

Caledon East

STREETScape MASTER PLAN & URBAN DESIGN STUDY



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Introduction

Caledon East is a community of approximately 5000 residents located in the Town of Caledon. It's primary hub and shopping area is situated at the junction of regional roads Airport Road and Old Church Road and is intended to be the most intensive and functionally diverse area in Caledon East. The fabric of areas along these roads generally consists of 2-3 storey main street buildings and low density residential development. This area also provides a junction for the Caledon Trailway, a 35km multi-use trail that follows an abandoned rail line built in 1877.

The Caledon East Streetscape and Urban Design Study is intended as a roadmap for how the Town of Caledon and its residents envision the public realm of Caledon East as it undergoes change and transformation as a result of reconstruction and development. This will include both a streetscape study and an urban design study portion, which will provide the framework for the project to be developed on. The conceptual Right of Way (ROW) profiles and scope of work for the Town led Caledon East Streetscape and Urban Design Study were defined through the Region's Environmental Assessment (EA) process for their Airport Road reconstruction project from 100m North of Kind Street to 300m North of Huntmill Drive.

The streetscape study will give recommendations for the public realm treatment along the Airport Road corridor through the Town of Caledon East, as well as the connecting portion of Old Church Road. Key areas of focus will include enhancement of the public realm, gateway features and the intersections at Cranston Rd and Old Church Rd. The recommendations from the Caledon East study area will also provide the guiding design principles to serve as a template for the streetscape design during the detailed design development and subsequent phases for the EA project limits, beyond Caledon East.

The urban design study is intended to create a vision for the Town and the Region of Peel on how the lands within the area could be redeveloped, through massing models, conceptual elevations and precedent images. It will develop a study and demonstration plan, together with a set of principles, conceptual design framework including, key streetscapes, open spaces, urban design elements, general architectural character, access locations and intersection improvements. Both streetscape and urban design recommendations shall be prepared in consultation with the stakeholders and give a road map to the revitalization of Caledon East. Combined, the streetscape improvements and urban design study will provide a consistent, long-term vision for design planning in Caledon.

For ease of navigation, this Master Plan report has been organized by theme, with the following colours for each of the sections:

-  I & A **Inventory & Analysis (existing conditions)**
-  PIC Overview **Public Consultation Overview**
-  Streetscape **Streetscape Master Plan Concept**
-  Urban Design **Urban Design Guidelines**

Executive Summary

A streetscape study has been conducted to generate recommendations for the treatment of the public realm along the Airport Road corridor through the Town of Caledon East, including the connecting portion of Old Church Road. These recommendations serve as feedback for the Region of Peel Airport Road Reconstruction project. The streetscape study aims to inform the detailed design timelines of this project, adhering to the proposed right-of-way (ROW) profiles already established through the Region's Environmental Assessment (EA) for that project.

The study area for the streetscape and urban design study centers on Airport Road (Regional Road 7) within the Town of Caledon. The streetscape recommendations are intended to serve as a template, informing the detailed design of the Airport Road reconstruction not only within Caledon East but also extending beyond through subsequent phases of the project. The study focuses on both sides of Airport Road from just south of Cranston Drive to just north of Huntmill Drive. The intersection of Airport Road and Old Church Road is a key focus area of the study, along with several other crucial development areas outlined on page 19.

The Town has conducted a series of public engagement exercises during the initial discovery period of this study, and the findings have been summarized and incorporated into the design and recommendations.

An urban design study has also been conducted to develop several potential site redevelopment concept plans, including site organization and built form, for lands adjacent to the Airport Rd right-of-way through the town of Caledon East. This component of the report and recommendations is intended to inform the Town and the Region of Peel on how the lands within the area could be redeveloped, using massing models, conceptual elevations, and precedent images. The urban design section of this report includes design direction for public and private realm development.

This report seeks to implement the goals and objectives of the Town's (new draft) Official Plan, the Caledon East Secondary Plan and the Caledon East Community Improvement Plan (CIP), coupled with stakeholder engagement.

Key recommendations to EA Plan

The streetscape study is a response to the Region of Peel Airport Road Reconstruction project, closely examining recommendations established in the Region's Environmental Assessment. This report presents recommendations for discussion and integration into the Region's detailed design plans for future reconstruction. The key recommendations, visualized within this report, can be summarized as follows:

- 1 Ensure that trees are planted in locations that allow for long term viability and survival**
This report recommends locations that considers soil volumes, species selection and placement that does not impede sight for both pedestrians and vehicle operators.
- 2 Prioritize safe and meaningful street crossings for pedestrians**
Recommendations have been made for crossings throughout the plan in key locations.
- 3 Provide continuous multi-use pathway with meaningful connections**
An emphasis has been placed on providing a continuous multi-use pathway that connects to existing landmarks and pathways.
- 4 Allow for spaces of rest for increased accessibility**
Recommendations for rest stops with accessible benches have been proposed throughout the space. Gathering spaces have been noted and safe crossings have been incorporated in these areas.
- 5 Coordinate improvements with private development applications**
Ensure streetscape improvements align with known development proposals within the study area.
- 6 Consider future amendments to the Village Core zoning regulations**
Consideration should be given to increased height permissions and mixed use development/multiple residential development.
- 7 Update the existing Caledon East Architectural Guidelines**
The existing guidelines were prepared in 1994 and should be updated to reflect the design direction contained within section 4 of this report.

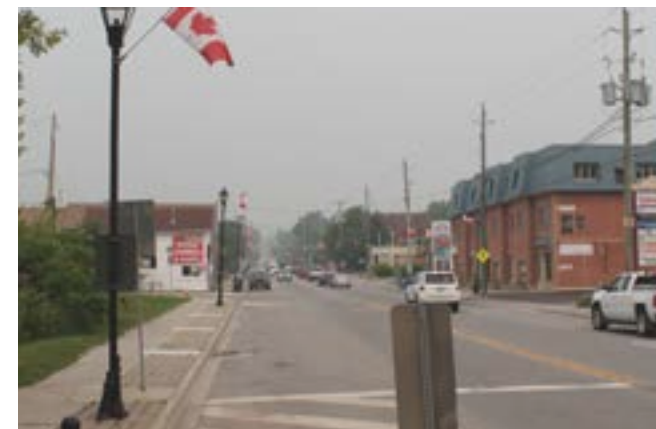
1

Inventory & Analysis

The Inventory and Analysis phase involved the systematic documentation and evaluation of existing site conditions. It served as a data collection mechanism with the results informing the design process and result of concept proposal for both the Streetscape Master Plan and Urban Design Guidelines.

The design study included a comprehensive review of the inventory of the study area, primarily along the Airport and Old Church Roads. This review included a site visit to core and surrounding areas. The existing physical conditions of the study area were carefully examined to gain a better understanding of the current structure of the site. The inventory and analysis also drew upon past initiatives and resources. The following studies and documents were reviewed as part of this project:

- Caledon East Streetscape and Urban Design Study- Online Survey (Analysis and Report)
- Woodstock Central Area Design Study
- Town of Caledon Outdoor Lighting Standard
- Town of Caledon By-Law No. BL-2015-58 (regulate the use of highways and parking on highways)
- Town of Caledon Official Plan
- Town of Caledon Development Standards Manual
- Town of Caledon Comprehensive Town-Wide Design Guidelines
- Caledon East Streetscape Study Architectural Guidelines and Design Concept
- Caledon East Flood Mitigation Study



Core area within the town

- Old Church Road/Airport Road Intersection Improvements - Feasibility Study
- 16000 Airport Road Cultural Heritage Impact Assessment Report

The Caledon East Streetscape and Urban Design Study Online Survey provided a very detailed analysis of deficiencies within the study area and what the immediate priorities of the residents of Caledon East are. Site visit and detailed site analysis in the form of aerial imagery and Environmental Assessment profiles by the region provided a very detailed analysis of existing elements along the Airport and Old Church Roads. This was critical in assessing current assets and deficiencies within the study area. The exhaustive analysis of the area resulted in a catalogue of information that was then combined into an inventory of strengths and weaknesses, as well as opportunities and constraints.

The future capital improvement potential was determined with a comprehensive analysis of a wide variety of issues impacting the study area. These improvements have been broken down into the following categories:

- Existing Active Transportation & Intersections
- Existing Parking
- Existing Vegetation
- Existing Site Furnishings



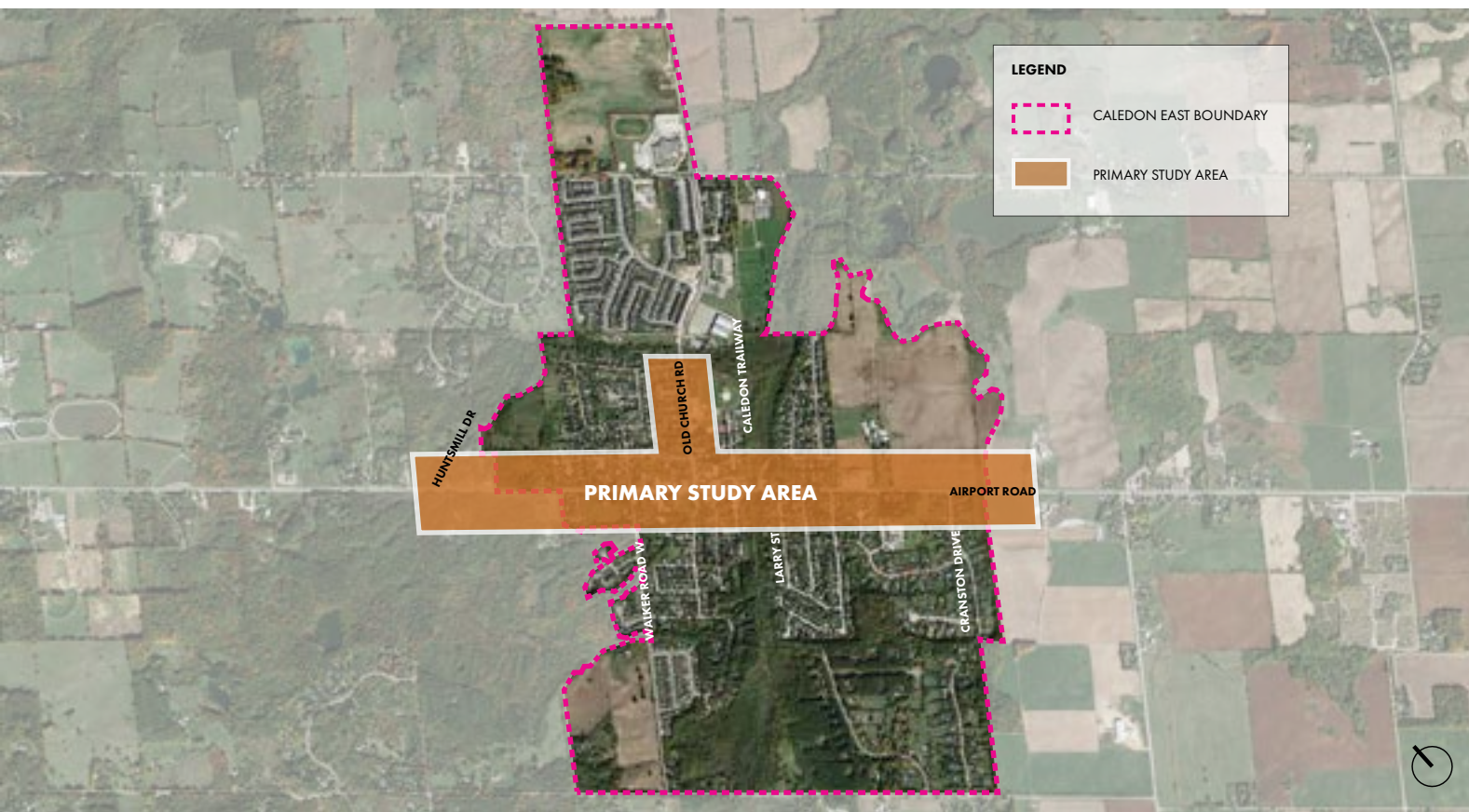
Airport Road and Old Church Road intersection

1.1

The Study Area

The geographic scope of the project is along Airport Rd within the Town of Caledon. The focus area of the streetscape improvements is the Region ROW corridors (RR 7/Airport Rd and RR 22/Old Church Rd). Recommendations from this focus area will be applied in principle to the Airport Rd corridor beyond Caledon East to inform the Region detailed design of that reconstruction project. The focus area of the urban design recommendations is all the lands adjacent to the ROW corridors within Caledon East. Airport Road acts as Caledon's East main street and is defined primarily by single detached dwellings, especially towards the East and West boundaries of the study area. The core (between Walker Road and Mountcrest Road) consists many 2 to 3 storey buildings that are either designated or listed as buildings of historical importance. Both the Airport and Old Church Roads are generally characterized by concrete sidewalks with unit paving

providing a transition at the curb. The unit paving also extends into the sidewalk at regular intervals to provide visual interest but has shifted and settled at various locations, resulting in a relatively uneven and uncomfortable walking surface. Both regional roads also provide on street parking at certain locations and some prominent intersections and crossings include enhanced pedestrian safety measures such as pedestrian crossing indicators. Existing street tree cover and planting is sparse, especially in the core of the study area. Most of the streetscape elements were installed decades ago and are showing signs of deterioration. Benches and garbage receptacles are provided within the core area but are generally missing as one moves towards the study area boundaries. Above ground hydro poles and power lines run along both major roads, limiting the growth of street trees as well as limiting the opportunities to plant new street trees.



1.2

Existing Active Transportation & Intersections

The Airport and Old Church Roads have all been constructed with sidewalks on both sides of the street, which provide for pedestrian movement separated from vehicles. Many stretches of the sidewalks measure around 1.5m in width and are deteriorating, resulting in approximately 70% of responses in the Caledon East Survey highlighting a need for better accessibility. While the sidewalks lend to pedestrian activity and movement, Airport Road is also a major truck route resulting in a clash between users and safety concerns for pedestrians. Major bike routes have been directed off the Airport Road and run primarily along the Old Church and Walker Roads. The Caledon railway, a multi-use pathway, also cuts through the Airport Road. Considering the significant number of cyclists in Caledon East, it has been noted in resident feedback that there is insufficient bike parking for individuals stopping in the village. In addition to safe bike lanes, there is a general lack of marked and signalized pedestrian crossings which is further highlighted as an area of improvement by residents in the online survey.



Example of existing sidewalk along Airport Road



Caledon Railway crossing at Airport Road



1.3

Existing Vegetation

As noted previously, street trees and planting are generally absent or sparse throughout the study area, especially within the core of Caledon East. Street trees are also absent from the northwest section of the airport road. Presence of hydro poles and general lack of planting space adjacent to both Airport and Old Church roads has also limited boulevard tree planting opportunities.

In the Caledon East Survey Analysis, access to wildlife /nature was considered as an important asset by Caledon East residents and neighbourhood beautification, look & feel, and streetscaping were identified as areas of high priority. In addition to providing shade, comfort and beauty, street trees and vegetation also aid in overall health and wellness of the residents. Their environmental benefits also include slope stabilization, stormwater management and flood mitigation.



Example of a street tree along Airport Road



Example of street trees at the junction of Airport Road and Caledon Trailway



1.4

Existing Site Furnishings

In terms of existing site furnishings, the study area contains coordinated garbage receptacles and pedestrian scaled lighting. In limited locations bollards can also be found. Trail signage includes trail markers at the Caledon East Trailway and Airport Road intersection. Interpretive signage also marks some heritage buildings and areas of historical significance. Overall, existing site furnishings lack cohesiveness in terms of their style, structure and materials. This is apparent in uncoordinated fencing and retaining wall designs throughout the site. Limited seating in the form of benches is present in and around the core area but is generally missing towards the boundaries of the study area. Restaurants in town center also lack seasonal or permanent patios.

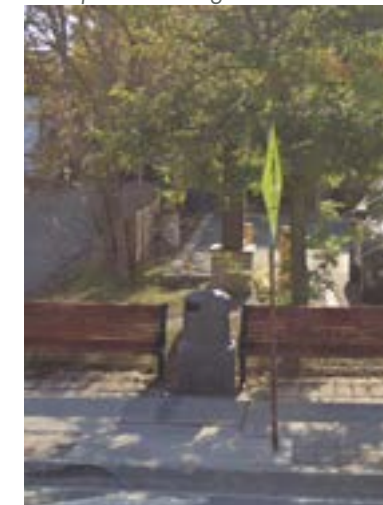
Seating/rest areas and lighting were highlighted as areas requiring improvement in the Caledon East Survey Report.



Example of existing bollards



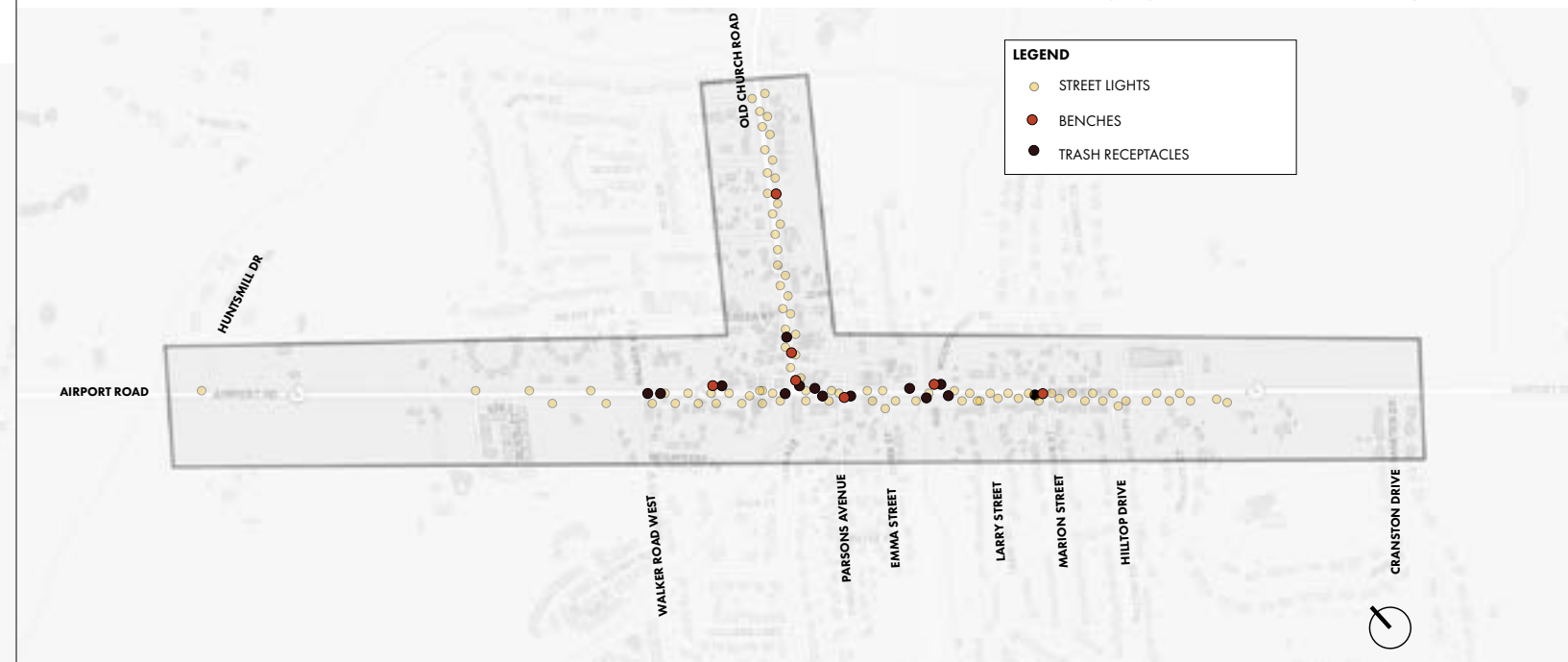
Example of existing bollards and street lighting



Example of existing garbage container and benches



Example of existing interpretive signage at Caledon East Trailway



1.5

Summary

Overall, the study area has many strengths and provides a strong base to build upon. The need for active transportation and pedestrian safety was highlighted as a major concern by the residents of Caledon East. While there is a multi-use trail cutting through the study area, heavy traffic along Airport Road, coupled with a very low number of signalized crossings, makes cycling on and crossing it unsafe. Existing sidewalks allow for pedestrian movement, but due to their width and deteriorating construction, accessibility has become a concern. This, paired with the lack of end-of-trip amenities, leads to pedestrians and cyclists avoiding the streetscape.

Tremendous advancements in technologies since the current streetscape was installed now allow for use of more durable materials that employ more cost effective methods of construction. The establishment of the Accessibility for Ontarians with Disabilities Act (AODA) requirements and an advanced understanding of accessibility matters provide Caledon East with the opportunity to make its core more accessible. Likewise, there is an opportunity to design a space that is more sustainable.

Reestablishing seating will not only improve accessibility but also provide opportunities for rest along the street, a concern expressed by aging residents. Introducing more bicycle racks will make the area more appealing to cyclists and those who wish to take advantage of active transportation opportunities.

There are large patches along Airport and Old Church Roads without the presence of street trees and planting, further accentuating the aging infrastructure. This underscores the potential for the addition of more street trees and planters to aid in neighborhood beautification.

In addition to the aforementioned priorities, the Caledon East Survey also highlights the value that residents place on community and the need for community gathering spaces. Site analysis shows open areas and unused land in the study area that provide a possibility for dynamic and multi-functional gathering spaces, allowing the community to meet and engage.



Example of a currently vacant plot with opportunity for temporary use



Example of existing sidewalk conditions in the core area

2

Public Consultation Overview

Public and Stakeholder consultation played a key role in shaping the Streetscape Master Plan and Urban Design Study. Various types of consultation were conducted during the timeline of the project designed to obtain feedback at key project milestones.

2.1

Consultation Process Overview

Consultation Program

Public and stakeholder consultation played a key role in shaping the Caledon East Streetscape Master Plan and Urban Design Study. Consultation activities during the process included Stakeholder Committee meetings, Site Walks, Online Survey, Open House and Resident Feedback. The Caledon East Streetscape and Urban Design Study project was also posted on “Have Your Say Caledon” with links to key documents. Engagement opportunities were aligned with key project milestones to ensure that public input, advice, and concerns shaped the direction of the study. The following section provides a synopsis of the engagement methodologies that were used to generate community input.

Project Engagement

Throughout the Caledon East Streetscape Master Plan process the following engagement has occurred:

- October 2022 – Public Site Walk
- November 2022 – Public Survey #1
- April 2023 – Public Site Walks / On-Site Meetings
- March 2023 – Public Survey #2
- August 2023 – Community Conversations Walking Tour
- February 2024 – Open House

As noted herein, the project, including the survey was also posted on “Have Your Say”, Caledon’s engagement platform. Input received through this engagement was carefully considered in the final Master Plan. This included safety considerations (particularity at the intersection of Airport Road and Old Church Road); active transportation; opportunities for activity and gathering; better wayfinding and encouraging redevelopment and revitalization projects that build upon the character of Caledon East.



MHBC attended a Public Site Walk with Town staff and residents in October, 2022. The Site Walk included a visit to Downtown Bolton

2.2

Summary of Engagement

Public Survey #1 - November 2022

The November 2022 survey was a Town wide online survey designed to collect general recommendations and concerns related to the study scope. The summary below provides a general snapshot of values prioritized by the residents of Caledon East in the initial online survey conducted in November 2022. These values were selected to be preserved, celebrated and enhanced through the Streetscape Masterplan and Urban Design Study.

Nature

This category includes Wildlife & Nature, Health & Wellness, Streetscaping, and Heritage/History.

Safety

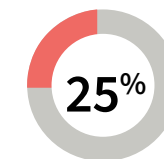
This category includes Safety, Direction Signs, Safe & Easy Transportation Without A Car, and Streetscaping.

Aesthetics

This category includes Wildlife & Nature; Arts & Culture, Health and Wellness, Neighbourhood Beautification/ Streetscaping, Heritage/History, and Look & Feel.

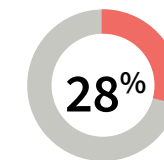
Community

This category includes Public Spaces, Arts & Culture, Community Building, Schools, Health & Wellness, Programming/Recreation, Variety of Businesses, Accessible Spaces, Spaces for My Community, Something for Everyone, Festivals/Events, Neighbourhood Beautification, and Heritage/History



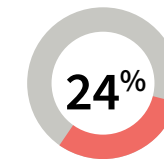
Nature

Street trees, vegetation cover, access to green spaces, active trails etc. can enhance natural features of the study area.



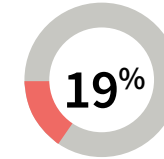
Safety

Safety can be increased through protected bike lanes, signalized and marked crossings, increasing accessibility, signage, traffic calming etc.



Aesthetics

Aesthetics of the study area can be enhanced through public art, street trees, vegetation cover, site furniture and other streetscaping elements.



Community

Sense of community can be enhanced by creating gathering spaces, public art, heritage preservation, interpretive signage, neighbourhood beautification etc.

The detailed Survey Summary Report for Survey #1 is attached as Appendix A.

Public Survey #2 - March 2023

A second public survey was launched in March 2023. This survey, combined with the April 2023 site walks was conducted to give residents of Caledon East an opportunity to provide feedback on options for the Old Church Road and Airport Road intersection. The online survey was posted from March 19 to April 17. The two questions used for the online survey were also asked of each group for the on-site meetings held April 12th and 13th.

In responding on the preferred options for the intersection, 36.4% of people voted to treat the driveway to the LCBO as a street and to install traffic lights for exiting vehicles and pedestrians. There was also significant support for restricting access to the LCBO to a one way access in. In voicing the biggest concern about the intersection, the majority of survey responders noted that it was lack of visibility of pedestrians by vehicles exiting the LCBO.

The detailed Survey Summary Report is included as **Appendix B**.

Input Received During Site Walks

During the April 2023 site walks, participants were asked the same questions as public survey #2. They were also asked to provide general comments. Input received during these in-person meetings is summarized in **Appendix C** and included the following:

- Concerns about trucks and traffic from King Road;
- Safety concerns at the intersections
- Suggestions for a reduced speed limit along Airport Road
- Frustrations with the Region of Peel and lack of response
- Input on materiality of streetscape to ensure accessibility
- Preserving the small town character

Strategic Moves

Through this initial public engagement process, our team came to understand what citizens, stakeholders and visitors like about Caledon East, what they don't like and what improvements they would like to see. From here, we developed the following strategic moves for moving forward with the Streetscape Master Plan and Urban Design Guidelines.

1

Strengthen existing historical characteristics.

Embrace the existing heritage and culture of Caledon East.

2

Update and provide accessible street furnishings.

Enhance existing lack of street furniture and ensure that accessibility and comfort is at the forefront.

3

Provide safe crossings and well defined crosswalks.

Enhance crosswalks and provide safe travel for all modes of transportation. Provide recommendations for the Airport Road and Old Church Road intersection that improve safety for pedestrians at this intersection

4

Expand the vegetation and promote healthy vibrant trees.

Provide space for plants to thrive including trees, native shrubs and perennials and hanging baskets.

5

Provide timeless materiality.

Allow for materials that are durable and can be maintained in the future.

3

Streetscape Master Plan Concept

This section presents the overall design concept for Caledon East's Streetscape. The project team developed this concept by incorporating the comments received during the Public Engagement phase. The Streetscape Master Plan will be then applied, in principle, to the Airport Road corridor beyond Caledon East to inform the Region detailed design of that reconstruction project.

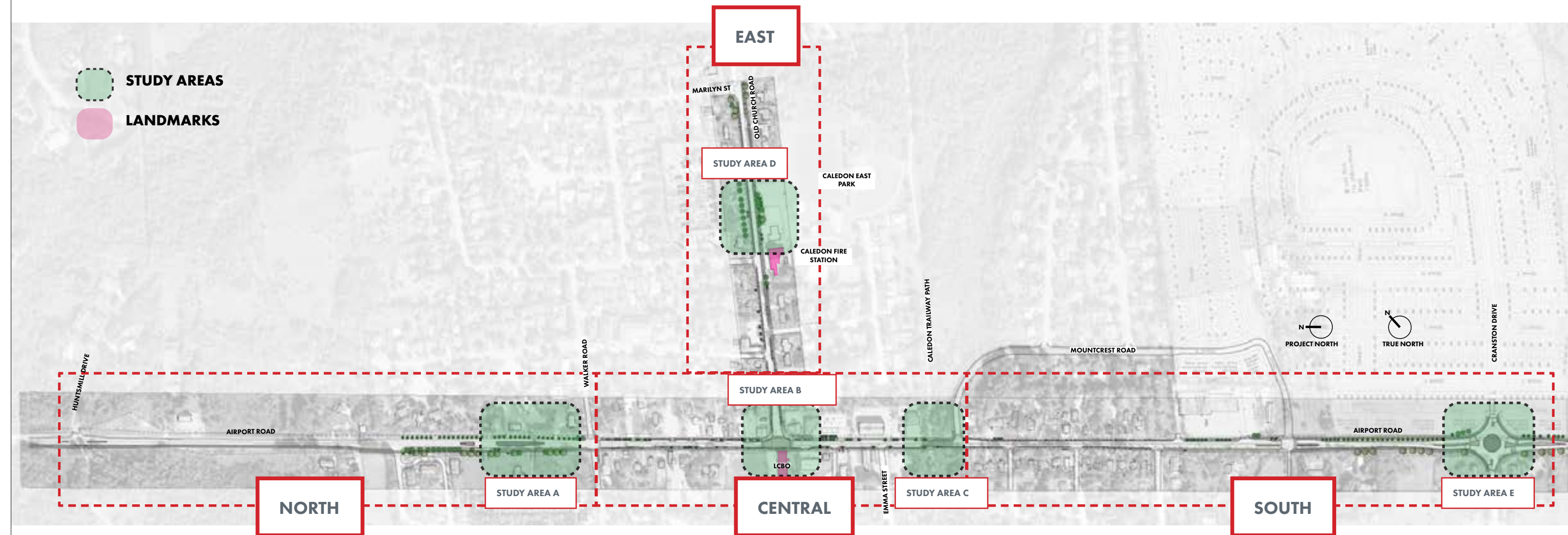
3.1

The Overall Concept

The Plan

The master plan proposes a streetscape and public realm vision for Caledon East. This proposed plan and overall implementation strategies look at the stretch of Airport Road from just south of Cranston Drive to just north of Huntsmill Drive and the stretch of Old Church Road from just east of Airport Road to just east of Marilyn Street. This master plan proposes a continuous approach throughout the Study Area, with unique interventions based on site specific needs. The plan recognizes the existing character and values of Caledon East and seeks to develop an approach in which the Town Core can continue to grow, thrive and invite public use.

The following sections outline the overall Streetscape Master Plan strategy with additional detail and strategies provided for key areas as well as proposed materials. This proposal seeks to provide a framework in which the Town Streetscape can developed and enhanced.



Site circulation

Site circulation builds upon the region's Environmental Assessment (EA) recommendation to add a 3.0m multi-use asphalt pathway spanning the entire study area. This pathway addresses accessibility issues and promotes active transportation by providing pedestrians with a safe and comfortable passage along Airport and Old Church Roads. Starting north of Cranston Drive along Airport Road, the multi-use path is recommended to extend beyond the study area boundary at Huntsmill Drive, terminating approximately 800m north at the Villa Caledon Inn. On Old Church Road, the pathway begins north of Airport Road and connects to an existing 3.0m pathway north of Marilyn Street. In addition to the 3.0m asphalt path, accessibility is further improved by recommending a wider 1.8m concrete sidewalk along Airport and Old Church Roads where constraints allow. Except for stretches between the two ends of Mountcrest Road, these recommendations are followed throughout the study area. Due to retaining walls along this stretch, the existing 1.5m wide concrete sidewalk is retained. For safety reasons, it is recommended that users of the 3.0m multi-use pathway be redirected along Mountcrest Road through the proposed Triple Crown development.



Caledon Trailway crossing at Airport Road



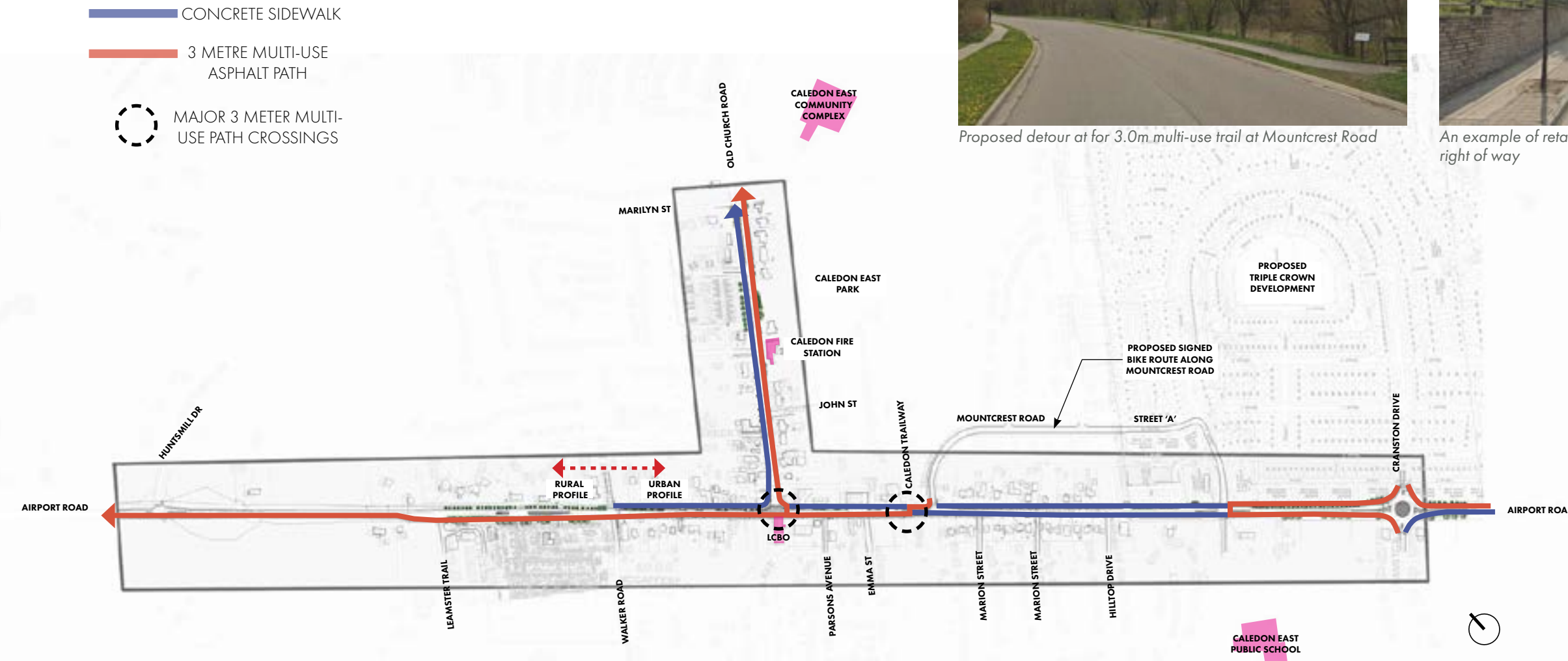
Intersection at Old Church and Airport Roads



Proposed detour for 3.0m multi-use trail at Mountcrest Road



An example of retaining wall conflict within the Airport Road right of way



North Enlargement

The North enlargement centers on the Airport Road corridor from Huntsmill Drive to Walker Road. The region's Environmental Assessment (EA) recommends categorizing the area north of Walker Road as a 'rural section' and suggests a paved shoulder along the east edge of Airport Road. Although street parking is absent, the ample width permits the inclusion of center medians, fostering traffic calming, enhancing pedestrian safety, and providing space for additional planting.

It is further recommended that the 3.0m multi-use asphalt path continues along the west edge of Airport Road to offer safe and accessible access to the Villa Caledon Inn. Study Area A concentrates on the right-of-way adjacent to a proposed development and emphasizes a Gateway feature that welcomes visitors and residents to Caledon East.



STUDY AREA A

The 3.0m multi-use path and 1.8m sidewalk continue along this part of the west enlargement, with additional space for boulevard trees adjacent to the sidewalk. Region's EA recommended medians are combined to provide an entrance feature with enhanced planting. The rest of this median is also covered with grass, as opposed to stamped asphalt treatment applied on other center medians. This, along with recommended street trees along both the eastern and western edge of the Airport Road, creates an inviting and welcoming gateway into Caledon East. The western edge of Airport Road also provides opportunities to add resting areas that are treated with stamped asphalt.

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 2.0m PAVED SHOULDER
- 03 RESTING AREAS
- 04 MEDIAN WITH GATEWAY FEATURE

PERSPECTIVE B



- EXISTING TREES
- PROPOSED TREES
- AIRPORT ROAD ROW

PERSPECTIVE A

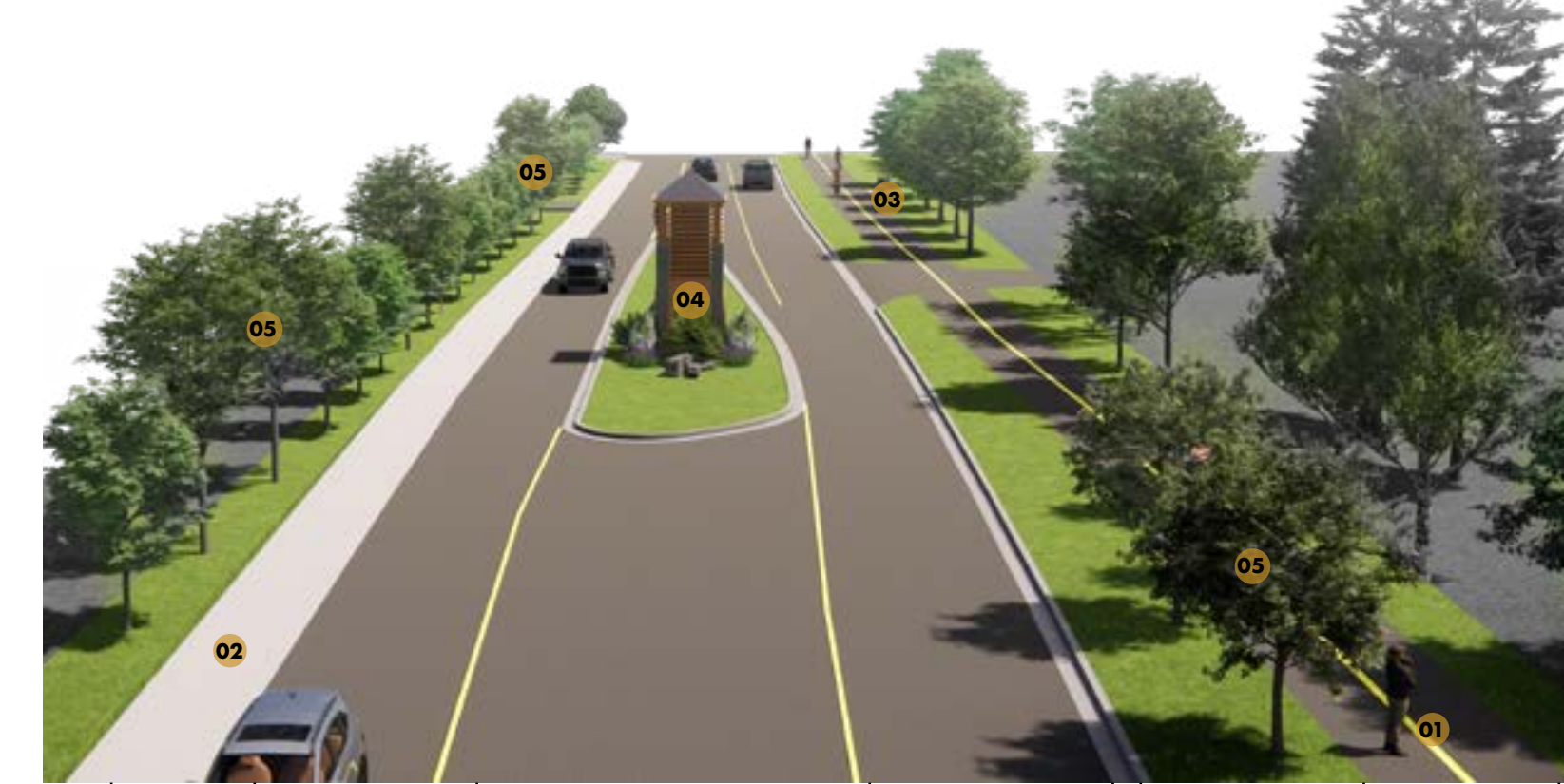
- 01 3.0m MULTI-USE ASPHALT PATH
- 02 2.0m PAVED SHOULDER
- 03 RESTING AREAS
- 04 MEDIAN WITH GATEWAY FEATURE
- 05 TREES IN AIRPORT ROAD ROW

EXISTING TREES WITHIN AND ALONG THE AIRPORT ROAD ROW



- 3m PEDESTRIAN AND BICYCLE CLEAR ZONE
 - BOULEVARD (VARIES)
 - 0.5m CURB
 - 3.5m DRIVING LANE
 - 3.5m TURNING LANE
 - 3.5m DRIVING LANE
 - 2m PAVED SHOULDER
- PERSPECTIVE A

Please note that the design elements and graphics shown here are for visualization purposes only and not finalized.

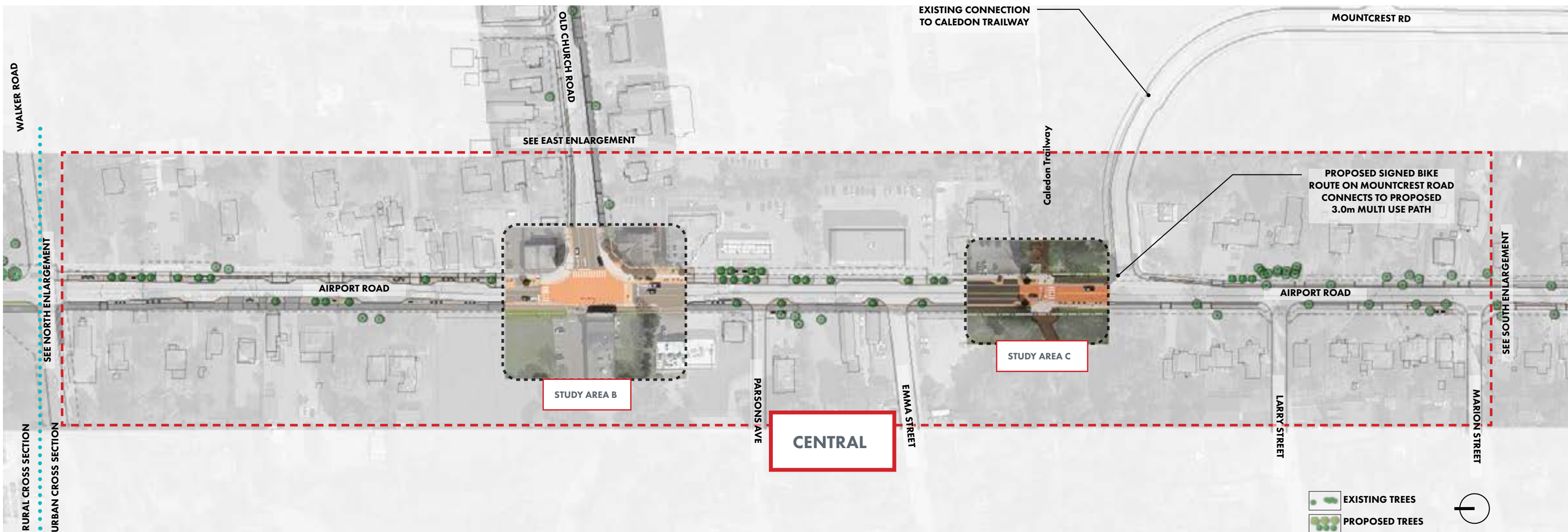


- 2.0m PAVED SHOULDER
 - 3.5m DRIVING LANE
 - CENTER MEDIAN (VARIES)
 - 3.5m DRIVING LANE
 - BOULEVARD (VARIES)
 - 3m PEDESTRIAN AND BICYCLE CLEAR ZONE
 - 0.5m CURB
- PERSPECTIVE B

CENTRAL ENLARGEMENT

The Central enlargement centers on the Airport Road corridor from south of Walker Road to north of Marion Street. Designated as part of the 'urban section' in the region's EA, the recommendation includes both a 1.8m concrete sidewalk and a 3.0m multi-use asphalt path along Airport Road. This area, being the main core of Caledon East, features an enhanced built environment with carefully selected materials. Stamped asphalt replaces brick pavers adjacent to sidewalks, preventing uneven surfaces over time and facilitating easier maintenance. The pattern texture is extended through the concrete sidewalk and asphalt path at driveway crossings, offering visual and tactile feedback to pedestrians and bicyclists for a safer commute. Given the presence of businesses, on-street parking is allowed along Airport Road in this stretch. Special attention has been given to the intersection at Airport and Old Church Roads, requiring additional consultation to develop

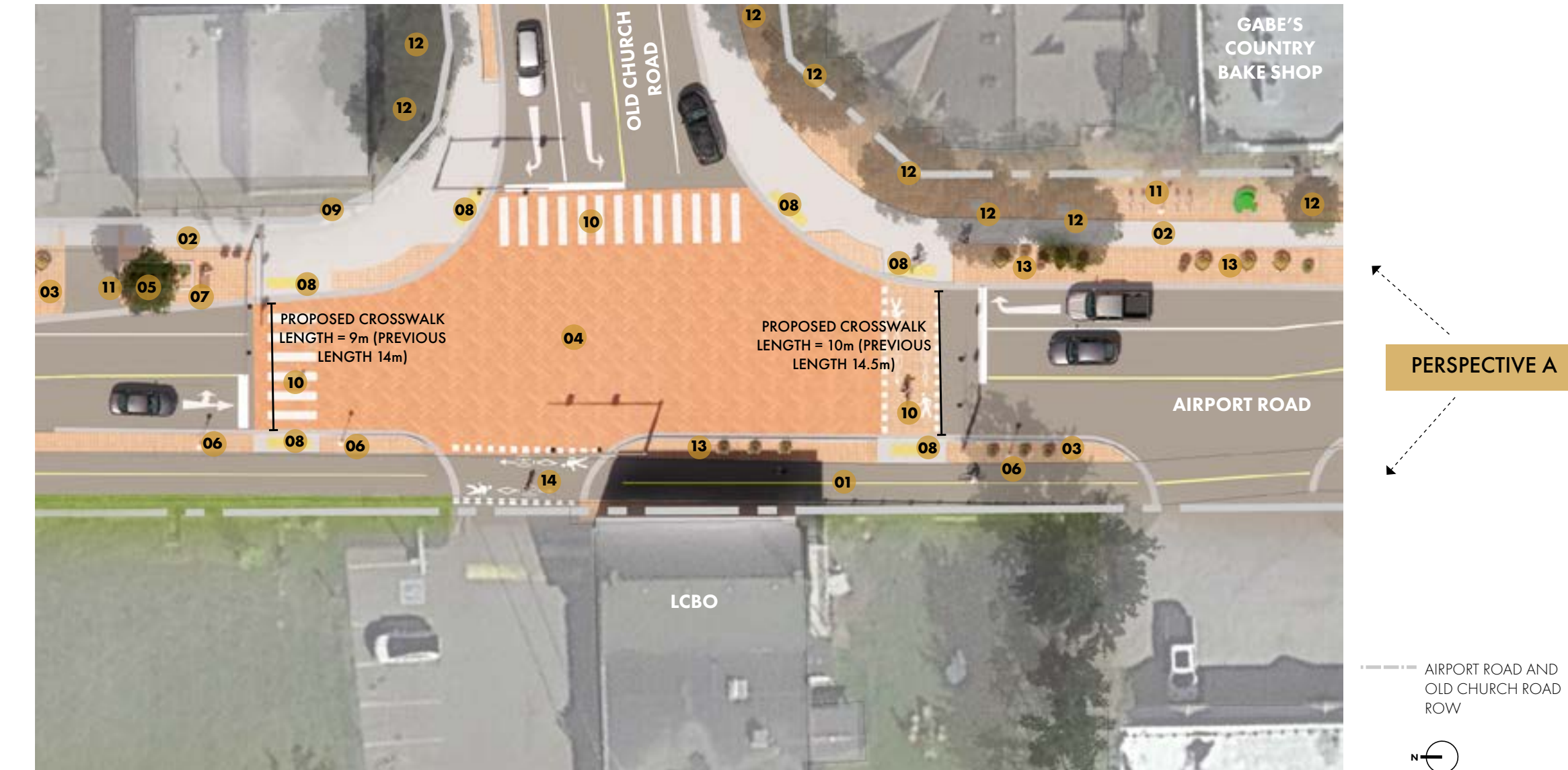
a plan that enhances pedestrian safety and modifies access to the LCBO parking lot. Study Area B reflects this scenario and incorporates a special asphalt paving pattern spanning the entire intersection to aid in traffic calming. This stamped asphalt texture is also carried over to Study Area C, focusing on the intersection of Airport Road and Caledon Trailway. These main intersections serve as high-traffic, multi-modal spaces, with a focus on ensuring the presence of safe and accessible crossings. While street lights contribute to safe crossings, other outlined elements further enhance the safety of these areas.

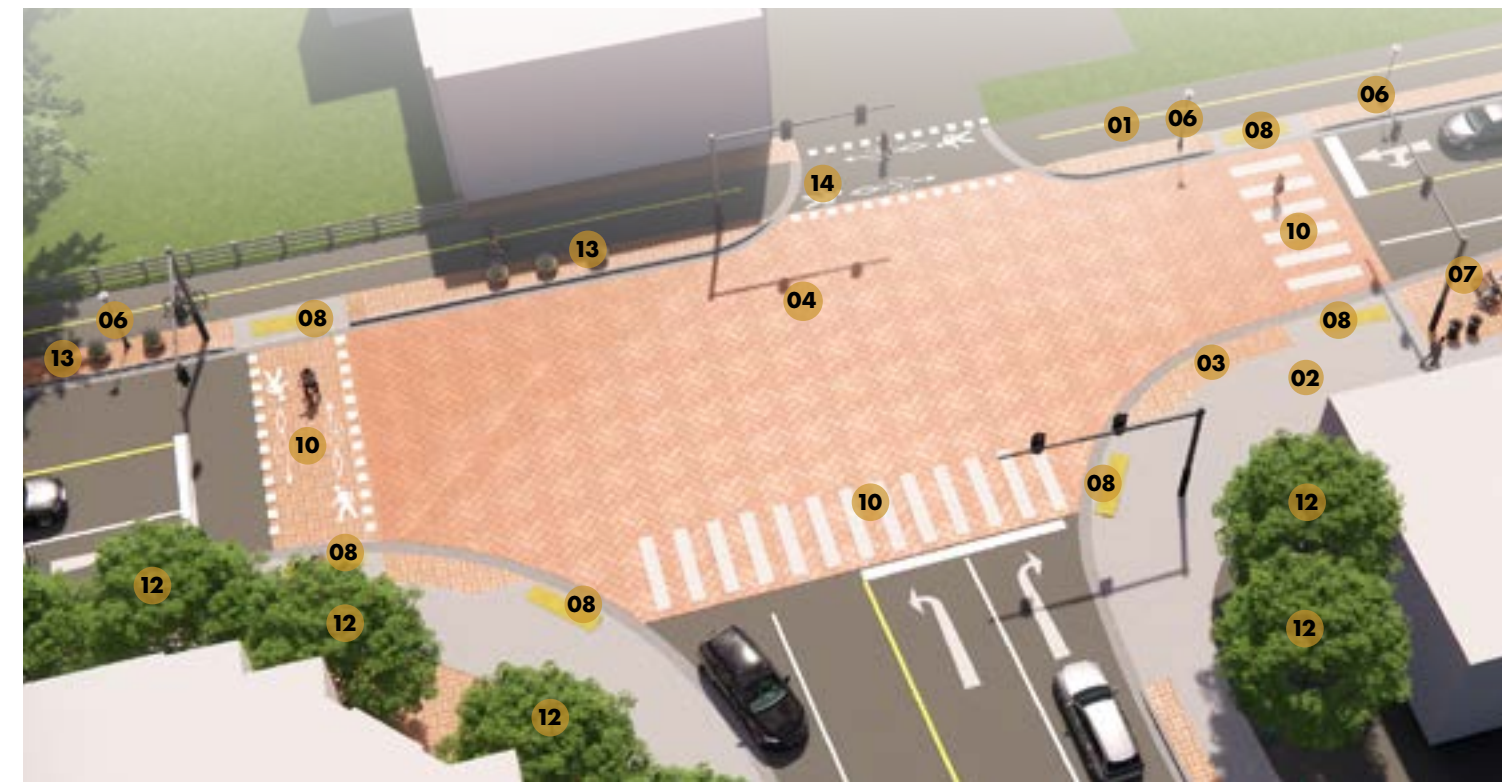


STUDY AREA B

The interim vision for Study Area B proposes maintaining the parking lot entrance to the LCBO and installing signalization at the crossing, complete with lead indicators for the safety of both cyclists and pedestrians. The west approach to Airport Road from the parking lot will also be signalized. The inclusion of tactile stamped asphalt paving throughout the intersection contributes to traffic calming, and the planting of street trees is recommended where the boulevard width is at least 3.0m. To encourage active transportation and create appealing resting areas, the addition of benches, garbage containers, and bike racks is proposed. Where the Airport Road ROW allows, street furnishings in front of businesses are recommended.

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 TACTILE STAMPED ASPHALT PAVING TYPE B
- 05 PROPOSED TREES IN PLANTERS (POTENTIAL FOR SOIL CELL CONSIDERATION)
- 06 STREET LIGHT [WITH HANGING RODS]
- 07 BENCHES
- 08 TACTILE WALKING SURFACE INDICATOR
- 09 BOLLARDS [EXISTING]
- 10 CROSSWALK
- 11 BIKE PARKING
- 12 EXISTING TREES
- 13 MOVEABLE PLANTERS
- 14 SIGNALIZED MULTI-USE PATHWAY CROSSING





PERSPECTIVE A

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 TACTILE STAMPED ASPHALT PAVING TYPE B
- 05 PROPOSED TREES IN PLANTERS (POTENTIAL FOR SOIL CELL CONSIDERATION)
- 06 STREET LIGHT [WITH HANGING RODS]
- 07 BENCHES
- 08 TACTILE WALKING SURFACE INDICATOR
- 09 BOLLARDS [EXISTING]
- 10 CROSSWALK
- 11 BIKE PARKING
- 12 EXISTING TREES
- 13 MOVEABLE PLANTERS
- 14 SIGNALIZED MULTI-USE PATHWAY CROSSING

Please note that the design elements and graphics shown here are for visualization purposes only and not finalized.



PERSPECTIVE B

- 3m PEDESTRIAN AND BICYCLE CLEAR ZONE
- 1.5m VEGETATION AND FURNISHING ZONE
- 3.5m DRIVING LANE
- 3.5m DRIVING LANE
- 3.5m TURNING LANE
- 3m (1m MIN) VEGETATION AND FURNISHING ZONE
- 0.5m CURB
- 1.8m PEDESTRIAN CLEAR ZONE
- PROGRAMMABLE SPACE WITHIN THE AIRPORT ROAD ROW



PERSPECTIVE C

- 1.8m PEDESTRIAN CLEAR ZONE
- 6m (1m MIN) VEGETATION AND FURNISHING ZONE
- 0.5m CURB
- 3.5m DRIVING LANE
- 3.5m DRIVING LANE
- 0.5m CURB
- 1m VEGETATION AND FURNISHING ZONE
- 3m PEDESTRIAN AND BICYCLE CLEAR ZONE

STUDY AREA C

The pedestrian crossing at Study Area C plays a crucial role in providing a safe passage for users of the Caledon Trailway. Additionally, it serves as a crossing for users of the proposed 3.0m multi-use pathway. Similar to the stamped asphalt surfacing applied in the previous study area, it is also utilized here to facilitate traffic calming and create visual interest.

Given the historical significance of the Caledon Trailway at this junction, there is a proposal to celebrate its heritage by imprinting the stamped asphalt texture with symbols and markers that emphasize the area's importance. Furthermore, parts of the vacant area along the trailway are transformed into a community gathering and resting area, featuring trees, bike racks, and benches where space permits.

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 TACTILE STAMPED ASPHALT PAVING TYPE B
- 05 PROPOSED TREES IN PLANTERS (POTENTIAL FOR SOIL CELL CONSIDERATION)
- 06 STREET LIGHT [WITH HANGING RODS]
- 07 BENCHES
- 08 TACTILE WALKING SURFACE INDICATOR
- 09 BOLLARDS
- 10 CROSSWALK
- 11 BIKE PARKING
- 12 PEDESTRIAN CROSSING INDICATOR
- 13 GATHERING AREA/SHADE STRUCTURE
- 14 TRAIL MARKER
- 15 MOVEABLE PLANTERS



PERSPECTIVE B

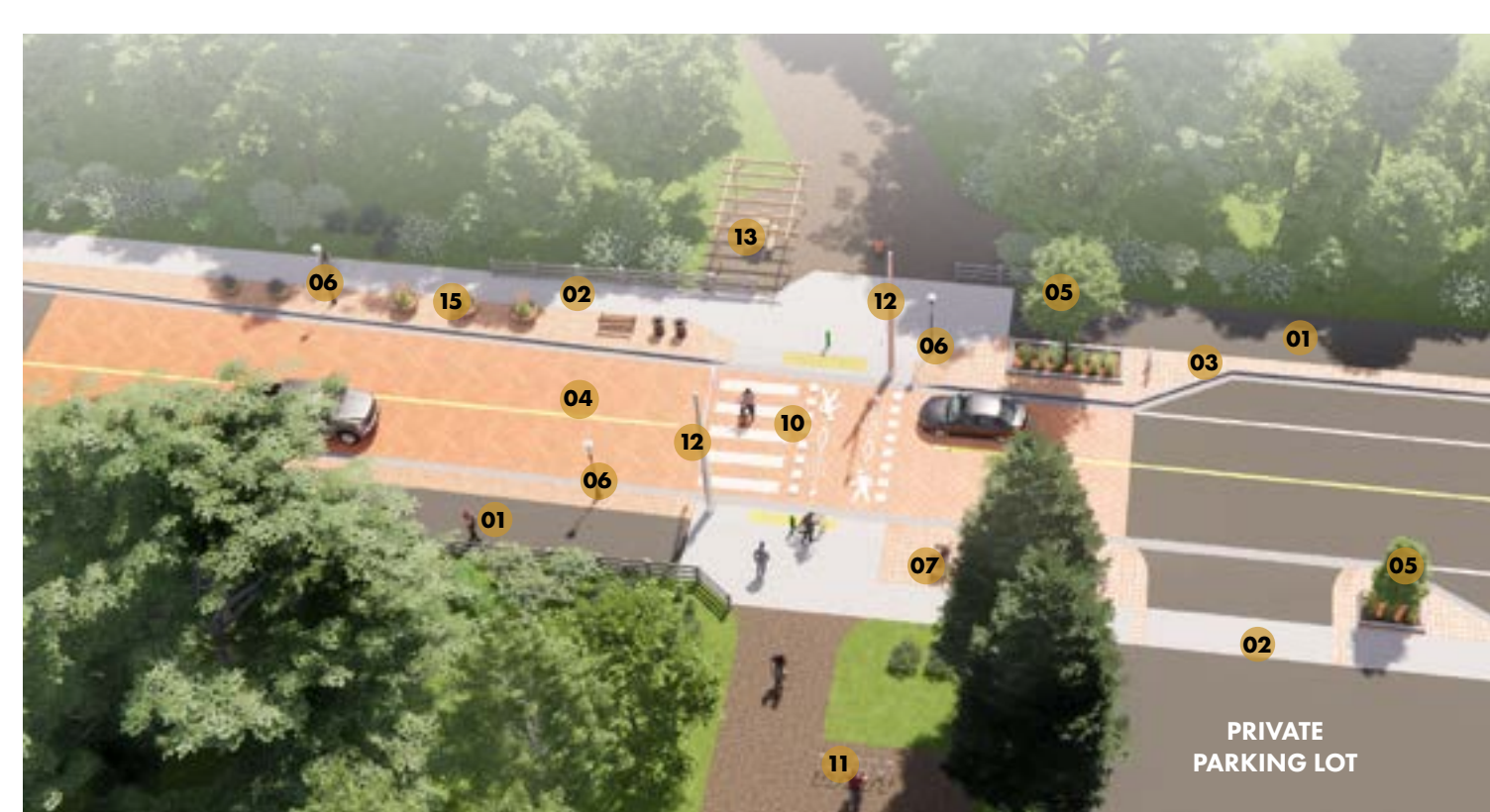
PERSPECTIVE A

--- AIRPORT ROAD ROW





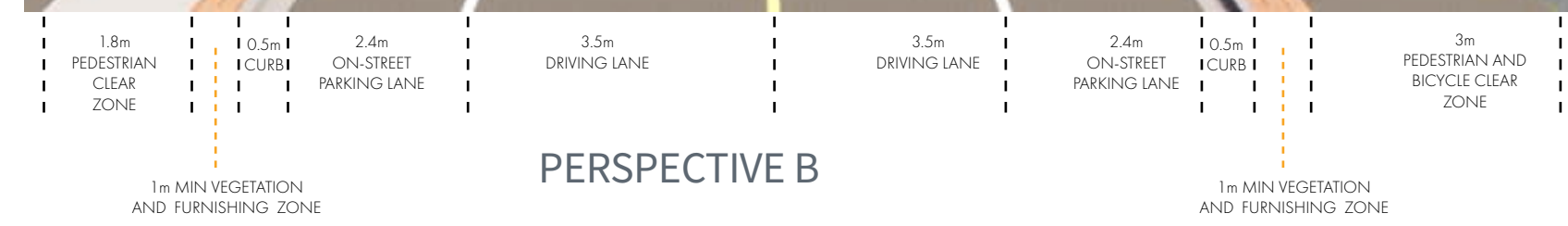
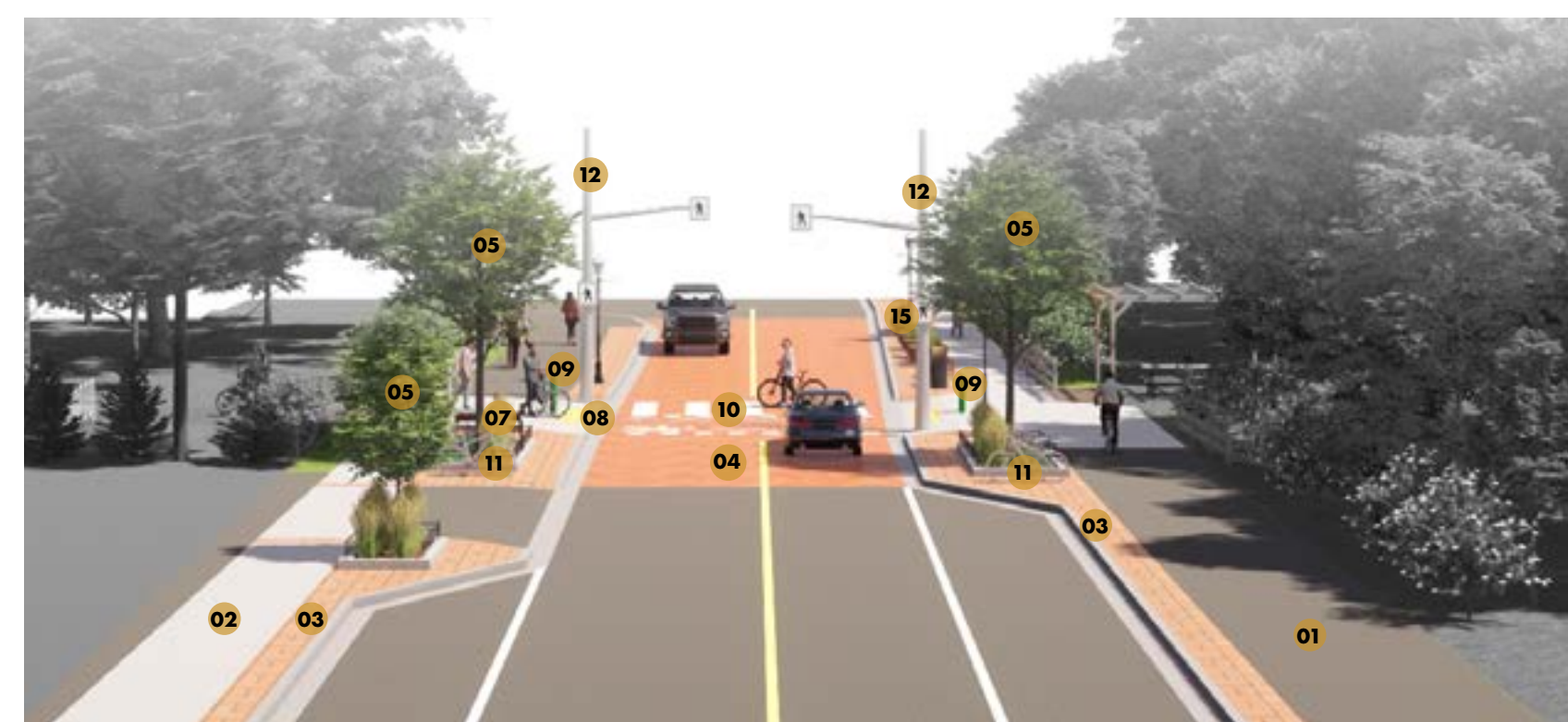
PERSPECTIVE A



PERSPECTIVE C

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 TACTILE STAMPED ASPHALT PAVING TYPE B
- 05 PROPOSED TREES IN PLANTERS (POTENTIAL FOR SOIL CELL CONSIDERATION)
- 06 STREET LIGHT [WITH HANGING RODS]
- 07 BENCHES
- 08 TACTILE WALKING SURFACE INDICATOR
- 09 BOLLARDS
- 10 CROSSWALK
- 11 BIKE PARKING
- 12 PEDESTRIAN CROSSING INDICATOR
- 13 GATHERING AREA/SHADE STRUCTURE
- 14 TRAIL MARKER
- 15 MOVEABLE PLANTERS

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PERSPECTIVE B

East Enlargement

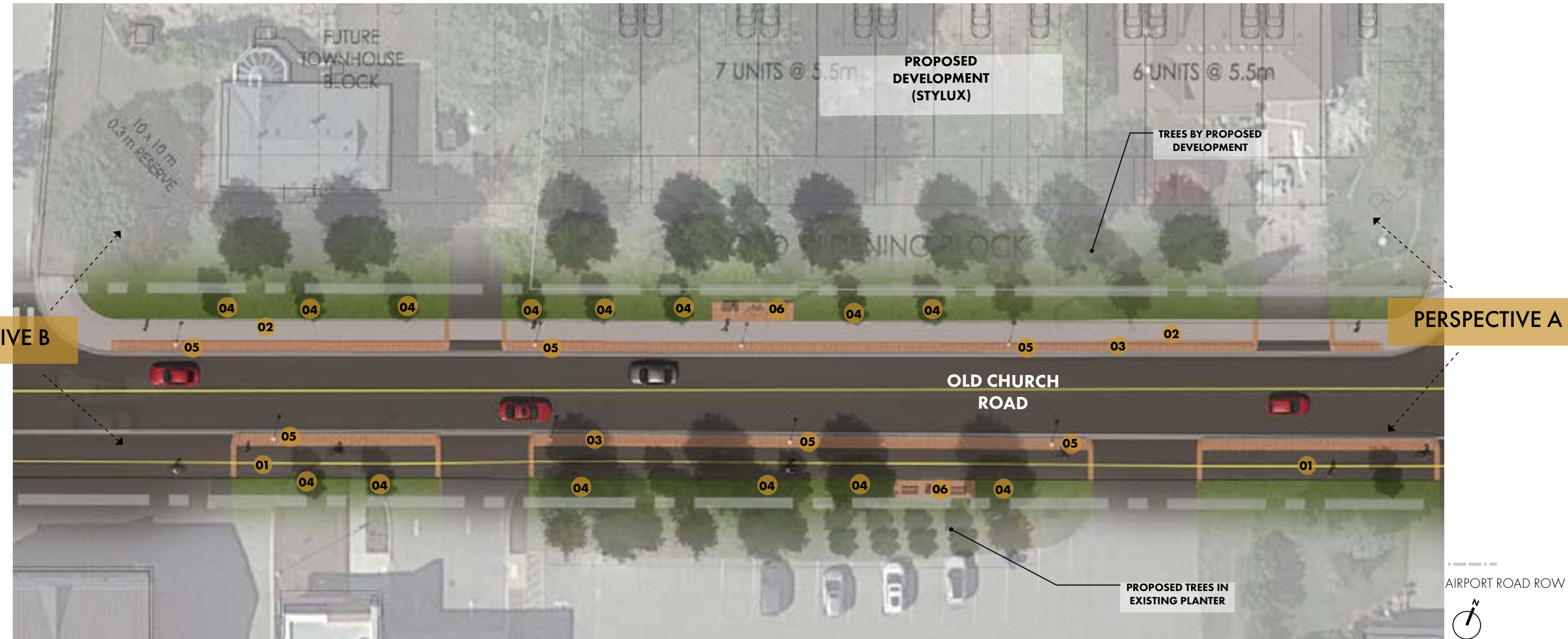
The East enlargement centers on the Old Church Road corridor between Airport Road and Marilyn Street. The proposed 3.0m multi-use path extends along the southern edge of Old Church Road, connecting with the existing 3.0m path east of Marilyn Street. On the northern edge of Old Church Road, a 1.8m sidewalk is proposed to provide a safe and accessible passage for pedestrians along this busy regional road. Additionally, crossings are marked for increased safety, and on-street parking is retained at some locations due to proximity to the Town core.



STUDY AREA D

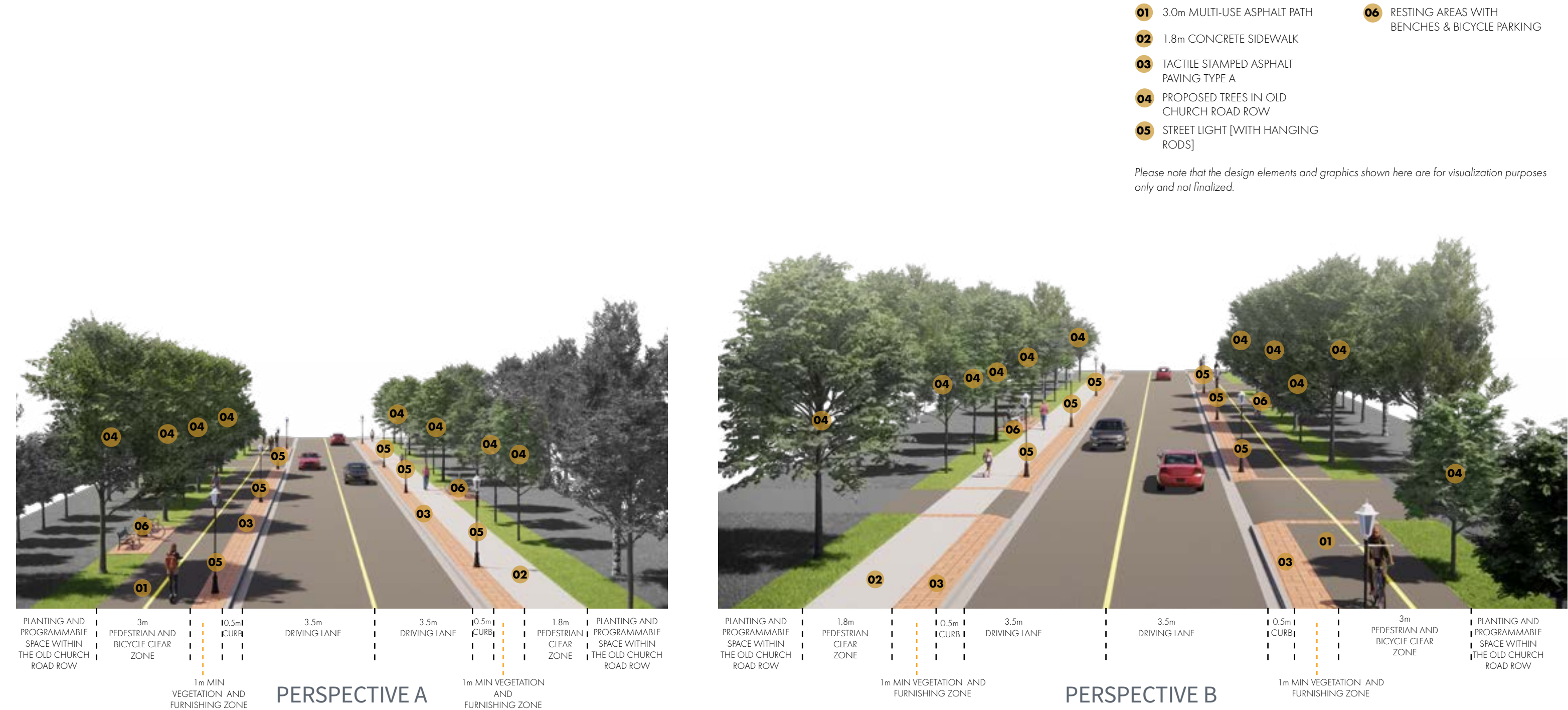
The study area highlights the stretch of Old Church Road with proposed development by Stylux to the north and Caledon fire station to the south. The surface treatment includes application of stamped asphalt in boulevards and street trees are added where boulevard width is at least 3.0m. Rest areas and trees are proposed in locations where there is enough room between Old Church ROW and the proposed sidewalk/multi-use pathway. It is recommended that trees be planted in the proposed development's road widening block. The region's EA recommended on-street parking on this stretch is removed to allow for addition of trees and resting areas.

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 PROPOSED TREES IN OLD CHURCH ROAD ROW
- 05 STREET LIGHT [WITH HANGING RODS]
- 06 RESTING AREAS WITH BENCHES & BICYCLE PARKING



PERSPECTIVE B

PERSPECTIVE A



- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 PROPOSED TREES IN OLD CHURCH ROAD ROW
- 05 STREET LIGHT [WITH HANGING RODS]
- 06 RESTING AREAS WITH BENCHES & BICYCLE PARKING

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SOUTH ENLARGEMENT

The South enlargement targets the Airport Road corridor from south of Marion Street to south of Cranston Drive. Due to right-of-way constraints imposed by encroaching retaining walls, it is recommended that the 3.0m multi-use asphalt path disconnects on the stretch between the proposed Triple Crown development and the northern crescent of Mountcrest Road. All bike traffic is then directed through the new development on a signed bike route. South of this detour at the proposed development, the 3.0m multi-use pathway continue along both the east and west edges of the Airport Road and terminate just south of Cranston Drive where the region's EA proposes a roundabout with an opportunity to propose a Gateway feature that welcomes visitors to the Town. The existing sidewalk width between Hilltop Drive and Mountcrest Road is retained, with stamped asphalt treatment

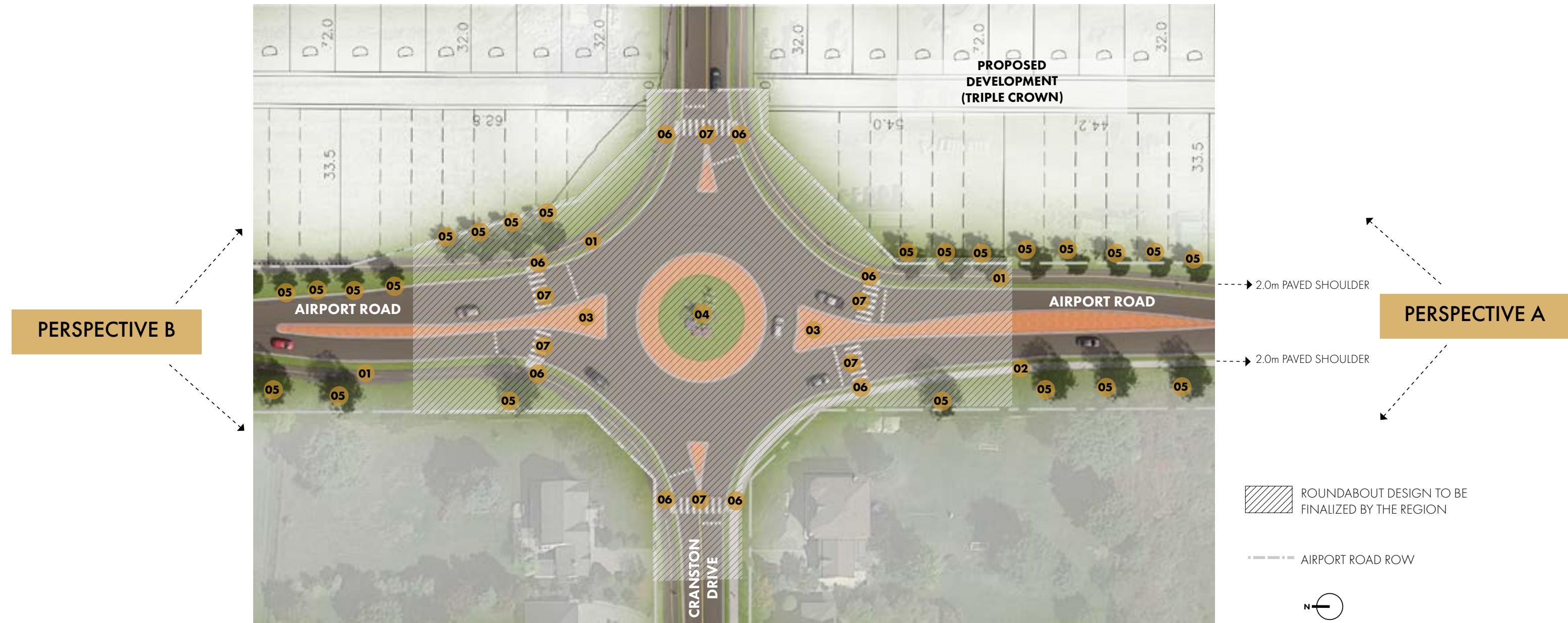
applied on boulevards. Street trees are proposed where the boulevard width is at least 3.0m, and benches, waste bins, and bike racks are suggested along the Airport Road, fronting a commercial plaza and the Caledon East Public School driveway.



STUDY AREA E

Study Area E marks the south approach into Caledon East. The Region's EA proposes a roundabout at the Airport Road and Cranston Drive intersection. Safe and accessible prioritized pedestrian crossings are recommended here along the 3.0m multi-use pathway along the east and west edges of Airport Road that terminate into a 2.0m paved shoulder just south of the roundabout. A gateway feature within the roundabout is also proposed to welcome visitors into the town.

- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 GATEWAY FEATURE AT ROUNDABOUT
- 05 PROPOSED TREES IN BOULEVARD
- 06 TACTILE WALKING SURFACE INDICATOR
- 07 CROSSWALK



3.5

STREETSCAPE ZONES

The streetscape plays an important role in the livability, vitality and character of Caledon East. This Streetscape Master Plan was designed to create an attractive, pedestrian-friendly, safer Town for people to enjoy and explore. Proposed updates took into consideration all age groups and levels of abilities. These updates will enhance the visitor experience and make the area more accessible, walkable, and better connected to its surrounding neighborhoods.

Constructibility was a key consideration within this proposal. While it is critical to propose a beautiful and engaging plan, this proposal also takes into account materiality, installation and maintenance over time. A timeless design is proposed that will be economically sound for today and into the future.

Streetscape Zones

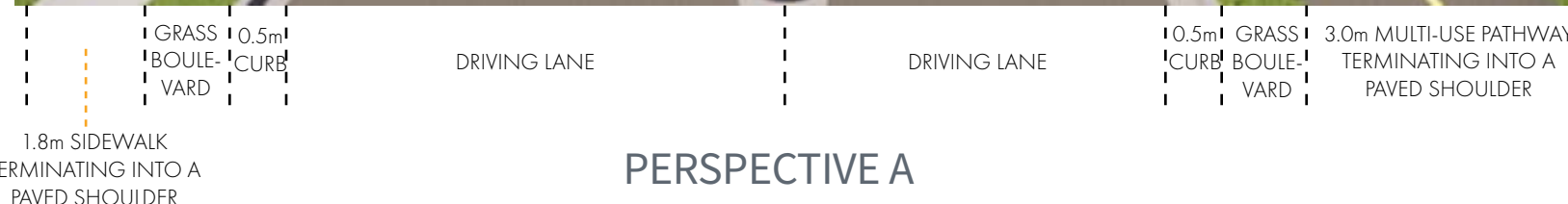
Sidewalks are critical components of any streetscape design. They transport people, enhance connectivity, improve safety and promote walkability. Within the sidewalk, several functionally distinct zones are identified. Streetscapes consist of elements including travel lanes, transit routes, bikeways, vegetation, sidewalks, parking and sitting areas, and gathering spaces. In a setting such as Caledon East, the design and treatment of its streets is critical to the safe movement of people. This Streetscape Master Plan has outlined the following three zones that will be discussed throughout this report, and are incorporated within the entire Master Plan:

- The Pedestrian Clear Zone
- The Furnishing/Planting/Edge Zone
- The Pedestrian & Bicycle Clear Zone

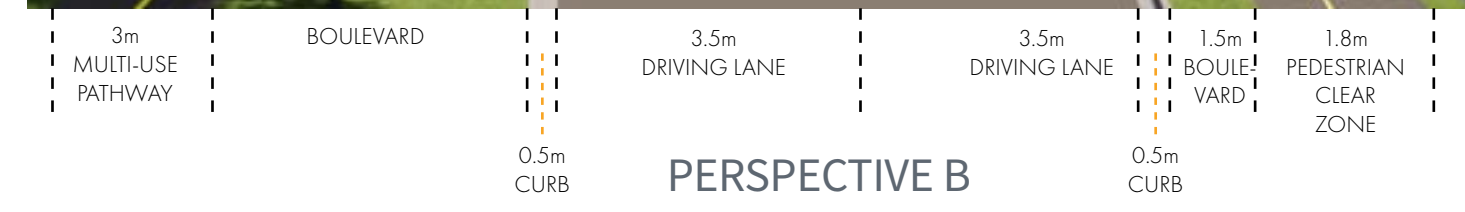
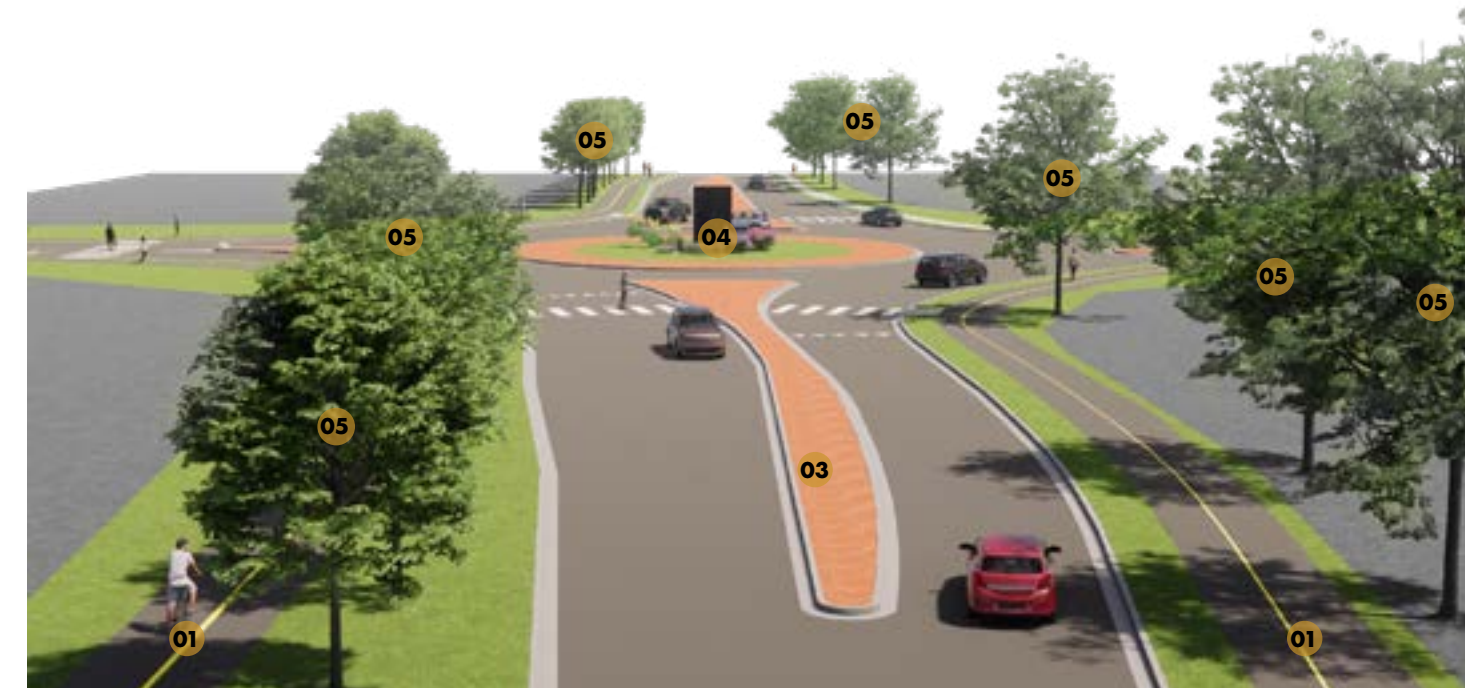


- 01 3.0m MULTI-USE ASPHALT PATH
- 02 1.8m CONCRETE SIDEWALK
- 03 TACTILE STAMPED ASPHALT PAVING TYPE A
- 04 GATEWAY FEATURE AT ROUNDABOUT
- 05 PROPOSED TREES IN BOULEVARD
- 06 TACTILE WALKING SURFACE INDICATOR
- 07 CROSSWALK

Please note that the design elements and graphics shown here are for visualization purposes only and not finalized.



PERSPECTIVE A



PERSPECTIVE B

The Pedestrian Clear Zone

The Pedestrian Clear Zone provides an unobstructed and accessible public path of travel dedicated for pedestrians. This zone should be a minimum of 1.8m wide [complying with the minimum Accessibility for Ontarians with Disabilities Act (AODA) standards for two-way travel for people using mobility devices]. This ensures that there is an abundance of space for all pedestrians, whether they are walking in pairs or alone.

At all times, the pavement must be even and well maintained, while draining away from the buildings. Local businesses should be prohibited from placing advertisements or other signage on this pathway. No element should encroach within this zone unless approved by the town. These include, but are not limited to, planters, site furniture and any other temporary item.

PEDESTRIAN CLEAR
ZONE



1.8m CONCRETE SIDEWALK

FURNISHING AND EDGE ZONE



FURNISHING AND
EDGE ZONE



1 METER MIN. IMPRESSED AND COLOURED ASPHALT

PEDESTRIAN
THROUGH ZONE



The Pedestrian and Bicycle Clear Zone

The Pedestrian and Bicycle Clear Zone refers to designated 3.0m multi-use pathway locations that are utilized by residents throughout the year in many ways. In addition to walking and bicycling, modes of travel are more diverse and allow for skating and use of scooters, skateboards and many other non-motorized ways of moving. These areas are paved with asphalt and serve the purpose of providing an accessible pathway for commuters of all ages, skills and comfort levels that is separated from vehicular traffic on the Airport and Old Church Roads.

Much like the Pedestrian Clear Zone, the multi-use pathway must be even and well maintained throughout the year, while draining away from the buildings. Local businesses should be prohibited from placing advertisements or other signage on this pathway. No element should encroach within this zone, including but not limited to, planters, site furniture and any other temporary item.



3 METER MULTI-USE ASPHALT PATH

3.6

Design Elements

3.6.1 Streetscape Elements

A common suite of streetscape furnishings will provide a unique identity for Caledon East. A consistent and simple approach to furnishings is recommended to balance the overall appearance of the study area while the deliberate placement of furnishings will encourage safer and more comfortable pedestrian circulation. The Downtown streetscape furnishings include benches, bollards, bicycle infrastructure and waste receptacles.

- All streetscape elements should be placed in the Furnishing Zone to allow for an uninterrupted clear path for pedestrians except for road safety elements such as parking metres, sign, street and traffic light poles, where the street geometry does not have enough space to allow for a Furnishing Zone.
- Streetscape furnishings should be placed a minimum of 1.6m from the back of curb, including benches, bollards, bike racks, and waste receptacles.

Seating

- Where feasible, seating to be spaced 60m apart to improve the accessibility of streets and promote an age-friendly streetscape. Spacing can be a maximum of 100m.
- Place benches a minimum 1.6m from back of curb.
- Benches should be located under tree canopies where possible to provide shade and comfort.
- Benches shall be accessible.
- Where seating is oriented parallel to the curb, it should face toward buildings.
- Where space permits, benches in the Furnishing Zone should be perpendicular to the curb.
- In corner bump-outs, benches should be organized to create social spaces and encourage gathering.
- Avoid the use of metals on seating.
- Provide options for arm rests.



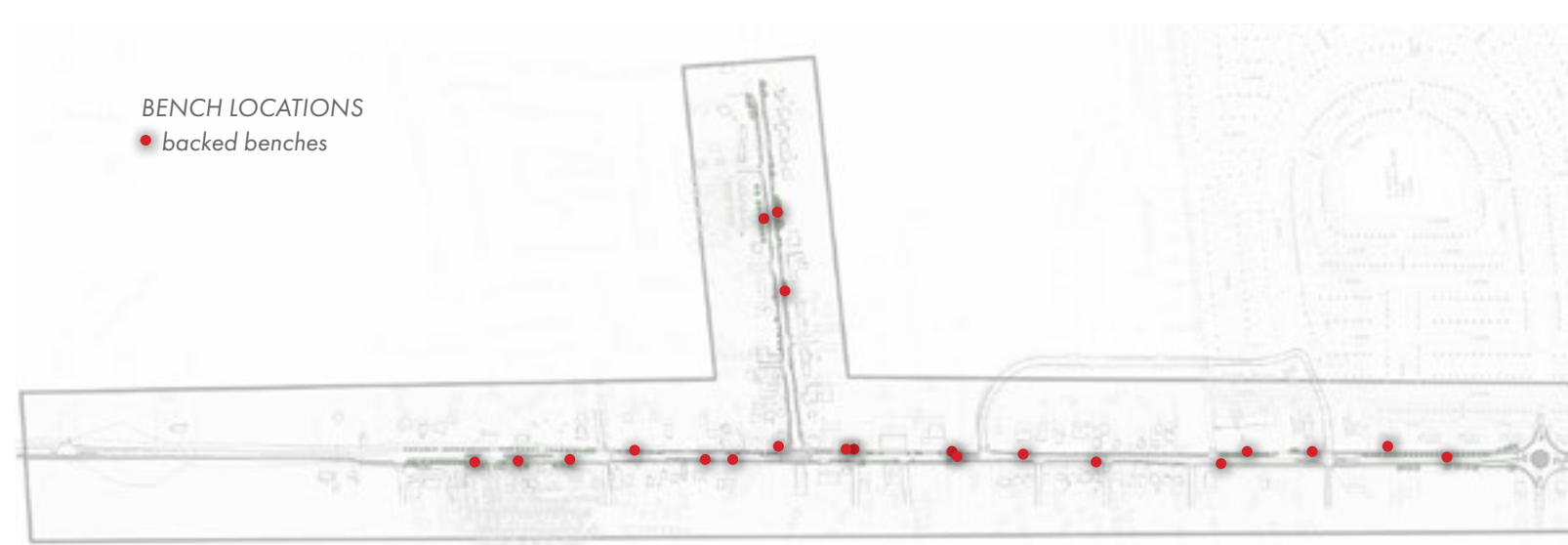
Example of a backed bench with end arm rests.
Manufacturer: Landscapeforms
Model: Plainwell



Example of a backed bench with end and middle arm rests.
Manufacturer: Landscapeforms
Model: Plainwell

BENCH LOCATIONS

● backed benches



Bollards

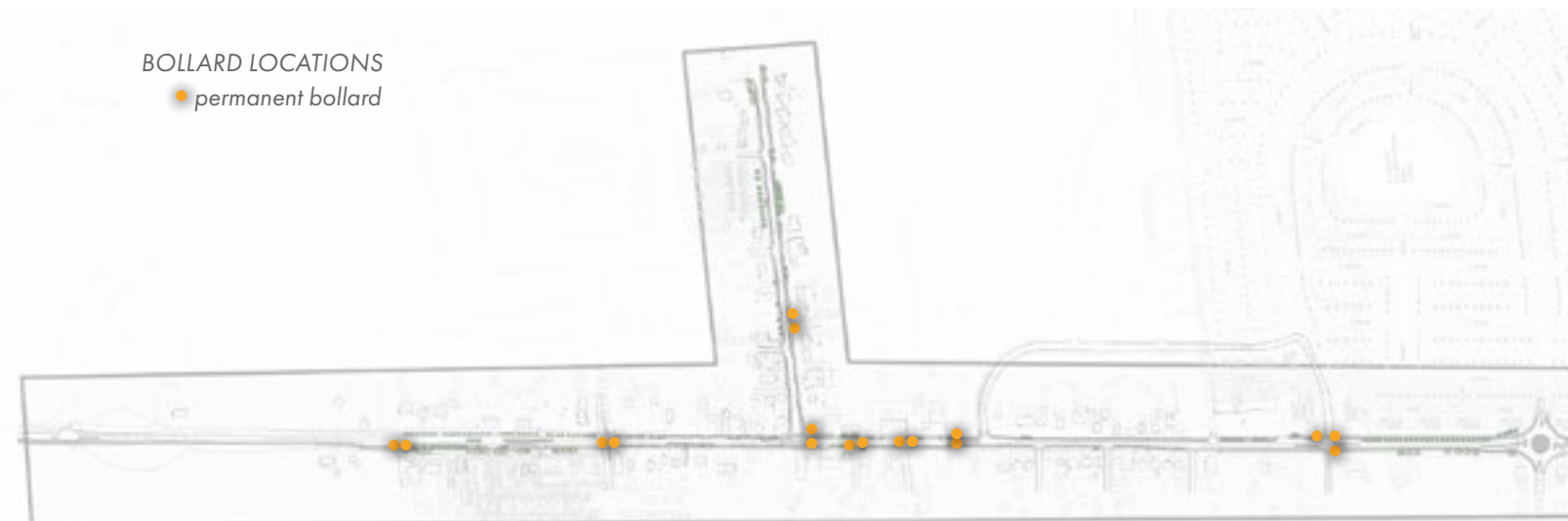
- Bollards should be used at crossings along the multi-use pathways to slow down and alert bikers of any oncoming vehicular traffic
- Bollards should be used where deemed appropriate to separate pedestrian zones from potential conflicts.
- Spacing between bollards should provide at least 1 metre of clear width to meet minimum accessibility requirements but never be wider than 1.5 metres.
- Designs should avoid linking bollards with chains or ropes.



Example of a permanent bollard
 Manufacturer: Hauser Site Furniture
 Model: PS-82-P-21-AL

BOLLARD LOCATIONS

● permanent bollard

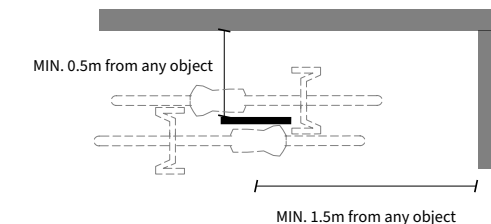
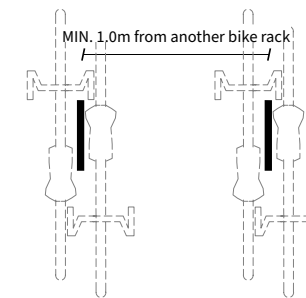


Bicycle Parking

- Bicycle parking should be provided at regular intervals throughout the town core and close to building entrances.
- Where possible, bike racks should be placed near lighting.
- Ensure sufficient space is provided for two bikes on one bike rack. Bike rack needs 50cm on each side, and a minimum distance of 1.5m when measured from center to any object at the front of a bike rack.
- Place bike racks parallel to curb when in furnishing zone that is 1 meter wide.
- Bicycle parking should not impede the Pedestrian Clear Zone or any other accessible paths

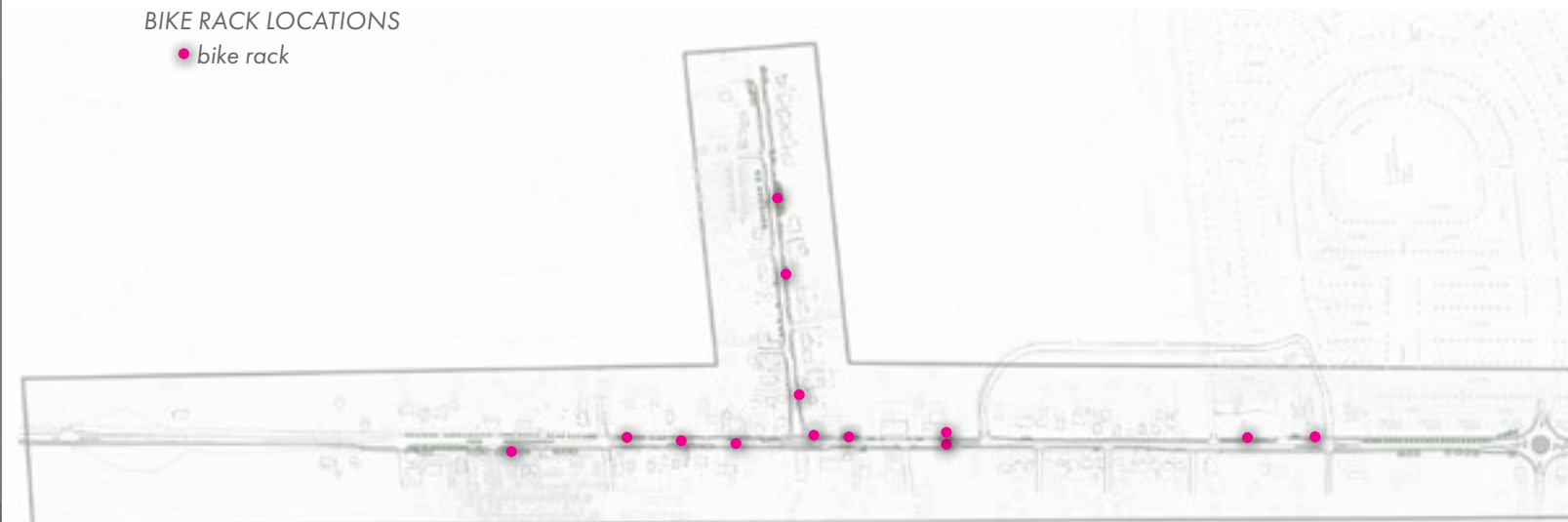


Example of a bike rack
 Manufacturer: Landscapeforms
 Model: Ride



BIKE RACK LOCATIONS

● bike rack



Waste Receptacles with smart solutions

- Waste receptacles should be located at high activity street corners, and should be placed within the Furnishing Zone.
- Waste receptacles should be placed at regular intervals throughout the downtown and located close to seating areas.
- Waste receptacles should be designed to be universally accessible.
- Side opening designs are recommended to facilitate easy maintenance.
- Waste receptacles should incorporate rain covers.
- A town-wide design for waste receptacles should be developed to assist with maintenance.
- Waste receptacles should have clean, simple designs that match surrounding site furniture.
- Smart solutions such as incorporated sensors that measure fill levels for more efficient collection should be considered.
- Waste receptacles should be permanent all year round.



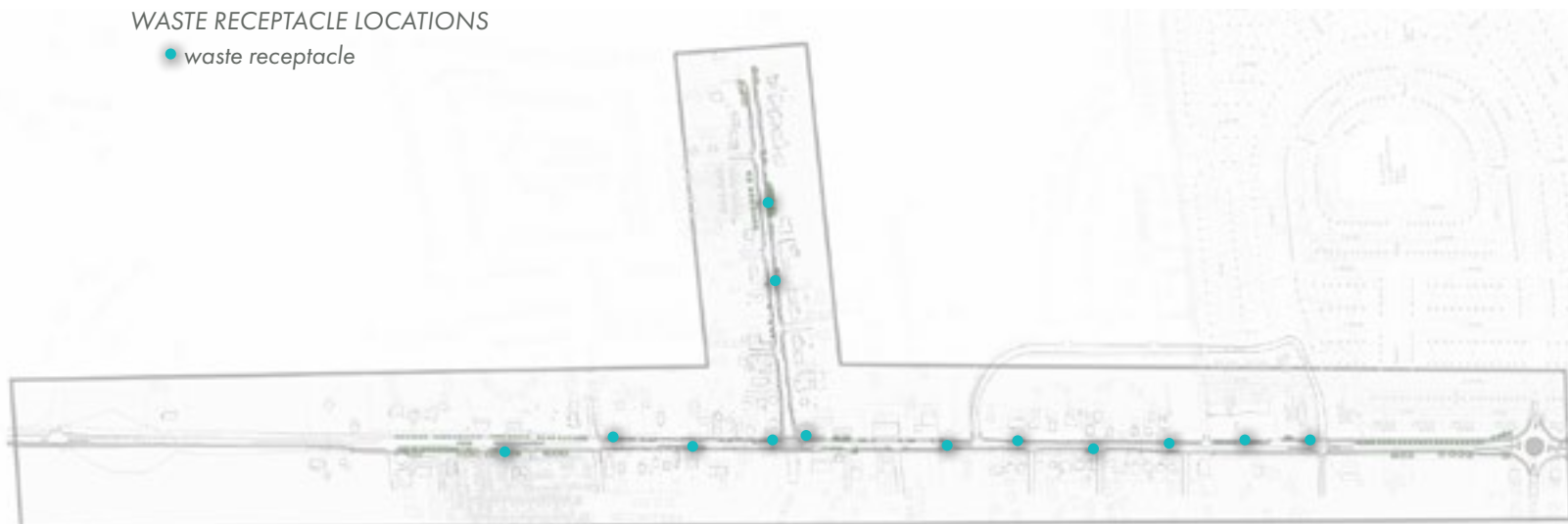
Example of a waste receptacle
Manufacturer: Victor Stanley
Model: A-36



Data provided by Victor Stanley shows 70-90% reduction in collection expenses with their Relay sensing technology

WASTE RECEPTACLE LOCATIONS

- waste receptacle



3.6.3 Accessibility

All aspects of the streetscape shall be designed to be accessible to persons living with disabilities and must comply with the Accessibility for Ontarians with Disabilities Act [AODA] and its regulations including the Design of Public Spaces Standards. Outlined in this section are several key public realm accessibility objectives for the Streetscape Master Plan. The primary goal of these recommendations is to ensure that the design of areas within the public realm consider users of all abilities.

Pedestrian Clearway

- Pedestrian clearway must remain unobstructed.
- A continuous public sidewalk should be provided on both sides of the street.
- Tactile walking surface indicators are required wherever a pedestrian is approaching a potentially dangerous location, such as from a sidewalk to a street.
- Pedestrian clearways are recommended to be a minimum of 1.8m, but 2m is preferred wherever possible.
- Where crossings over intersections occur, clearways should be continuous and marked with materials that provide visual and tactile contrast from the road.
- Signage boards, seating and retail spillout spaces is not be permitted within the Pedestrian Clear Zone unless approved by the town.
- Overhead signage and canopies should not be located any lower than 2.5 metres above the Pedestrian Clear Zone.
- To minimize risk to persons with visual limitations, all routes should be free of protruding obstacles, overhanging signs, and branches.
- Benches with back rests and arm rests are to be provided.

Pedestrian Crossings

- Where driveways cross the Pedestrian Clear Zone, sidewalks should be continuous and level through the conflict zone.
- Promote and prioritize pedestrian safety throughout Caledon East by designing intersections that:
 - » Reduce crossing distances through the provision of corner bump-outs or curb/sidewalk extensions;
 - » Improve visibility and traffic calming through narrower travel lane widths and smaller corner radii; and
 - » Use materials and textures that enhance pedestrian priority.
- Curb ramps should be used to provide assistance to persons with mobility disabilities, as well as providing a proper transition between the road surface and top of curb at pedestrian sidewalk corners.
- Crosswalks should be continuous and connected to adjacent sidewalks. Crosswalks should be clearly designated for safety, with appropriate surface markings or variation in construction material, and signage.

UNOBSTRUCTED CLEARWAY

HIGH CONTRAST CROSSWALKS

TACTILE WALKING SURFACE INDICATORS (TWSI)

BOLLARD



Example of a typical pedestrian crossing



Example of sidewalk and multi-use pathway crossing at driveways

On-Street Parking

- Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the roadway and to optimize sight-lines.
- On-street parking may be situated between bump-outs where appropriate.
- Bump-outs should be well landscaped and designed to accommodate snow removal.
- To improve sight lines restrict parking near intersections, properly trim vegetation, move stop lines back from crosswalks and use curb extensions.
- Parking and access design should mitigate potential pedestrian and vehicular conflicts through clearly demarcated circulation routes, pavement marking, and wayfinding signage.



Typical parallel parking layout

Signage

The Town should retain a consultant to prepare a detailed Wayfinding and Signage Master Plan to facilitate movement throughout the core, identify points of interest, and connections to other areas within the region. This plan should consider creating a consistent identity that reflects the Caledon East's character. Signage should clarify wayfinding, location of parking, provide informational resources and enhance the pedestrian environment. Recommended elements for the Wayfinding and Signage Master Plan are as follows:

Auto Directional Signage:

As motorists and cyclists enter the town these signs should provide direction towards major destinations. These signs should recur at all important decision points providing a continuous path toward each destination within the town. Wayfinding should also promote end trip destinations for bikes.

Parking Directional:

Parking directional signs direct drivers from designated corridors and key destinations to parking lots and on-street parking spaces helping them locate the destination on foot after parking.

Pedestrian Wayfinding:

The pedestrian wayfinding system guides pedestrians and provides more detailed information about points of interest, events, activities and services. The system is structured around a network of designated pedestrian corridors through the town, focusing particular attention to the needs and likely routes of visitors, as well as the quality of the environment.

Gateways:

Gateway signs mark the points where major auto routes enter the Caledon East. These signs are designed to announce that you are entering the town. Where possible, they will be placed in locations with clear views of the town.

Street Identity Signs:

Within the core area, distinctive street identity signs provide a constant reinforcement of distinct identity.



Example of an existing trail marker in Bolton

3.6.4 Paving

High quality materials are both attractive and economical over the long term. They will last longer and better withstand the impacts of heavy use and climate. A palette of high-quality materials for town core streets will redefine the public realm. The Streetscape Master Plan proposes a simplified palette of colours, paving materials and patterns for the area.

Pedestrian Clearways

The use of concrete is practical from both economical and functional perspectives and provides a uniform and universally accessible surface.

- All Pedestrian clearways are to be made of cast-in-place concrete with a broom finish to ensure a safe, comfortable and universally accessible surface treatment.
- Special paving will not be permitted in front of individual buildings or developments.

Multi-use pathways

The preferred surface for all multi-use surfaces is asphalt as it provides a firm, durable and hard surface that conforms to accessibility requirements.

- Asphalt pavement contains 2 layers with a coarse layer below and fine layer above.
- Adjacent surfaces shall be level with the pavement.
- The edge of the pavement shall be neatly tamped to 45 degrees.

Crosswalk Treatment

Crosswalks at controlled intersections within the study area should be designed to minimize the distance traveled by pedestrians. Crosswalks assist pedestrians in safely crossing streets by signifying the crossing point for vehicles approaching an intersection. The paving material and colour of crosswalks on all streets should be consistent wherever possible to create uniformity throughout.

- Crosswalks should incorporate unique pavement treatments or markings that can alert drivers and indicate pedestrian priority.
- Pavement treatments or markings must be durable and long-wearing so they remain highly visible for many years.
- Crosswalks to be impressed and coloured asphalt made of heavy duty, durable material.

Furnishing/Edge Zone

- Furnishing zone to be pedestrian asphalt detail with imprinted and coloured asphalt.



Manufacturer: Hub Surface Systems
Furnishing Zone Colour: Santa Fe Clay or approved alternative
Furnishing Zone Pattern: TP27

Heritage Markings

At the junction of Caledon trailway and Airport Road, a special heritage marking is imprinted on stamped asphalt pattern.



Manufacturer: Hub Surface Systems
Imprint colour: White
Application: Decomark

3.6.5 Planting

Planting beds and trees within soil cells offer abundant opportunities to green the downtown. Movable planters and hanging baskets can add an infusion of colour and an additional layer of visual interest to the streetscape using annuals. Permanent planters allows for native, drought tolerant and salt tolerant planting that can showcase the importance of adding our natural environment back to our Urban areas.



Example of a moveable planter
Manufacturer: Kornegay Design
Model: Mundo

Raised Planters

Well maintained planters can be a colourful addition to the streetscape and are strongly encouraged throughout the town. Green infrastructure such as raised planters are permitted within the Edge and Furnishing Zones to ensure that the Clear Path Zone is maintained for safe pedestrian flows;

- All landscaped planter beds adjacent to vehicular areas shall be protected by a minimum 150mm high concrete curb and decorative iron fence on top.
- Utilize spaces around raised planters to provide refuge areas and safe travel routes for at grade portions of pedestrian walkways
- Decorative planters should be installed at the beginning/end of the planting & furnishing

zone and in bump-outs, with a minimum offset of 1 m from back of curb

- Planting material should be chosen for its ability to withstand the climate, visual interest throughout the year, and for ease of maintenance.
- Explore opportunities to add planting throughout the study area in locations where sight lines are not restricted.
- Demonstration and educational planting beds are encouraged and signs should be implemented to teach passerby of the benefits of planting.

Shrubs

Shrub selection for urban environments can vary. It is recommended that Native species be considered, along with species that can withstand harsh winter conditions, low maintenance and salt spray. The following is a list of acceptable plants based on their hardiness and tolerance to pollution. Plant selection should be considered based on location on the plan, and no invasive species are to be planted along the streetscape.

Native

- Red osier dogwood (*Cornus sericea*) – winter interest
- Alternative Dogwood (*Cornus alternifolia*)
- Round-leafed Dogwood (*Cornus rugose*)
- Black Currant (*Ribes americanum*)
- Common juniper (*Juniperus communis*) - evergreen
- Creeping juniper (*Juniperus horizontalis*) – evergreen
- Canadian Yew (*Taxus Canadensis*) - evergreen

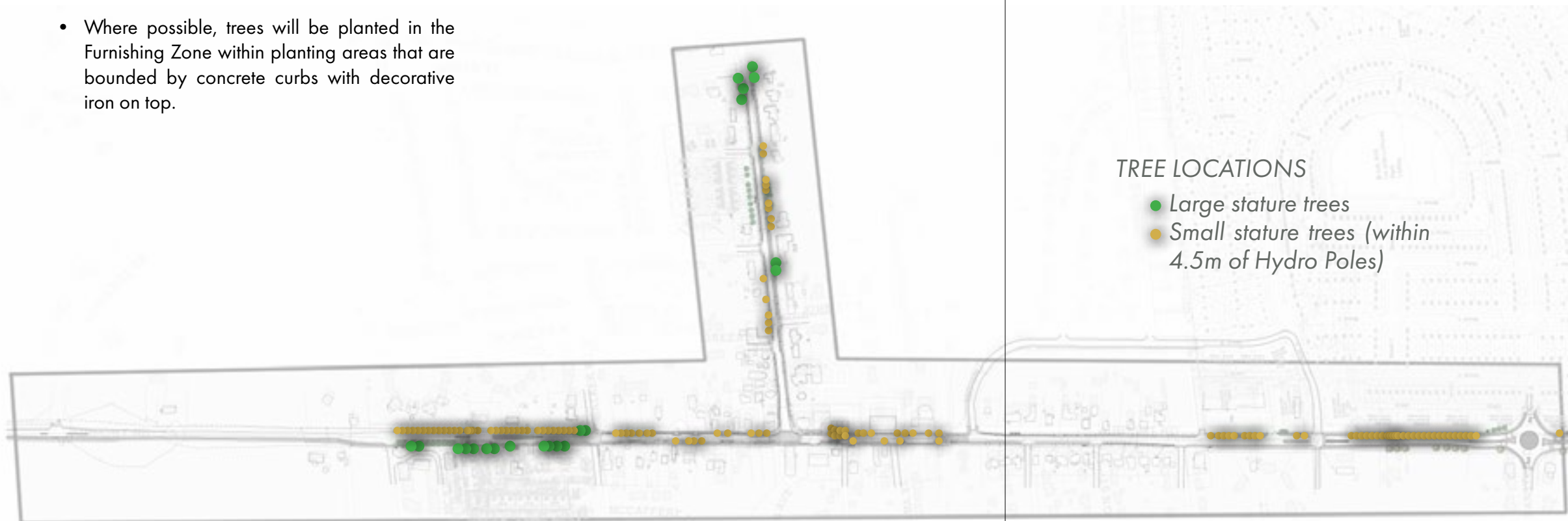
Non Native

- English lavender (*Lavandula angustifolia*)
- Spirea (*Spirea* spp.)
- Cotoneaster (*Cotoneaster* spp.)
- Juniper (*Juniperus* spp.) – choose based on height and sightlines
- Slowmound mugo pine (*Pinus mugo* 'slowmound')
- Feather Reed Grass (*Calamagrostis acutiflora* 'Karl Foerster')

Tree Planting

Street trees provide incredibly important and measurable benefits that are vital to the overall health of the community. Innovative technologies are making the challenge of growing large, healthy street trees in highly urbanized areas feasible. As the downtown streetscape is redeveloped, street tree planting will play a prominent role.

- Street tree species need to withstand tough conditions and be tolerant of drought, salt, wind, and soil compaction.
- Above ground and below ground conflicts will also inform appropriate species choices.
- Species will be chosen based on their ability to thrive in urban conditions, their status as native or non-invasive, and their ability to contribute to the diversity and resiliency of the City's urban forest.
- Trees should offer shade and heat moderation in the summertime but not be so thick as to prevent filtered sunshine.
- Trees should be high headed to allow for sight to the store fronts.
- Tree spacing will vary depending on the desired size and form of the tree species at maturity, but the average spacing will be 8 meters on center.
- Where possible, trees will be planted in the Furnishing Zone within planting areas that are bounded by concrete curbs with decorative iron on top.
- Trees will not be planted where they may impede visibility at intersections and crosswalks.
- To maximize soil volume, trees should only be planted at locations where furnishing zone width is minimum 3.0m.
- Trees should be at least 1m from the back of curb.
- Utilities design and location should be coordinated so that it does not interfere with sustainable tree growth.
- Trees and shrubs should not be placed closer than 3.0m from the base of a hydro pole.
- Trees between 3.0m and 4.5m distance from a hydro pole should be no taller and wider than 4.5m.
- Trees between 4.5m and 7.6m distance from a hydro pole should be no taller and wider than 7.6m.



Native Street Trees

- Hackberry (*Celtis occidentalis*) – provides berries for birds
- Kentucky coffeetree (*Gymnocladus dioicus*)
- *Betula papyrifera* (Paper birch) – single stem
- *Amelanchier Canadensis* (Canadian Serviceberry) - single stem
- *Alleghany laevis* (Alleghany Serviceberry) - single stem

Non Native

- *Acer platanoides* 'Globosum' (Glober maple)
- Ginkgo (*Ginkgo biloba* 'Princeton Sentry')
- Thornless honeylocust (*Gleditsia triacanthos* var. *inermis*) – Various thornless varieties
- *Tilia corada* 'Summer Sprite' (Summer Sprite Linden)
- *Platanus x acerifolia* (London planetree)
- *Ulmus x Accolade* (Accolade elm)
- *Malus* cultivars (Crab Apple varieties)

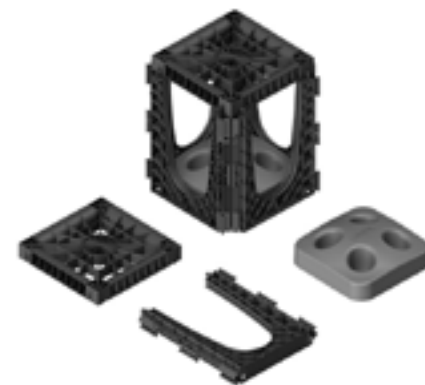
Soil Cells (Provisional)

Soil cells play a significant role in the survival of urban trees. Long-term growth in constrained soil trenches and soil pits has significantly reduced the overall health and maturity of urban trees. This has continued to prove challenging for municipalities in urban horticulture management. Most times, the incorporation of trees in urban environments has become an afterthought, where infrastructure takes precedence over horticultural requirements. In the meantime, urban tree canopies have become increasingly important in our societies and contribute to overall well-being and comfort. The economic and social benefits of urban canopies have driven municipalities to invest in soil cells and technologies to ensure that trees have the best chance of survival and reaching mature sizes.

Soil cells are suggested as an alternative approach to tree planting to support tree growth, especially for trees within concrete curb planters in the hardscaped site furnishing and planting zone. Due to budgetary constraints, they are not included as a part of the Streetscape Masterplan. The incorporation of soil cells reduces long-term maintenance as tree roots have space to thrive and do not seek to come to the surface for oxygen. Soil compaction is significantly reduced, increasing the tree's survival and vitality. Soil cells can be connected to form a continuous soil volume area as much as feasible to allow for cost savings and optimal tree growth.

- Soil cells to be 1 meter deep to optimize for space.
- Incorporate root protection measures around the perimeter of soil cells to ensure that no uplifting occurs.
- It is recommended that 15-20 cu.m. of soil per tree is provided where trees share the same soil volume area and 25-30 cu.m./tree be provided where trees do not share soil areas.

Based on the number of trees proposed in hardscaped areas of the Streetscape Master Plan, total soil volume required for soil cells is approximately 960 cu.m (20 cu.m per tree).



Example of Soil Cell
 Manufacturer: GreenBlue Urban, Woodstock ON
 Model: RootSpace AirForm
 Depth: 1 meter

Lighting

Decorative lighting may be installed to enhance the pedestrian experience and safety. Lighting features should be located in the Planting and Street Furnishing Zone and installed on light poles. Decorative lighting plays a key role in animating streets and sidewalks, enhancing safety, and emphasizing streetscape character. Its design should reflect its context and the surrounding cultural environment. Lighting can also be used to highlight special features like heritage buildings, character areas, or landscaping and public art features.

It is recommended that an electrical consultant be retained to ensure adequate light levels throughout the site. This proposal aims to remove existing lighting and replace it with modern yet historic styles.

- Downcast pedestrian-scale lighting (with maximum height of 6m) should be provided along the streetscape and at key intersections to improve pedestrian comfort, security and safety.
- Consideration should be given to providing additional or feature pedestrian-scale lighting in areas with a high volume of pedestrian activity.
- Downcast, pedestrian-scaled lighting enhances safety and visibility on streets. At gateways and focal points, lighting can be used to accent special features, such as heritage properties, landscaping and signage
- Consolidate road and pedestrian lighting onto one pole, where possible, to minimize visual clutter.
- Building lighting should be used to accentuate prominent buildings.
- Incorporate and locate lighting to allow for surveillance, particularly around building entrances and parking facilities. Ensure lighting design provides even light and avoids shadows and glare.
- Light emitting diodes (LEDs), solar power, road reflectors and other alternative lighting and energy sources should be encouraged for energy efficiency.
- Include lighting outlet boxes to allow for holiday lighting and other accessories.
- Include hanging poles for decorative baskets and banners.



Manufacturer: LumenPulse, Longueuil, QC
 Model: PURE 100V
 Type: Pole Mount
 Addition: Planter and banner accessories

Crime Prevention Through Environmental Design (CPTED)

CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. The following guidelines should be considered in the design of safe sites and buildings:

- Use appropriate features that express ownership and boundaries such as defined entrances, parking areas, and pathways.
- Ensure continuous lighting across sites and unobstructed, well-lit sightlines between buildings and pedestrian walkways.
- Integrate informal surveillance by considering visibility, light, and openness.
- Incorporate appropriate lighting that does not produce glare and avoid excessively bright lighting.
- Enhance security with private wayfinding signage.
- Ensure barrier-free access for emergency vehicles.
- Consider safety and surveillance views when selecting and siting landscape elements.
- Provide seasonal maintenance (vegetation maintenance, snow removal) to ensure safe access to all accessible areas of the property (e.g., entrances, parking, amenity space, servicing area, paths, etc.).

3.6.7 Maintenance

The life cycle and maintenance of streets are key concerns for designers, affecting long-term cost, environmental sustainability, and the perceived quality of a place. It is important not to compromise the long-term longevity and quality of materials, planting, and furnishings to save on short-term costs. Correspondingly, maintenance practices must adapt to new conditions. Maintenance requirements should be considered when deciding the placement and design of landscaping, curbs, and boulevard elements to avoid accidental damages. Snow clearing is particularly important to ensure safe access for users of the road and sidewalks.

- Consider the spatial needs of snow maintenance activities in the boulevard and roadway.
- Priority should be given to clearing snow from curb ramps at all intersections and to bike lanes/cycle tracks.
- Develop appropriate policies and management practices to address conflicts between on-street parking and snow clearing/street cleaning.
- Consider the maintenance of street trees and plantings to meet Town of Caledon urban forestry standards.
- Design bull-noses of medians to be contoured, to reduce the risk of maintenance vehicles damaging the curb.
- Consider street sweeping equipment operations when designing streets, especially bump-outs and curb extensions.
- Develop an appropriate inspection and repair program for all boulevard elements, including but not limited to furniture, signage, light posts, and planters.
- Flexible streets use a variety of high-quality materials and will require a higher level of maintenance.
- Consider using hardy plants that are drought-tolerant and salt-tolerant to reduce long-term maintenance and replacement costs.
- Consider the cost and ongoing maintenance of hanging planters.

4

Urban Design Study

This section summarizes existing design policy and guidelines and existing design principles for Caledon East. This section further identifies redevelopment and design opportunity areas; provides massing models of existing conditions and potential future conditions; and provides precedent images to illustrate design opportunities.

4.1

Existing Urban Design Policy & Guideline Framework

4.1.1 Town of Caledon Official Plan

The Town of Caledon Official Plan contains community design and urban design policies for various land uses within the Town as well as design policies for each of the Secondary Plans within the Official Plan. Design policies for the Caledon East Secondary Plan are included under Section 7.7.4 of the Official Plan and include the following values as expressed by the community:

- 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 railway 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.
- Maintaining views of valued landscape features and the night sky.

The Caledon East Streetscape Master Plan study has been prepared with an understanding of the above noted values. The Master Plan seeks to implement a number of these values by providing design direction that would support a “main street” commercial area; by planning for a streetscape that is greener, pedestrian friendly and safe; by considering opportunities to further develop the railway system and by planning for gateway entrance features to the community.

Section 7.7.4.1 of the Official Plan contains principles have been developed to ensure that new development and redevelopment in Caledon East is compatible with the values listed above. These principles are used by the Town in the evaluation of development and/or redevelopment proposals submitted for parcels within the settlement boundary. The principles shown in **bold are** particularly relevant to the Caledon East Streetscape & Urban Design Study:

- a. Community design shall be used to maintain/create the appearance of a rural small town, focused on a commercial core consisting of a traditional “main street” along Airport Road and mixed residential/commercial areas along Airport Road and Old Church Road.**

- b. The Caledon East Streetscape Concept and Architectural Guidelines have been adopted by Council to guide the redevelopment of the Commercial Core. These guidelines address the layout of commercial sites and the architectural character of commercial buildings, as well as the streetscape character. Development in the Caledon East Commercial Core Area shall conform to the adopted Caledon East Streetscape Concept and Architectural Guidelines which provide guidance for site layout, landscaping, and architectural form and detail. As new development extends along Airport Road and Old Church Road, the design standards for streetscaping as outlined in the Caledon East Streetscape Concept shall apply.**
- c. Design requirements governing features and facilities such as, but not limited to, streetscapes, housing styles, lot size mix and layout, noise barriers, stormwater facilities, walkways, landscape buffers, entrance gates/signs, streetlights, shall be set out in appropriate Community and Architectural Design guidelines for the mixed-use and residential areas of Caledon East. Development proponents will be required to demonstrate how they have addressed and incorporated the design guidelines into their proposals. Without limiting the foregoing, these design guidelines shall reinforce Caledon East’s small town community elements, and establish architectural/landscape focal points at the main entrances to the community.
- d. Airport Road is a High Capacity Arterial and Old Church Road is a medium Capacity Arterial intersecting in the core of Caledon East. These streets accommodate regional and inter-regional traffic, but they also play a prominent role in defining Caledon East’s small town character and community life as locations for and connections between community facilities and services. It is intended that these roads be integrated into the community fabric and exhibit a pedestrian oriented character and scale in keeping with the small town setting. Consequently, commercial and residential development will be oriented toward the street; back lotting and sound walls will be discouraged.**
- e. The arterial roads will be the foci for mixed-use and higher density residential development. Outside the Commercial Core, buildings incorporating professional office or service commercial enterprises on the ground floor and containing one or more residential units will be considered along these corridors. Such buildings and lots will be residential in character.**
- f. Low Density Residential neighbourhoods will generally consist of a mix of lot sizes and housing types, with single-dwellings predominating. The mixing of single-dwellings, semi-detached dwellings and townhouses is encouraged within each neighbourhood, subject to the maximum density specified in this Plan. Plans of subdivision should ensure compatibility of building types through consideration of appropriate scale, massing and siting.
- g. The Medium Density Residential areas are generally intended to provide forms of housing and higher densities that are not generally available in the Low Density designation in areas with good access to community services.
- h. The various types of dwelling units permitted in the Low Density Residential designation shall be visually integrated through compatible building heights, roof lines, eave heights, and window elevations.
- i. New residential streets, where possible, will be laid out in a modified grid pattern, creating pedestrian and vehicular interconnections within and among neighbourhoods, the open space system and the core.

- j. To enhance safety and community interaction, streetscapes will be designed to maximize visibility and encourage pedestrian use. In residential areas, the protrusion of garages in front of the house façade will be avoided or minimized, and architectural designs incorporating front porches will be strongly encouraged.
- k. Natural Areas should be incorporated into the community structure as open spaces and green corridors, with appropriate setbacks.
- l. Important views of the Niagara Escarpment, the Oak Ridges Moraine, the Centreville Creek valley and other significant natural and built features should be identified and protected.
- m. The existing network of trails should be protected and enhanced to strengthen the role of the community as an important recreational node, and to recognize the potential economic and social benefits of this role.
- n. Stormwater management facilities will feature naturalized landscaping and where appropriate will be incorporated into the recreational open space system.

4.1.2 Caledon East Streetscape Study Architectural Guidelines

The Caledon East Architectural Guidelines were prepared in 1994 and include a visual and spatial analysis of Caledon East, a summary of the working group “wish list” and guideline recommendations. Guidelines within the document include direction related to existing structures (both historic and non-historic); infill development; and general area policies. Much of the considerations related to the LCBO building at the intersection of Old Church Road and Airport Road remain relevant today.

The Architectural Guidelines contain examples of how historic buildings can be restored with original features to more positively contribute to the streetscape. The guidelines are heavily focused on improvements and additions to existing buildings and give limited direction to new development within Caledon East. The direction that was provided for new development does not reflect the need to permit greater densities within Caledon East.

The guidelines were intended to be focused on architectural design and as such, there is limited direction as it relates to landscaping; public realm and streetscape; lighting; safety; sustainability; active transportation; and accessibility. Design Direction contained within this Master Plan Report, together with relevant portions of the 1994 Caledon East Streetscape Study and Architectural Guidelines should form part of an updated guideline document that would replace the 1994 version as recommended herein.

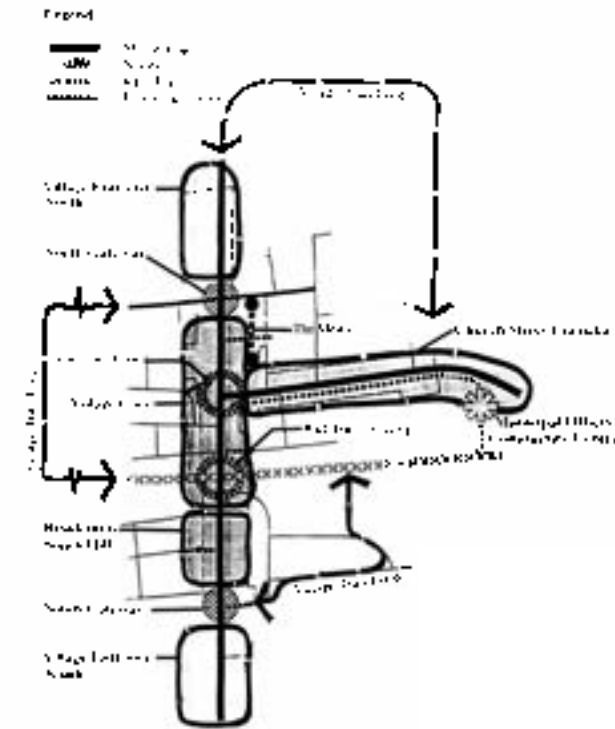


Discussions around the LCBO property at the intersection of Old Church Road and Airport Road continue to be a focus when discussing Caledon East. The above graphic from the 1994 report illustrates opportunities on either side of the LCBO building.

4.1.3 Caledon East Streetscape Study Design Concept

The Caledon East Design Concept was also prepared in 1994, in conjunction with the Architectural Guidelines. The Study Area for the Design Concept is generally in keeping with the study area for the current Caledon East Streetscape Master Plan project. Since this concept was prepared, the Town has been working to implement various components, including trail linkages and strong connections between the Village Core and the Community Centre. There is an opportunity through the Region’s proposed reconstruction of Airport Road to further implement the 1994 Concept by further improving the active transportation network and by formalizing gateway features. This Master Plan provides direction to the Region to assist in further implementing the community’s design vision for Caledon East.

A number of ideas presented in the 1994 Master Concept Plan (illustrated on the right) have been implemented. The current streetscape master plan provides input to the Region to ensure that the active transportation network is strengthened and that gateway features are formalized.



4.1.4 Caledon East Streetscape Study Design Addendum

In 2009 the Town of Caledon prepared a Streetscape Study Addendum. The Addendum report prepared more detailed implementation direction related to parking; landscaping; public art; street furniture; intersections; trail connections; pedestrian connections; crosswalks; signage; and pedestrian safety. The Addendum study also looked at a number of additional areas within Caledon East that are outside of the current study area. Recommendations in the Addendum report are, for the most part, implementation recommendations as opposed to design guidelines for development within Caledon East.

As previously noted, the work completed through the current Streetscape Master Plan process should be used, together with any relevant sections of the existing Caledon East Architectural Guidelines and the Streetscape Study Addendum to form a new “Caledon East Streetscape Concept and Architectural Guidelines” document. This would supersede the 1994 version.

4.2

Design & Development Opportunities

4.2.1 Existing Massing Within the Commercial Core

The below figure illustrates the current massing within the commercial core of Caledon East. Buildings are generally between 1 and 2 storeys in height (with some buildings closer to 2.5 storeys). The massing model illustrates the varying setbacks along Airport Road as well as gaps in the built form and streetscape.



The existing zoning permits a maximum height of 10.5 metres within the Village Core Zone. Apartments and multiple residential development is not currently permitted. While being respectful to the surrounding character, consideration should be given to amending the height in the Zoning by-law to allow for mid-rise development, where appropriate, as part of a mixed use building within the Village Core. Consideration should also be given to permit residential units above ground floor commercial. Given the extent of the floodplain, there are limited redevelopment opportunities within the Village. Adding additional density within Caledon East will help support existing and future commercial uses.

4.2.2 Village Character & Precedent Images

The commercial core of Bolton has been cited as inspirational to what Caledon East could be. In contrast to the built form in Caledon East, the Bolton core generally features consistent setbacks and building heights, well defined building edges.



The above images illustrate the consistency in built form and setbacks within the commercial core of Bolton.

The “main street” feel within Bolton is challenging to replicate in Caledon East given the stark contrast in terms of existing building form and development patterns. Instead, there is an opportunity for Caledon East to continue to have its own unique character as a historic, eclectic village centered on active transportation and community gathering. This can be achieved by:

- Encouraging mixed use development within the Village Core;
- Exploring opportunities for public gathering places and enhancing the path and active transportation networks;
- Incorporating gateway features and consistent branding/wayfinding to create placemaking;
- Providing flexibility in site design where it enhances social interaction (e.g. allowing patio areas within public right-of-ways).



Above and Left: These images illustrate an eclectic village (Bayfield, ON) with built form that is similar to Caledon East. These images illustrate how a lively village core can be developed while retaining historic buildings.



Unionville is another picturesque village with similarities to the built form found in Caledon East. The above images illustrate how an attractive streetscape can contribute to the character of the Village.

Some of the key elements from the Bayfield and Unionville images that can be incorporated in Caledon East include:

- Buildings located close to the street;
- Consistent landscaping including seasonal planters;
- An eclectic mix of architectural styles, building materials and colour;
- Welcoming building facades with large windows;
- Patio areas and upper storey balconies;
- A wide mix of uses including uses that support the arts and creativity;
- Parking provided on-street or behind building mass;

In both the Bayfield and Unionville examples the Villages are comprised of separate buildings, located close together with similar setbacks, as opposed to Baden which has more of a continuous street wall resulting from the traditional main street that has historically existed. This type of Main Street cannot be easily created in Caledon East. The examples shown herein illustrate that Caledon East does not need to mimic the built form in Bolton in order to be successful. For future development, site layout and building placement will be critical to ensure that overtime the village moves away from surface parking lots in front of buildings. Focusing on the pedestrian experience should be the priority within Caledon East.

4.2.3 Private Realm Design Direction

The following design guidelines are recommended to apply to development or redevelopment proposals within the Caledon East Village Core:

- It is a primary goal of the Town of Caledon to establish a consistent and attractive streetscape within Caledon East. Within the Village Core there are limited opportunities to provide street trees within the public right-of-way. As such, new development shall be setback from the street 3-4 metres in order to allow for street trees and/or patio/gathering areas.

- Landscape plans for development/redevelopment proposals shall include the provision of Street trees along Airport Road.
- Consideration may be given to increased height for mixed use proposals that demonstrate high quality built form and enhanced streetscape components.
- New buildings should be oriented towards Airport Road with primary entrances located on the facades that face the public street.
- Enhanced architectural design is required for all street facing façades.
- Generally, buildings should be oriented with the longer building edge parallel to the street in order to create a consistent street edge. For narrow sites where this is not achievable, the façade facing the street shall still be designed to present as the primary building façade.
- Parking for new development should be located behind the proposed building(s). For new development, parking will not be permitted between proposed buildings and Airport Road. Limited parking may be considered within side yards provided this parking is setback behind the front wall of any proposed building(s). Bicycle parking within private development sites shall be provided. The Town may impose minimum bicycle parking standards within the zoning by-law.
- Opportunities for shared parking should be explored to limit the number of vehicular accesses off of Airport Road within the Village Core.
- High quality siding and/or brick are the preferred building materials within the Caledon East Village Core.
- Most paint companies include “historic paint colour collections”. When considering new or replacement cladding, the historic paint colours are encouraged.
- For existing businesses wishing to extend patio areas, the Town will consider encroachments of patios into the public-right-of-way where this can be accommodated without impacting pedestrian movements along sidewalks and/or the multi-use trail.
- All new development shall be a minimum of two storeys. Windows are required on both storeys facing Airport Road.
- For all new commercial and retail development/redevelopment, building designs shall include large ground floor windows. Features that encourage community gathering, such as patios/seating are strongly encouraged along the Airport Road frontage.
- For all new development/redevelopment, buildings shall include lighting and signage design consistent with the village, and shall have consideration for landscaping, entrance canopies and overhangs, and public art opportunities.
- All new development/redevelopment shall be accessible and have consideration for CPTED principles.

4.2.4 Private Realm Design Opportunities

The following examples illustrate how the design direction in Section 4.2.3 can be specifically implemented by private development/redevelopment within the Caledon East Village Core. The below examples also illustrate existing development that does not align with the vision for the Village Core. It is not the intent to criticize these developments, rather to illustrate one way that future development can be better designed to positively address the vision for Caledon East and to create a more consistent character within the Core.

The private development/redevelopment design direction within Section 4.2.3 can and should be applied throughout the Village. It is not the intent to only provide this design direction to private properties specifically referenced herein.

16057 Airport Road East



Existing conditions at 16057 Airport Road East

The existing development at 16057 Airport Road East features a single storey building with a large setback from the street. There is a private patio beside the building and a large surface parking lot in the south side yard. The majority of the site is comprised of the surface parking area.

This site, and other properties with similar site layouts, represents an opportunity for redevelopment that is more in keeping with the vision for Caledon East.



Example of Design Opportunity

The concept plan on the previous page illustrates how the site could be redeveloped in the future and includes the following considerations:

- The small single storey building could be replaced by two buildings set closer to the street. This would provide for increased built form along the streetscape and a more continuous street edge. The same could be accomplished through one larger building with driveway access located within the side yard.
- This particular site does not have sufficient public right-of-way for street trees. As such the redevelopment concept illustrates street trees within the private realm.
- Parking has been relocated to rear yard and is screened by the building mass.
- Depending on the use of the site, patio areas could also be provided between the building(s) and Airport Road.

16069 Airport Road East (existing Caledon Cove/Remax Development) and 16061 Airport Road (Existing apartments)

These two adjacent sites have been developed with parking in the front yard and buildings setback approximately 40 metres from the front lot line. As a result the buildings have no interaction with the public realm and do not contribute to the Village Core/Airport Road streetscape. Applying the direction herein would result in buildings placed along the street and parking located to the rear. The apartment building would have been designed with enhancements to the façade facing Airport Road. While the height and form of the Re-max building is appropriate, the building materials and architectural detailing do not reflect the existing character of the village. Applying the siding to both portions of the buildings and having more consistency in window sizing would have allowed for a contemporary building design that better fits with the historic building's within the village core.



Existing conditions at 16069 and 16061 Airport Road

16019 Airport Road, 16011 Airport Road and 16009 Airport Road

The three properties noted above represent an opportunity area for either individual or consolidated redevelopment. All three properties are located in a prime area within the Village given their proximity to the Airport Road and Old Church Road intersection. The Canada Post site (16019 Airport Road) is positive in that the building is located close to the street and parking is located in behind. There may be an opportunity in the future to add a second storey addition to the Canada Post building.

A health clinic is currently located at 16011 Airport Road. The clinic is located within a converted dwelling, which was historically set back from the street. As such visibility to the clinic is a challenge and temporary signage has been used by the business owner to assist people in finding the clinic. Over the longer term, consolidation of this property with one or both abutting properties would allow for a mixed use development that engages with the public realm and provides for an improved streetscape and better visibility for non-residential uses.

The building located at 16009 Airport Road is a key location within the Village Core given it is a corner lot with frontage on both Airport Road and Old Church Road. Any new building(s) should address both streets in terms of architectural detailing. Consolidation with the abutting property would allow for less parking visible from the street and the potential for more building form along the street edge. Street trees should be provided along both street frontages as part of any future redevelopment. Given the corner location, additional building height may be appropriate to establish this property as a landmark within the Village.



The above image shows existing conditions at 16019, 16011 and 16009 Airport Road. Each property has its own separate service parking lot and there is little in the way of streetscaping. The gaps in built form created through multiple driveways subtract from the goal of a more cohesive core.

Throughout Caledon East there are multiple opportunities to fill in gaps within the streetscape to achieve a stronger street edge similar to the image shown to the right.

The concept plan on the following page illustrates how these properties could be consolidated in the future with one parking area and one driveway access.



There is an opportunity to improve the streetscape along Old Church Road.



Concept plan showing potential consolidated development. In the above image a new building is shown at the intersection of the Airport Road and Old Church Road that has frontage on both streets. New street trees are also shown along the Old Church Road frontage. A redevelopment similar to what is depicted above would fill in the gaps within the existing streetscape.



The L-shaped building shown above would result in a more positive contribution to the streetscape than the surface parking lot and the shed that currently exists.

15935 Airport Road (Four Corners Bakery)

Redevelopment opportunities for the Four Corners Bakery site are limited given the site's location within the existing floodplain. Notwithstanding, this site currently acts as a destination within the village and is well located in terms of its proximity to the Caledon Trailway. Site improvements in the future would be supported and encouraged including, removal/relocation of some or all surface parking in the front yard to allow for an expanded patio area/public gathering spot. As an alternative, allowing for the temporary use of a portion of the parking area for an expanded patio area in the summer months would also be supported and encouraged by the Town. Images provided herein illustrate positive examples of outdoor patio spaces, most of which utilize temporary patio furniture that can be moved outside of patio season. Patio areas encourage social interaction and create activity along the streetscape. The location of this particular property in proximity to the Trailway help to create a focal point within the broader community.

The concept of temporary patios can be applied to other properties within Caledon East that contain restaurant, coffee shops or other uses that encourage social interaction and gathering (for example the commercial plaza located at 15980 Airport Road). The Town should support temporary reductions in parking in order to encourage these opportunities that collectively work to make the Village more of a destination.



Existing conditions



Example of a temporary patio



Design Opportunity Examples



16040 Airport Road (Existing Automotive Maintenance Building)

Overtime it is anticipated and encouraged that auto oriented uses will be transitioned to mixed use development that encourages pedestrian activity within the Village Core. The Village as a whole should act as a designation where pedestrians can visit multiple businesses each time they visit the Village. Likewise those coming to Caledon East for the trails, should have be encouraged to stay and explore the Village. The below provides an example of how an existing building (currently used for auto oriented use) could be redevelopment with a built form and streetscape that is more reflective of the vision for Caledon East.



Existing conditions at 16057 Airport Road East



Example of design opportunity

16000 Airport Road (LCBO), 16008 Airport Road and 16012 Airport Road

Throughout all of the consultation that has occurred related to the Caledon East masterplan, the number one concern has been safety at the intersection of the Airport Road and Old Church Road. The streetscape plan contained herein illustrates recommended improvements to the intersection to address the safety concern in the short term. Over the longer term, redevelopment of 16008 and 16012 Airport Road should consolidate access with the LCBO property. This will allow the site access to be further removed from the intersection. The graphic on the following page illustrates key design considerations that should be implemented as part of any redevelopment plan.

16000 Airport Road is currently underutilized and has a large grassed area within the south side yard. The Town should explore public/private partnerships for temporary events and markets within this site. Illustrations contained herein show how this area could be used for temporary events.

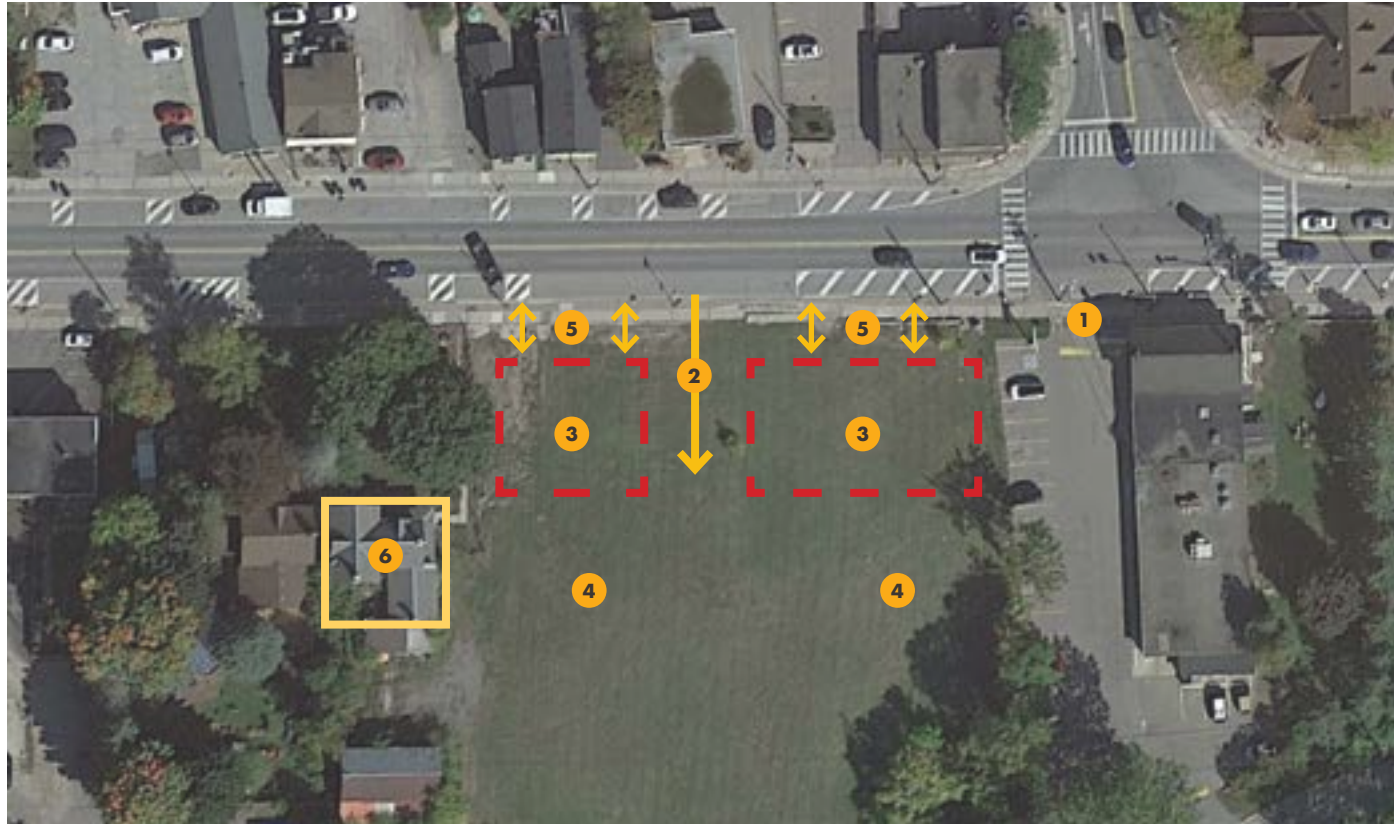


Left: Vacant property adjacent to 16000 Airport Road.



Right: Undeveloped portion of 16000 Airport Road could be used for temporary events.

Design direction for future redevelopment of 16008 Airport Road and 16012 Airport Road



- 1 In the long term, close the LCBO entrance in favour of shared access further to the west.
- 2 Shared access separated from Airport Road/Old Church Road intersection.
- 3 Encouraged mixed-use multi-story development.
- 4 Shared parking located behind street facing development and connected to LCBO parking.
- 5 Require a 6.0 metre landscape strip to allow for street tree planting.
- 6 To be planned comprehensively with adjacent heritage building.



The LCBO site is underutilized and represents an opportunity within a strategic location in Caledon East. The Town should explore opportunities for public/private partnerships to use this space for temporary events.

4.2.5 Public Realm Design Direction

The following guidelines apply to the public realm within Caledon East:

- Where the public right-of-way is sufficient to accommodate street trees, new trees should be planted consistent with the streetscape master plan contained here.
- Throughout Caledon East consistent branding should be used in any signage, banners, and wayfinding materials.
- Pedestrian furniture (benches, planters, waste receptacles) should all be coordinated.
- Landscape enhancements are strongly encouraged at the entrances to the Caledon Trailway. This may include seating areas, signage and trail mapping.
- Publicly owned properties represent an opportunity for enhancements to the streetscape and public realm. They also offer opportunities for formal and informal gathering areas including events and markets.
- The Town should explore public/private partnerships for temporary events and markets within the Village Core (the vacant area on the LCBO site is one such opportunity area).
- The Town should consider strategic acquisitions in order to obtain more public land within Caledon East, in particular in proximity to the Caledon Trailway.



The Town should explore public/private partnerships for temporary events and markets within the Village Core (the vacant area on the LCBO site is one such opportunity area).



Vacant parcel at intersection of Emma Street and Airport Road

The property at the intersection of Airport Road and Emma Street is within the floodplain and is constrained for development. The Town should consider acquisition of this site for public use given the lack of development potential. If these lands were acquired, there would be an opportunity for a public square/park that could be integrated with the Trans-Canada Trail.



Vacant parcel at the intersection of Emma Street and Airport Road



Renderings illustrating how the vacant parcel could be used for public use and connected to existing trail

4.2.6 Massing Model Showing how Village Core can redevelop over time

The below plan combines the proposed streetscape design with potential future redevelopments for underutilized and/or vacant sites. The below plan represents a more cohesive and compact Village Core.

