



TRIPLE CROWN LINE  
Neighbourhood

CALEDON EAST

URBAN DESIGN BRIEF

September 2018

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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, special character areas and 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

# 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.

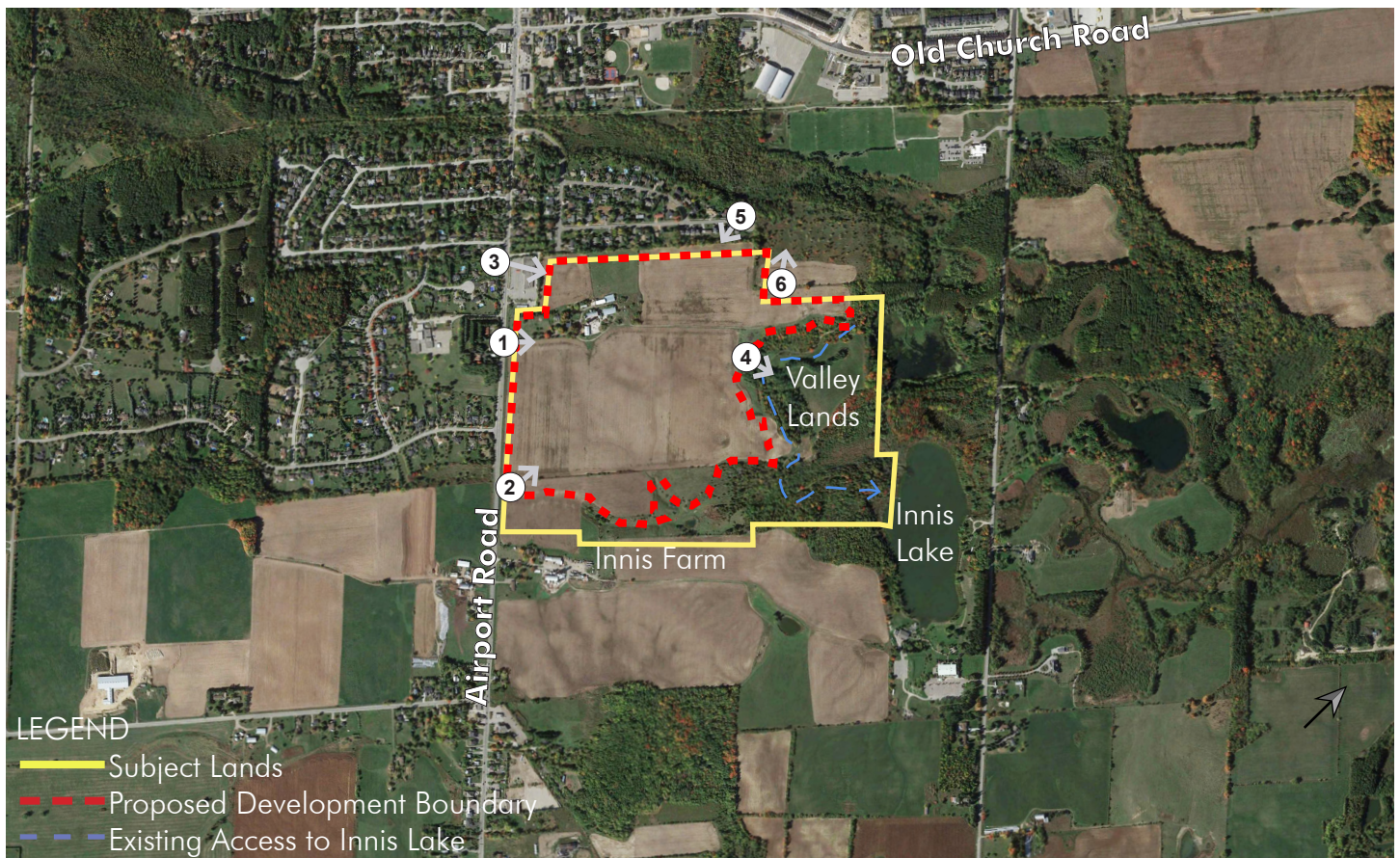
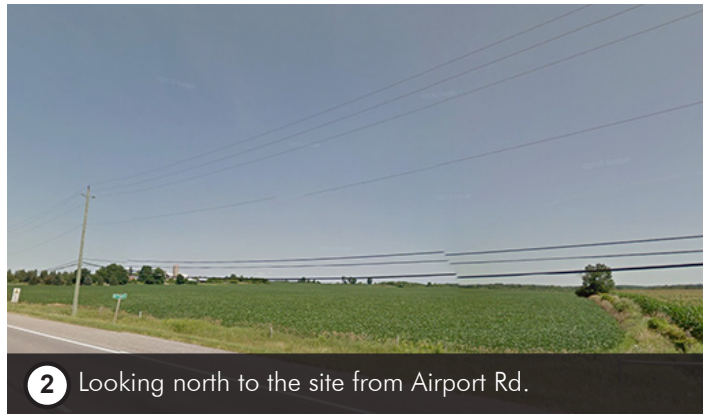


FIGURE 2- Site Location & Context Map



**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.

## 1.2 Land Use Framework

The Triple Crown Line site is 69.95 ha in area. Presently, the majority of the site is farmland and boasts a small building complex comprised of a house, a barn, 3 concrete silos and farm-related storage and equipment.

The development is subject to policies outlined in the:

- *Town of Caledon Official Plan*; and
- *The Caledon East Secondary Plan*.

The subject site is designated as a low density residential land use and an open space policy area in the Caledon East Secondary Plan. A conceptual vehicle connection, a conceptual parkette and a conceptual neighbourhood park are located within the subject site lands (Refer to Figure 4). The proposed development includes a community park, several parkettes and connections to the surrounding environmental open spaces. These integrated parks will be discussed further in this document.

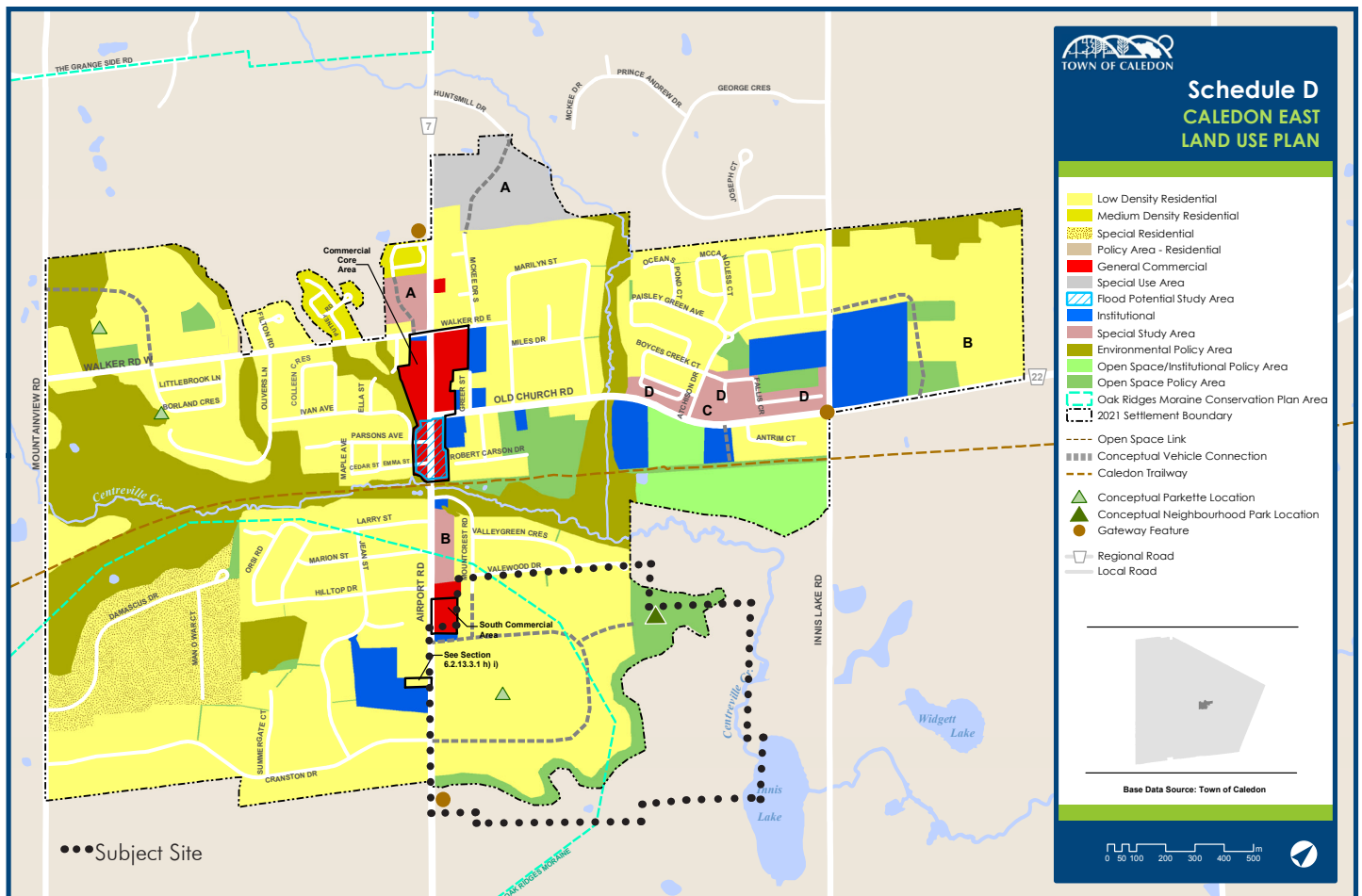


FIGURE 4- Caledon East Land Use Plan (Source: Town of Caledon Official Plan (2016))



## 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;
- Medium density residential;
- A high-density mid-rise building;
- A low-density single detached residential condo block;
- Parks and open space in the form of a large community park, smaller parkettes and valley lands;
- A stormwater management pond.

The layout of the proposed development provides strong visual and physical connections to the central community 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 5.4 Priority Lots](#).

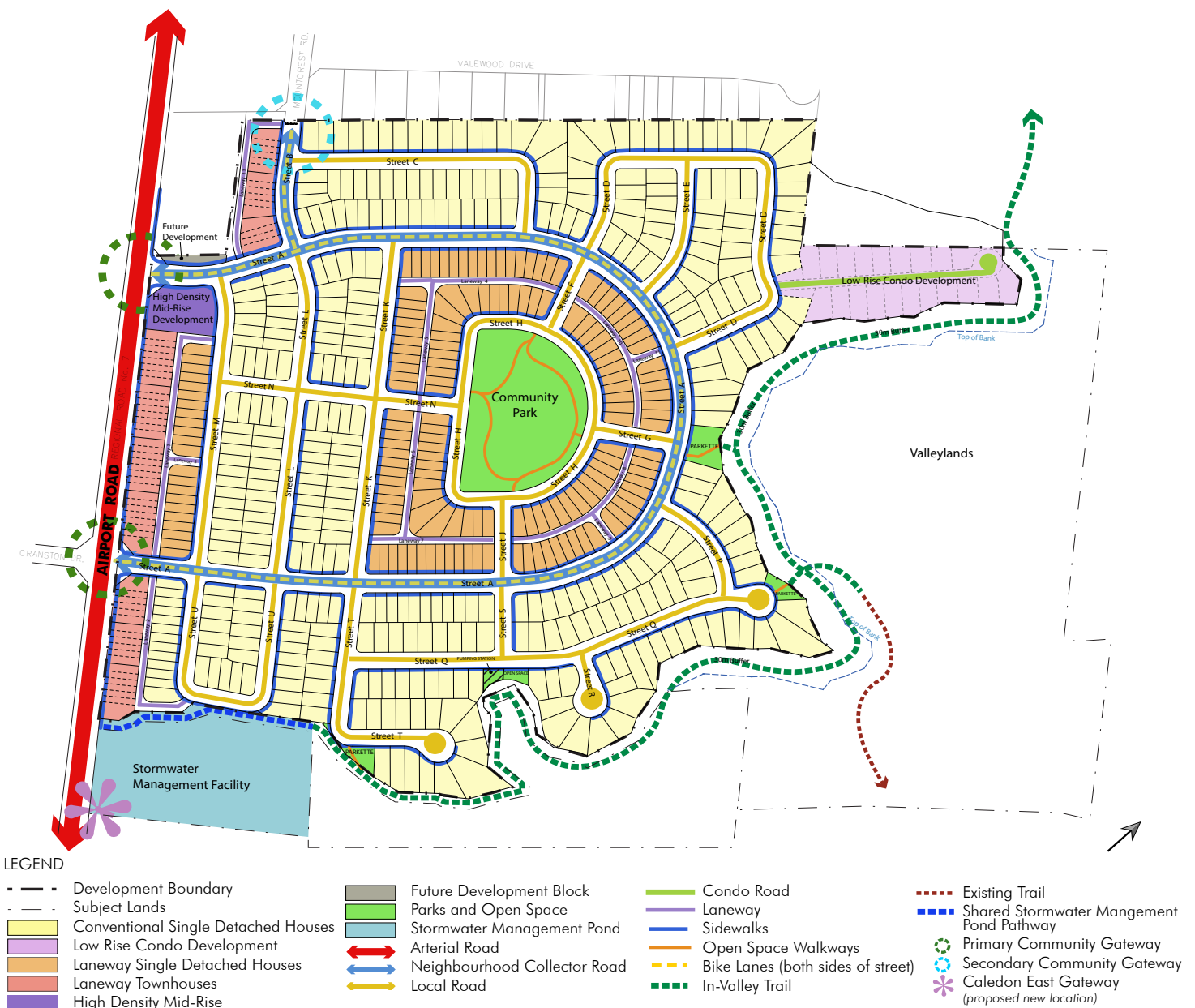


FIGURE 5 - Community Structure of the Proposed Development

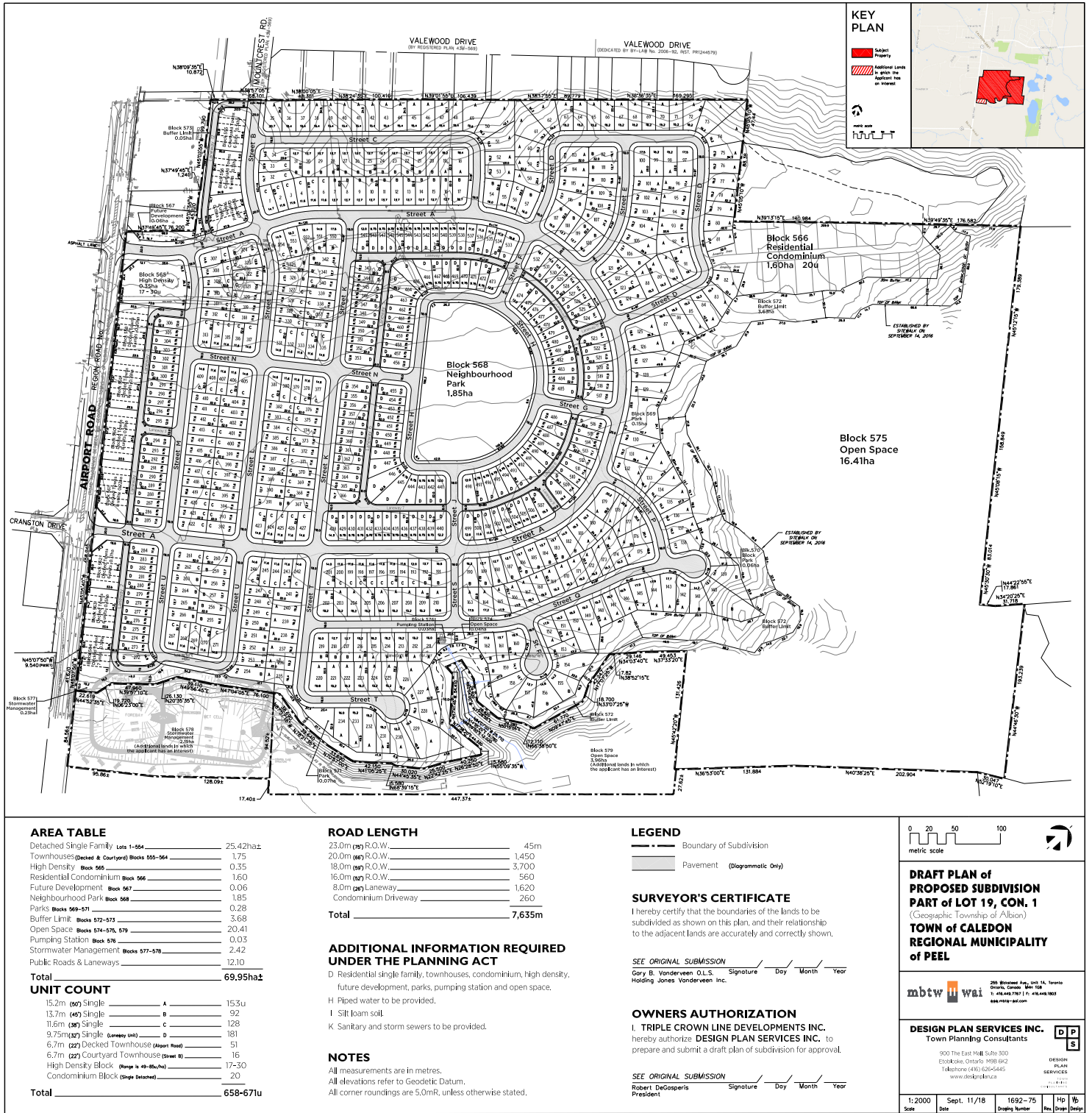
The proposed development comprises a range of housing densities as follows:

- 574 low density residential housing units, including laneway and conventional single detached dwellings and 20 single-detached units located in a low-rise condominium block;
- 67 medium-density residential units, including decked and courtyard townhouses; and
- 17-30 high-density residential units located within the high-density mid-rise residential block.

Lane-based 6.75m decked townhouses will form a pedestrian friendly driveway-free community edge along Airport Road transitioning to the remainder of the development composed primarily of single-detached lots ranging from 9.75 to 15.2 metre frontages. Additional 6.7m lane-based courtyard townhouse units are located adjacent to the existing commercial plaza providing an appropriate transition to the development.

Laneway singles are proposed to surround the central community park along Street 'H' and a large portion of the collector road Street 'A', facilitating a pedestrian-friendly environment. Driveways will be located at the rear of these units, allowing for uninterrupted pedestrian routes while minimizing the visual impact of cars on the streetscape.

A community park with an area of 1.85 hectares forms the central component of the proposed development's open space network. Smaller parkettes totaling 0.28 hectares will connect residents of the community to the surrounding environmental lands and to the stormwater management pond at the development's southern edge. Additionally, 16.41 ha of valley land is maintained directly adjacent to the eastern development boundary and within the subject lands.



AREA TABLE	
Detached Single Family Lots 1-564	25.42ha
Townhouses (Detached & Courtyard) Blocks 555-564	1.75
High Density Block 565	0.35
Residential Condominium Block 566	1.60
Future Development Block 567	0.06
Neighbourhood Park Block 568	1.85
Parks Blocks 569-571	0.28
Buffer Limit Blocks 572-573	3.68
Open Space Blocks 574-575, 579	20.41
Pumping Station Block 576	0.03
Stormwater Management Blocks 577-578	2.42
Public Roads & Lanes	12.10
<b>Total</b>	<b>69.95ha</b>
UNIT COUNT	
15.2m (60) Single A	153u
13.7m (40) Single B	92
11.6m (30) Single C	128
9.75m (20) Single (Courtyard) D	181
6.7m (20) Decked Townhouse (Apartment) E	51
6.7m (20) Courtyard Townhouse (Apartment) F	16
High Density Block (Phase to 40-Units) G	17-30
Condominium Block (Single Detached) H	20
<b>Total</b>	<b>658-671u</b>

ROAD LENGTH	
23.0m (60) R.O.W.	45m
20.0m (40) R.O.W.	1,450
18.0m (30) R.O.W.	3,700
16.0m (20) R.O.W.	560
8.0m (10) Laneway	1,620
Condominium Driveway	260
<b>Total</b>	<b>7,635m</b>

**ADDITIONAL INFORMATION REQUIRED UNDER THE PLANNING ACT**

- D Residential single family, townhouses, condominium, high density, future development, parks, pumping station and open space.
- H Piped water to be provided.
- I Silt loam soil.
- K Sanitary and storm sewers to be provided.

**NOTES**  
 All measurements are in metres.  
 All elevations refer to Geodetic Datum.  
 All corner roundings are 5.0mR, unless otherwise stated.

**LEGEND**  
 - - - - - Boundary of Subdivision  
 Pavement (Diagrammatic Only)

**SURVEYOR'S CERTIFICATE**  
 I hereby certify that the boundaries of the lands to be subdivided as shown on this plan, and their relationship to the adjacent lands are accurately and correctly shown.

SEE ORIGINAL SUBMISSION  
 Gary B. Vanderveen O.L.S. Signature Day Month Year  
 Holding Jones Vanderveen Inc.

**OWNERS AUTHORIZATION**  
 I, TRIPLE CROWN LINE DEVELOPMENTS INC. hereby authorize DESIGN PLAN SERVICES INC. to prepare and submit a draft plan of subdivision for approval.

SEE ORIGINAL SUBMISSION  
 Robert DeCasperis Signature Day Month Year  
 President

0 20 50 100  
 metric scale

**DRAFT PLAN of PROPOSED SUBDIVISION PART of LOT 19, CON. 1 (Geographic Township of Alton)**  
**TOWN of CALEDON REGIONAL MUNICIPALITY of PEEL**

**mbtw wai**  
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 Ontario, Canada M1B 1C8  
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 www.designplanservices.com

DESIGN PLAN SERVICES

1:2000 Sept. 11/18 1692-75 Hd Vb  
 Scale Date Drawing Number Rev. Draw Design

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 and will reflect design concepts outlined in the Caledon East Streetscape Study and the Town of Caledon Road Standards.

The street network (shown in Figure 7) consists of:

- A high capacity arterial road (Airport Road),
- Two residential collector roads (Street 'A' and 'B');
- Local roads; and
- A network of laneways.

The plan has three types of gateways, including:-

- Primary gateways
- Secondary gateways; and
- The new Caledon East gateway.

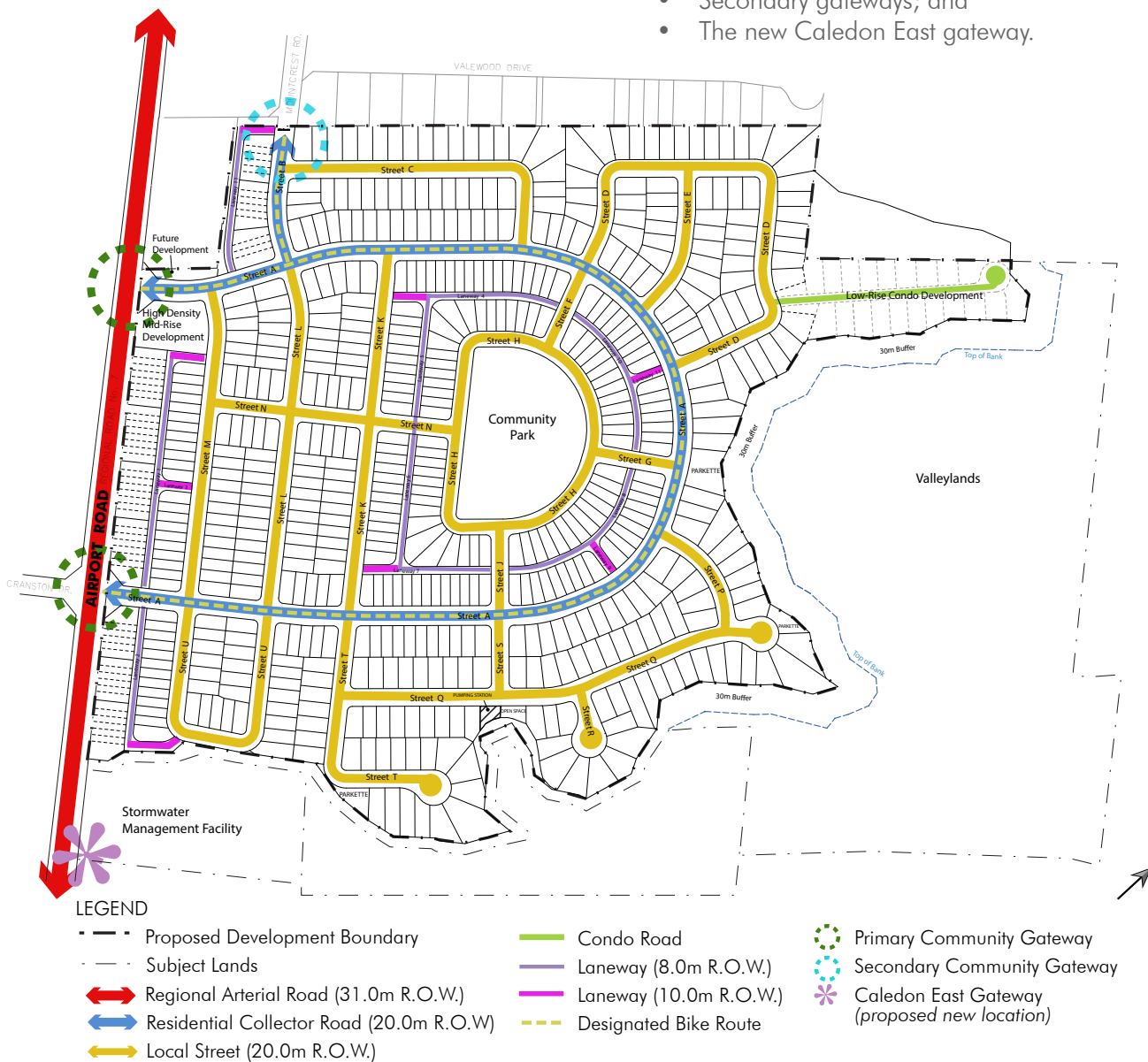


FIGURE 7 - Street Network

## 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 as a stand-alone feature at the southernmost portion of the Triple Crown Line Neighbourhood, defining the new point of arrival to Caledon East (Refer to Figure 8). This relocation and creation of a prominent gateway feature with accent planting 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 5.4.1). 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 Southwest 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 (refer to Figure 7). Two primary gateways are located where Airport Road intersects Street 'A', a residential collector road (1) North- directly adjacent to the Caledon East Public School driveway exit and (2) South- opposite Cranston Drive). A secondary gateway is located where Street 'B', a residential collector joins with Mountcrest Road, linking the proposed development to the existing residential on Valewood Drive.

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. The northern primary gateway at the intersection of Street 'A' and Airport Road will feature safe crossings at the signalized intersection complete with crosswalks to facilitate safe access to the adjacent school. Laneway decked townhouses and the proposed mid-rise building at the primary gateways will have 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 5.4.

### 3.4 Airport Road (31m right-of-way)

Airport Road, adjacent to the proposed community, will have a 31m right-of-way (R.O.W.) and is designated one of Caledon East’s two “Main Streets”. The roadway will be made up of four lanes for automobiles, one lane for each direction of traffic and two turning lanes. The continuous built form of the laneway townhouses, bike lanes, multi-use trail and sidewalk support active transportation, connectivity and a welcoming, neighbourhood-oriented streetscape transition into Caledon East’s “small-town” character. The lane-based decked townhouses along Airport Road will feature main entrances oriented towards this prominent arterial and will have rear access from laneways within the proposed development. Two primary community gateways are located along Airport Road, where Street ‘A’ meets Airport road: (1) opposite Caledon East Public School and (2) opposite Cranston Drive.

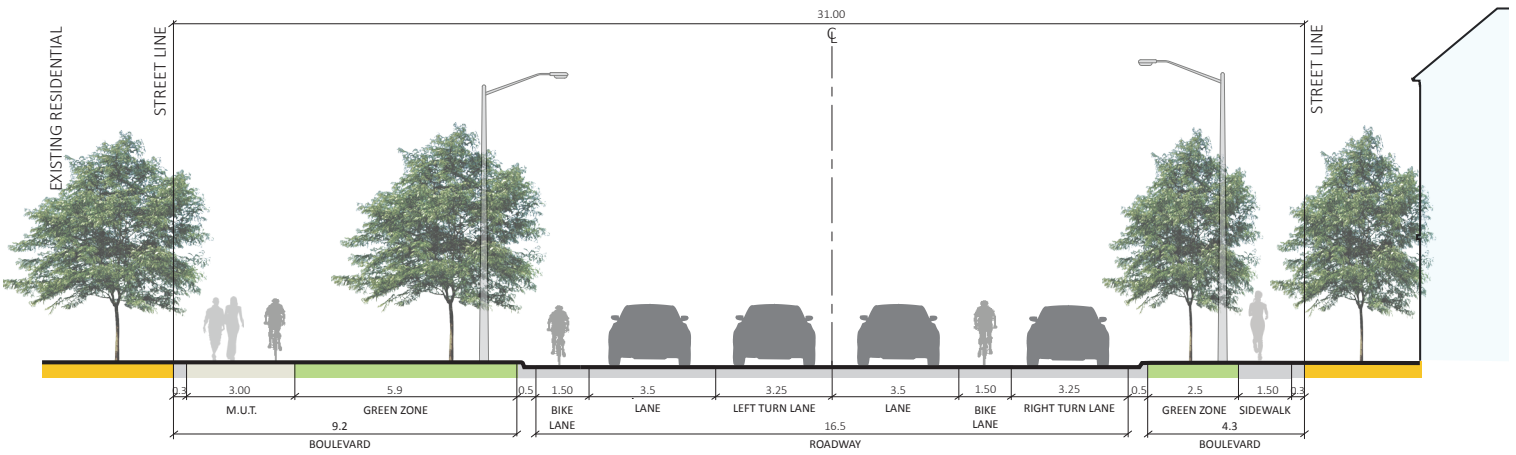


FIGURE 9 - Airport Road (31m R.O.W.) Cross-Section

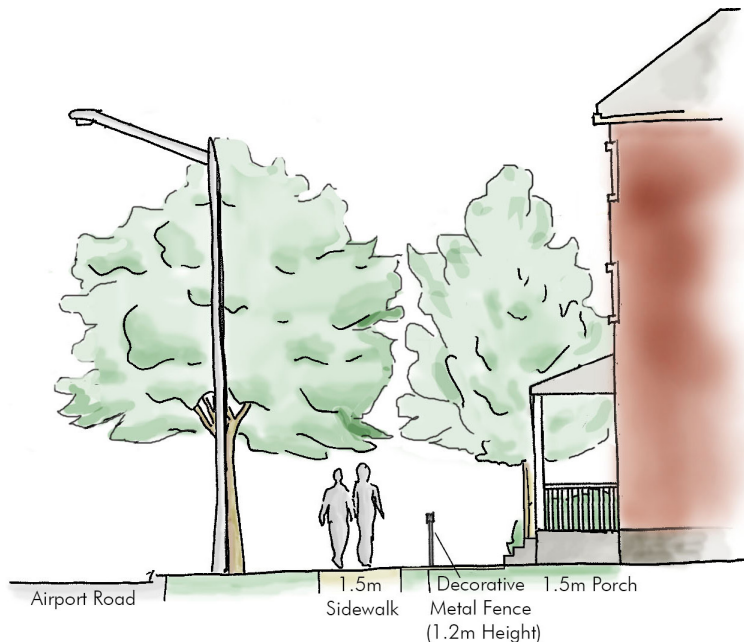


FIGURE 10 - Streetscape Treatment Between Airport Road and Proposed Built Form



### 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' and Street 'B' on the proposed draft plan. The residential collector roads connects the neighbourhood's local roads to Airport Road, by way of the two primary community gateways. Street 'A' and Street 'B' 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 double row of street trees consisting of a variety of species will be planted at regular intervals with one tree located in the municipal boulevard and the second on the private lot within an unobstructed 4 metre by 3 metre open area.

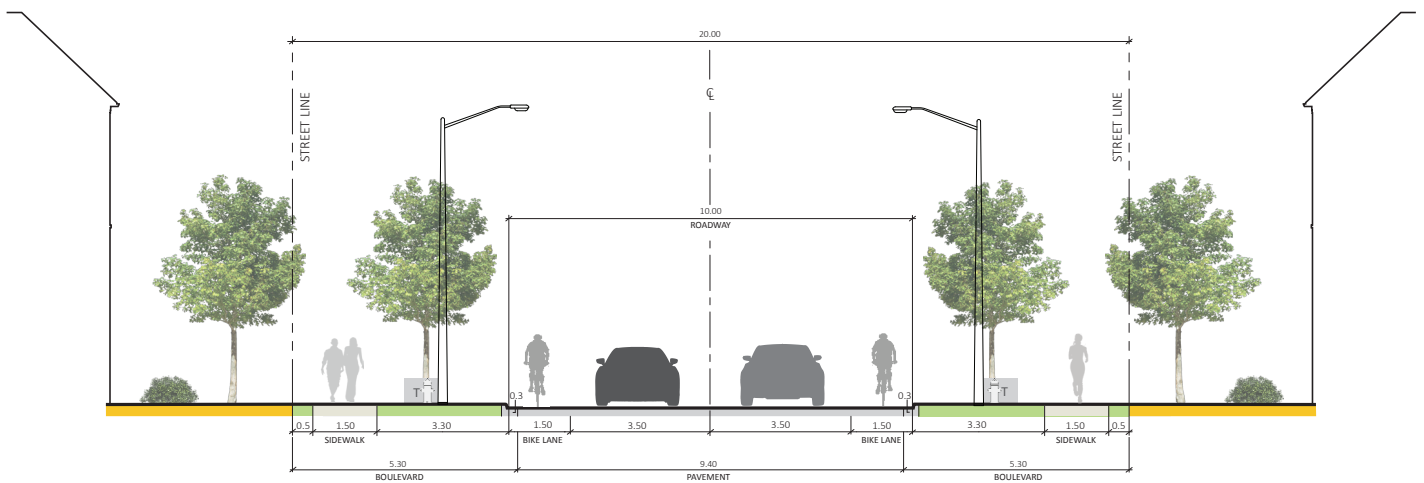


FIGURE 11 - Residential Collector Road (20m R.O.W.) Cross-Section

### 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, where possible, to ensure a continuous pedestrian realm with sidewalks uninterrupted by driveways. The 8.5 metre roadway provides two lanes for shared automobile and cycling traffic.

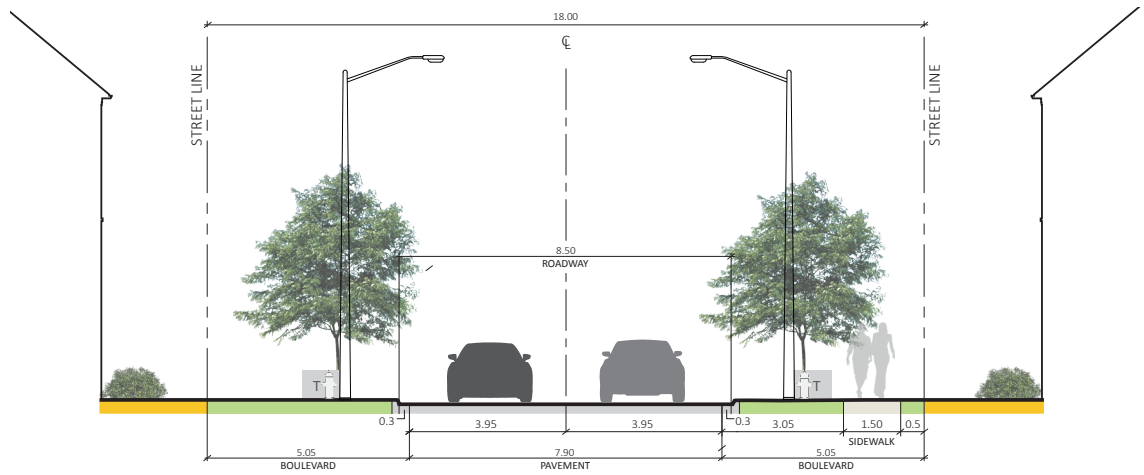


FIGURE 12 - Local Street (18m R.O.W.) Cross-Section

### 3.7 Laneways (8m & 10m right-of-way)

The proposed development will feature laneways providing rear-access for lane based housing typologies, which eliminating multiple access points along Airport Road and ensuring a high-quality streetscape at key locations, such as collector streets, Street 'A' and Street 'B' as well as the local street surrounding the central community park Street 'H'. The majority of laneways will have an 8 metre right-of-way (R.O.W.). Exit laneways at elbow conditions will be provided with a wider right-of-way of 10.0 metres with a 7.4 metre pavement width to accommodate service and emergency vehicles turning, where necessary.

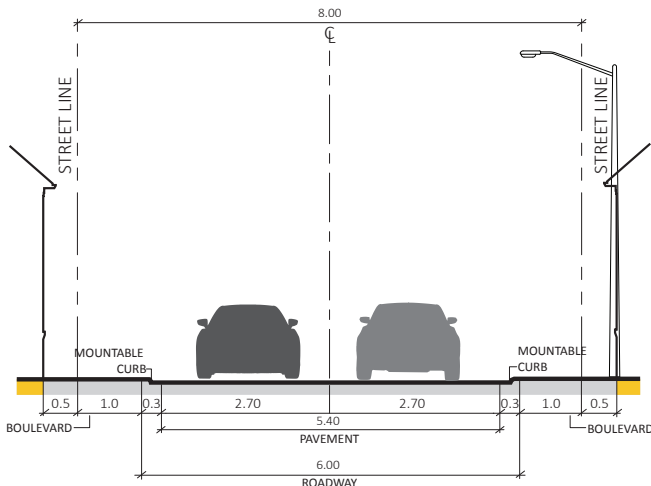


FIGURE 13 - Typical Laneway (8m R.O.W.) Cross-Section

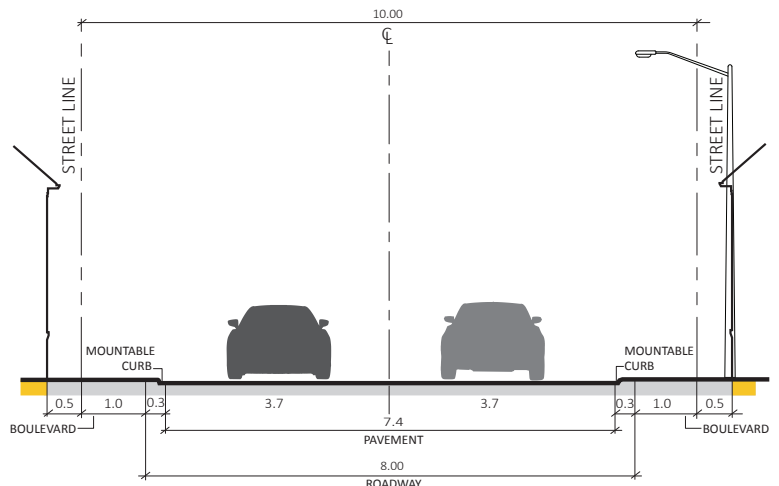


FIGURE 14 - Laneway (10m R.O.W.) Cross-Section

### 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 community 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. Species that are drought resistant and require minimal maintenance will be promoted within the public realm. A double row of street trees, will be provided on the neighbourhood collector roads, Street ‘A’ and Street ‘B’, with one row of trees planted in the public boulevard and a second row planted on private lots.

The proposed new Caledon East entrance feature along Airport Road will create a sense of arrival. Landscaping and streetscaping near the entrance feature will reflect the character of the Caledon East community as a whole, and will be pedestrian-scale and traffic-calming. This 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 of the road. The laneway townhouses and proposed mid-rise building along Airport Road will provide a consistent and prominent streetscape, 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 chain link fencing separating homes from natural heritage areas.



Example of laneway housing providing a cohesive streetscape.

# 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 community park, 3 smaller parkettes, an open space block, a stormwater management pond and environmental valley lands.

Figure 15 demonstrates the portion of the neighbourhood within a 400 metre radius (5 minute walk) from the centre of the community park, however all units are within 400 metres from the edges of the community park.



FIGURE 15 - Parks and Open Space

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.

The following areas form the open space network. These community design elements will be further detailed in the “Parks and Open Space Concept Plan” supplemental package. Please refer to Figure 16 for an overall landscape concept plan.

- **Community Park (1.85ha):** The community park will be a focal point, due to its central location and the strategic location of residences within a 400m (5 minute) walk. 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 community park will contain passive and active recreational programming, such as junior and senior play equipment, a splash pad, internal walkways, grass play areas with space for picnic tables, a small softball diamond as well as a variety of shade structures and seating areas.
- **Parquettes (3 total, ranging from 0.06ha to 0.15ha):** The parquettes directly connect the community to surrounding natural features. Passive and active recreational opportunities, such as outdoor fitness equipment, seating and trail heads will be provided, where feasible. Lookouts will be located at high points, where possible, and will include seating, shade structures and landscaped areas.
- **Open Space Block (0.04ha):** A small open space (Block 574) is located adjacent to the proposed pumping station at the southern portion of the intersection of Street ‘S’ and Street ‘Q’. This space will provide an opportunity for a lookout with views into the natural heritage system, as deemed appropriate.
- **Valleyland (16.41ha):** A large natural heritage area (Block 575) is located east of the proposed development boundary. These valley lands represent a large natural heritage area, accessible via trails and a connected active transportation network, detailed in the following section (Section 4.4). These valleylands provide access to Innis Lake as well as the opportunity for future access to the existing Caledon East Trail.



FIGURE 16 - Parks and Open Space Concept Plan

## 4.2 Trails, Walkways and Pedestrian Plan

An integrated network of sidewalks, trails, and both dedicated 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 Railway, 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.

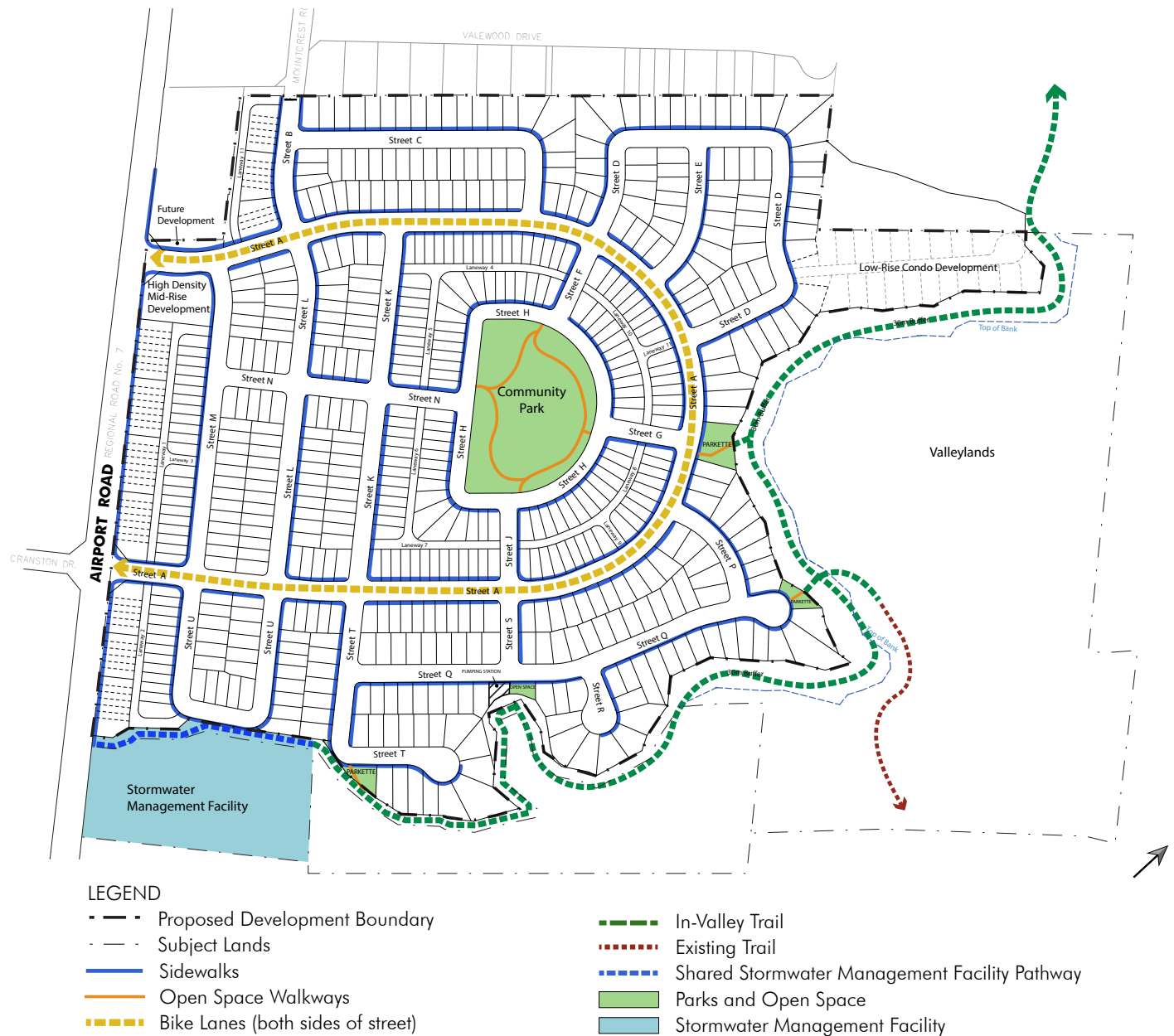


FIGURE 17 - Trails, Walkways and Sidewalks Plan

### 4.3 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, providing connections to the in-valley trail system and lookout features with seating, 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 southwest corner of the stormwater management pond area will function as the Caledon East Gateway, a prominent entry-marker with accent landscaping (Figure 8).



Example of a stormwater management pond.



Example of a gathering space overlooking a stormwater management pond.



## 4.4 Environmental Lands

A significant portion of the proposed development is bordered by valley lands, providing impressive views of natural heritage 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 southeast boundaries. This edge and protected open space will contribute to a "green belt" which contains the settlement area and preserves 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 Overview

The Triple Crown Line Neighbourhood is comprised primarily of low and medium density residential housing typologies. Dwelling types include: conventional single detached houses with frontages ranging from 11.6 to 15.2 metres, laneway single detached houses with 9.75 metre frontages and two lane-based townhouse typologies (decked and courtyard) with 6.7m frontages.

A high-density block at the intersection of Airport Road and Street 'A' includes a mid-rise residential building. An additional more exclusive condo development block at the northeast portion of the site will feature larger low-rise single detached homes fronting a private condo road. This mix of housing types fosters a diverse streetscape with visual interest. The strategic location of built form typologies into special character areas and special design consideration for priority lots throughout the community results in a thoughtful, high-quality community design.

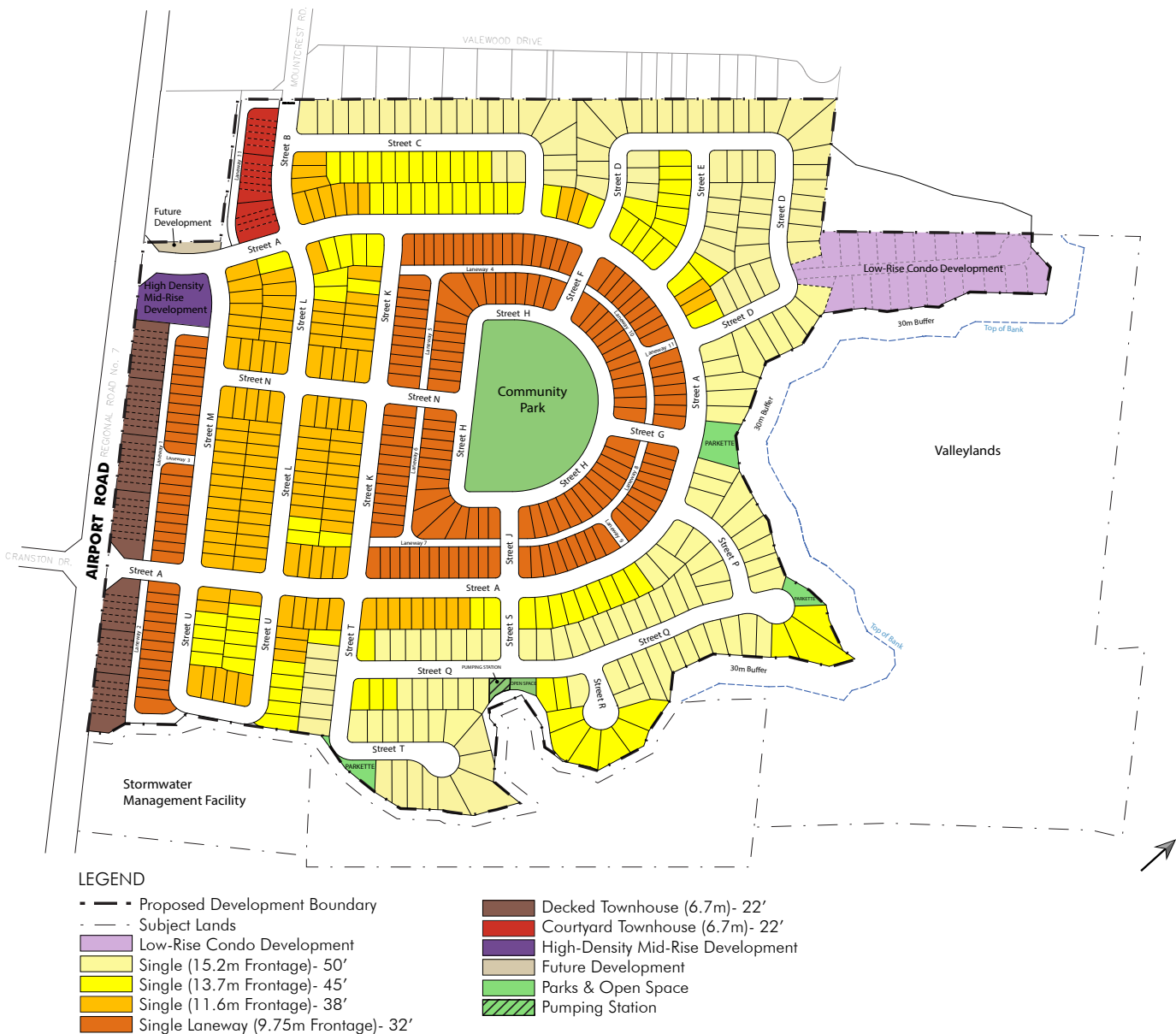


FIGURE 18 - Built Form

## 5.2 Special Character Areas

The identity and sense of place of the proposed Triple Crown Line Community is strengthened through the design of special character areas. Two special character areas are located within the proposed community, identified in Figure 19 and discussed in Sections 5.2.1 and 5.2.2:

1. Airport Road Community Edge; and
2. Central Community.

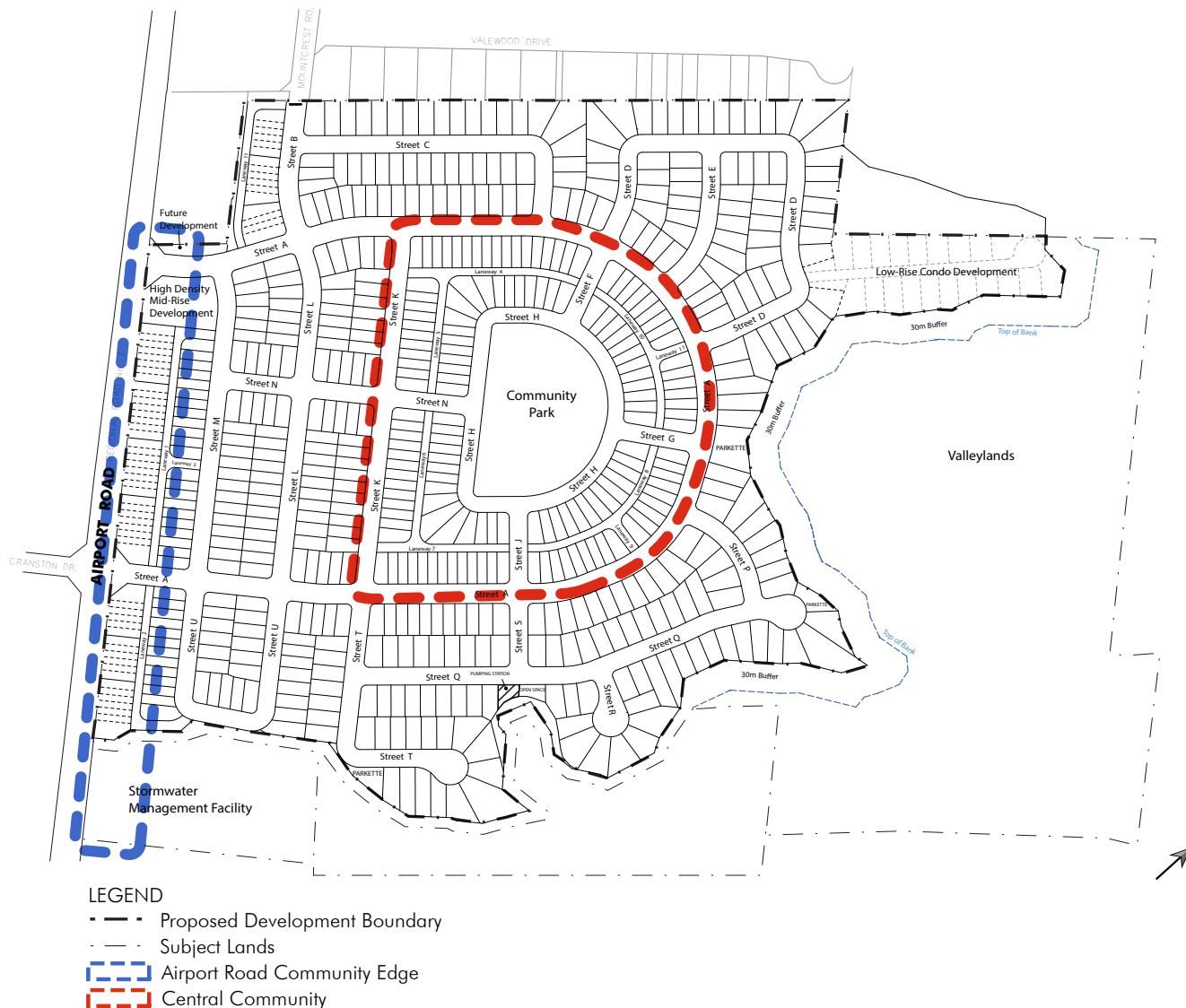


FIGURE 19 - Special Character Areas

### 5.2.1 Airport Road Community Edge

The western edge of the proposed Triple Crown Line development features an interface with Airport Road, Caledon East’s “Main Street” and serves as a first impression of the community.

Lane-based decked townhouses are proposed to front onto Airport Road, creating a consistent street rhythm with visually interesting variations in architecture, including pedestrian-scaled massing and unit entrances oriented towards the street. This streetscape will be uninterrupted by driveways, eliminating the visual impact of parked cars on the streetscape and creating a continuous pedestrian realm.

These proposed three-storey townhouses will slowly transition to 9.75m laneway singles along Street ‘M’, providing an appropriate gradual step down in height and density from Airport Road to the lower-density 2- and 2.5-storey units located internal to the community. Additionally, siting townhouses with greater massing along Airport road serves to mitigate noise resulting from traffic on this high-order arterial road.

This prominent Airport Road edge will be further enhanced by landscaping including a double row of street trees, decorative metal fencing, primary gateways and the Caledon East Gateway feature sign with accent landscaping situated at the southeast corner of the stormwater management facility.



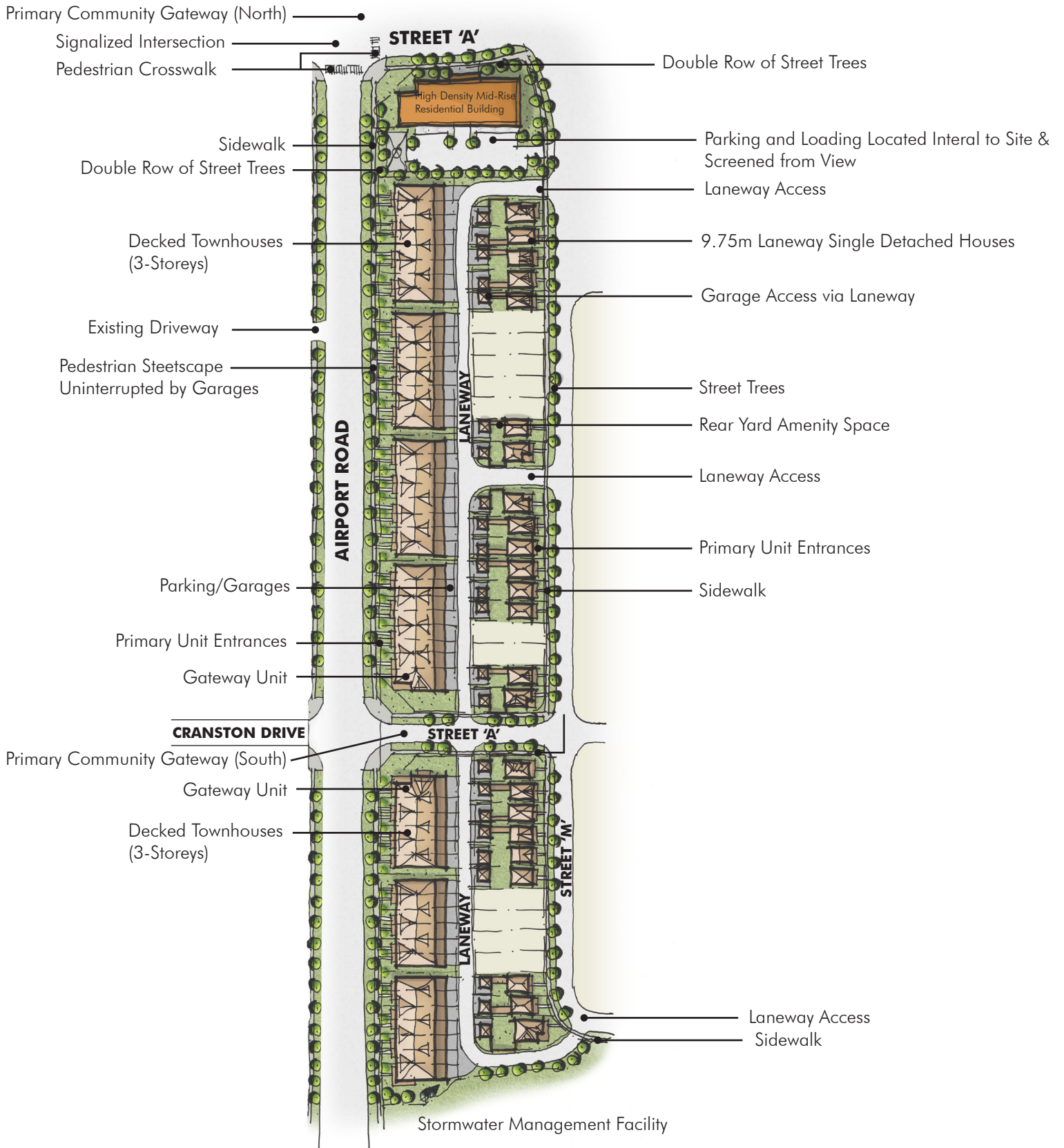


FIGURE 20 - Airport Road Community Edge, Special Character Area

## 5.2.2 Central Community

The central community park serves as a focal point, offering passive and active recreation opportunities and views and vistas to the natural heritage system.

In recognition of the significance of this location to the character of the community, 9.75m laneway single detached units have been strategically placed around the perimeter of the park. These laneway homes are located on the entirety of Street 'H' as well as on one side of Street 'A' and Street 'K' to foster a safe, green, pedestrian friendly public realm with no driveway interruptions, facilitating access to the community park.

This proposed typology features narrower frontages, maximizing park access to the greatest number of the community's residents, while promoting eyes on the street. The distinct lane-based built form creates a unique sense of place within the community park, as it allows for larger front yards and minimizes the visual impact of parked cars on the streetscape.





FIGURE 21 - Central Community, Special Character Area

## 5.3 Proposed Dwelling Types

### 5.3.1 Mid-Rise

A proposed high-density mid-rise residential building will be located at the intersection of Street 'A' and Airport Road. This building will serve as a gateway to the community and will anchor the intersection with prominent building massing. The mid-rise building will diversify the housing choice within the community and is strategically located directly south of the existing commercial plaza.

High quality building design at this location will ensure the built form addresses the public realm, and provides ample fenestration, articulation and detailing. Sensitive integration with neighbouring low and medium density residential units will be achieved through changes in massing, roofline and step backs, where necessary.



Examples of a mid-rise residential buildings.



### 5.3.2 Laneway Decked Townhouses

Three-storey lane based decked townhouses (6.75m frontage) will be oriented to front Airport Road, with rear-access to garages via the rear laneways. Townhouses will be located within multiple blocks, ranging from 4-8 units each, breaking up the streetscape and allowing for visual permeability to the community.

These units, within the Airport Road Community Edge special character area, will create a pleasant, uninterrupted pedestrian-scale streetscape through the use of architectural variation and direct unit entrances onto the street.



Examples of laneway decked townhouses.

### 5.3.3 Laneway Courtyard Townhouses

Laneway courtyard townhouses are proposed along Street 'B', a residential collector road. These units will feature main frontage onto Street 'B' with rear-lane access to garages along the rear laneway. These units ensure an uninterrupted pedestrian experience along the west side of the street, south of the Secondary Gateway connecting to the existing Mountcrest Road.

These lane based units are strategically located to serve as a buffer between low-rise residential units and the existing commercial area along Airport Road. Individual private outdoor amenity spaces are located adjacent to the breezeway connecting the garage to the townhouse unit, ensuring adequate buffering and privacy between residents amenity space and the rear of the existing shopping centre.



Example of laneway courtyard townhouses (frontage)



Example of a laneway courtyard townhouses (rear)

FIGURE 22 - Courtyard Townhouse Units

### 5.3.4 Laneway Single Detached Dwellings

As mentioned in Section 5.2.2., Laneway single detached dwellings (9.75m frontages) are located along the entirety of Street 'H' surrounding the community park and along one side of Street 'A', Street 'M', Street 'U' and Street 'K'.

The laneway townhouses allow for uninterrupted pedestrian routes, and will reduce the visual impact of vehicles on the streetscape. These houses 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.

### 5.3.5 Single Detached Dwellings

The Triple Crown Line neighbourhood is primarily low-density residential, comprised of conventional single detached dwellings with frontages of 11.6, 13.7 and 15.2 metres. Larger lots make up the neighbourhood's north, west and a portion of the southern edge, supporting an appropriate transition towards existing low density residential, open spaces and the rural landscape.

Corner Lots will feature homes with flanking entrances, and garages on the fronting street. These variations in lot size and special attention to key locations (i.e. corner lots) will ensure a varying streetscape character and diverse architectural treatments.



Example of 38 foot (11.6m) single detached housing.



Example of housing with entrance on flankage street.



Example of 45 foot (13.7m) single detached housing.



Example of 50 foot (15.2m) single detached housing.

## 5.4 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 23 - 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 facing, flanking or backing onto parks and open spaces.



FIGURE 23 - Priority Lot Plan

### 5.4.1 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 three gateway lots located at primary gateways where Street 'A' intersects with 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 mid-rise built form.



Examples of a community edge with townhouses and decorative metal fencing.

## 5.4.2 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 lots with front entrance on flanking street, increased fenestration and a dominant porch.



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

### 5.4.3 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 as far from the intersection as possible, 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.



### 5.4.5 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 is compatible with the neighbouring community character.

### 5.4.6 Lots Facing 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 facing, 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.



Lots fronting onto a park.



Home backing onto and flanking open space.



Example of homes backing onto open space.

## 5.5 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.

\* Note: Privacy fencing shall be offered as an upgrade between the builder and the homeowner. The privacy fence design shall be consistent throughout the development.



FIGURE 24- 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

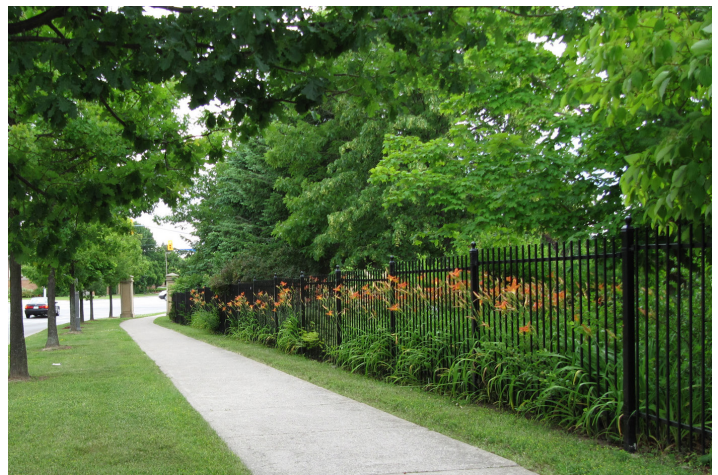
Low decorative metal fencing will be located on gateway and community edge lots along Airport Road and will complement gateway features.

## 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.



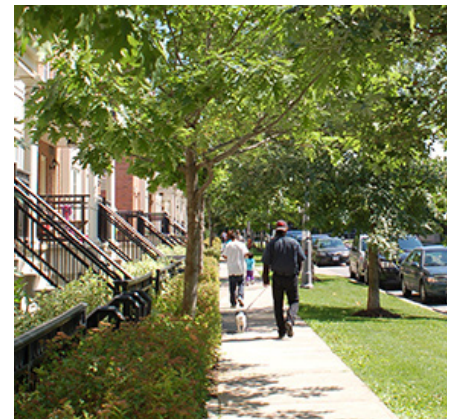
Example of decorative metal fencing.



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 a range of innovative housing designs and typologies to suit the needs of a variety of residents. 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.







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