

Streetscape Study

DESIGN CONCEPT

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DESIGN CONCEPT

TABLE OF CONTENTS

	Page No.
1. INTRODUCTION	1
.1 Background of Study and Purpose	
.2 Study Area	
.3 Study Process	
2. SITE ANALYSIS	4
.1 Stakeholders	
.2 Architectural Elements	
.3 Land Use Planning	
.4 Engineering Issues	
.5 Landscape Components	
.6 Programs and Tourism	
.7 External Influences	
3. THE VISION	10
.1 The Community's Viewpoint	
.2 Objectives	
4. DESIGN CONCEPT	11
.1 Concept Theme	
.2 Streetscape Elements	
.3 Street Furnishings	
5. IMPLEMENTATION STRATEGY	20
6. SUMMARY	26
APPENDIX A	IDEA WORKSHOP
APPENDIX B	ZONING BY-LAW 87-250, MAP 12
APPENDIX C	CALEDON OFFICIAL PLAN, SCHEDULE D
APPENDIX D	TRAFFIC COUNTS
APPENDIX E	SUGGESTED STREET FURNISHINGS
APPENDIX F	PAVING DETAILS AND STREET SECTIONS

1.0 INTRODUCTION

1.1 Background of Study and Purpose

During 1992, the Regional Municipality of Peel initiated design for the expansion of sanitary sewers and pumping facilities for Caledon East with construction expected to start in 1994. The early construction of the Caledon East sanitary sewers will intensify redevelopment pressure. This construction also presents a valuable opportunity to develop and over time, implement a comprehensive Streetscape Plan which will preserve and enhance the community's historic village atmosphere. The residents and business stakeholders enthusiastically supported this directive. "The development of this long term vision is critical to the preservation of Caledon East's unique identity." (Caledon Planning Report 93-09)

Accordingly, this Caledon East Streetscape Plan study was undertaken in Spring 1993. The study has two purposes:

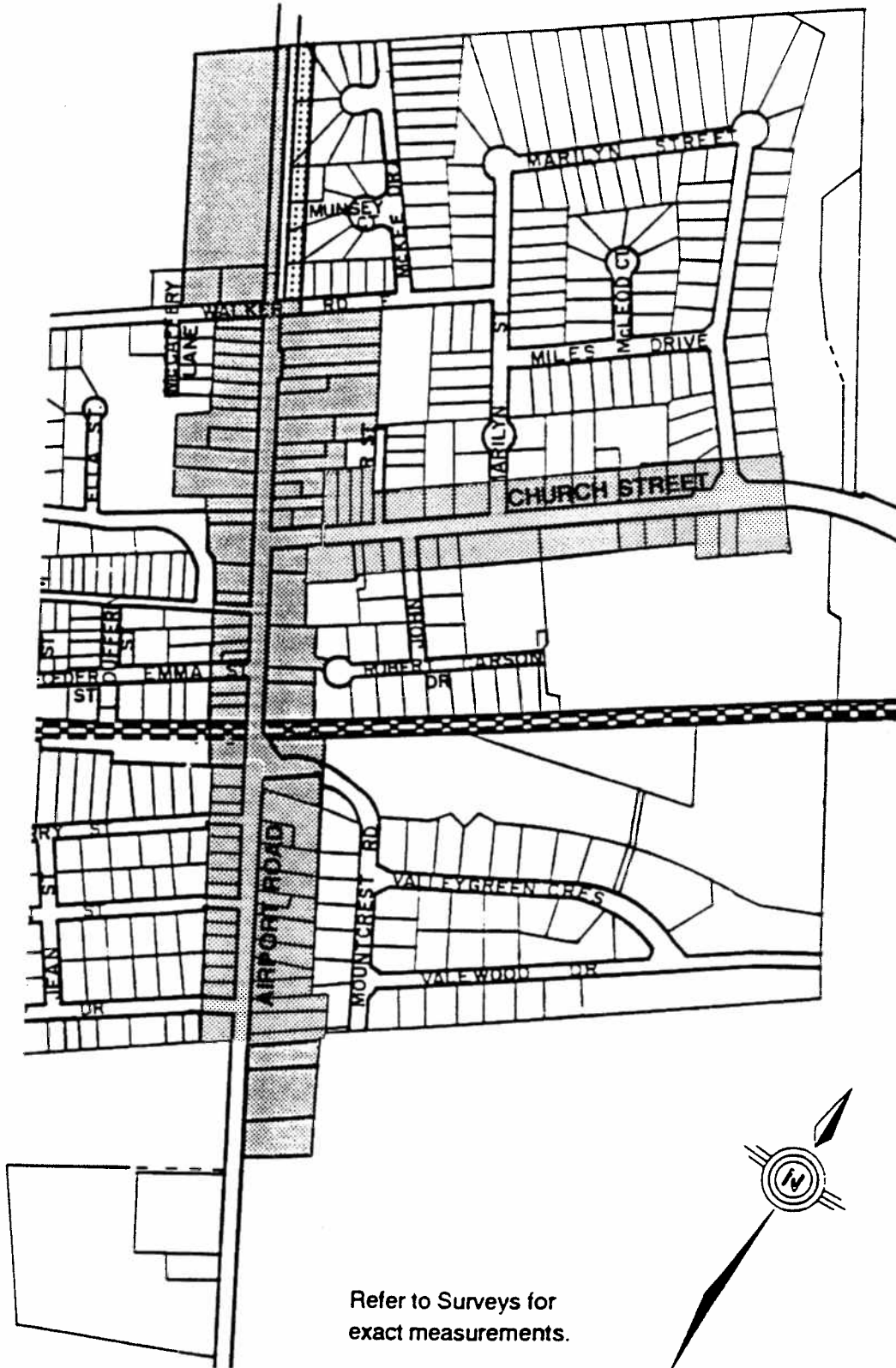
- to generally examine existing streetscape conditions within Caledon East and develop a streetscape concept and implementation procedures, and;
- to generally review the existing built form and building styles within the plan area and provide recommendations regarding future architectural form and style.

1.2 Study Area

The study area is graphically described on page 2 and generally includes the rights-of-way and adjoining land ownerships of: Airport Road approximately 100m south of Hilltop Drive to 250m north of Walker Road; and Church Street between Airport Road and 40m east of Marilyn Street (east entrance from Church Street). Although limits of the physical study area have been defined, a sense of the entire village core and surroundings is necessary to understand the needs for the study area.

1.3 Study Process

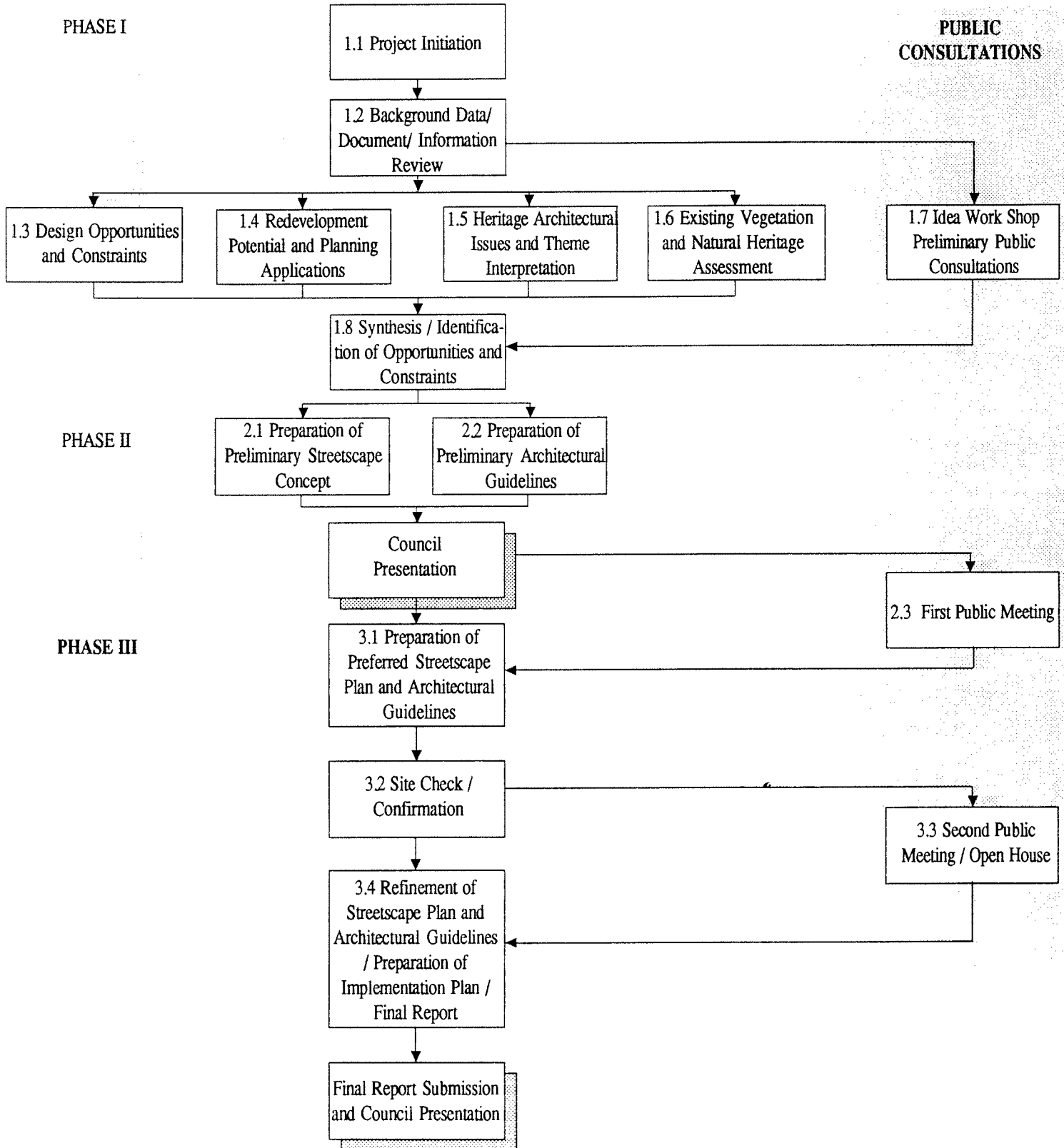
The Work Program is defined graphically on the flow chart on page 3. Essential to the program was the Public Consultation which included an Idea Workshop held on June 21, 1993 and Public Meetings held October 19, 1993 and November 2, 1993. Stakeholders were identified and representatives of interested groups were invited to attend the Idea Workshop. The Workshop consisted of a Street Walk-and-talk followed by an interactive session to discuss the needs and desires of the stakeholders. The Invitation, Agenda, Attendees and results of the Idea Workshop are included as Appendix A. A preliminary Report was submitted in August and revised in September 1993.



Refer to Surveys for exact measurements.

**Caledon East Streetscape
Study Area Plan**
Scale: n.t.s.

Caledon East Streetscape Plan Work Program



2.0 SITE ANALYSIS

In order to understand the project thoroughly, an analysis is performed to: define the stakeholders who use the streets of Caledon East; review the architecture which existed or still exists and how it has been modified; determine the ways land uses relate to each other and how they have changed; review engineering, landscape, recreation and tourism issues; and become acquainted with the external influences on the village. Much of this analysis was provided by the stakeholders and interpreted by the consultants.

2.1 Stakeholders

The Attendees to the Idea Workshop represented many of the stakeholders in this study including: Caledon East Merchants Association, Caledon Rail Trail Committee, Caledon Heritage Committee, the churches, Council, municipal staff. During the Workshop it was agreed that other stakeholders included: the travelling public; residential communities surrounding Caledon East; various age groups; recreationists (hikers, snowmobilers, cyclists, equestrians); truckers; students; shoppers; festival attendees; church and wedding attendees; arts and crafts aficionados; environmentalists (birders, photographers); fishermen.

The stakeholders are varied but the majority represent people who live or work in the village area.

2.2 Architectural Elements

The Architectural Guidelines report addresses the architectural elements and is adjunct to this Streetscape Study report. The Architectural Guidelines analyze and make recommendations for the building faces and front yards of properties and their relationship to the road right-of-way and pavement while the Design Concept provides analysis and recommendations for the development of the publicly owned road right-of-way.

2.3 Land Use Planning

The Architectural Guidelines report describes the historical development of the downtown area. The architectural report indicates that the village core commercial land uses have remained intact. However, changes in planning over the years have given rise to incongruities in the buildings' relationships to the street. The Design Guidelines report reviews the potential for redevelopment of lands off the road rights-of-way. For that purpose land use issues were defined. The land use issues as raised at the Idea Workshop, interpreted by the consultant and discussed with staff include:



Setbacks

- Varied setbacks detract from the street face. Buildings on the street right-of-way obscure the buildings set back from the street.
- The Region of Peel owns the Airport Road and Church Street rights-of-way. Setbacks from the rights-of-way are the Region's jurisdiction.

Population projections

- The 1990 population of Caledon East was 1900 persons. The projected population for 2011 is expected to be 3,000 with an ultimate population of 7-10,000 persons.

Parking and Access

- Parking is provided both on-street and off-street. Parking within the sites of properties facing the streets is visible to the street creating windows between the building facades to lands behind.
- There is poor pedestrian access from residential areas of the village to the village core. Cul-de-sacs, such as Fleetham Court and Robert Carson Street, have not accommodated pedestrian access to Airport Road.
- Truck deliveries are difficult for some commercial properties, with access only from the street frontage.

Streetscape Appearance

- Recent proposals for development have tended to be suburban in character without respect for the Village Core character.
- Garbage receptacles are exposed to the public.
- Truck delivery to commercial sites is often exposed to or on the street.
- Signage is a mix of thematic and backlit signs whose orientation is inconsistent.

Municipal Policy

- Site Plan Approvals is formalized by the Site Plan Approval Manual prepared in 1990. The process ensures that Town departments and conservation authorities are informed of the pending changes.
- Zone Map 12 of the Zoning By-law 87-250 is included as Appendix B identifying the zones of Caledon East. Most of the lands north of Rail Trail and south of Walkers Road are zoned Village Commercial (CV) or CV specific Village commercial. Church street is dominated on the south side by Institutional and on the north side by residential (RR) as is the south hill.
- Schedule D, Caledon East Land Use Plan (Caledon's adopted Official plan as amended by OPA 114) is included as Appendix C. The OP identifies the area between Walkers Road and the Rail Trail as the Caledon East Core Community Improvement Area. Commercial land use is proposed for the west side of Airport Road north of Walkers Road. A future office commercial area is proposed on the north side of Church Street east of the study area opposite the Municipal Centre. There is an implication from the Official Plan as amended by OPA 114 that commercial development will occur north from the village core.

2.4 Engineering Issues

- Visibility from streets onto Airport Road is poor. Daylighting has not been provided at intersections.
- There are many accesses to Airport Road from sites. One access from the parking lot adjacent to the Liquor Store intersects awkwardly with Airport Road just north of the intersection of Church and Airport. The access to the IGA plaza has been the scene of numerous accidents and difficult turns.
- Truck turns from Airport Road to Church Street are difficult. Trucks often mount the sidewalk at the corners.
- Airport Road south of Church Street was built on organic soils and, it was reported at the Workshop, on an underground stream.
- Airport Road has been repaired by resurfacing with asphalt. This has resulted in the travelled pavement being as much as 150mm higher than the sidewalk.
- A box culvert carries the Centreville Creek beneath Airport Road.
- Utilities are polemounted with some poles less than 200mm from the road pavement.
- Engineering guidelines are required to be followed by new development.
- Traffic counts are generally rising according to statistics for early 1980's to 1992 provided by the Region of Peel in Appendix D. Traffic flows have somewhat flattened in the last four years but the Region anticipates a return to growth in the future.

2.5 Landscape Components

- The village core of Caledon East is located in Centreville Creek valley, a part of the Oak Ridges Moraine, whose north and south banks define the study area. Airport Road rises north of the study area towards the Niagara Escarpment and south toward the Peel Plain.
- New developments such as the IGA plaza and strip malls of the village core have had planting programs as part of their development. Young trees and shrubs have been part of those programs.
- In the residential south hill area, large deciduous and coniferous trees were planted in the lots at the time of construction of the homes about thirty years ago. Hence many of the mature canopy trees are similar in size. No street tree program was in place at that time.
- Drywall retaining walls are significant visual elements of the south hill.
- Noise attenuation walls are dominant visual elements at the north on the east side of Airport Road and at the south on the west side of Airport Road.
- The most prominent natural feature is the floodplain of Centreville Creek which flows west to east beneath Airport Road paralleling the Rail Trail. Caledon East is the headwaters of Centreville Creek. The floodplain is about 80m wide at Airport Road.

The dominant vegetative growth in the floodplain are grasses and sedges. Woody plants are naturalizing the edges including mostly deciduous plants such as dogwood, sumac, Manitoba maple, ash and elm.

- Sidewalks are concrete on Airport Road and asphalt on parts of Church Street. Sidewalks line both sides of Airport Road from the Rail Trail to Walkers Road and sporadically on the east side south of the Rail Trail. Sections of the sidewalk are repaired as they become damaged.
- The lot on the southeast corner of Church Street and Airport Road contains 10m high pine which visually dominate the corner. Those trees are about thirty years old.
- The residential areas north of Church Street are varied in height and species, presumably changing with each new owner. Some older homes of visual interest are obscured by the plantings providing a sense of privacy for the inhabitants from Airport Road traffic.
- Mature trees provide a backdrop to the entire village core and south hill area.
- The location of Caledon East in a valley affords it vistas from the south hill and from the north entrance to the village. The view from the south is framed by the mature vegetation of the residential properties on either side of Airport Road. The grade changes and the requirement of consistent road vertical alignments have required the installation of retaining walls along the Airport Road right-of-way.

2.6 Programs and Tourism





- Tourism is serviced by the existence of few craft shops, one formal restaurant and three other restaurants. Tourism was not considered by participants of the Idea Workshop to be a significant industry. However tourism is expected to be enhanced by street improvements. Concern was expressed subsequently that the tourism component should be addressed.
- Caledon East has a significant Community Centre and Community Park located east of the study area and accessible by foot via the Rail Trail and by vehicle via Church Street.
- Recreation programs change each season but include programs for: preschool; children; Youth; adult; seniors; church groups; service clubs.
- An annual two-day event called CACY is held at the Community Centre, Marshall Gallery and St. Cornelius R.C. school the first weekend in November displaying the works of artisans to support arts and crafts education.

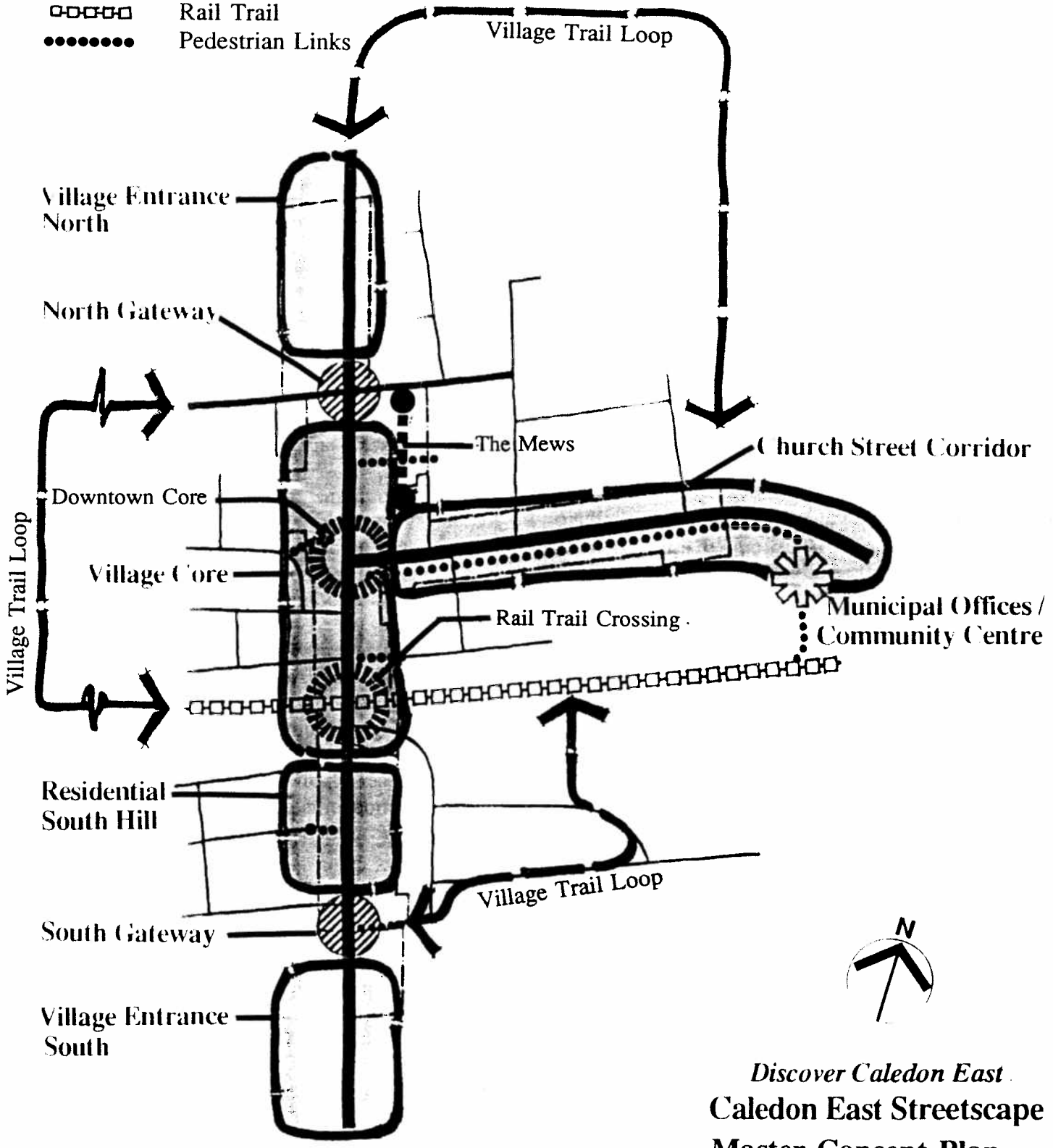


2.7 External Influences

- Niagara Escarpment contains ample passive recreation opportunities nearby to Caledon East including the Bruce Trail which crosses Airport Road about 1km north of the village. The Regeneration Trust plans actually show the Bruce Trail following the Rail Trail.
- The surrounding area of Caledon East is spotted with horse farms. Equestrians use Church Street and the Rail Trail.
- Airport Road is used as a commuter route with heavy traffic flows southbound in morning and northbound in the early evening. Weekend travellers also use Airport Road as a route from the Greater Toronto Area to the south Georgian Bay region.
- Caledon East is the terminus of the Oak Ridges Moraine. The planning for the future of the Oak Ridges Moraine and the established recreation potential will have ramifications on the Village.
- The "Town of Caledon: potential greenways" plan on Page 9 identifies the regional context of Caledon East. The plan highlights public open space, proposed greenways and existing or proposed trails. It shows how Caledon East is the physical centre of the Town of Caledon. Recreation opportunities abound in the Town within easy access of the village of Caledon East. The Rail Trail is an important component of the Greenways strategy of the Regeneration Trust. The rail is 22km long, bisects the municipality, links many historic communities and is recognized by the parks and recreation community as one of the leaders in the redevelopment and reuse of abandoned rail corridors for recreation.

Legend

-  Major Roads
-  Nodes
-  Rail Trail
-  Pedestrian Links



Discover Caledon East.
**Caledon East Streetscape
Master Concept Plan**
Not to Scale
February 1994



3.0 THE VISION

3.1 The Community's Viewpoint

Our experience in similar projects has led to the belief that to build a community identity and to enhance the cultural heritage within a settlement always involve the interpretation of public values and aspirations. The Public of Caledon East proved that belief true. They enthusiastically received the opportunity to provide their vision of what Caledon East Downtown could be. Through the involvement of the residents and businesspersons, Caledon can be sure that they have derived an ownership in the process of design which will be translated later into an involvement in its ultimate implementation.

The community as represented at the Idea Workshop provided guidance and creative ideas which are summarized in Appendix A. Results from the workshop clearly indicated that the village core serves Caledon Residents. Improvements to the village should benefit the residents and may, as a result, make it a destination for others. For businesses a tourism strategy needs to be established once the local market has been consolidated.

During the Idea Workshop, one of the groups which formed part of the workshop format developed a Vision Statement: "to preserve and enhance the village qualities of Caledon East through controlled commercial development while remaining part of the overall community of Caledon." This vision statement was accepted and forms the basis of the Concept developed herein. From that starting point, the participants in the Idea Workshop identified the objectives of the Streetscape Study.

3.2 Objectives

- To develop a streetscape plan that addresses the needs of all stakeholders
- To take pride in maintaining the village atmosphere
- To develop bylaws to enforce the needs of the stakeholders
- To develop a focal area(s)
- To create elements to link the varied land uses and community components
- To give the village an identity as a destination/visiting area

4.0 DESIGN CONCEPT

The downtown of any village is a meeting place and a place of activity. As such it should be conducive to providing the opportunities for gathering, walking and dialogue between pairs of persons and groups. The sense of community is often defined by evidence of physical limits of the village. It is for that reason we will discuss the entrances to define the physical limits, nodes which are the locations for human interaction and corridors and linkages between each of the nodes and entrances.

In this section we will define a theme for the village which evolved from the Idea Workshop and analysis of the background documentation. We will then define the nodes and linkages which will be the focus for design of the streetscape elements of paving, lighting and furnishings. Following acceptance of the Design Concept the Town will embark on an implementation program which will start with the detailing of plans to define the juxtaposition of all the streetscape elements.

4.1 Concept Theme

It became evident early in the study, at the Idea Workshop, that Caledon East Village Core has historically and currently serviced its surrounding residents. Caledon East is or has become:

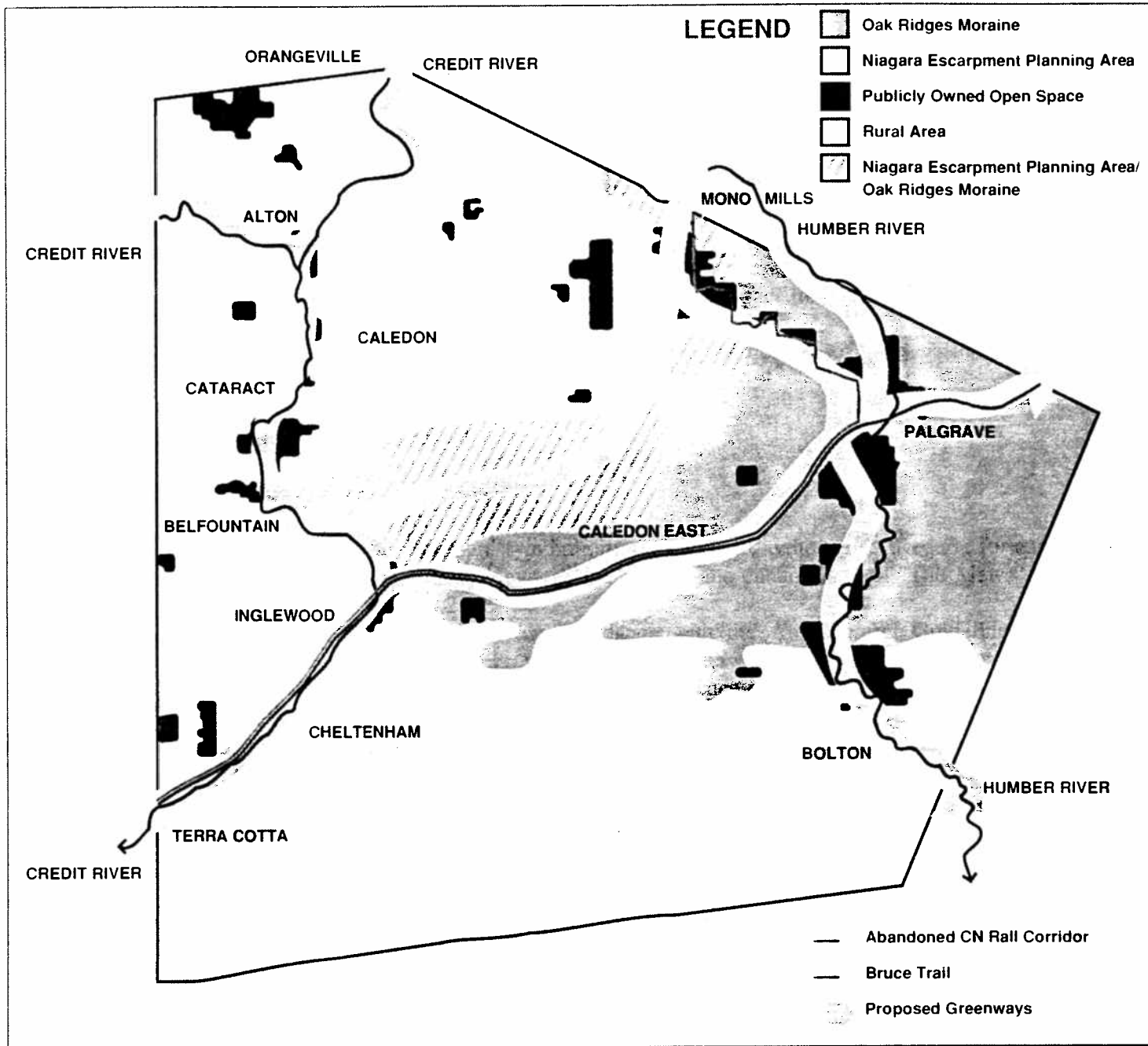
1. The **political centre** of Caledon with the municipal offices and other institutional uses concentrated on Church Street.
2. The **physical centre** of the Town although primarily a pass through area for commuters and weekend recreationists.
3. The **recreation centre** providing community centre, community park, secondary schools and trail linkages within its realm and large open space blocks peripheral to the village.

Therefore, the core should reflect the use and the integrity of the area as a casual yet orderly downtown with a focus on recreation and commercial service for the village and surrounding farm and estate community. The village core should cause passers-through to pause. It should be clean and provide an image in which the residents can take pride. It should provide access to residents surrounding the core to enter the core comfortably.

We have therefore identified gateways and two focal points for the study area: the intersections of Church Street and Airport Road; and the Rail Trail and Airport Road.

The concept develops from the Townwide Context of this report whereby we recognize the centrality of Caledon East. Downtown Caledon East is within easy walking, cycling and equestrian distance of potential patrons to the commercial businesses via trails and road systems. We can take advantage of this by identifying and enhancing links from the Village

Map 5.3 Town of Caledon: potential greenways



Discover Caledon East
**Caledon East Streetscape
 Townwide Context**

February 1994



Base Map from Regeneration



Core to the established trail system. These links form potential loops which return to the Village core via Rail Trail, Church Street or Airport Road. As a part of a loop system of trails, Caledon East can promote itself as the starting point and destination for many types of recreationists.

For the more casual recreationist there are trail loops within 1/2 km of the Village Concept. The loops follow internal street and open space blocks as established by the Caledon Official Plan. Important to the concept of serving the residents of Caledon East is making access to the Village Core from the residential areas as easy as possible by encouraging and opening pedestrian walkways to Airport Road.

The Master Concept Plan divides the study area into distinct streetscape areas. The following descriptions define areas and provide the rationale for their distinction.

4.1.1 Village Entrances

At the north and south ends of the village along Airport Road are village entrances defined as such because on one side are noise attenuation walls and on the other side are other land uses not characteristic of a central village.

The south entry area is framed on the west side by the noise attenuation wall and on the east side by the IGA Plaza. A concern in this area is the hazardous intersection of the entry to IGA Plaza with Airport Road. The location at the top of the south hill physically defines an entry into the valley in which Caledon East was founded. South of this point are predominantly rural land uses. This entry is also defined by the start of residential lands which front onto Airport Road, contrary to the recent residential development defined by the noise attenuation wall. We therefore have an opportunity to enhance the road pavement, boulevards and buffers to create a south entrance to the Village and take advantage of the vista from the top of the South Hill.

The north entrance is framed on the east by the noise attenuation wall and on the west by a large land holding occupied by a brick residence. We define the limit of the village entry by Walkers Road. The change in land use offer the opportunity to create a sense of entering the village at this point. North of Walkers Road is dominated by new residential development encased by noise attenuation walls and large land holdings. South of Walkers Road, village commercial land uses become evident. Providing common elements in both the north and south entrances will help to create a containment of the community of the village of Caledon East.

The east entrance along Church Street is not as well defined yet. The south side of Church Street is dominated by institutional uses while the north side is characterized by a variety of residential forms and the potential for redevelopment. With development expected on vacant

land on the north side of Church Street east of Marilyn Street, there is some uncertainty as to the form which the Church Street frontage will take. We anticipate that Second Line West may in the future form the gateway to Caledon East if population projections (see section 2.3) are realized. For this study, a formal entrance feature from the east is considered premature.

4.1.2 Caledon East Village Core

The village core is that area which has established housing and commercial properties fronting onto Airport Road. The north limit is Walker Road and the south limit is Hilltop Drive. We further subdivide the village core into the following nodes and areas:

1. **Downtown Core** is the node defined by the intersection of Church Street with Airport Road.
2. **The Mews** is in the rear of properties fronting on Airport Road north of Church Street, an area which the consulting team felt was underutilized lands which in the official plan is designated for commercial use.
3. **Rail Trail Crossing** defines the edge between the commercial downtown and the residential south hill. It is an important pedestrian access between land uses in Caledon East and Airport Road.
4. **Residential South Hill** consists of the residences fronting on Airport Road south of the Rail Trail and north of the IGA plaza. The fact that the properties have access to Airport Road distinguishes them as a part of the Study Area although they have a distinctively different character from the commercial land uses in the Downtown Core.

4.1.3 Municipal Offices and Community Centre

The third major component of the streetscape is outside of the study area. The community centre and community park attract recreationists while the municipal offices houses one of the largest stakeholder groups. The park is designed to attract soccer and softball tournament play. This facility will generate peak traffic flows evenings and weekends while the municipal offices are utilized more heavily during office hours. The community centre and municipal offices provide meeting rooms which are frequented evenings and weekends by a distinctly different stakeholder group than during office hours. These facilities provide the source of patrons to the downtown commercial businesses. Therefore, access between the Village Core and the Community facilities is essential.

4.1.4 Connecting Elements

Gateways will define the point at which the traveller along Airport Road will enter the Village Core. The gateways will introduce the elements of the streetscape to the visitor. For the purposes of this report, we have included the gateways as part of the Village Core as they act as the Village Core's bookends.

The Municipal Offices/Community Centre will be connected to the streetscape of Airport Road via Church Street and the Rail Trail. Consideration is also given to opening other pedestrian access from Airport Road to the lands and roads east and west of the Village Core.

4.1.5 Church Street Corridor

Church Street is dissimilar to Airport Road in land use, traffic volumes and vegetative cover. The north side of the street is predominantly residential east of Greer Street while the south side of Church Street is dominated by institutional uses such as church, day care, library, community centre and firehall. This disparity between the land uses on the two sides of the road provides a different challenge to the streetscape design than that of Airport road where there is commercial land uses on both sides. There are also proposals for change of land use on properties on the north side of Church Street, thus indicating imminent change to the face of the street. There is a need to integrate the two sides of the road and the Airport Road frontages to create a greater sense of Village community. Traffic volumes are lower on Church Street because it is not a through road as is Airport Road. The residential character of the north side and age of some of the institutional uses have allowed the vegetation to mature giving Church Street shade and softening not present in the Downtown Core. And unlike Airport Road, the institutions have generated traffic, both pedestrian and vehicular, at different peak times.

4.2 Streetscape Elements

Based on the findings of the site analysis and public input received at the Idea Workshop and public meetings, the application of the Community Vision and design objectives outlined in Section 3.0 of this report and a consideration of the unique characteristics of each of the streetscape areas shown on the Master Concept Plan, the following streetscape elements have been recommended for each streetscape area. These recommendations are illustrated on Plans 1 to 5, enclosed at the back of the report.

4.2.1 Village Entrance - South

- Construct northbound turning lane and southbound centre turning lane for access to the IGA plaza.
- Plant between the noise attenuation wall and the road surface to disguise the appearance of the noise attenuation wall.
- Any future residential developments nearby should provide pedestrian access to Airport Road and to local commercial functions.

4.2.2 Village Entrance - North

- Plant between the noise attenuation wall and the road surface to disguise the appearance of the noise attenuation wall.
- Any future residential developments nearby should provide pedestrian access to Airport Road and to local commercial functions.

4.2.3 Caledon East Village Core

4.2.3.1 Downtown Core

- Expose views to the Victorian style buildings set back from the street. Require for any development plan that those views be maintained and enhanced until "The Mews" is developed (see section 4.2.3.2).
- Provide front yard limitations in accordance with the Architectural Guidelines to maintain consistency of setback. Where setbacks are away from the street right-of-way, have new developments construct a post and rail fence to streetscape standards which matches other elements of the streets. For developments which have been constructed, construct the post and rail fences on the streetline to screen the frontyard parking. Fences are described in the Architectural Guidelines.
- The cost of relocation of the utility poles precludes relocation of poles or placement completely underground. To improve the visual appearance of the street, eliminate some overhead wires by burying road crossings underground. Replace standard highway lights with classical lamps mounted on the existing hydro poles. Similar pedestrian lighting on new posts will provide a consistency of vertical elements on the sidewalk.
- The intersection of Church Street and Airport Road will become a focus of Streetscape Development. Pedestrian crossings will be defined by concrete paths scored to emulate a boardwalk. Turning lanes and curb radii will be constructed to improve traffic circulation at the intersection. Parking will not be allowed within 20m north and south and 20m east of the intersection. The access to the liquor store parking should be

reoriented to move it away from the intersection. Bollards will provide the intersection definition on the west side of the three way intersection. A special 3m setback should be established on the north and south corner lots of the intersection to accommodate a sitting area/urban parkette and sight lines. Site plan controls must be implemented to ensure corner site development coincides with streetscape improvements.

- Site access and parking. Allow no vehicular accesses within 20m of a signalized intersection. Require side yard or rear yard parking. No greater exposure than 18 metres should be allowed for side yard parking. Rear yard and side yard parking should be screened from adjoining residential but allow views to designated buildings from Airport Road. A cross-section identifies the proposal for paving at the pedestrian entrances to commercial buildings whose entrance is 3m or less from the sidewalk.
- Future rearyard parking should be provided on the west side of the village core with access from Airport Road and Ivan Avenue.
- A standard cross-section in Appendix F is provided for the downtown core identifying two lanes of traffic and on street parking either side of the traffic lanes. The pedestrian sidewalks and medians will be a combination of concrete and 200 x 200mm unit pavers. Trees will be planted in expanded boulevard areas only on the west side of Airport Road. Street tree planting may be limited on the east side beneath the overhead wires.
- Signage will be installed to give Caledon East a distinctiveness. Street signs will be distinguished from directions signs.
- Without purchasing sight triangles, site plan limitations should require that sight lines be provided at all intersections. A corner detail in Appendix F identifies the proposed paving pattern.
- Street furnishings will be selected for incorporation within the road rights-of-way including benches, garbage receptacles and bicycle racks. New development proposals should be encouraged by site plan guidelines to incorporate street furnishings to match those on the streets rights-of-way. Those same site plan guidelines should encourage open space pockets on the street for pedestrian sitting areas.

4.2.3.2 The Mews

- In order to utilize the land in the rear of the deep lots north and east of Airport Road and Church Street, a lane would be created to parallel Airport Road. This "Mews" will create a new commercial frontage and encourage traffic off Airport Road. Parking would be associated with the lane and loading can be facilitated for commercial buildings fronting on Airport Road. The lane would enter from Walker Road and from Church Street. Interim access could be provided from Airport Road if a phased program is implemented.

4.2.3.3 Rail Trail Crossing

- The second focal area is the Rail Trail crossing of Airport Road. The open space on the south side of the village core provides an opportunity to introduce the commercial district to the northbound traveller. The Rail Trail will become an important access from the surrounding residential and recreational areas to the village core. It is also emblematic of the village in the country.
- The street paving will be scored concrete between the north side of the Rail Trail to the south side of the creek. The area will be featured with passive recreation features of seating, interpretive signage, fencing, hitching posts and informal but strong planting. The paving pattern for the pedestrian crossing will introduce the concrete and unit pavers patterning of the village core.
- Adjoining properties to the Rail Trail on the north side should incorporate site plan control of a 5 metre sight triangle. The 5 metres is measured along the Airport Road frontage and along the Rail Trail frontage from the intersection of the Rail Trail and Airport Road rights-of-way. The intention of this approach is to encourage access from the Rail Trail to Caledon Village Core. The entrance to the Rail Trail on the west side of Airport Road would be 20 metres from the west side of Airport Road. Site development on the north side of the Rail Trail should be encouraged to orient towards the Rail Trail.
- An interpretive kiosk will be constructed at the intersection of the Rail Trail and Airport Road to provide a history of Caledon East.
- Concrete pedestrian sidewalks will be extended from the Rail Trail south on both sides of Airport Road.

4.2.3.4 Residential South Hill

- Close Marion Street at Airport Road from all but emergency traffic. Create a hammerhead where Marion Street meets the rear yards of houses fronting onto Airport Road. The 33 foot right-of-way which is closed can serve as an open space parkette for access by pedestrians only.
- The cross section of Airport Road through the residential area will include sidewalks on both sides of the road and two lanes of through traffic. Improvements to Airport Road would include concrete gutters leading to the existing catchbasins.
- Street tree planting will be installed on the west boulevard of Airport Road through the residential district to provide young trees to succeed trees that are expected to deteriorate in the next 20 years.
- Any abrupt grade changes to accommodate reconstruction of Airport Road should emulate the rural character of the drywalls which exist on the east side of Airport Road. Natural stone material should be used in lieu of precast concrete.



4.2.3.5 Gateways

- Concrete paving with scoring to emulate a boardwalk will be installed on the travelled surface. The effect will be the slow down of traffic prior to entry into the village core.
- To maintain the rural nature of Caledon East, strong but informal planting is suggested on both sides of the street.
- A raised median will be constructed with surrounding curbs and planters for annuals. A median will be depressed to accommodate pedestrian access from the north side of the IGA plaza to the west side of Airport Road.
- A left turning lane southbound and right turning lane northbound should be constructed to address the access to the IGA plaza.

4.2.4 Church Street Corridor

- A road cross-section identifies the two lanes of traffic bounded by two lanes of on street parking similar to that of the Downtown Core in an effort to include the Church Street corridor as a part of the village setting.
- Street lighting will be similar to that on Airport Road and extend to the Municipal Offices. The curb and gutter and parking lanes will extend only to Marilyn Street east entrance from Church Street.
- The sidewalk on the south side of Church Street will extend from Airport Road to the Municipal offices. The sidewalk on the north side will extend to Marilyn Street until development is confirmed north of Church Street east of Marilyn Street.
- Street furnishings will be provided to extend the village setting.
- Tree planting has greater potential on the north side of Church Street as long as the residential land use is maintained.

4.3 Streetscape Furnishings

The streetscape will take on an identity and consistency by the furnishings it incorporates throughout. In various of the Streetscape Elements we have identified the locations of furnishings. In Appendix E we enclose our suggestion for:

Lighting: street luminaires; pedestrian level luminaires; and posts
Planters, bollards, benches and garbage receptacles
Bicycle racks and signs
Paving: 200 x 200mm Brussel's Block unit paver

5.0 IMPLEMENTATION STRATEGY

Having received public support at Public Meetings 1 and 2 and Council endorsement of the Streetscape Study Preliminary Report at the Council Presentation, an implementation strategy must now be devised. The following identifies implementation measures for each specific streetscape element and then provides recommendations on general implementation measures for the overall project. Streetscape elements and the implementation required for each are followed by the general requirements for implementation.

5.1 Village Entrance - South

- Meet with the owners of the IGA Plaza to discuss the turning lane improvements. During your discussion with the plaza owners encourage improvements by explaining how such improvements will increase the potential for their lessors.
- Provide the IGA Plaza owners with copies of standard details prepared for fencing, paving and planting.
- Prepare a logo for the Village of Caledon East
- Prepare a sign design
- Obtain approvals for the median from the Region of Peel and Town of Caledon Engineering Departments

5.2 Village Entrance - North

- Prepare a landscape plan for planting in front of the noise attenuation wall. Engage the community protected by the noise attenuation wall in a planting day program. Materials would be purchased by the Town and planted by the Community group.
- Change planning policies in the Town of Caledon to ensure that direct pedestrian access is provided between residential subdivisions and Airport Road and Church Street. Noise attenuation walls, if required for residential development should be designed to emulate the rural character captured by the streetscape design.
- Noise attenuation walls should be wood construction, varying in setbacks from the curb and heavily screened with plantings.
- Highway speed limits should be reduced to 50km per/hour 500 m north of the village entrance.

5.3 Downtown Core

- Distribute copies of the streetscape study to each of the land owners in the village core. Have the land owners and businesses establish a committee for the implementation of the streetscape program. The committee would liaise with the Municipal staff to ensure

- that all the businesses are aware of the timing of the work program.
- Where redevelopment applications are made for commercial redevelopment or rezoning, require that a road widening be dedicated to the Town of Caledon. This will allow the minimum courtyard setbacks to be implemented by the Town. An alternative is to request that the setback requirements for Airport Road and Church Street within the village core be reduced by the Region of Peel. The latter is preferred so that the road cross-section of pavement is not encouraged to be enlarged.
- The Town of Caledon must enter into agreement with the Region of Peel to maintain any streetscape improvements above and beyond the standard requirements of the Region of Peel.
- Prepare construction drawings and provide them as rehabilitation plans for tendering with underground servicing construction.

5.4 The Mews

- Meet with land owners affected by the Mews to discuss the potential benefits to each of the land owners. Identify a champion for the project.
- Upon receipt of approval from each and all of the affected land owners, survey the sites and prepare a base plan for the area.
- Prepare a master plan for the affected properties.
- Complete a pro forma to identify the returns on investment in the Mews.
- Prepare an agreement between the land owners for development of the Mews. Cost to each owner will be based on the returns for each land owner.
- Prepare site specific zoning bylaws for the Mews area.

5.5 Rail Trail Crossing

- Prepare core samples of the area to determine the soil stability.
- Prepare a field topographic survey 50m north, south, east and west of the creek crossing of Airport Road.
- Inform MTRCA of the concept for redevelopment of the creek crossing prior to initiation of the approval process.
- Gain approval from the Region of Peel for the construction of concrete paving in the road right-of-way.
- Coordinate the landscape design with the existing construction of the entrances to the Rail Trail from airport Road. Prepare construction drawings.
- Encourage development of the sites north of the Rail Trail crossing to orient their building entrances to the Rail Trail.
- Prepare interpretive signage for the Rail Trail at Airport Road.

5.6 Residential South Hill

- Inform and receive consent from residents living on Marion Street to close vehicular access to Airport Road.
- Formally close part of Marion Street along the sides of lots fronting on Airport Road.
- Prepare a landscape plan for the parkette which will replace the end of Marion Street and circulate to the Town of Caledon staff.
- Prepare a topographic survey of the road right-of-way to determine the requirements for retaining walls to implement a wider road pavement and sidewalk. Prepare construction drawings for inclusion with the Region's contract.
- Ensure that residential land owners fronting on Airport Road are informed of the pavement widening and sidewalk construction on two sides of Airport Road.
- Establish a program to have the Town provide 60mm cal. trees at the Airport Road streetline to replace any trees which die and are removed from residential front yards.

5.7 Church Street Corridor

- Inform land owners fronting on Church Street of impending changes to the streetscape.
- Prepare a topographic survey Church Street from the municipal offices to Airport Road and prepare a base plan.
- Prepare a grading plan and detail design for streetscape elements.
- Implement the streetscape construction in a phased program. Ensure that the future Mews access is incorporated early in the early phased design.

5.8 General Implementation Requirements

5.8.1 Liaison With Region of Peel

- Apply for a change to Region of Peel standards as necessary to implement the proposed streetscape improvements. If the Region is unable to change setback standards, acquire road widenings to enable jurisdiction over front yard setbacks.
- Ensure that the Region of Peel Council approves the streetscape improvements.
- Discuss future maintenance of streetscape improvements with the Region of Peel and other stakeholders.

5.8.2 Servicing Contract

- Prior to finalization for underground servicing, the Town should prepare construction details for the rehabilitation of the streetscape following underground servicing construction.
- Prepare standard details for construction which may be utilized for the construction contract and for use by other proponents for streetscape improvements in the future including: fencing; unit paving; concrete paving, asphalt paving; granular paving; road cross-sections for each of the distinct vehicular paved areas; typical signage; and all streetscape furnishings.
- Prepare streetscape specifications for inclusion in the Region of Peel tender document and ensure that there are unit prices provided for each streetscape element.
- Ensure that rehabilitation of the excavation for underground servicing is in accordance with the streetscape guidelines.

5.8.3 Tourism

- Create signed bicycle routes and walking trail loops beginning and ending in Caledon East.
- Advertise Caledon East as a centre for recreation with spring and fall vehicular tours which pass through Caledon East. Advertising should be heaviest during peak periods of spring and fall. A marketing or advertising study would be appropriate to identify the media mix.
- The business association should meet regularly and organize a marketing campaign. The "Meet Your Merchant in Caledon East" campaign is a good internal marketing strategy. An external marketing strategy should be developed.
- Consider changing the date of CACY to coincide with the Fall leaf colour change. The tours of the area at that time would improve attendance at the Craft Show.

5.8.4 Sign By-Law

- Caledon East should be designated as a Special Sign District.
- Applications should be forwarded to Heritage Division of the Planning Department prior to the issuance of a sign permit.
- No sign should obstruct or interfere with architectural detailing on a building.
- Ground signs for a single use building should not exceed 1.5 sq. m. in area on a single signed phase and not exceed 3.0m in height.
- Wall signs should not exceed 0.25 sq.m. of sign area per lineal horizontal metre of exterior wall upon which such sign is located. No sign should exceed 1.75 sq.m. in sign area.

- The area of canopy signs should not exceed 0.25 sq.m. of sign area per lineal horizontal metre of canopy fascia upon which the sign is located. No sign shall exceed 1.0 sq.m. in sign area on canopies.
- No projecting sign should exceed 0.75 sq.m. in area per sign face.
- No readograph signs should be permitted and no flashing signs should be permitted.

5.8.5 Fundraising

- Establish a contributors sign in the downtown area at the Rail Trail crossing identifying individuals and companies who contribute to the improvement of the streetscape.
- Establish a community tree planting program to encourage involvement of residents in the planting of trees in the residential areas and in front of noise attenuation walls.
- Establish a tree replacement program whereby residents and businesses whose trees on private property between the building face and street right-of-way may be replaced by the Town at the street line following removal of the damaged or dead tree.
- Apply to Trees for Canada for tree planting around the Rail Trail crossing.
- Encourage the business association to organize a fall festival and tour of the escarpment area. The tour could be initiated at the community centre and patrons could be dropped off at the downtown core following the tour of the fall leaves.
- Expand CACY to include the commercial buildings in the downtown core. Each of the businesses could provide a venue for one or two of the arts and crafts demonstrators. In this manner the business association becomes more integral to the arts and crafts show.
- Establish a liaison committee between the business association, Masons, Firefighters, Recreation Associations and the Rail Trail Committee in order to coordinate activities and assure volunteer programming for streetscape improvement projects. Identify tasks early for each stakeholder group, and in three years after construction.

5.8.6 Concept Review

- As improvements are constructed, and in three years after construction, the village should reflect on the concept to identify benefits realized and changes required to satisfy any stakeholders whose needs were not addressed.



5.8.7 Review of Town Policies

- Caledon's existing sign by-law should be reviewed with respect to the aforementioned recommendations.
- Other documents which will require review to coordinate the recommendations of this report include: Engineering standards; Official Plan; Zoning Bylaw.
- Policies developed from time to time which impact the study area should be coordinated with the recommendations of this report.

5.8.8 Detailed Design

- Prepare plans for construction of the streetscape. Engage the stakeholders who have, by their attendance at previous public fora, in the review of the design and construction drawings to ensure their continued support of the program for streetscape improvements.
- Submit the plans to the approval agencies as required. Such agencies may include: Region of Peel; Metro Toronto Region Conservation Authority; Ministry of Natural Resources; Ministry of Transportation; Ontario Hydro; Bell; and the local television cable company. Make contact with the appropriate agencies in advance of preparation of the design drawings.
- Include the streetscape improvement construction drawings with those of the underground servicing construction drawings to be tendered as one contract.
- Additional implementation measures and options will likely emerge during the process of detailed design and as the project proceeds through implementation and that these may be assessed on their own merit.

6.0 SUMMARY

Historically, Caledon East was a stopover for the suppliers to Toronto from the north. As the rural character changed, Caledon East struggled to define its function within the community. It remains a village serving the surrounding residents and farms. This concept reflects a rural character for the street which does not impede traffic flows but slows the traveller by defining the perimeter and focal points of the village.

This Design Concept generally addresses the issues in Caledon East as identified in Section 2-Site Analysis. Some remaining issues will be addressed when detail design is performed following adoption of this study.

Implementation of the detailed concept will develop a pride for the residents, thus encouraging use of their hometown. The effect will be a more vibrant commercial area servicing its residents and employment population of Caledon East. Key to the success of the implementation will be maintaining the keen interest of the residents and business persons of Caledon East which was generated during this study. The Implementation Strategy will ensure that any new development in the Village will continue to foster the objectives of your concept for the Village of Caledon East and implore its residents to

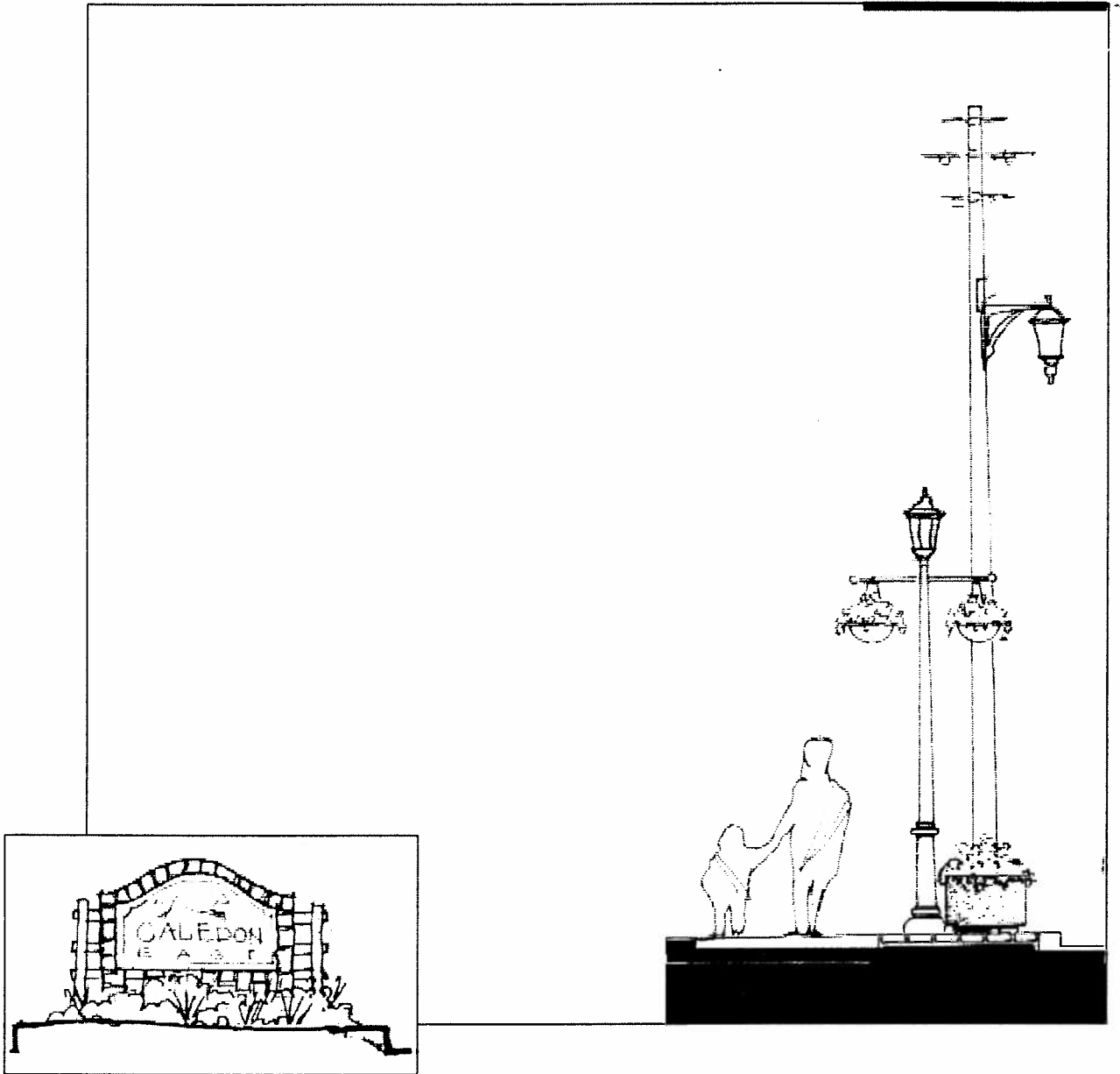
Rediscover  *Caledon East*

Respectfully submitted,

MARSHALL MACKLIN MONAGHAN LIMITED

Mark Inglis, MBA, OALA
Manager, Landscape Architecture/Urban Design
Planning Division

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APPENDICES

Town of Caledon

Caledon East Streetscape Plan

Idea Workshop



The Town of Caledon is preparing
a **conceptual Streetscape Plan and**
Architectural Guidelines for Caledon East.

The purpose of the project is:

- Develop a streetscape plan which includes street planting, lighting, sidewalk, signage, street furniture
- Prepare design guidelines which will control the appearance, built form, massing and height of future development.

The area to be studied includes the two major streets: Airport Road and Church Street.



You are invited to come to an Idea Workshop
to provide input to the project.

We need your direct participation to make the project a success.

Join us on Monday, June 21, 1993:

5:30 pm Light Refreshment and Introduction 6:15 pm Walk and Tour 7:30 pm Workshop Discussion

Please come to work with the Town and its consultants
to explore:

- How to create a sense of place for the people?
 - What are the issues? What are the opportunities ?
 - How to promote the local heritage ?
 - What are the constraints ?
-



Caledon East Streetscape Attendance ListResidents:

Mr. & Mrs. Moya Fewson

Mr. David Frost

Mr. Gerry Proctor

Mr. & Mrs. Elms

Caledon East Merchants Association

Mr. Angelo Pulla

Mr. Peter Rhodes

Mr. Scott Kirby

Mr. George Berney

IGA Plaza Group:

Mrs. Mary Niro

Town Staff

Mrs. Heather Broadbent

Ms. Debbie Van Stralen

Mrs. Heather Konefat

Mr. Todd Salter

Mr. Graham Burke

Mr. Dave Turner

Mr. Craig Campbell

Mr. Richard Mirka

Community OrganizationsMr. Craig Hamilton
Caledon Rail TrailMr. Peter Minhinick
St. James Anglican ChurchMr. Alan White
St. James Anglican ChurchMrs. Anne Allengame
Caledon Heritage CommitteeCouncillors

Councillor Whitehead

Councillor Kristan

Councillor Seglins

Councillor Wylie

SUMMARY OF IDEA WORKSHOP

ANALYSIS

ARCHITECTURAL ELEMENTS

- remnants of earlier buildings in backyard
- metal facades dominate streetscape, sometimes covering brick
- buff brick is attractive block buildings not as attractive
- Presbyterian Church has brick face and block rear
- catalogue houses Proctor Caledon East vernacular
- older houses have charm while infill housing inappropriate
- many altered buildings
- attractive large houses north of Church on Airport
- liquor store at key intersection not a good image
- small scale charm of houses on south hill
- concrete pillars on southeast hill are interesting
- questionable quality of two houses north of CIBC
- nouveau traditional design of gas bar plaza
- 16024 Airport Rd. is attractive

PLANNING ISSUES

- Setbacks from the curb
- laneway potential
- parking on street or in rears
- consider central chargeable parking for trucks
- population in 20 years - 7-10,000
- should residences front on Airport Road if 4-lane
- Growth should be encouraged east not south
- poor access from the residential subdivision to the west opposite IGA
- Pulla proposals have been made in the past
- garbage containers exposed to public
- sign by-law enforcement is lax
- varied setbacks could be opportunity or constraint
- truck delivery issue

ENGINEERING ISSUES

- Daylighting needed at intersections
- access to liquor store parking is poor w.r.t. Church-Airport intersection
- Turning lanes needed at Church-Airport intersection
- Traffic lights needed at IGA plaza
- buried stream/Airport Road built on marsh

- drainage poor on sidewalks because Airport Road has been padded with asphalt over the years
- turning radius at Church Street is too small

LANDSCAPE COMPONENTS

- concrete/unit pavers
- trees as backdrop are important
- green sites are nice (sic) cool, shade contrasts
- houses set back at Walkers Road due to flood levels
- replace trees before they die
- enhance stream crossings
- retaining walls on south hill are attractive
- noise walls are intrusive
- no sidewalks exist on west side of south hill
- crossing of stream is dangerous
- all trees on south hill are same age - may croak at same time
- remnant rails are visible at rail trail

LAND USES AND SENSE OF PLACE

- strip malls inappropriate
- rental properties have been allowed on run down
- automotive centre useful, but poor location
- feed mill and lumber yard vacancies are depressing
- gateways - top of south hill
- gateways - at rail trail - corner of Emma
- need to slow traffic through, but not discourage
- propane tanks near daycare is a concern
- field behind daycare should be put to good use but cut off from Airport by lands and buildings
- historic house well behind street near daycare once faced Airport now linked to John Street
- disparate land uses IGA/Bell switching station/MacLeod Farm
- under utilized natural feature - creek/rail trail
- snow storage needs to be addressed
- hazard of parking along Church near Marilyn Street
- fire access to near subdivision beside IGA
- no direct access to Robert Street
- too many accesses to off street parking
- chicks hatching at Feed Mill
- phone ringing at Feed Mill
- development proposals for Pulla property submitted

PROGRAMS/EVENTS

- CACY
- With more tourism there are other concerns of parking, intruders, traffic

STAKEHOLDERS

- commercial owners/retailers
- travelling public
- communities
- who is the street for?
- Restaurants for Toronto people.
- Residents and youth/teens; families; seniors
- Town staff
- Recreationalists: hikers; snowmobilers; cyclists; equestrians
- truckers
- students
- shoppers
- festival attenders
- church goers/weddings
- boozers
- arts and crafts
- environmentalists: birders, photographers
- fishermen

EXTERNAL INFLUENCES

- desire the look of Elora or Kleinburg
- Streetsville has stores front and back

STREET FURNISHINGS/LIGHTING

- hydro and light poles are intrusive in street - put in rear or if too expensive to move, creative ideas will be needed
- needs separation between pedestrians and vehicles
- standard street lights are ugly

STREET ACTIVITIES

- motorcycles
- gasing up
- teens hanging out, around
- dog walking
- baby buggying
- mobile/stores/vendors/chip wagon undesired
- no heavy industry in area

- need animal control

CREATIVE IDEAS/DIRECTIONS

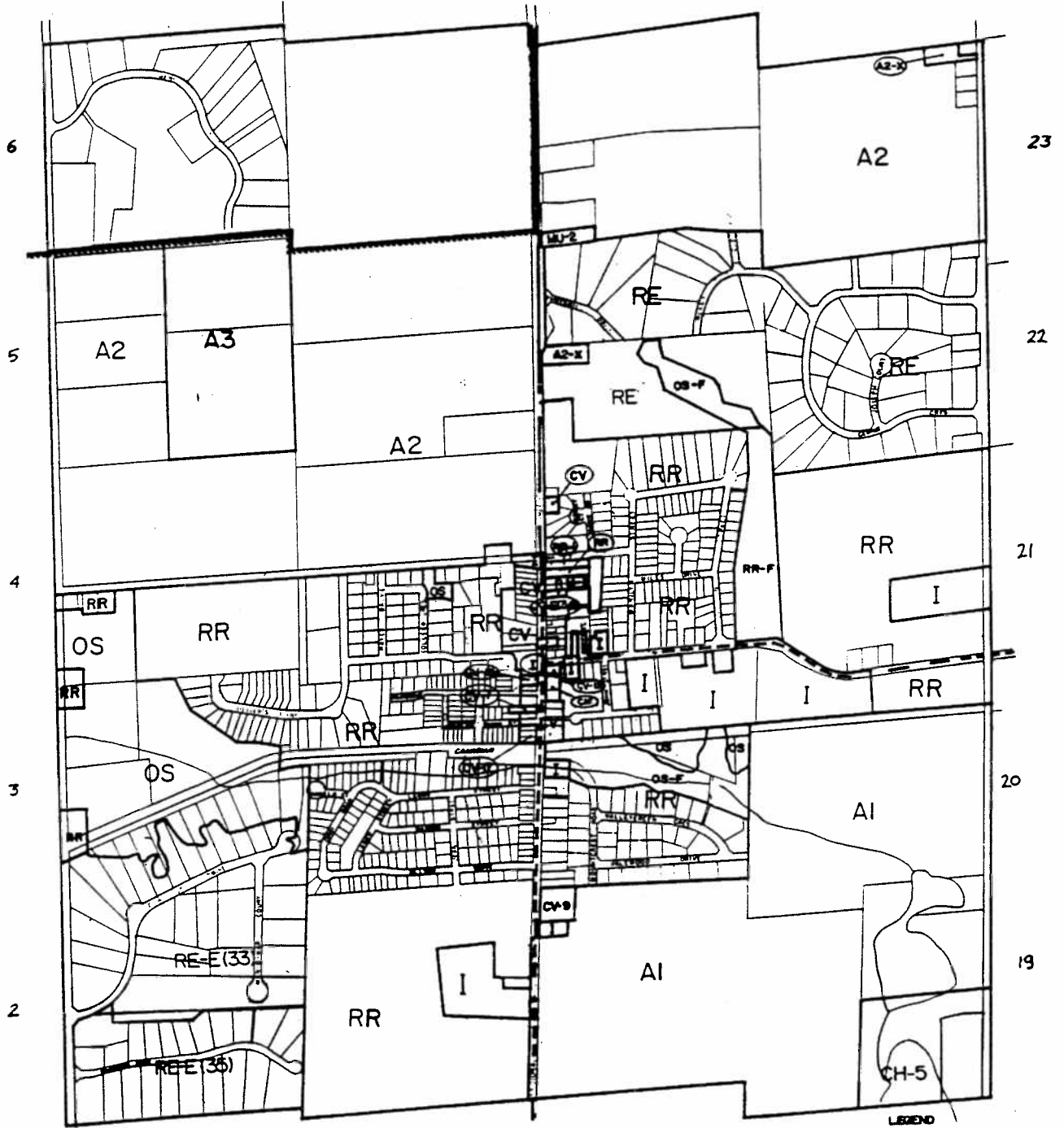
- make old and new look planned
- enforce property standards for maintenance
- no further malls
- link to rail trail could lead to Arts and Crafts centre at Feed Mill
- increase annual events
- sporting events at community centre
- mountain green
- market square
- link to municipal buildings
- entrance to the Niagara Escarpment
- pumping station to look like train station or Victorian
- Seniors housing at back of church (Anglican)
- encourage mixed residential/commercial use
- create parkettes behind stores
- introduce more annuals
- provide appeal to travelling public
- identify components of street, i.e. create identifiable sections
- maximum two storey
- reintroduce porches or awnings
- skating rink with pavilion on CN lands
- railings needed at stream crossings
- create large road side park at rail trail - work with MTRCA
- brick creek crossing - stone bridge
- provide sidewalks both sides on hill
- create cul-de-sac at Larry and Marion Streets
- repeat drywall along airport
- seating node halfway up the hill
- create community/Architectural Review Committee check with Kleinburg
- washrooms at Pumping Station
- improve landscaping at IGA plaza
- sequence of entry
- paint propane tank green
- Commercial parking behind church
- brick patterns in concrete
- consider pedestrian safety
- coordinate colours in downtown
- encourage gingerbreading
- add street trees
- create Caledon Town Centre Corporation private/public enterprise

IDEAS/DIRECTIONS

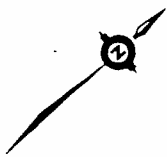
- bandshell in open space
- sign saying "Welcome to Caledon East"
- enforce sign bylaws
- preserve heritage homes and treed lots
- design cohesiveness needed for commercial buildings
- brick paving with barrel planters of annuals
- historic plaque for log house
- Richmond Hill Streetscape helps to slow traffic
- allow sidewalks to meander with street walks
- no further road widening
- bollard light standards are attractive
- as in England, have walls, fences, hedges; separate public and private spaces
- allow a pub at the corner of Church and Airport
- Oakville has major artery which works - Lakeshore Blvd.
- establish effective business association
- make signs consistent
- Alliston, Cookstown are good examples
- consider a bypass
- make Airport Road a street for local residents by providing pedestrian access through private lands
- create municipal parking lot
- maintain rails at rail trail and embellish
- have commercial properties front on rail trail
- continue to have chicks hatching at feed mill - throw back to farm community
- consider distinct auditory elements (phone ringing)
- retain small scale business section
- consistent material pallet
- create a "Pride Boost" with new paving/furnishing
- create a heart
- create a focus - Market Square - mini parkette (southeast corner of Church and Airport)
- provide parking at rail trail
- make space between buildings more green
- encourage redevelopment of Feed Mill
- create fishing spot
- provide picnic shelter
- emphasize Caledon East as "Capital of Caledon"
- linkage to community park
- linkage to rear yards

CON. 6 E.H.S.

CON. 1 E.M.R.



Note: Lands lying within the boundaries of the fill regulated area are subject to the regulations administered by the Conservation Authority having jurisdiction in the area.



THIS IS ZONE MAP 12 OF SCHEDULE A
 TO BY-LAW NO. 82-20 PASSED THE
 2ND DAY OF July 1982

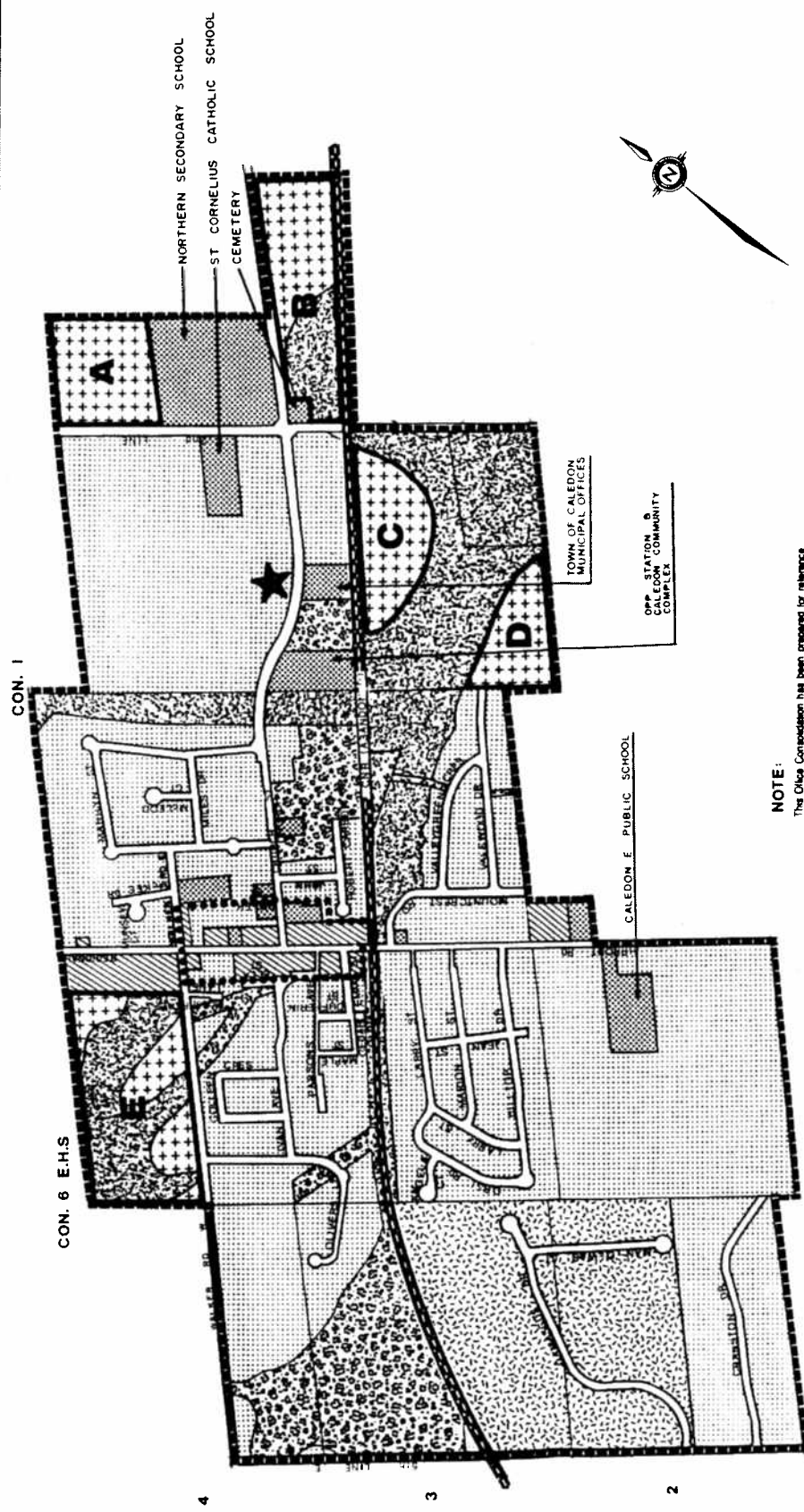
David Hall D.D.M.

[Signature]

- LEGEND**
- AI ZONE SYMBOL
 - ZONE BOUNDARY
 - PRIMARY OFFICIAL ROAD
 - SECONDARY OFFICIAL ROAD
 - PRIMARY COLLECTOR ROAD
 - SECONDARY COLLECTOR ROAD
 - LOCAL ROAD
 - LOCAL DRIVEWAY PLAN
 - LOCAL DRIVEWAY
 - LOCAL DRIVEWAY
 - LOCAL DRIVEWAY

**ZONE MAP 12
 SCHEDULE A
 Caledon East Area**

CALEDON EAST LAND USE PLAN TOWN OF CALEDON SCHEDULE D



NOTE:
The Office of Planning has been prepared for reference purposes as a result of the adoption of Official Plan Amendment No. 1 of the Town of Caledon on September 23, 1991. The Office of Planning has not been approved by the Minister of Municipal Affairs and Housing. This Office of Planning does not constitute the existing approved Official Plan for the Town of Caledon. If necessary, reference should be made to the Town of Caledon Planning Department or the Clerk's Department for confirmation of current Minister approved policies.

APPROX.
SCALE: 1 - 12000

NOTE:
THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE TOWN OF CALEDON AND SHOULD BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

LEGEND

	RESIDENTIAL		INSTITUTIONAL
	POLICY AREA - RESIDENTIAL		HAZARD LANDS
	SPECIAL RESIDENTIAL		OPEN SPACE
	GENERAL COMMERCIAL		BOUNDARY OF SETTLEMENT
	FUTURE OFFICE COMMERCIAL		CALEDON EAST CORE AREA
	COMMUNITY IMPROVEMENT AREA		

June 23, 1993

File: OTR 07235.0
OTR 22067.0

Marshall Macklin Monaghan Limited
80 Commerce Valley Drive East
Thornhill, Ontario
L3T 7N4

Attention: Mr. Mark Inglis, Manager
Landscape Architecture and Urban Design Associate

Dear Mr. Inglis:

Re: **Request for Annual Average Daily Traffic Volumes
Airport Road (Regional Road 7) and Church Street (Regional Road 22)
Town of Caledon**

Further to your recent discussions with Region of Peel staff, we are providing the following Annual Average Daily Traffic volumes for Airport Road (Regional Road 7) and Church Street (Regional Road 22) in the Town of Caledon.

Location	1988	1989	1990	1991	1992
Airport Road (R.R. 7) 2.8 km north of R.R. 9	8,250	7,660	8,730	8,820	9,177
Church Street (R.R. 22) 1.5 km east of R.R. 7	3,170	3,210	3,020	2,320	3,368

Should you require further information or clarification regarding this data, please do not hesitate to contact the undersigned at your earliest convenience.

Yours truly,



Heidi Herget, P. Eng.
Traffic Engineer
Operations Division

HH\jr

HOLLANDSTONE

Hollandstone has the reknowned durability of Unilock's Interlocking Paving Stones yet offers the old world charm of a simple brick shape in paving.

A dry cast paving stone so astonishingly simple in design yet capable of meeting the demands of architects and interior designers for a beautiful yet durable textured paving surface.

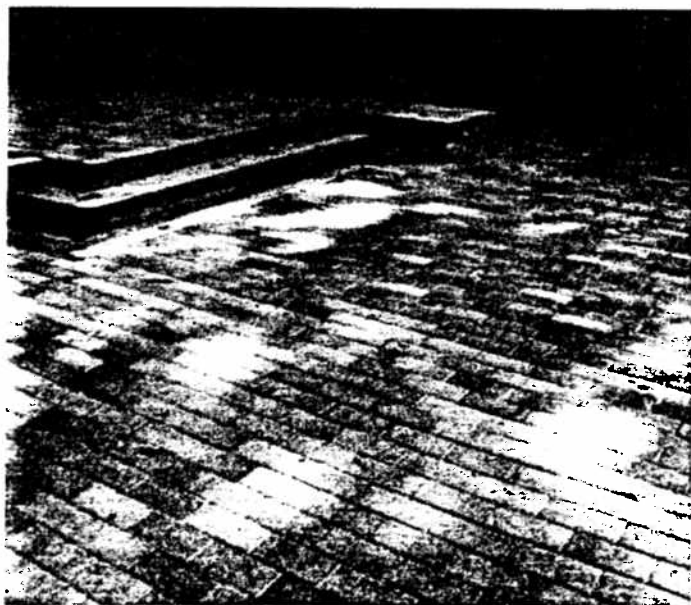
This simple rectangular stone can be applied in a number of fascinating patterns (like the popular Herringbone pattern) to produce warm, luxurious textures. And mix these patterns with any of the available standard colours or combination of colours and you've got the potential for an architectural effect only your imagination can limit.

Composition and Manufacture

Unilock Pavers are made from a "zero slump" concrete mix comprised of 6 mm washed aggregate, block sand, and Portland cement. Manufactured under pressure and high frequency vibrations, Unilock Pavers have a minimum compressive strength of 58MPa and a water absorption maximum of 5%.

Installation:

1. Unstable or unconsolidated subgrade material shall be removed according to the direction of the Site Engineer, Architect, or Landscape Architect. Compacted course base material of Ontario MTC Granular A or approved equal shall be a minimum of 100 mm in depth for pedestrian areas.

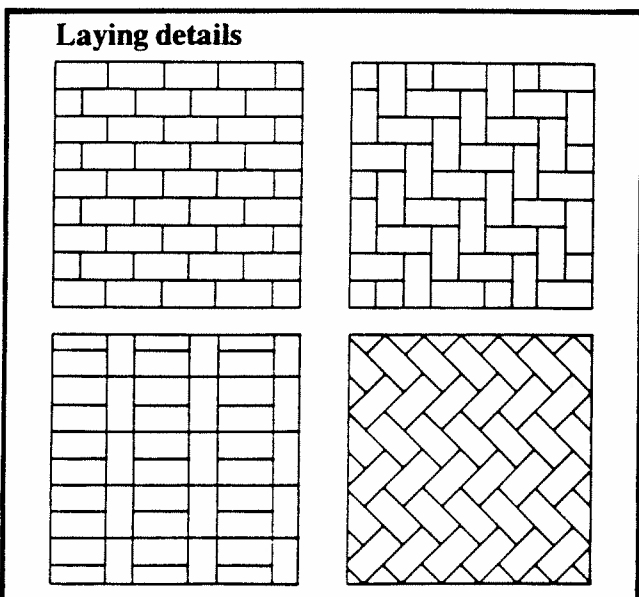
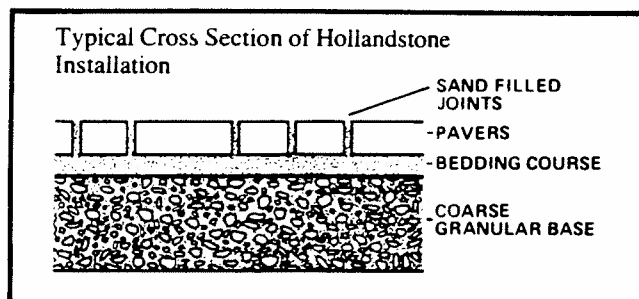


2. Bedding course of clean well graded sand to CSA A23. 1-1973 shall be spread loosely to a uniform depth of 30 mm and screeded to the grade and profile designated.
- 3.1 Install Unilock Pavers with joints of approximately 3 mm.
- 3.2 Where required, cut paving stones with an approved cutter to fit accurately, neatly and without damaged edges.
- 3.3 Compact pavers to achieve consolidation of the sand bedding using a suitable plate compactor.
- 3.4 After compaction jointing sand shall be spread over the pavement and broomed to fill the joints. The sand shall be as specified in 2 above.

N.B. For vehicular trafficked areas contact Unilock for appropriate specification.

Dimensions:

Length	7.9" (200 mm)
Width	3.9" (100 mm)
Height	2.36" (60 mm)



UNILOCK®

Unilock Limited
287 Armstrong Avenue
Georgetown, Ontario
L7G 4X6
Tel: (416) 453-1438

Unilock Inc.
510 Smith Street
Buffalo, New York
14210
Tel: (716) 822-6074

Unilock Chicago Inc.
301 East Sullivan Road
Aurora, Illinois 60504
(312) 892-9191

Unilock Michigan Inc
12591 Emerson Drive
Brighton, Michigan
48116
Tel: (313) 427-7027

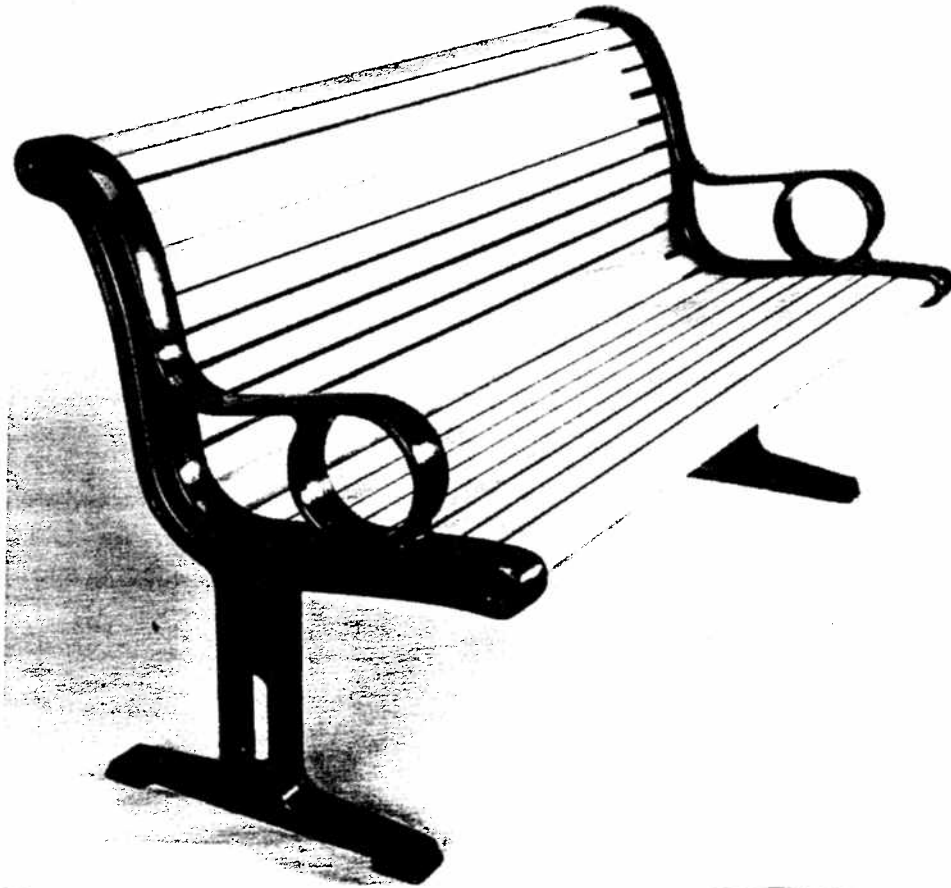
TORONTO FABRICATING Co.

163 Sterling Road, Toronto, Ontario M6R 2B2
Phone: (416) 537-2516 Fax: (416) 537-7380

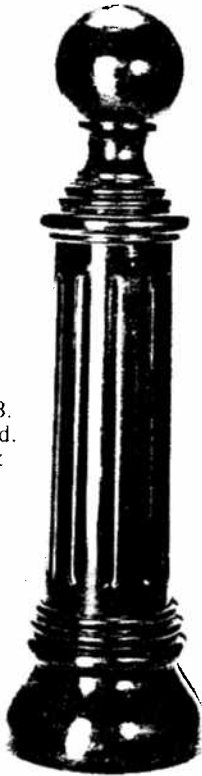
THE GALLERIA BENCH

Style No. 7000

Seat: wood slats
Ends: cast aluminum
Available: 6', 8', 10'
and 12' lengths
Specify: Inside or
Outside use



Style
No.
2000-B.
Bollard.
Height
4' 8".
Base
Dia.
16 1/2".



Flip Top Trash Container

Style No. 900 FT
Height: 36", Dia: 24"



Ash and Trash Container

Style No. 901 AT
Height: 36", Dia: 24"

APPENDIX E

flower arrangement lamp (bracket 1) is intended for 24 Volts. They are available in the colours white, antique green and black. Unbreakable polycarbonate glass.

Dimensions

W=Width. D=Depth. HF= Total height, including bracket.

The depth (brackets A and F) increase 75 mm on lanterns with compact fluorescent lamps.



Wall-mounted lantern with bracket E2



Bracket A. Dimensions: W=206. D=310. HF=545 A corner bracket is available as an accessory.

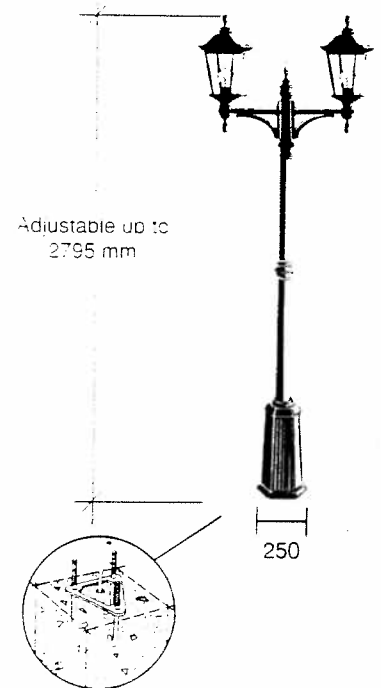


Bracket F. Dimensions: W=206. D=310. HF=430 A corner bracket is available as an accessory.



Bracket R1. Dimensions: W=206. HF=480. Base=DIA 150

Bracket D1. Dimensions: W=206. HF=485. Base=170x170



Bracket D3. Dimensions: W=206.

HF=1215. Base=170x170

Bracket B2. Dimensions: W=206 HF=895 15W



Bracket K. Dimensions: D=206. HF=1280.



Light Sources

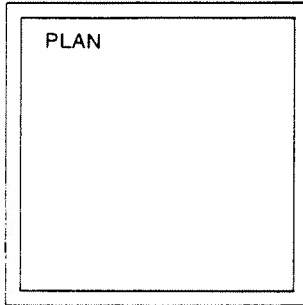
Light source	Max W	Lamp-glass	Double insulat
Bulb	100	Smoked	x
Compact fluorescent lamp	9	Opal white	

Specify type of bracket and light source when ordering. Accessories. see page

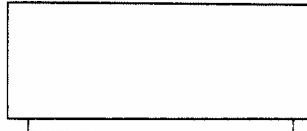


PLANTERS: All Planters are supplied with four drainage holes in the plinth, two of which can be used for permanent fixings if required. Side drainage holes can also be supplied where the plinth is to be permanently set into concrete. The rings of the stacking units when stacked locate positively with an anti-capillary lip. In locations where the tree is planted directly into the ground the units can be used without the base or alternatively the base can be supplied with the centre omitted.

SQUARE



ELEVATION

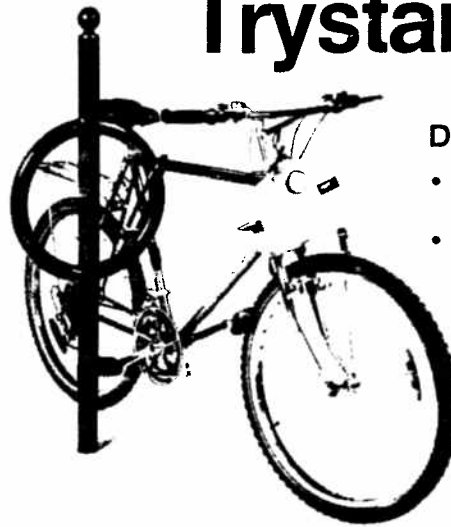


SIZE	HEIGHT	REF	WEIGHT
610 x 610 (24" x 24")	510 (20")	SSP1	204 kg (450 lbs)
762 x 762 (30" x 30")	457 (18")	SSP2	180 kg (400 lbs)
	610 (24")	SSP3	213 kg (470 lbs)
	762 (30")	SSP4	250 kg (550 lbs)
914 x 914 (36" x 36")	457 (18")	SSP5	315 kg (695 lbs)
	610 (24")	SSP6	372 kg (820 lbs)
	762 (30")	SSP7	428 kg (945 lbs)
	914 (36")	SSP8	485 kg (1070 lbs)
1219 x 1219 (48" x 48")	610 (24")	SSP9	580 kg (1280 lbs)
	762 (30")	SSP10	657 kg (1450 lbs)
	914 (36")	SSP11	735 kg (1620 lbs)
	1219 (48")	SSP12	907 kg (2000 lbs)

TORONTO FABRICATING Co.
63 Sterling Road, Toronto, Ontario M6R 2B7
Phone: (416) 537-2516 Fax: (416) 537-7380

Style No. 311 S.P.
Up to 8' H plus sign
Base: 10" x 10"
Sign: 10" x 26"

Trystan Bike Racks

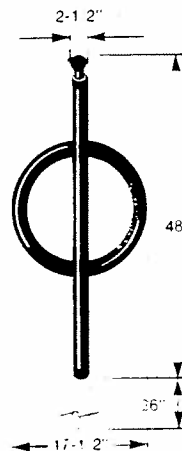


Donut Rack TD-1

- Versatile to fit bike chains or high security U-shaped locks
- Subgrade installation or above ground mounting

Materials

- Cast Iron Capital
- 1-7/8" O.D. Heavy Duty Pipe
- 2-1/4" O.D. Heavy Duty Pipe

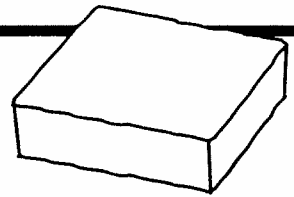


BRUSSELS BLOCK™



UNILOCK®
the Statement in Stone

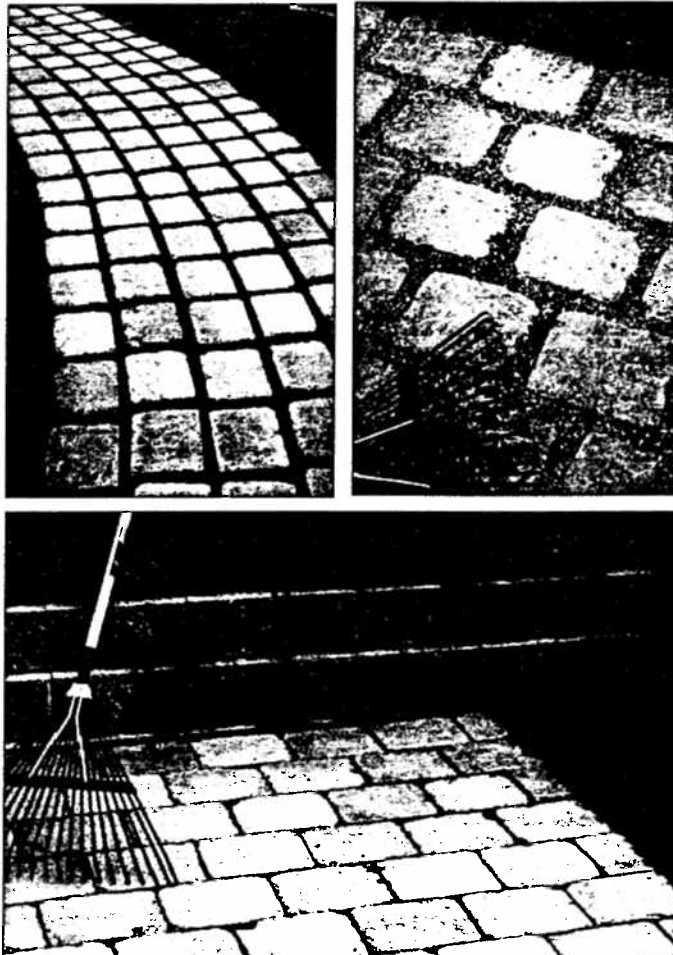
BRUSSELS BLOCK™



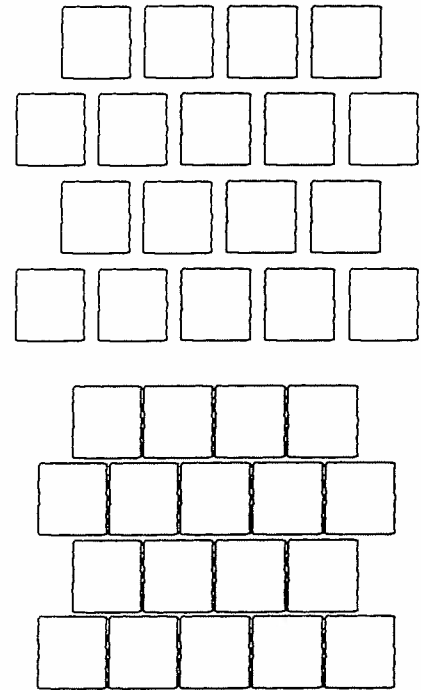
A new paver, with an old look. The irregular shape of Brussels Block has an antiqued appearance resembling an old cobblestone which allows you to create either a stone terrace, a courtyard, or a winding pathway achieving an attractive transition from house to garden. You may introduce grass, moss or colored stone chips between the pavers creating contrast and interest. Whether your look is a French Chateau, a Victorian garden or just casual country living - Brussels Block is the perfect choice today.

Dimensions

Length	210 mm	8.25"
Width	175 mm	6.90"
Height	70 mm	2.76"



Laying details



Contact your nearest Unilock Office for complete installation specifications.

UNILOCK®
the Statement in Stone



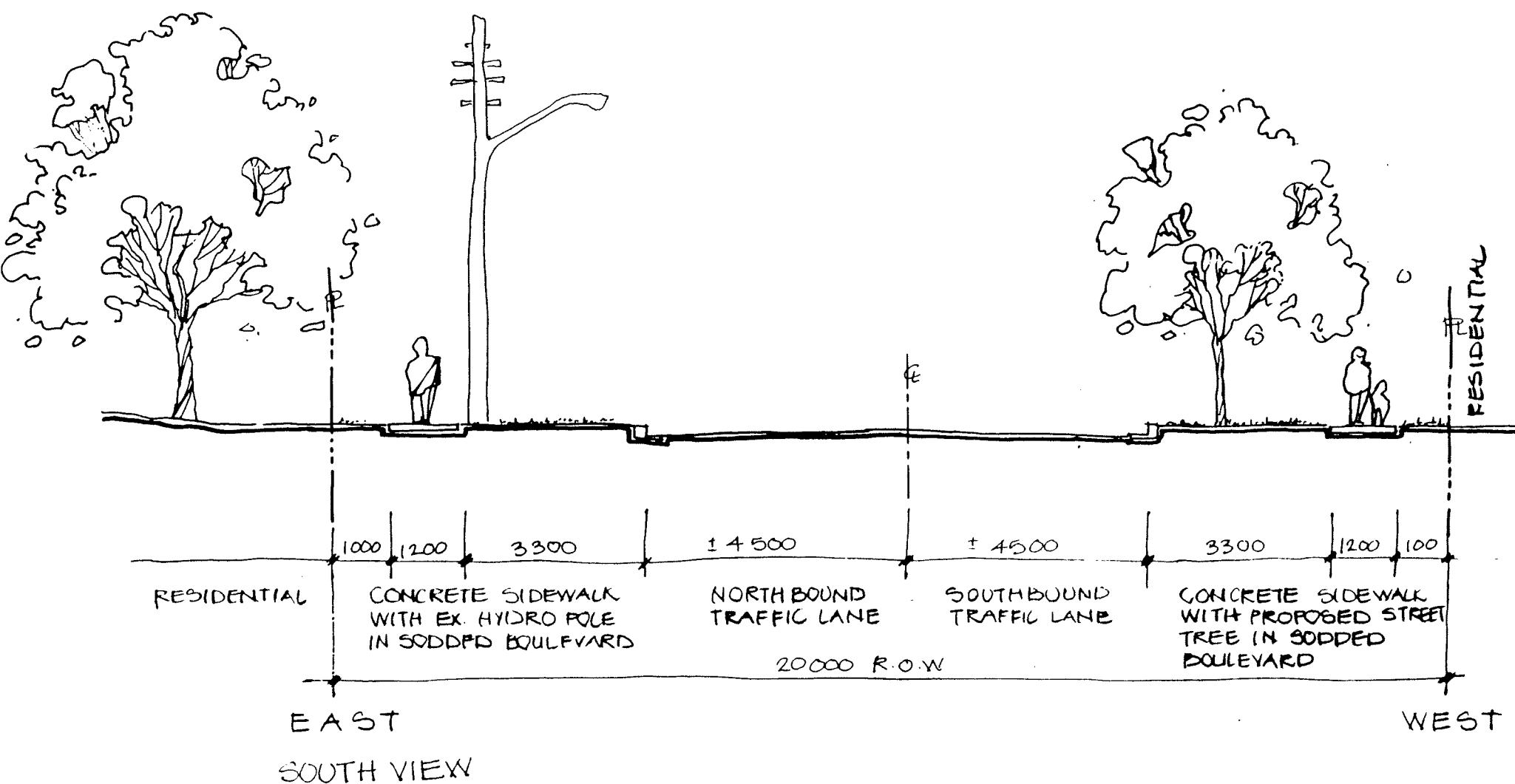
Unilock® Chicago Inc.
301 East Sullivan Road
Aurora, Illinois
60504
Tel: (708) 892-9191
Fax: (708) 892-9215

Unilock® Inc.
501 Smith Street
Buffalo, New York
14210
Tel: (716) 822-6074
Fax: (716) 822-6076

Unilock® Limited
287 Armstrong Avenue
Georgetown, Ont.
L7G 4X6
Tel: (416) 453-1438
Fax: (416) 873-2366

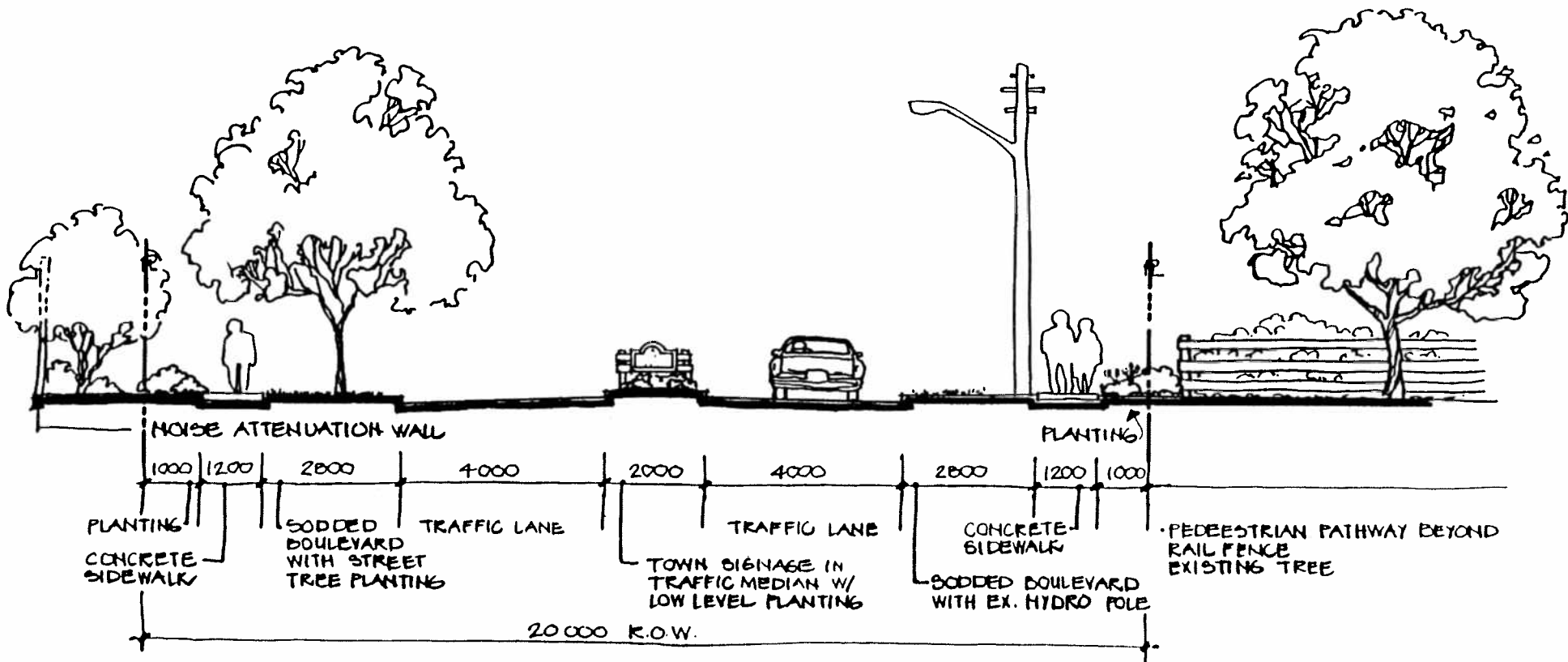
Unilock® Michigan Inc.
12591 Emerson Drive
Brighton, Michigan
48116
Tel: (313) 437-7037
Fax: (313) 437-4619

Unilock® New York Inc.
International Boulevard
Brewster, NY
10509
Tel: (914) 278-6700
Fax: (914) 278-6788



Caledon East Streetscape
Residential South Hill - Section

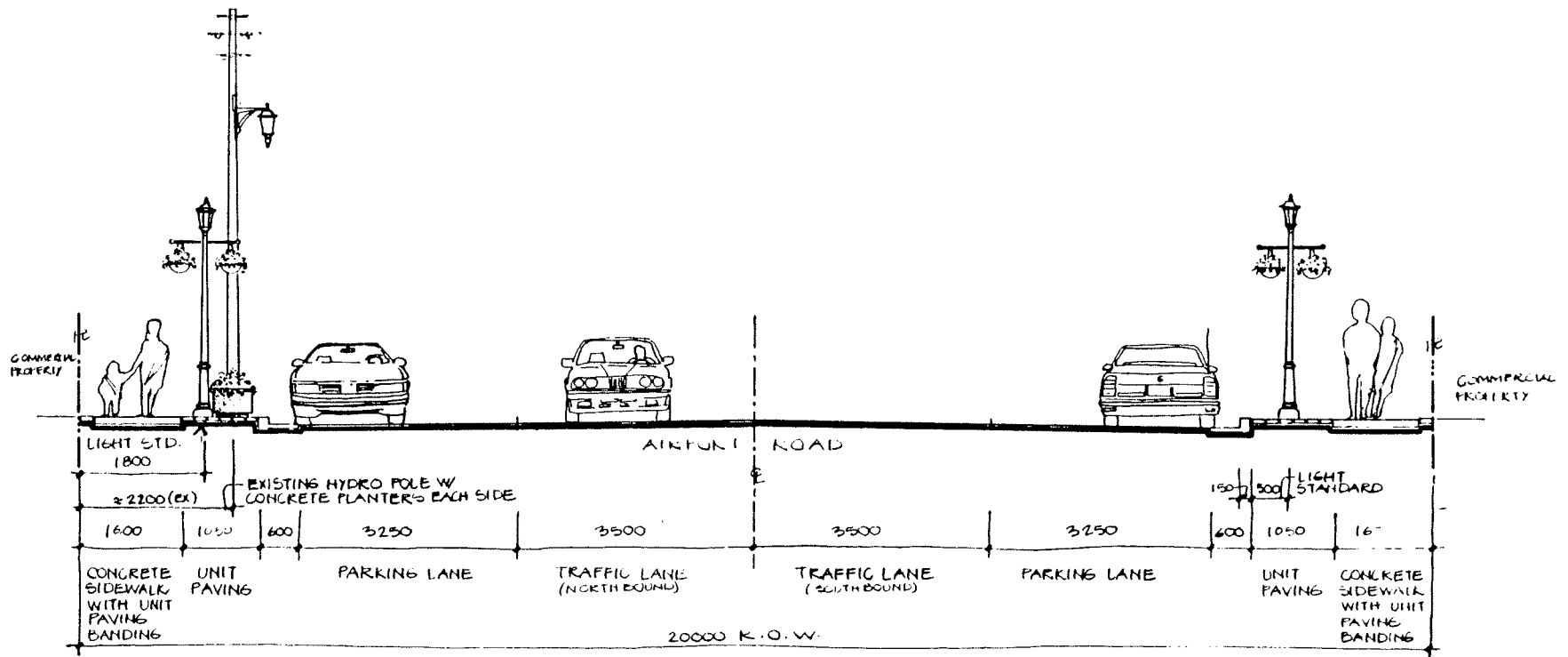
Scale: 1:100
 November 1993



NORTH VIEW



Caledon East Streetscape
Village Gateway South - Section
 Scale: 1:125
 November 1993

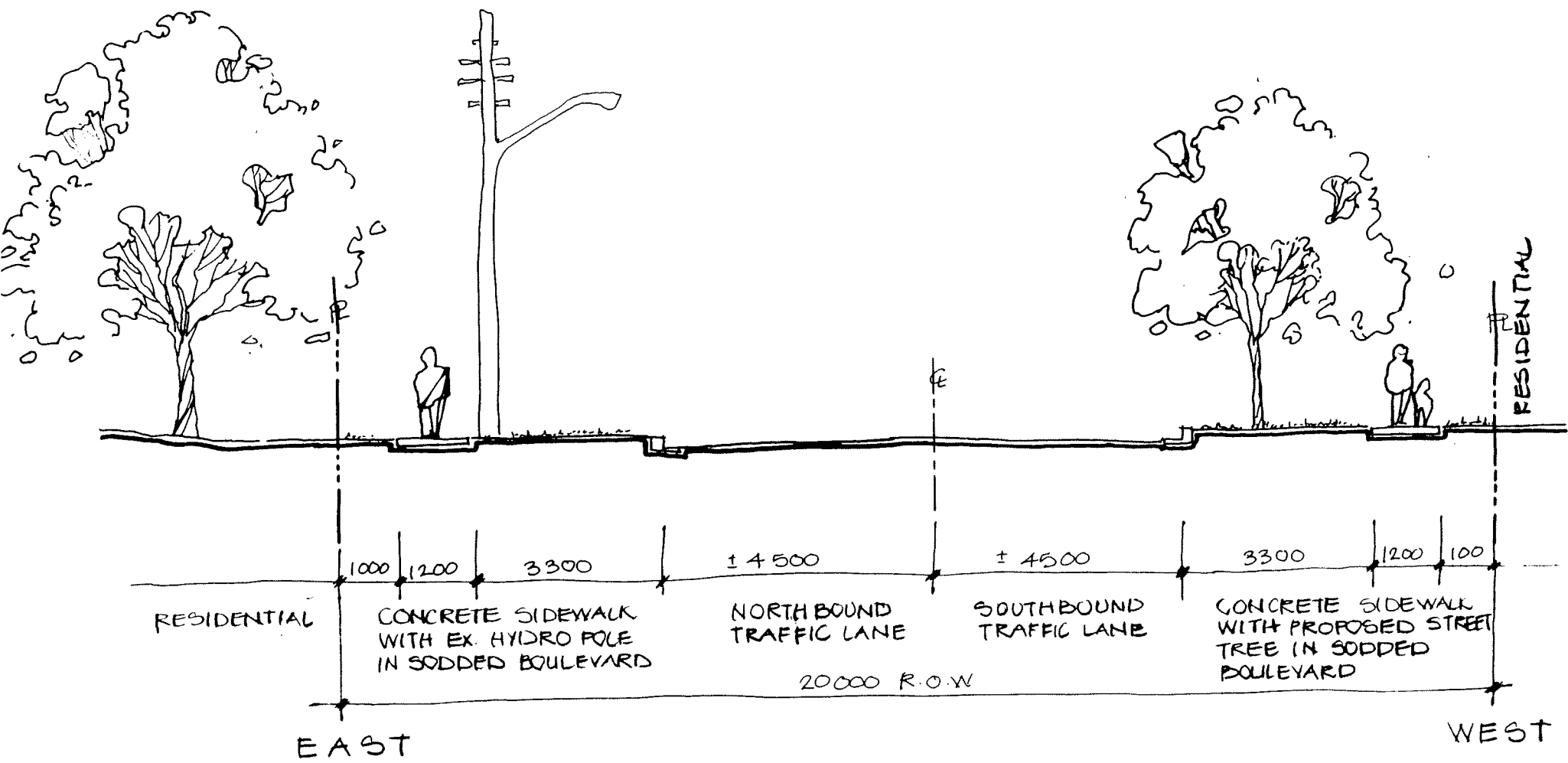


SOUTH VIEW

Caledon East Streetscape
 Down town Airport Rd. and
 Church St. - Section

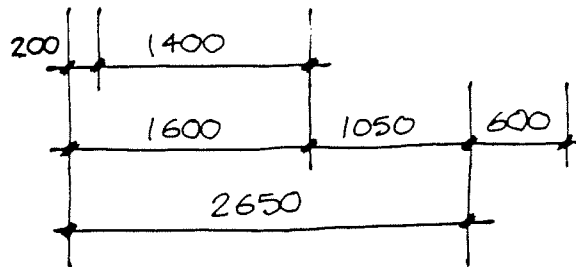
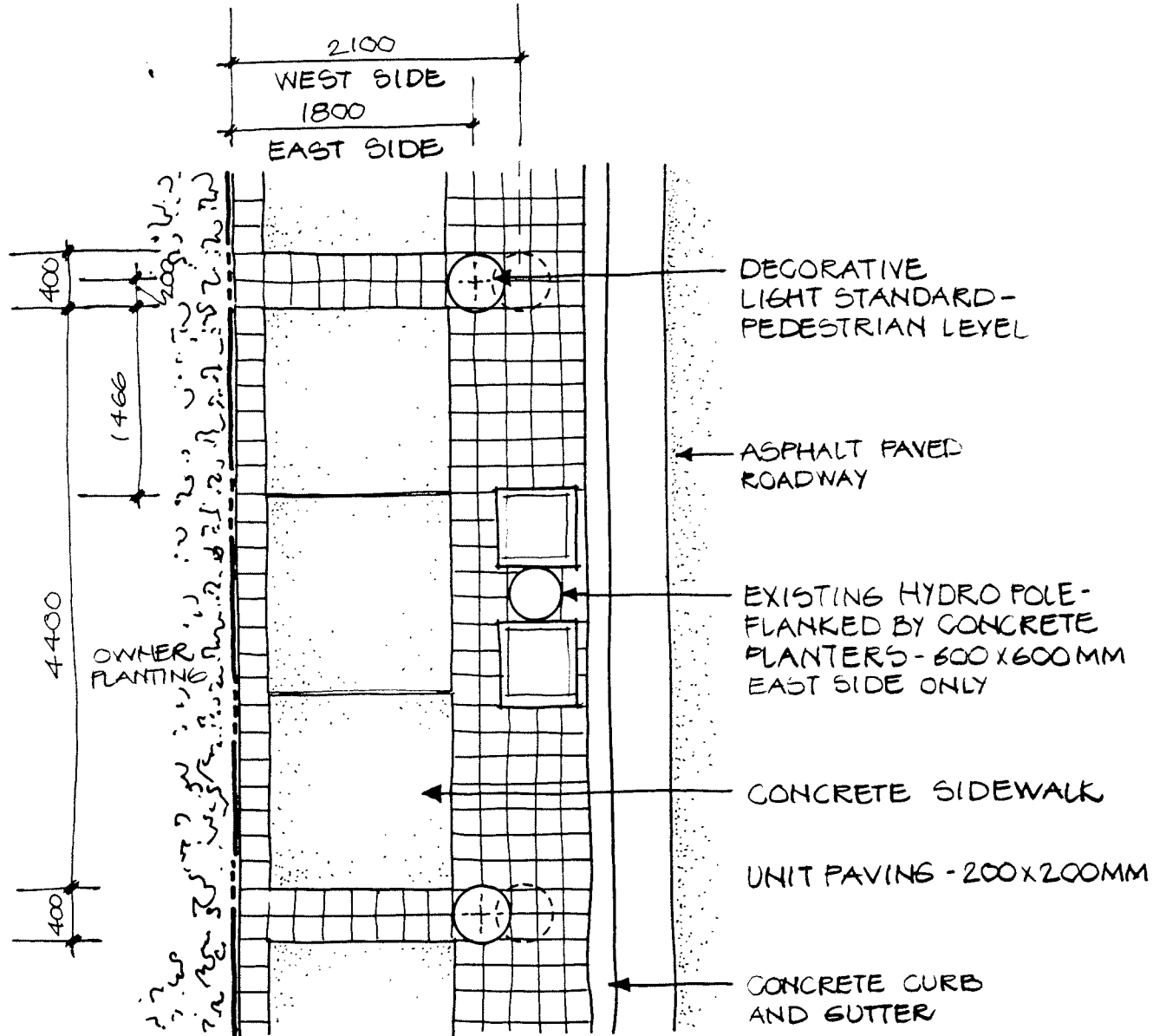
Scale: 1:100

November 1993



Caledon East Streetscape
Residential South Hill - Section

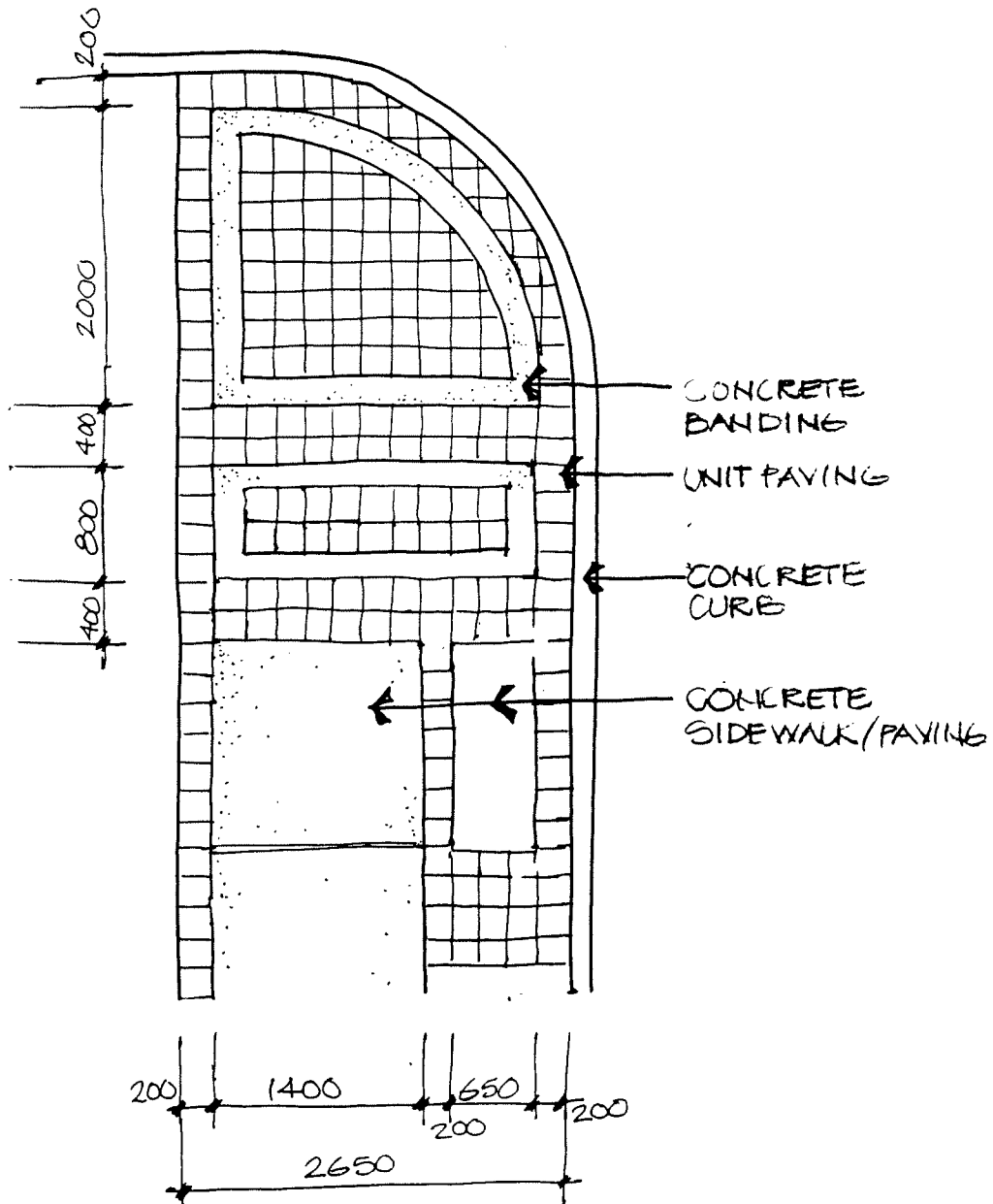
Scale: 1:100
 November 1993



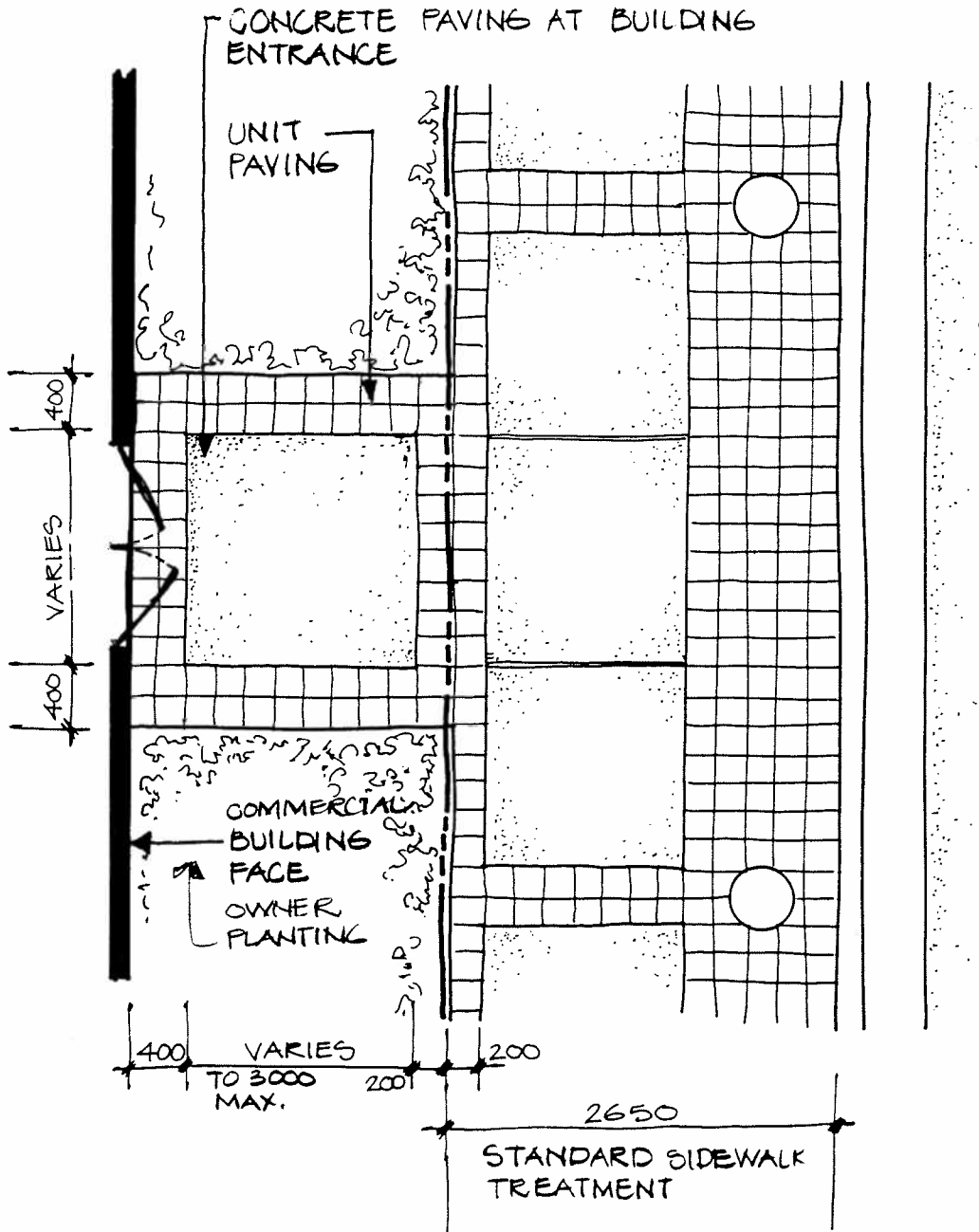
Caledon East Streetscape
Typ. Downtown Sidewalk Layout

Scale: 1:50

November 1993

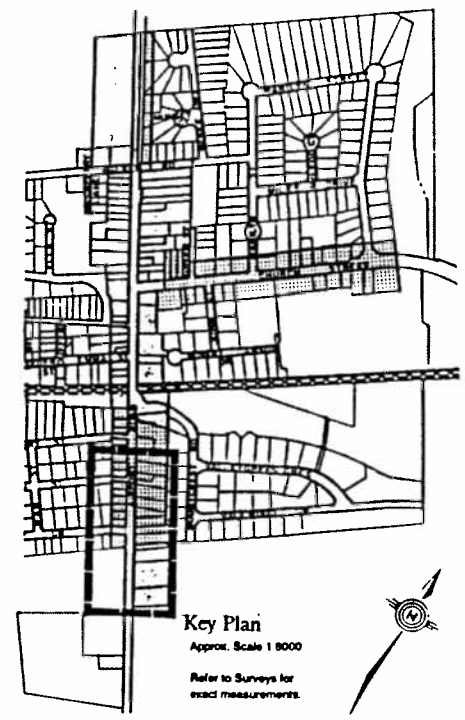
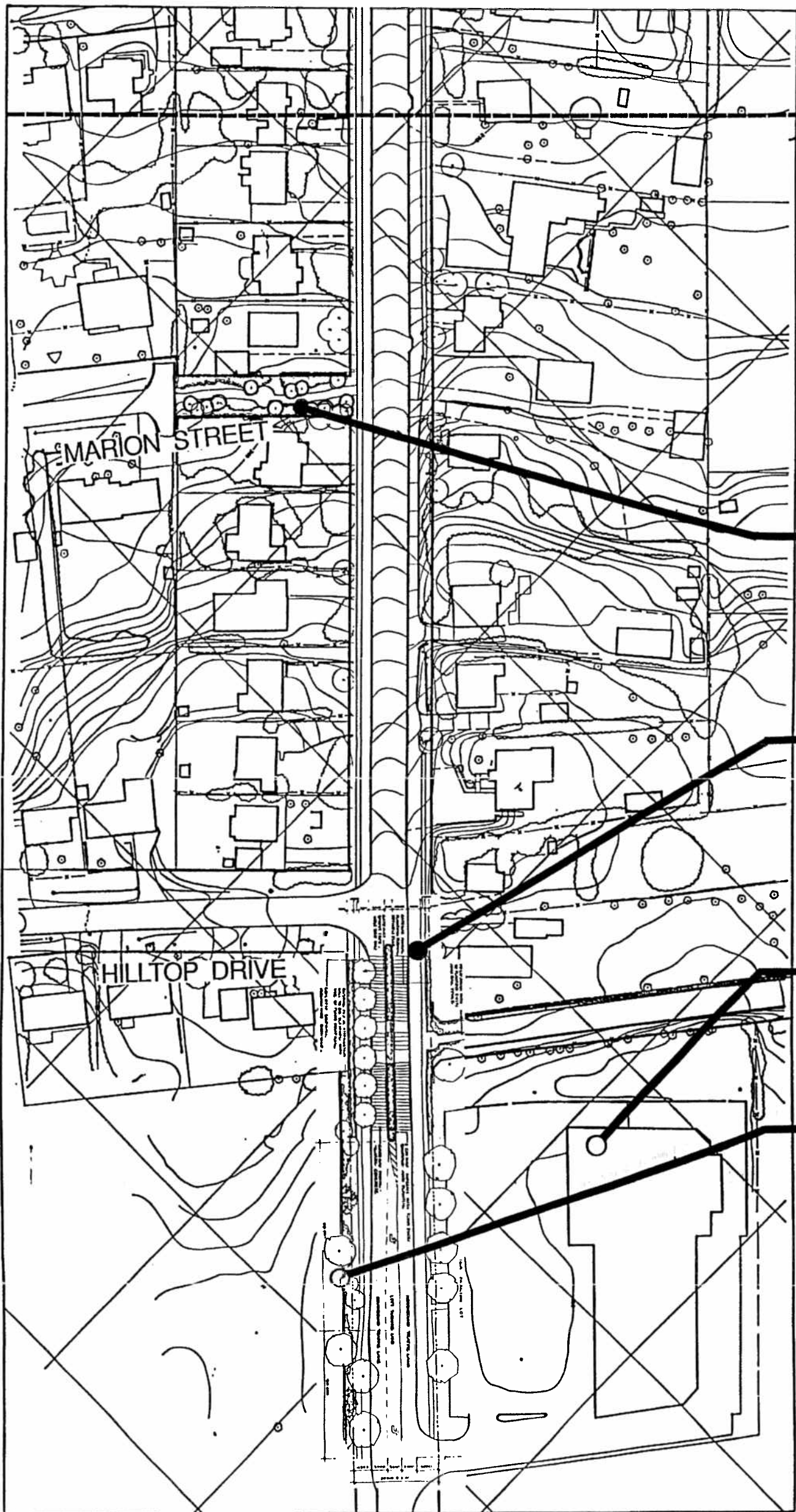


Caledon East Streetscape
Downtown Intersection Paving Layout
Scale: 1:50
November 1993



**Caledon East Streetscape
Paving Layout at Commercial
Building Entrance**

Scale: 1:50
November 1993



Key Plan
Approx. Scale 1:8000
Refer to Surveys for exact measurements

Marion Street Parkette

- Close access of Marion Street to Airport Road
- Provide hammerhead road end
- Create parkette
- provide emergency access through parkette

Village Gateway South

- Road median announces entrance to village
- 1m high Village of Caledon East sign in median
- Tree lined boulevards
- Scored concrete vehicle pavement
- Sidewalks on both sides of road

IGA Plaza

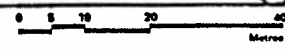
- Left turn centre lane into plaza from southbound traffic
- Right turn lane from northbound traffic
- Tree lined boulevard

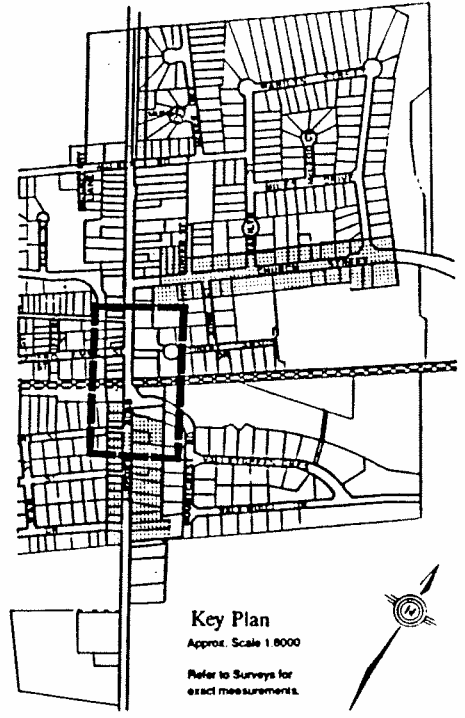
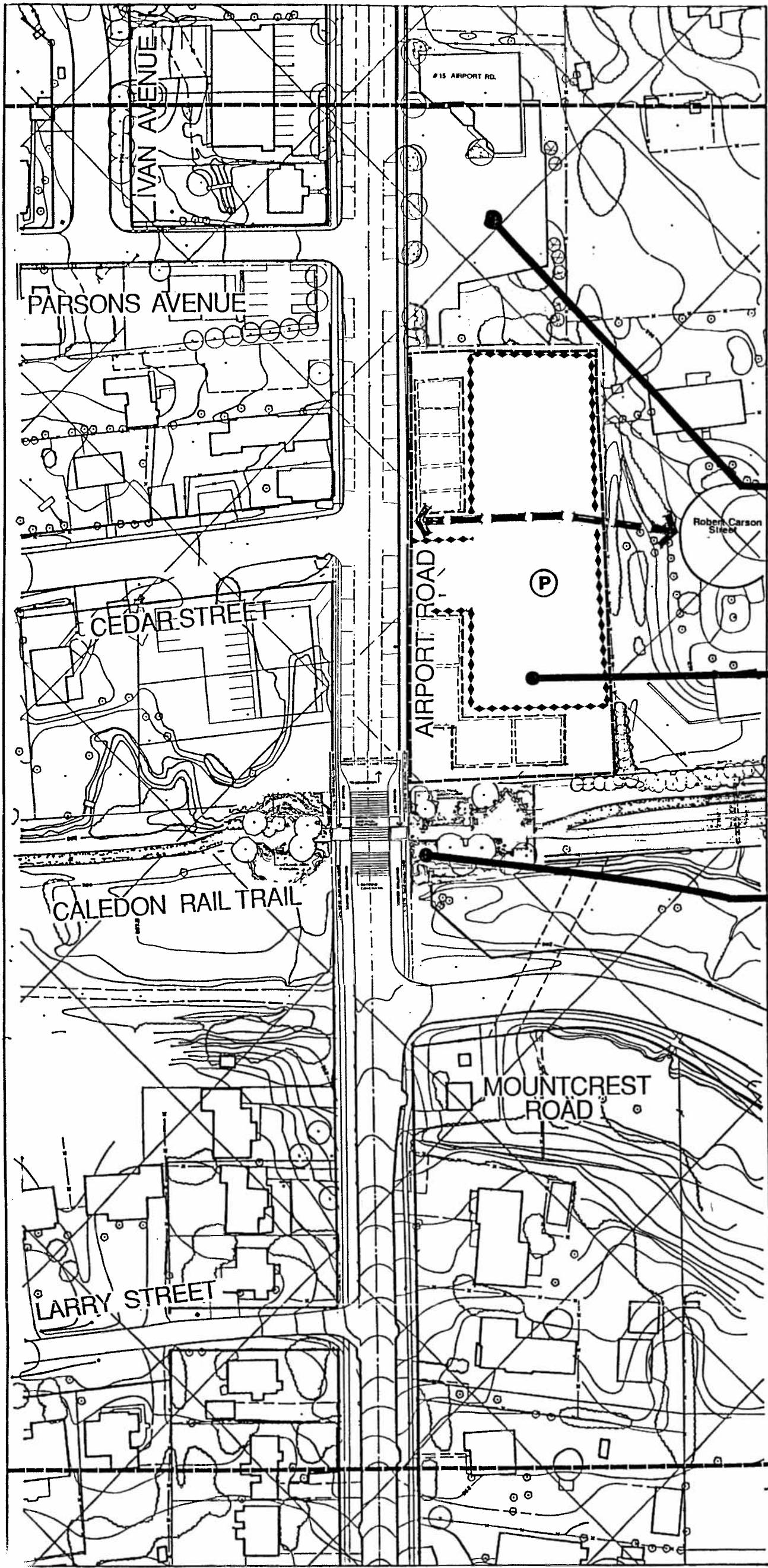
Noise Attenuation Wall

- Heavily plant the noise attenuation walls to screen

Caledon East Streetscape Plan
The Corporation of the Town of Caledon

PLAN 1
MARSHALL MACKLIN MONAGHAN LTD.
in association with
QUADRANGLE ARCHITECTS LTD.
November 1993





Mall Development

- Encourage owner to enhance landscape to buffer parking and auto related services

Redevelopment Site

- Pedestrian Access to Robert Carson Street
- Commercial buildings at 1m set back
- Commercial buildings related to Caledon Rail Trail
- Rear yard parking

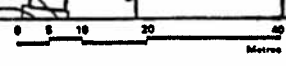
Rail Trail Crossing

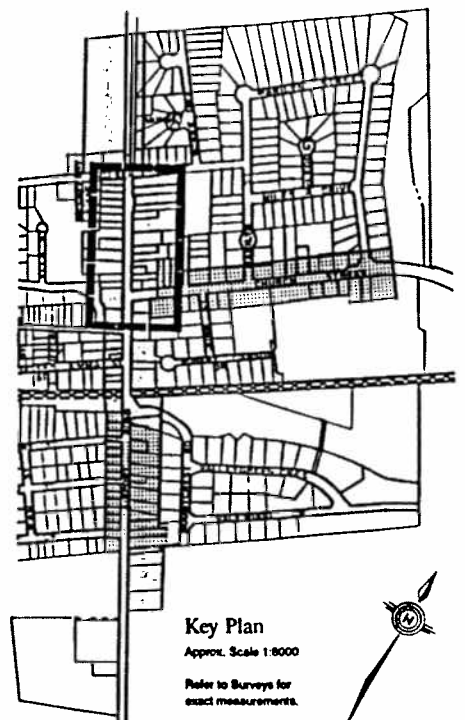
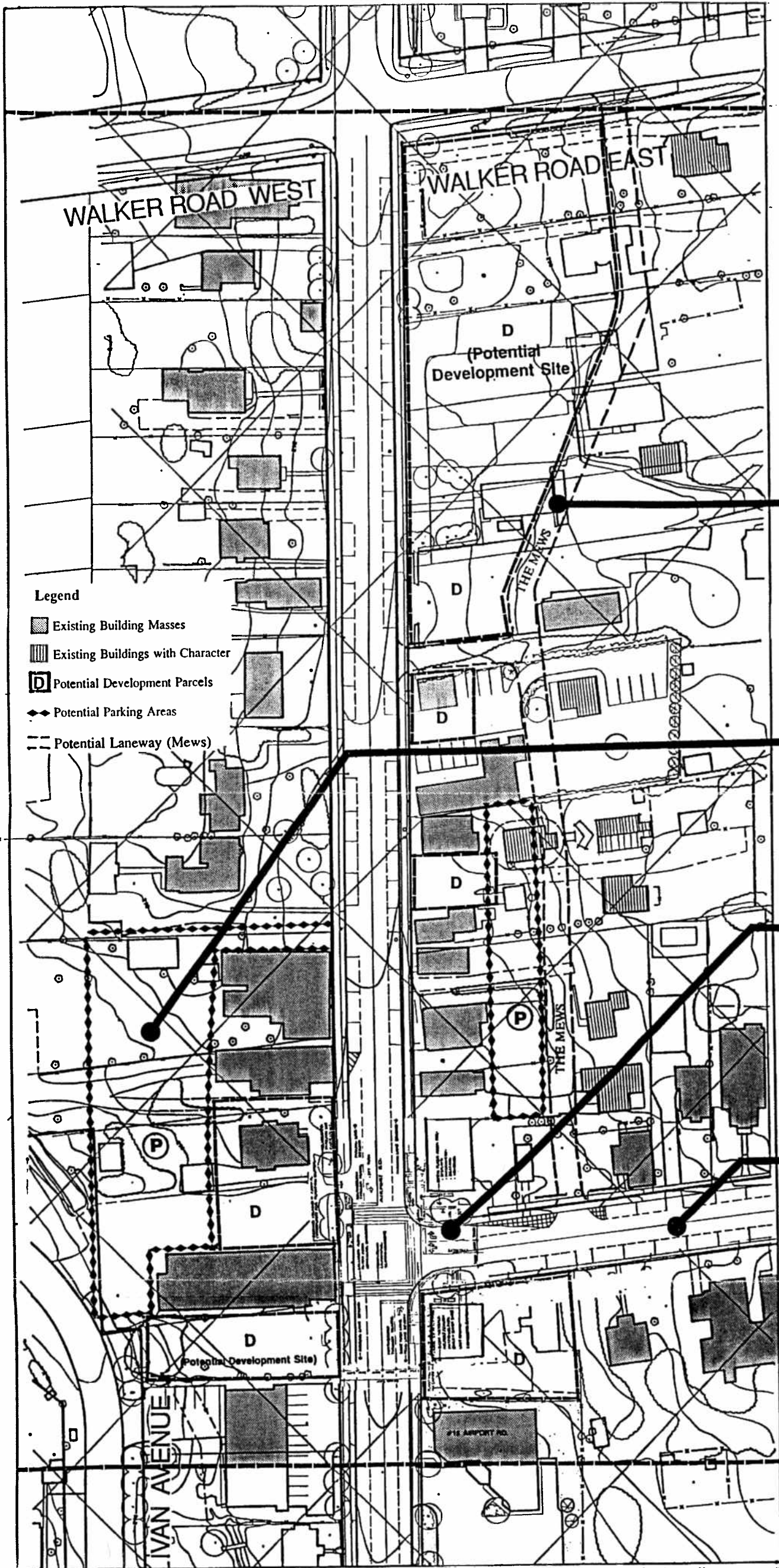
- Scored concrete vehicle pavement
- Unit paving and concrete sidewalks identifying trail crossing
- Limestone screening path beyond street line
- Passive sitting area between street and gateways to the rail trail

Caledon East Streetscape Plan

The Corporation of the Town of Caledon

PLAN 2
 MARSHALL MACKLIN MONAGHAN LTD.
 in association with
 QUADRANGLE ARCHITECTS LTD.
 November 1993





The Mews

- Two way lane- way providing street faces for historic rear yard buildings
- Rear yard parking and loading for commercial properties fronting on Airport Road
- Provides opportunity for intensification of commercial properties

Rear Yard Parking West of Airport Road

- Increase parking as Caledon East develops
- Access via Airport Road and Ivan Avenue

Church Street and Airport Road Intersection

- Pedestrian crosswalk of scored concrete
- Bollards along pedestrian area providing vehicular barriers
- Combination unit paver and concrete paving articulating the street corners
- Parking lot entrance relocated north prior to redevelopment of the site north of liquor store

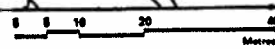
Church Street

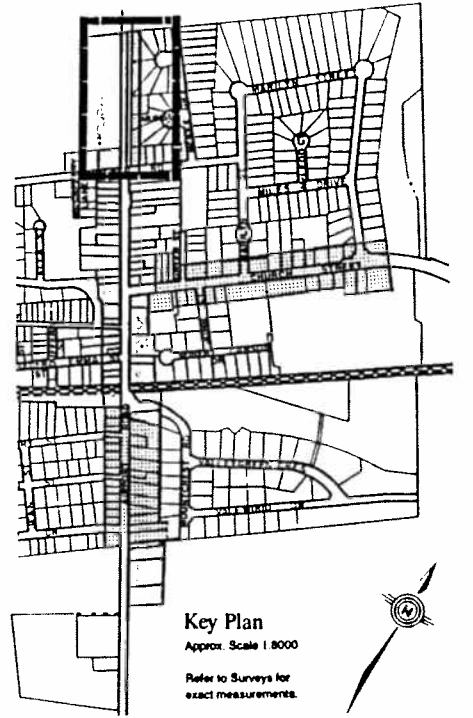
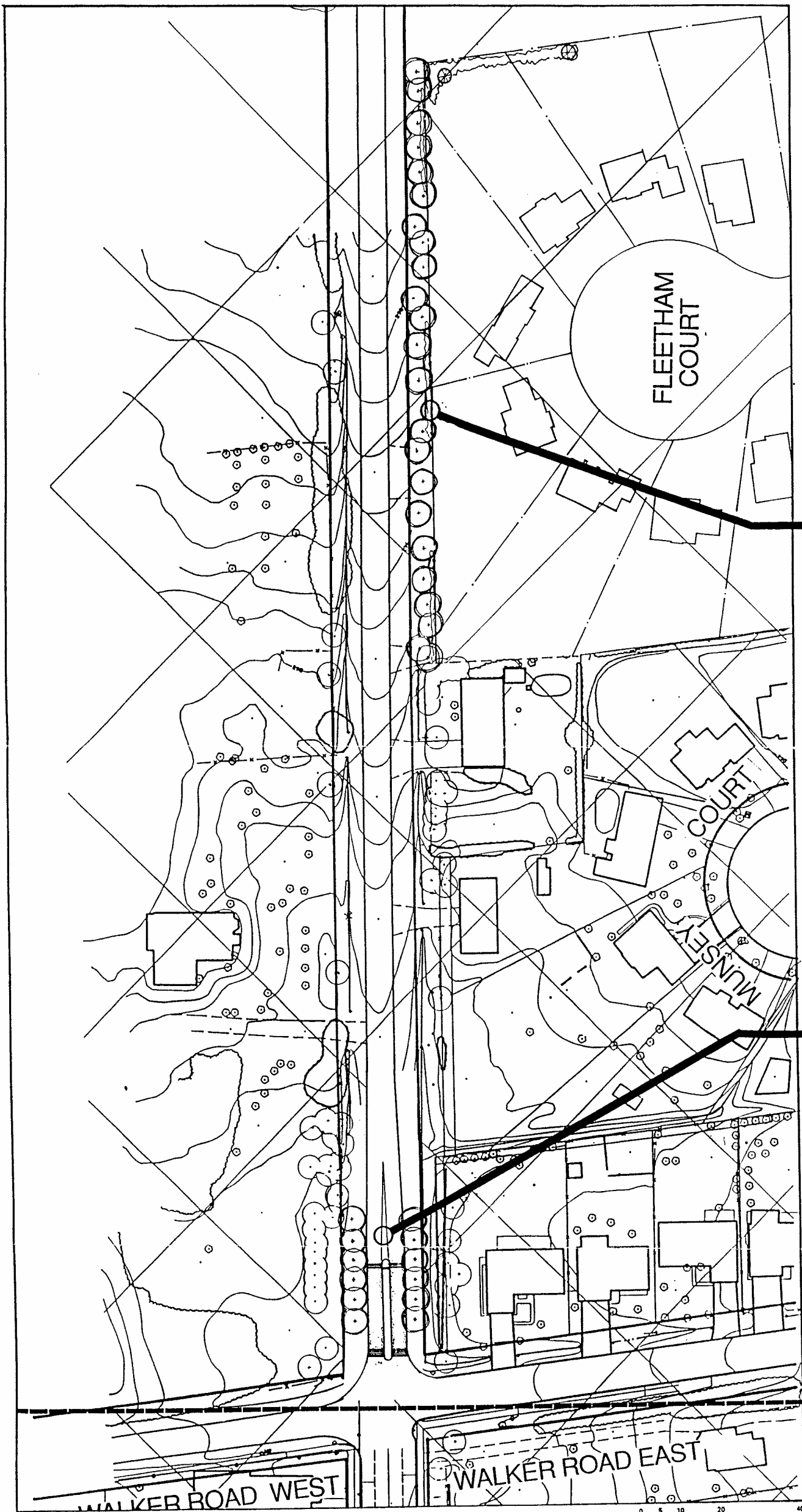
- Two through lanes of traffic
- Two parking lanes
- Unit paver and concrete pedestrian sidewalks
- Cross-section to match Airport Road

Caledon East Streetscape Plan

The Corporation of the Town of Caledon

PLAN 3
 MARSHALL MACKLIN MONAGHAN LTD.
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 November 1993





Noise Attenuation Wall

- Heavily plant the noise attenuation walls to screen

Village Gateway North

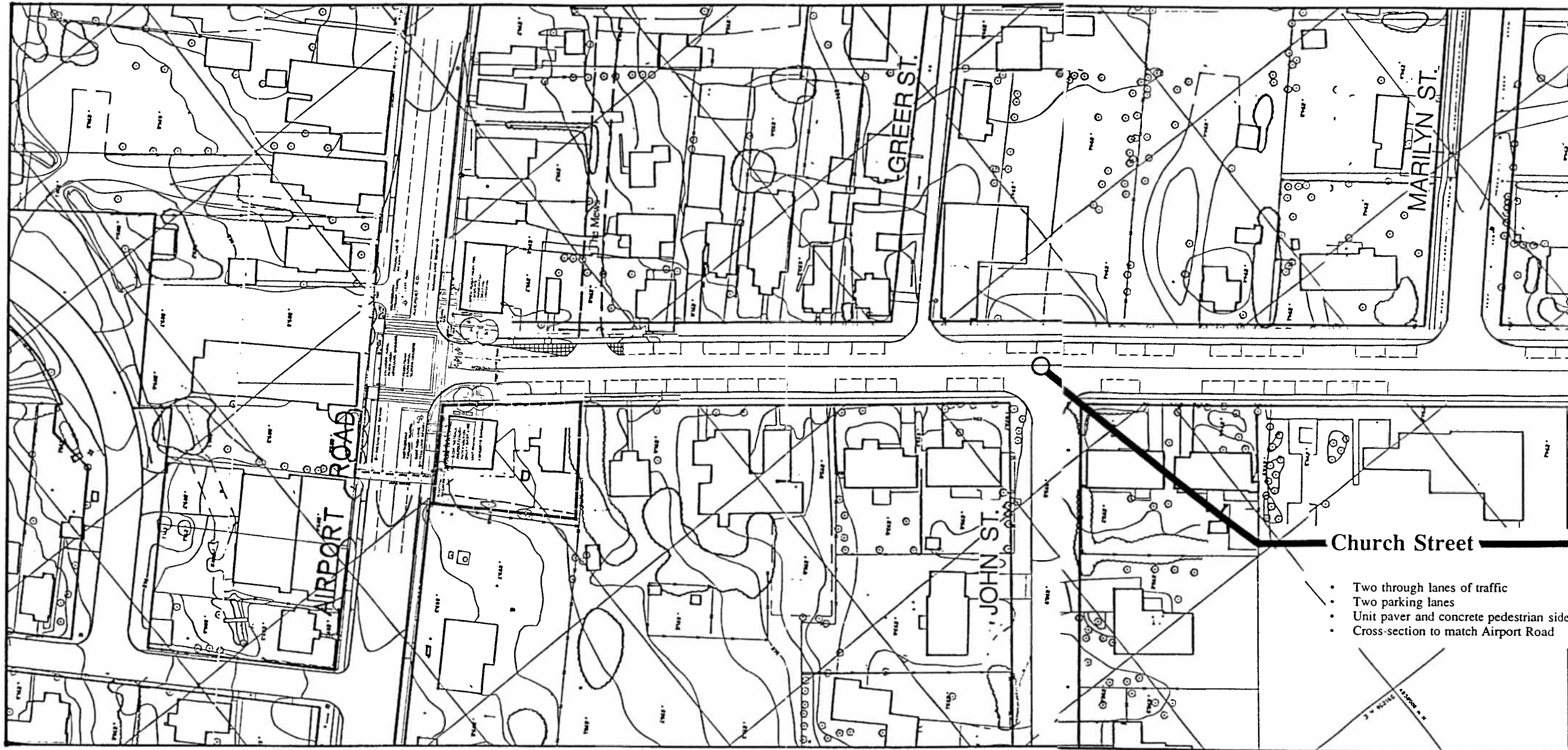
- Road median announces entrance to the village
- 1m high village of Caledon East sign in median
- Scored concrete vehicle pavement
- Tree Lined Boulevards

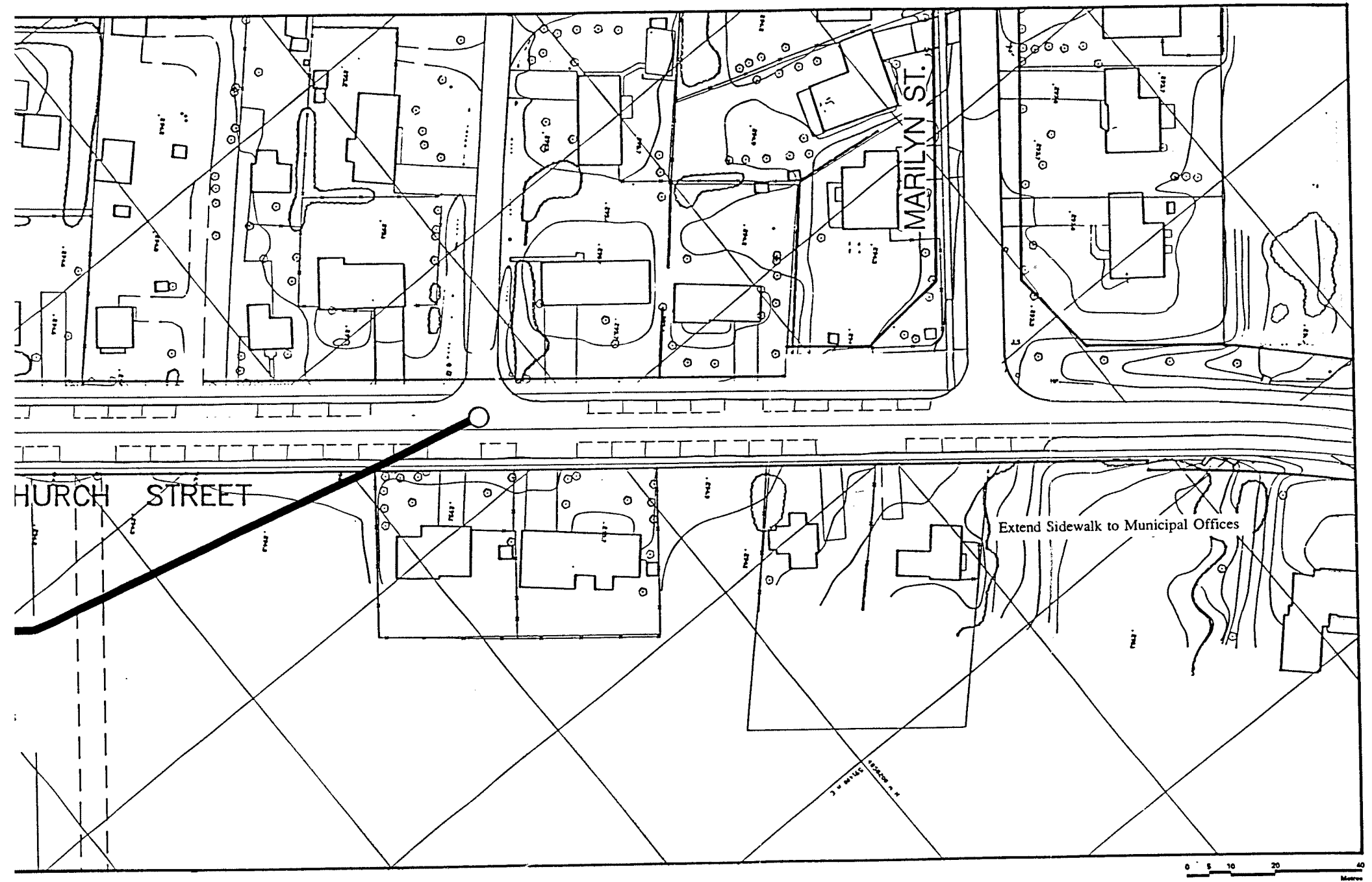
Caledon East Streetscape Plan

The Corporation of the
Town of Caledon

PLAN 4
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November 1993

0 5 10 20 40 Metres





Caledon East Streetscape Plan

The Corporation of the
Town of Caledon

PLAN 5
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