boundary on Airport Road (see Figure 4). At present, the Caledon East entrance feature is situated adjacent to the existing commercial plaza on Airport Road, directly north of the Triple Crown Line site. The entrance feature is proposed to be relocated to the southernmost portion of the Triple Crown Line Neighbourhood, defining the new point of arrival to Caledon East (Refer to Figure 7). This relocation and creation of a more comprehensive gateway feature will foster a coherent sense of place for both residents and visitors by signifying the transition to a “village-like” character area.

Airport Road is a High Capacity Arterial, accommodating regional and inter-regional traffic. As such, Airport Road serves as a main route for transport trucks. A key community design principle in the Caledon East Secondary Plan outlines the importance of integrating Airport Road into the community fabric, while supporting a pedestrian-oriented character and scale. The strong presence of the Triple Crown Line Neighbourhood along Airport Road will facilitate the creation of a new gateway to Caledon East

that communicates a pedestrian-friendly environment to motorized traffic. The physical design of Airport Road’s streetscape at the gateway, in particular the incorporation of pedestrian-scale landscaping and traffic calming measures, will reflect community design principles to support pedestrian safety and community life in Caledon East.

The new gateway feature will be located adjacent to the stormwater management pond and will celebrate the character of Caledon East, with landscaping and materials that are complementary to the existing built form and rural setting. To harmonize design elements, exposed elevations of residential dwellings adjacent to the entrance feature will have architectural upgrading that reflects the design and character of the gateway (refer to Section 5.2.1). A masonry feature wall will minimize visual exposure to the rear and side elevations of the lot flanking Airport Road and backing onto the stormwater management pond (see Figure 8). These design elements, paired with pedestrian-scale streetscaping, will support a visual and physical transition into the community, helping to establish a “Community Safety Zone.”



The Existing Caledon East gateway feature.

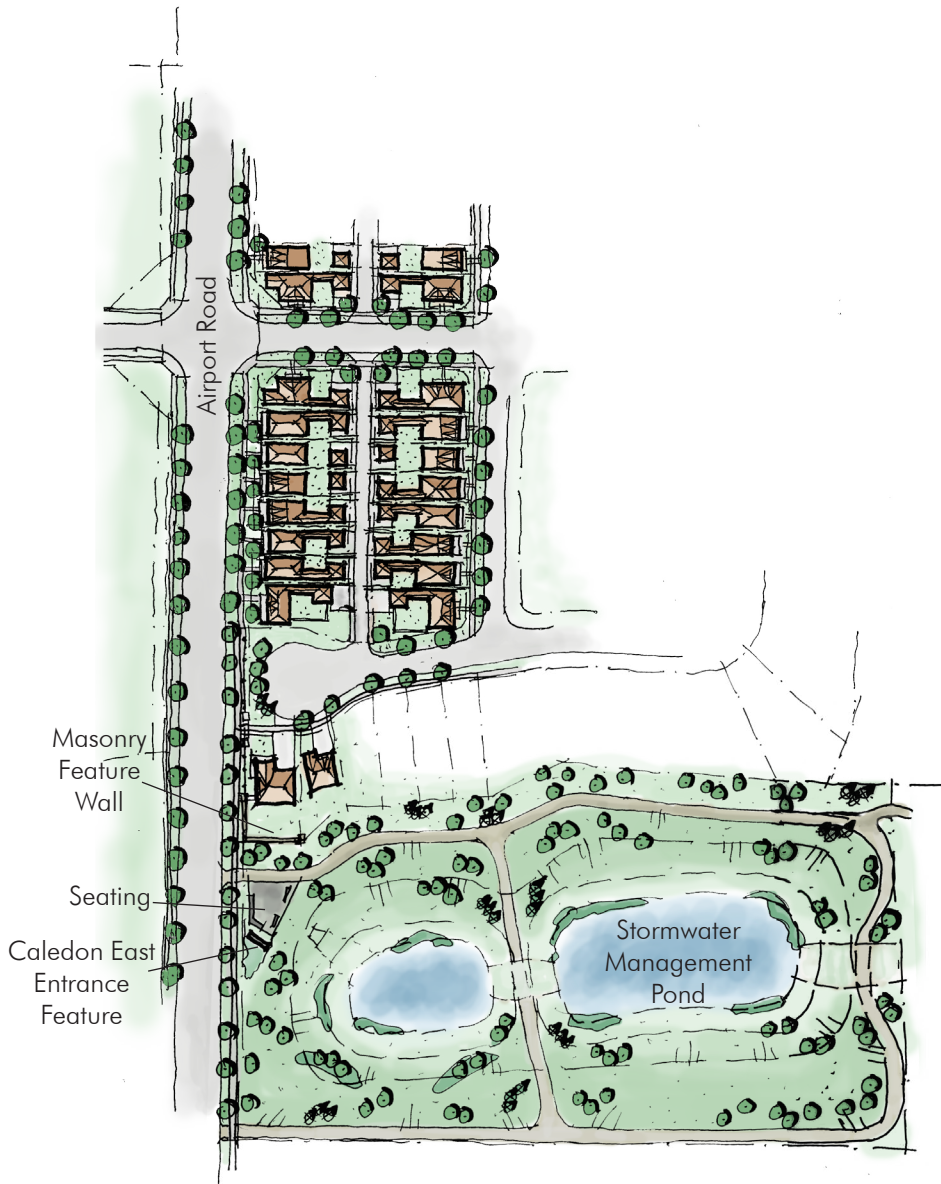


FIGURE 8 - The South Corner of the Proposed Development at Airport Road

### 3.3 Community Gateways

Gateways are intended to reflect the desired identity and character of a community through landscaping and special architectural design considerations. There are three community gateways for the proposed development. Two primary gateways are located where Airport Road connects with the residential collector road and a secondary gateway is located on Mountcrest Road, linking the proposed development to the existing residential on Valewood Drive (refer to Figure 7). The primary community gateways are of particular importance due to their location on Airport Road, which supports

significant regional and inter-regional traffic. Street treatments at gateways, including landscaping and fencing, will complement the architectural style of the proposed development's built form. Laneway housing at primary gateways will have consistent massing and upgraded treatments, creating an inviting and cohesive streetscape. Design of the secondary gateway will be coordinated in style, materials and landscaping with primary gateways. Design details of gateways will be further elaborated in Section 5.2.

### 3.4 Airport Road (26m right-of-way)

Airport Road, adjacent to the proposed community, will have a 26m right-of-way (R.O.W.) and is designated one of Caledon East’s two “Main Streets”. The roadway will be made up of three lanes for automobiles, one lane for each direction of traffic and a turning lane. A 1.0 metre safety zone will separate automobiles from 1.5 metre wide bike lanes along the roadway’s edge. The continuous built form of the laneway housing, bike lanes and a safe, green pedestrian zone will support active transportation, connectivity and a transition into Caledon East’s “small-town” character. Laneway single homes will front onto Airport Road and will have rear access from laneways within the proposed development. Two primary community gateways are located along Airport Road, where the road intersects with Street ‘A’ twice.



FIGURE 9 - Airport Road (26m R.O.W.) Cross-Section



FIGURE 10 - Streetscape Treatment Between Airport Road and Proposed Built Form

### 3.5 Residential Collector Road (20m right-of-way) - Street 'A' and Street 'B'

The Triple Crown Line Neighbourhood will have a residential collector road with a 20m right-of-way (R.O.W.), identified as Street 'A' on the proposed draft plan. The residential collector road connects the neighbourhood's local roads to Airport Road, by way of the two primary community gateways. Street 'A' will be designed to support pedestrian and cyclist safety, with sidewalks and painted bike lanes of 1.5 metres on both sides of the street. These will connect to the proposed development's park system, as well as the broader open space and trail network of the surrounding context. To provide character to the streetscape and to increase shade throughout the community, a variety of street trees will be planted at regular intervals between the roadway and the pedestrian zone as identified by the municipality.

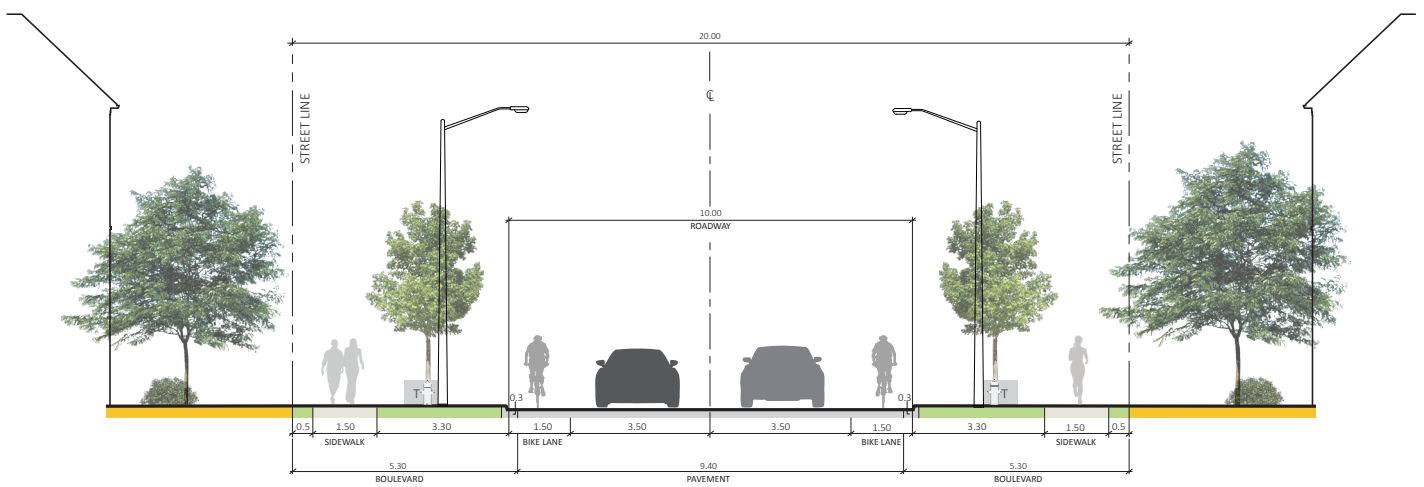


FIGURE 11 - Residential Collector Road (20m R.O.W.) Cross-Section



### 3.6 Local Streets (18m right-of-way)

Local Streets will have an 18 metre right-of-way (R.O.W.) and will be designed to provide a safe and pleasant pedestrian environment. Sidewalks with a width of 1.5 metres are generally located on one side of the street, preferably with the most amount of units. They are also designed to be in front of laneway housing, which can be seen in Figure 17 in Section 4.4. The 8.5 metre roadway provides two lanes for shared automobile and cycling traffic.

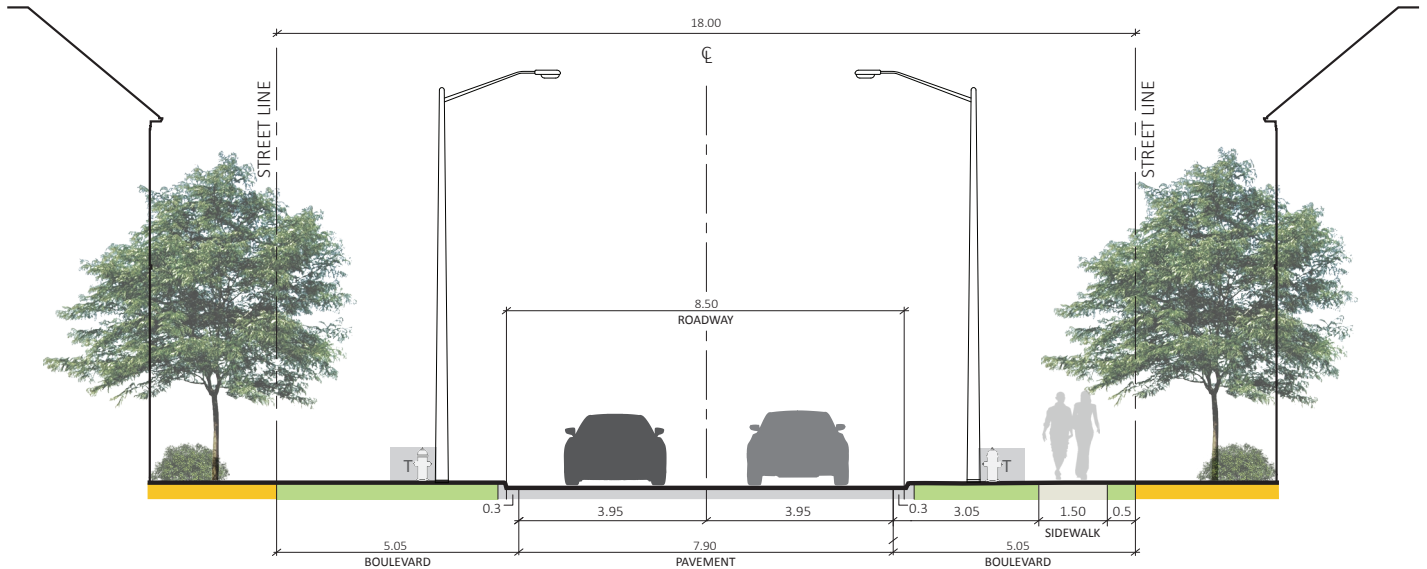


FIGURE 12 - Local Street (18m R.O.W.) Cross-Section

### 3.7 Laneways (8m right-of-way)

The proposed development will have laneways, which eliminates multiple access points along Airport Road by providing rear access for laneway housing. They will have an 8 metre right-of-way (R.O.W.).

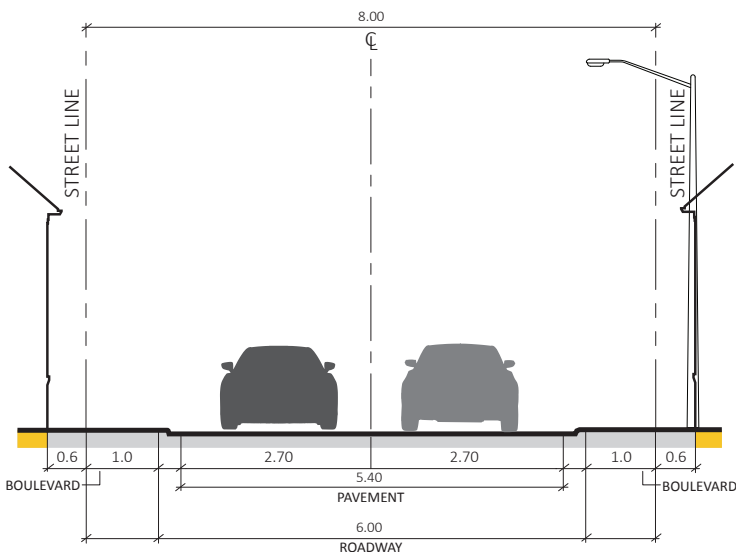


FIGURE 13 - Laneway (8m R.O.W.) Cross-Section

### 3.8 Landscape

The proposed development will provide a high quality and integrated public realm for the community. Responding to values expressed by Caledon East community members, the public realm of the Triple Crown Line Neighbourhood will be green, safe and pedestrian-friendly. Significant elements of the proposed development’s public realm include the neighbourhood park, the parkettes, the stormwater management pond, the existing and proposed trails through adjacent valley lands, as well as streetscapes.

An extensive network of sidewalks will connect residents and visitors to the proposed development’s park and open space system and to Airport Road. Pedestrian-scale lighting and public realm landscaping will follow the Town of Caledon standards. Street tree planting and consistent massing of the built form will maintain a comfortable and pleasing pedestrian environment. High-branching deciduous trees are encouraged, to support high visibility and pedestrian safety. Native species that are drought resistant and require minimal maintenance will be promoted within the public realm. On-lot landscaping and tree planting will be encouraged to promote cohesiveness between the private and public realm.

The proposed new Caledon East entrance feature along Airport Road will include public realm elements that illustrate the transition towards a pedestrian-friendly environment. Landscaping and streetscaping near the entrance feature will reflect the character of the Caledon East community as a whole, be pedestrian-scale and support traffic-calming. The masonry feature wall adjacent to the entrance feature (see Figure 8) will echo the overall character of the community. A double row of trees will be planted along the east side of Airport Road to complement the mature vegetation of the west side. The laneway housing along Airport Road will provide a consistent streetwall, indicating entry to Caledon East’s ‘Main Street’ and will be designed to complement the Caledon East entrance feature.

Landscaping elements of the proposed development’s open space system will be discussed in Section 4 of this document.



A green and inviting pedestrian realm.



Example of a sidewalk network connecting to open space.



Example of laneway housing providing a consistent streetwall.

# 4.0 Open Space Network

## 4.1 Parks and Open Space Concept Plan

The proposed development is shaped by a network of green spaces, comprised of a neighbourhood park, 5 smaller parkettes, a stormwater management pond and environmental valley lands. Figure 14 demonstrates the

portion of the neighbourhood within a 400 metre radius (5 minute walk) from the centre of the neighbourhood park, however all units are within 400 metres from the edges of the neighbourhood park.



FIGURE 14 - Parks and Open Space Concept Plan



This parks and open space system will provide a welcoming setting for residents and visitors to engage with each other and the surrounding natural features. The open space network serves as an important structuring element of the community, while enhancing the existing ecology and

topography of the site. Smooth transitions between public open space and the private realm, through landscaping and physical queues, will support the effective integration of the open space network.



FIGURE 15 - The Triple Crown Line Neighbourhood Parks and Open Space System



## 4.2 Neighbourhood Park

The neighbourhood park will be a community focal point, due to its central location and area of 1.96 hectares. The proposed development's street layout supports prolonged vistas of the neighbourhood park from various directions. Landscaping and other park elements will reflect the

community character, creating a balance between the natural and built environment. The park may contain a mini soccer or open play field, junior and senior playgrounds, as well as a variety of shade structures and seating areas.



FIGURE 16 - The Neighbourhood Park

### 4.3 Parkettes

Five parkettes, ranging from 0.07 to 0.2 hectares, directly connect the community to surrounding natural features. Situated at high points overlooking the adjacent valley lands, the parkettes will provide a setting for stunning

views. Lookouts will be supported through seating, shade structures and landscaped areas. Figure 15 shows the proposed development's parks and open space system, with each individual parkette keyed.



- 1 Parkette '1' is located on the southern edge of the proposed development, offers views of the stormwater management pond and the surrounding rural landscape, and provides connection to the In-Valley Trail system. This parkette may include an outdoor fitness facility, as well as seating.



- 2 Parkette '2' is located on the southern edge of the proposed development. This parkette is visually connected to the neighbourhood park and offers a south connection to the in-valley trail. The parkette will be designed to include features such as an outdoor fitness facility, seating, pedestrian-scale lighting, waste receptacles and a trailhead.



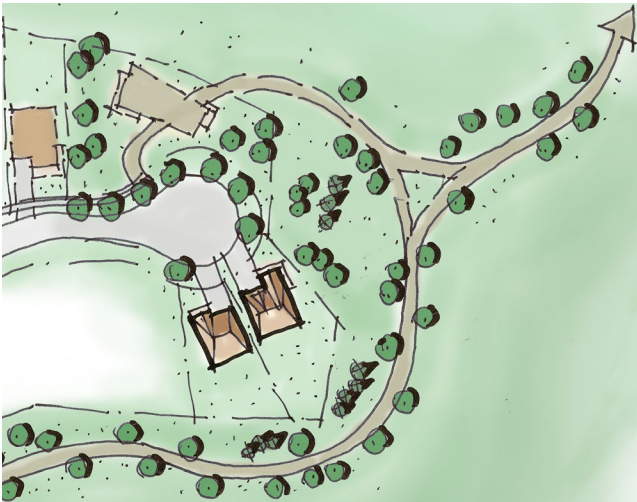
- 3 Parkette '3' is situated at the southeast corner of the proposed development. This parkette provides connections to the in-valley trail, links with the existing trail leading to Innis Lake and provides generous views of the adjacent valley lands. To support parkette and trail users, pedestrian-scale elements such as seating, waste receptacles, a trail head and lighting will be included in the parkette's design.





4

Parkette '4' is located on the eastern edge of the proposed development, is the largest of the parkettes and serves as the primary connection to the trail system. This parkette, due to its strategic location, has strong visual connections to the neighbourhood park. The parkette will be designed to promote this visual connection, while supporting panoramic views of the adjacent valley lands. This parkette will include features that promote both passive and active recreation, including bike parking, shade structures, a trail head, seating and pedestrian-scale lighting.



5

Parkette '5' is situated at the northeast corner of the proposed development, within a future development block. The parkette offers panoramic views of Caledon East to the north and the valley lands to the east. Landscaping and park features will be designed to support these views. To strengthen the parkette's physical connection to the in-valley trail, a trail head and infrastructure supporting active and passive recreation will be included.



Parkettes will include shade structures and trail heads that are complementary to the surrounding landscape and reflect the character of Caledon East. These structures will be made of low maintenance materials and enhanced through landscaping elements.

## 4.4 Trails, Walkways and Pedestrian Plan

An integrated network of sidewalks, trails, and both painted and shared bike lanes will connect residents and visitors of the community to the extensive parks and open space system. A proposed in-valley trail will provide access to the Caledon Trailway, a 35 km multi-use trail which passes through Caledon East and highlights Caledon’s cultural and natural features. The in-valley trail will be designed to be a safe and unique alternate access route for the community, connecting to

Caledon East to the north. The in-valley trail will also provide a connection to Airport Road through the shared stormwater management pathway and provide access to an existing trail leading to Innis Lake, which is located to the southeast of the proposed development. Trail heads, coordinated in design with the Town of Caledon and the Toronto and Region Conservation Authority (TRCA), will be provided as entrance corridors to the trails.



FIGURE 17 - Trails, Walkways and Sidewalks Plan

## 4.5 Stormwater Management Pond

A stormwater management pond will be located at the southern edge of the proposed development, along Airport Road. This pond will serve as an amenity space for the community, while helping with the infiltration and regeneration of run-off from the development.

To frame views of the pond from amenity spaces and from Airport Road, tree and shrub planting will be arranged in groups. Rapid naturalization of the stormwater management pond will be facilitated by planting fast-growing wetland species. The site design and planting of the stormwater management pond will follow TRCA guidelines.

The northwest corner of the stormwater management pond area will function as the Caledon East Gateway. The amenity area will complement the gateway feature through the sensitive integration of design and landscape elements, such as a masonry feature wall and seating area (Figure 8).



Example of a stormwater management pond.



Example of a gathering space overlooking a stormwater management pond.



## 4.6 Environmental Lands

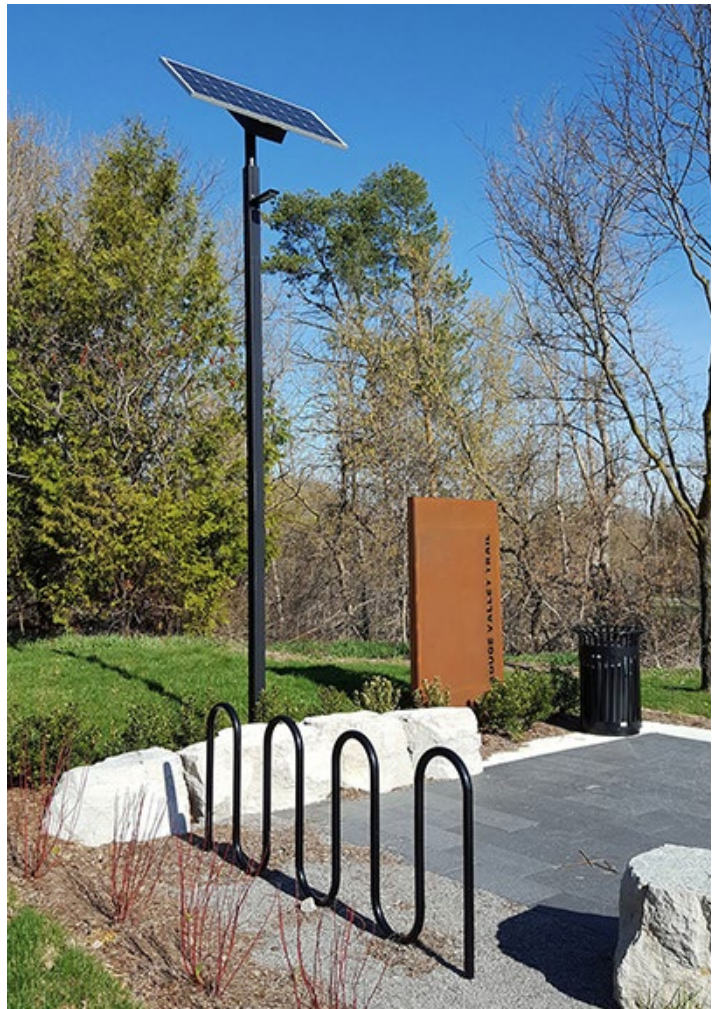
The environmental valley lands border a significant portion of the proposed development, providing impressive views for the community. As part of the Oak Ridges Moraine Natural Core Area, the valley lands are characterized by key natural heritage features that necessitate protection and enhancement. The valley lands will be conveyed, as a means of ensuring their conservation and integration into the broader natural heritage system.

Responding to the Caledon East Secondary Plan's Structural Concept (Policy 7.7.3), the valley lands will create a well-defined edge on Caledon East's south-east boundaries. This edge and protected open space will contribute to a "green belt" which contain the settlement area and preserve the surrounding rural landscape.

The development of the Triple Crown Line Neighbourhood and the in-valley trail will incorporate sensitive design treatments that protect and enhance the ecological features and systems of the valley lands. A 30 metre buffer composed of native plantings will provide a sensitive transition from the residential development to the environmental lands. The in-valley trail will be located within the 30 metre buffer and will offer opportunities for active and passive recreation. As discussed in Section 4.4, trail heads will provide a recognizable entrance to the valley lands and the in-valley trail connections.



Image of the Environmental Valley Lands.



Example of a trail head with solar lighting, bike parking infrastructure, seating and a waste receptacle.



Image of the Environmental Valley Lands.

# 5.0 Built Form

## 5.1 Proposed Dwelling Types

The Triple Crown Line Neighbourhood is comprised of low density residential with 2 proposed housing typologies. The dwelling types include laneway singles and conventional single detached houses with frontages ranging from 9.75 to 15.2 metres. This mix of housing types fosters a visually diverse streetscape, the integration of diverse housing, and supports an appropriate transition towards existing residential areas. To promote the “Main Street” designation along Airport Road and its role as an entry point into Caledon East, laneway

homes have been located along Airport Road. This built form provides increased density along the main street and is in close proximity to the Caledon East South Commercial Area and the Caledon East Public School. A future development block situated along Airport Road may include a senior living residence or a medium-density apartment building. Special corner lots have been proposed through the community to promote interesting and positive streetscapes. More information on these corner lots is available in sections 5.1.2 and 5.2.2.



FIGURE 18 - Built Form Systems Diagram



### 5.1.1 Laneway Single Detached Dwellings

The laneway single detached dwellings are located along Airport Road and support the integration of diverse housing types in the community. They are strategically placed to create a continuous streetscape along Airport Road, strengthening its role as Caledon East’s “Main

Street” and gateway. The laneway housing will foster a “small-town character” and inviting pedestrian environment, with a high quality design that reflects the Caledon East community.



Examples of laneway single detached housing.



### 5.1.2 Single Detached Dwellings

The Triple Crown Line neighbourhood is primarily low-density residential, comprised of conventional single detached dwellings with frontages ranging from 11.6 to 15.2 metres. Larger lots make up the neighbourhood's north, west and southern edge, supporting an appropriate transition towards existing low density residential, open spaces and the rural landscape. Lots designated Single - Larger Lot in Figure 18

can support a larger building set further back from the street and upgraded architectural treatments where necessary. The built form on lots designated Single - Corner Lot will be housing with garages on the fronting street and front entrances on the flanking street. This design will ensure a varying streetscape character and diverse architectural treatments. See Section 5.2.2 for more details.



Example of 38 foot single detached housing.



Example of housing with entrance on flankage street.



Example of 45 foot single detached housing.



Example of 50 foot single detached housing.

## 5.2 Priority Lots

Priority lots are located in particularly prominent or visible locations and have a built form that contributes to the visual characteristics of the streetscape.

Priority lots found in the Triple Crown Line Neighbourhood can be seen in Figure 19 - Priority Lot Plan.

They include:

- Gateway lots;
- Community edges;
- Corner lots;
- View terminus lots;
- Elbow and curved street lots;
- Lots Adjacent to Existing Development; and
- Lots fronting, flanking and backing onto parks and open spaces.



FIGURE 19 - Priority Lot Plan



## 5.2.1 Gateway Lots and Community Edges

Gateway lots signify the entrance to the community and are of particular importance due to their location and prominence within the streetscape. The Triple Crown Line Neighbourhood has two gateway lots at the southern primary entry point where Street 'A' meets Airport Road. The community edge showcases the image and character of the neighbourhood to traffic on Airport Road.

The community's gateway lots and edges will include the following features:

- Building entrances and porches that address the gateway.
- Gateway elements that are complementary to the character and architectural style of the community and require minimal maintenance.
- All publicly exposed elevations will have architectural upgrading, such as increased fenestration and upgraded corner treatments.
- All elevations visible from Airport Road shall have a similar degree of architectural detailing.
- Exposed elevations will provide visual variety.
- Gateway lots will feature significant architectural and landscaping elements, such as prominent gables and decorative metal fencing.
- Landscaping with the public right-of-way will follow the approved Department of Infrastructure signage, planting and hard surface treatments at Community Gateways standards.



Example of gateway lot with upgraded architectural treatments and decorative metal fencing.



Example of a community edge with decorative metal fencing.

### 5.2.2 Corner Lots

Corner lots in the Triple Crown Line Neighbourhood will:

- Address both the fronting and flanking streets.
- Provide a consistent level of architectural detailing on all exposed elevations.
- Present a sense of character through the incorporation of visually distinctive elements, such as dominant porches and increased fenestration.
- Where feasible, have porches, windows and main doors addressing fronting and flanking streets.
- Have front doors address flanking streets on lots with narrow frontages to provide a more positive architectural and streetscape form.
- Have upgraded rear elevations.



Corner lot with front entrance on flanking street, increased fenestration and a dominant porch.

### 5.2.3 View Terminus Lots

View terminus lots provide prolonged vistas of the community and will include:

- Designs and treatments that reflect the Triple Crown Line Neighbourhood’s overall vision and characteristics.
- Upgraded architectural treatments, such as towers and window dormers, on exposed elevations that reflect the character of the community.
- Garages and driveways located to the outside, providing larger landscaped areas for a terminus view.
- Landscaping to screen headlights.



Example of view terminus lots.

### 5.2.4 Elbow and Curved Street Lots

Elbow and curved street lots are of particular importance, due to the exposure the interior side elevations of a building. To address this, elbow and curved street lots will include:

- Upgraded architectural treatments and visual variety, such as additional fenestration and detailing treatments on exposed elevations.
- Additional landscaping at the centre of most viewpoints.
- Front porches that are integrated with the garage.



Example of homes on a curved street.



### 5.2.5 Lots Adjacent to Existing Development

Lots on the north and northeastern edge of the proposed development back onto and/or flank existing residential on Valewood Drive and commercial development on Airport Road. These lots will have:

- Rear or side architectural upgrading, dependent on exposed elevations.
- Architectural detailing that reflects the community character.



Lots fronting onto a park.

### 5.2.6 Lots Fronting, Flanking and Backing onto Parks and Open Spaces

The Triple Crown Line Neighbourhood is shaped by a network of parks, parkettes and open space, and features a high level of connectivity and visibility between these spaces. Lots fronting, flanking and backing onto green space are particularly significant as they exhibit a great degree of exposure to the public realm, showcasing the community from different vistas. These lots will include the following features:

- A consistent level of architectural detailing and fenestration to frame views.
- Elevations that are exposed to the public realm with materials and details that reflect the front façade.
- Increased fenestration to support casual surveillance (CPTED).
- Variations in the style, colours and materials of roofs to provide visual interest.
- Main entrances and generous porches within view from the street.
- Wrap-around porches on lots flanking open space.
- Upgraded architectural and landscaping treatments, such as dominant porches and preserved vegetation, on lots backing onto valley lands.



Home backing onto and flanking open space.



Example of homes backing onto open space.

### 5.3 Fencing

Fencing serves a diversity of functions in a community, including for noise attenuation, to define the private realm and for decorative purposes. Fencing that is visible from the public realm will be coordinated in design, will be consistent throughout the proposed development and will be constructed of high quality materials.

The Triple Crown Line Neighbourhood will have:

- Chain link fencing;
- Wood privacy fencing;
- Decorative metal fencing; and
- Acoustic fencing.



FIGURE 20 - Fencing Plan



## A. Chain Link Fencing

A chain link fence is required on lots flanking or abutting parks or open spaces. Chain link fencing allows for the protection of the rear yards of residential units, while providing views and supporting casual surveillance of community green spaces. To delineate private property boundaries, the use of soft landscaping treatments is encouraged.

## B. Wood Privacy Fencing

Wood privacy fencing shall be used where there is flankage of residential lots on streets. Wood fencing with intricate design work is discouraged due to the effects of weather on durability.

## C. Decorative Fencing

Low decorative metal fencing will be located on gateway and community edge lots along Airport Road and will complement gateway features.

## D. Acoustic Fencing

Acoustic fencing will be located on residential lots that are subject to high levels of noise. These lots are identified in an Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd.



Example of chain link fencing on a lot flanking green space.



Example of decorative metal fencing.



Example of wood fencing with soft landscaping.

## 6.0 Conclusion

The Triple Crown Line Neighbourhood has been designed to be an integrated, pedestrian-oriented and green community that connects visitors and residents to its impressive parks and open space system. Remarkable vistas, within the community and of the surrounding valley lands, will be supported by strategically located parks and the incorporation of innovative housing designs. A network of safe bike lanes, coordinated trails and green amenity spaces will offer endless opportunities for passive and active recreation. This network, combined with pleasant streetscapes and a cohesive built form, will shape the identity of the community. As a gateway to the Caledon East community, the Triple Crown Line Neighbourhood will reflect the “small-town” character and rural landscape of the surrounding area through complementary architectural detailing and landscaping.

