



TOWN OF CALEDON COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES



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Prepared by



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PART A



A1.

"The updated TWDGs will better position the Town as it prepares to absorb the significant growth anticipated in the next 30 years. The Town is looking to move the needle significantly on improving urban design, quality of space and green standards. The Town wants to embrace bold and innovative action that advances development in more sustainable and people-centric ways. The TWDGs are an important tool in advancing these goals."

Source: Town of Caledon (2023)



CALEDON: A COMMUNITY OF COMMUNITIES

SECTION 1: INTRODUCTION

1.1 BACKGROUND

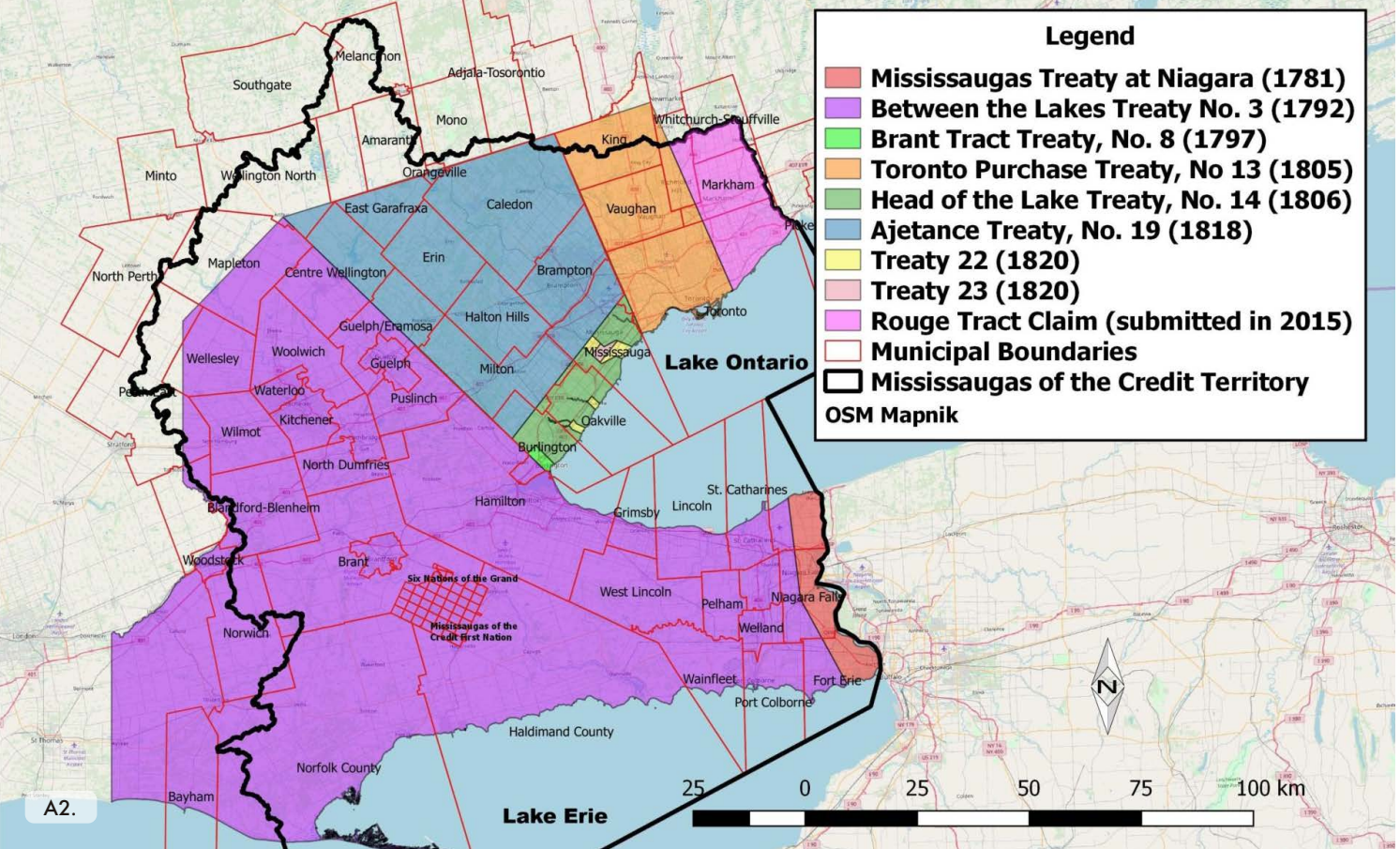
The first edition of Caledon's **Comprehensive Town-Wide Design Guidelines (TWDGs)** were completed in November 2017 and provided a vital framework for shaping the Town's growth and development. A 5-year review was recommended for the **TWDGs** to account for an evolving policy context and development framework. This timing also coincides with significant shifts in the planning landscape, both provincially and regionally.

Bill 23 (2022) and other provincial initiatives emphasize the need for increased housing supply and diversity, requiring local policies to adapt. Simultaneously, substantial *Settlement Area Boundary Expansions (SABE)* offer Caledon the chance to create thriving new communities while enhancing existing ones.

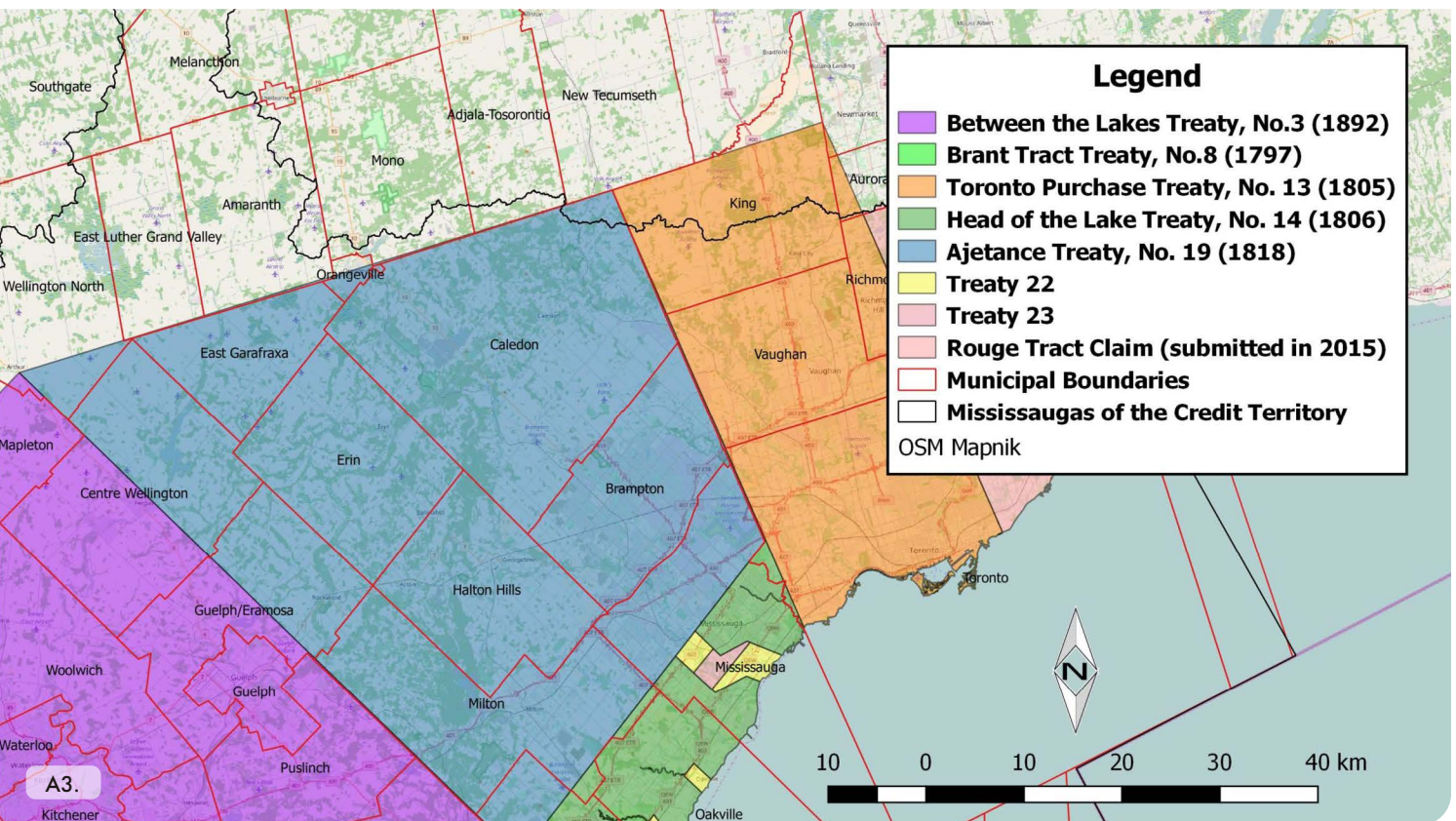
With the adoption of the Town's new **Official Plan**, henceforth referred to as the **Future Caledon Official Plan**, in March 2024, the updated **TWDGs** will play a pivotal role in aligning the Town with these emerging policy directions. As Caledon experiences rapid growth, particularly in greenfield areas, urban design principles will be instrumental in achieving smart growth that balances the best of urban and rural living.

Disclaimer: Future revisions to the **TWDGs** may be required through legislative changes and final approval of the new **Future Caledon Official Plan**.

A1. Town of Caledon welcome feature.



A2.



A3.

- A2. Mississaugas of the Credit Treaty Lands and Territory
- A3. Municipal Boundaries Related to the Ajetance Treaty, No. 19 (1818)



1.1.1 Ajetance Treaty, No. 19 (1818)

The lands that now form Caledon were among those acquired by the British Crown from the Mississaugas of the Credit through Treaty 19, also known as the Ajetance Purchase, signed in 1818, by representatives of the Crown and Chief Ajetance (shown in blue on Figures A2 and A3).

In addition to their three small reserves located on the Lake Ontario shoreline, the Mississaugas of the Credit held 648,000 acres of land north of the Head of the Lake Purchase lands and extending to the unceded territory of the Chippewa of Lakes Huron and Simcoe. In mid-October, 1818, the Chippewa ceded their land to the Crown in the Lake Simcoe-Nottawasaga Treaty and, by the end of October, the Crown sought to purchase the adjacent lands of the Mississaugas of the Credit. The Deputy Superintendent of the Indian Department, William Claus, met with the Mississaugas from October 27-29, 1818, and proposed that the Mississaugas sell their 648,000 acres of land in exchange for an annual amount of goods. The continuous inflow of settlers into their lands and fisheries had weakened the Mississaugas' traditional economy and had left them in a state of impoverishment and a rapidly declining population. In their enfeebled state, Chief Ajetance, on behalf of the assembled people, readily agreed to the sale of their lands for £522.10 of goods paid annually. Other municipalities found within the lands of the Ajetance Purchase of 1818 include Brampton, Halton Hills, and Milton.

Land Acknowledgement

The Town of Caledon acknowledges that the land we serve is situated on lands that are home to many Indigenous Peoples from across Turtle Island (North America). The Town seeks to understand the true story of this land and the rich history of its Indigenous Peoples.

We recognize this land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and part of the Traditional Territory of the Huron-Wendat, Haudenosaunee Peoples, and the Anishnabek of the Williams Treaties. We acknowledge their presence before us and the deep traditional knowledge and perspectives of the Indigenous Peoples with whom we share this land today.

Source: Town of Caledon



A4. Rendering example of a vibrant, complete community connected to a GO Train station

A4.

1.1.2 Emergence of the Town of Caledon

Located within the Region of Peel at the northwest edge of the Greater Toronto Area (GTA), the Town of Caledon spreads over 700 square kilometres, comprising 55% of the total land area in the Region. Caledon has significantly diverse geographic, geological, and cultural landforms, including parts of the Oak Ridges Moraines and the Niagara Escarpment. Caledon's landscape is also traversed by several tributaries of the Credit River and Humber River, as well as extensive protected Environmental Policy Area (EPA). The emergence of Caledon, both socially and economically, is intrinsically linked to its natural features, which play a vital role in environmental conservation and resource management for the Town and surrounding areas.

As a "Community of Communities", Caledon offers a unique blend of rural and urban living. The Town encompasses a diverse range of settlements, each with its own distinct character and history. These range from quaint historical hamlets to bustling business centres and emerging mixed-use *Major Transit Station Areas* (MTSAs). All of these communities are woven together by the vast agricultural landscapes and natural open spaces that define Caledon's distinctive character.

Complete Communities

"places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts."

Source: Future Caledon Official Plan

1.1.3 Anticipated Growth based on the new Official Plan

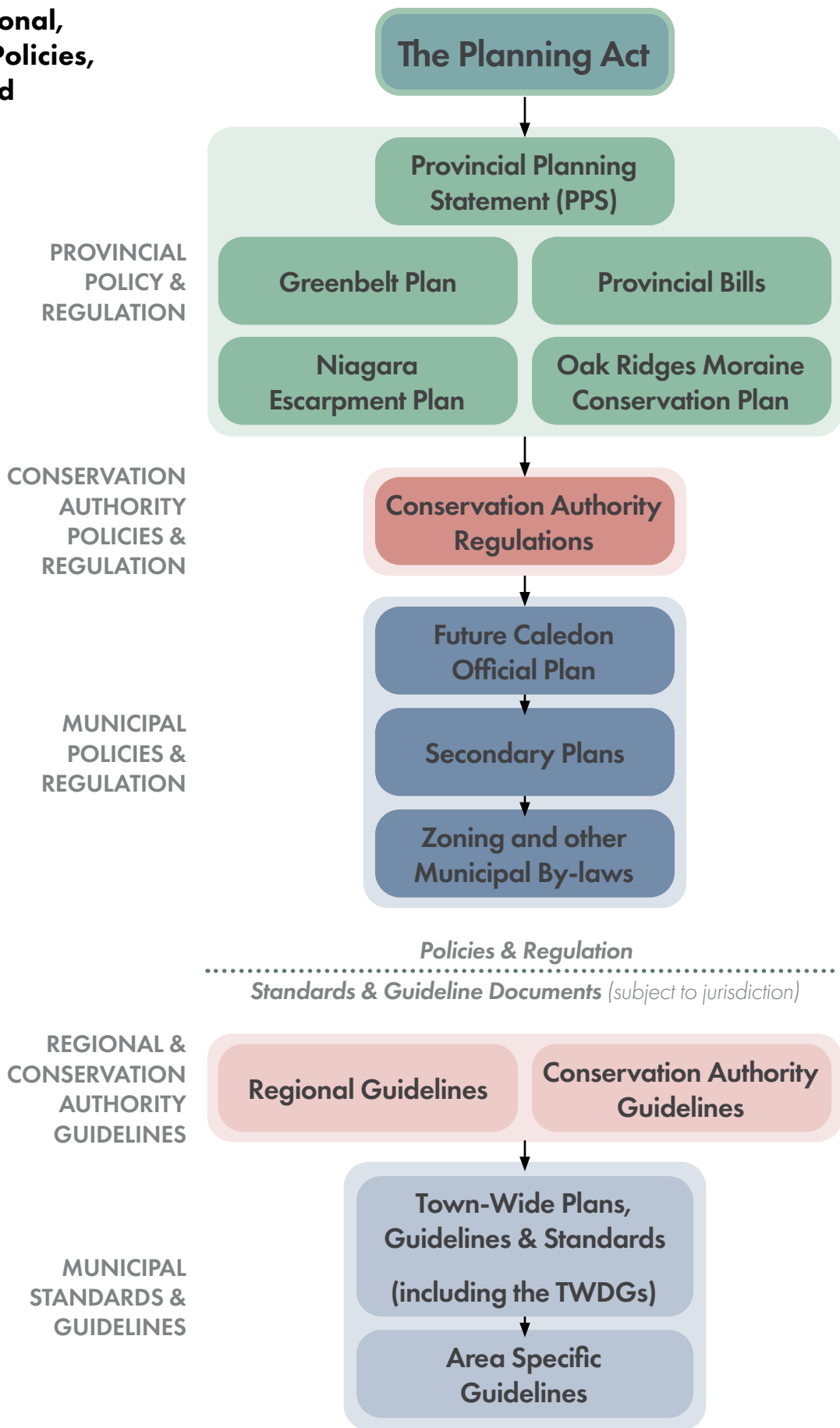
The SABE has opened vast areas for growth. Recognizing the urgent need to address climate change, the Town is committed to leveraging urban design and land use planning as powerful tools for reducing emissions and building more resilient communities. The Town's new **Future Caledon Official Plan** will respond to this emerging urban expansion with an emphasis on planning new developments as **complete communities**. They are intended to embody key attributes pertaining to climate responsiveness, active linkages, engaging parks and green spaces, viable transit options, and vibrant centres.

Growth in Caledon is anticipated within the built-up area as *infill* development and within the urban boundary as greenfield development. Special design principles and considerations shall apply to each of these scenarios.

In addition to planning for new communities, Caledon must thoughtfully manage growth within its existing villages and hamlets. These areas, which are integral to Caledon's identity, require development that respects and enhances their unique character. New projects should sensitively integrate with the existing built fabric, preserving the scale, architectural styles, and open spaces that define these communities.

Caledon's economy is diversifying, with innovation, institutional, and commercial sectors gaining prominence alongside traditional industries. To support this shift, the design of public spaces within these evolving *employment areas* must be forward-thinking and adaptable. These areas should promote vibrant, pedestrian-friendly environments that encourage collaboration, creativity, and a sense of place.

**Provincial, Regional,
and Municipal Policies,
Regulations, and
Guidelines**



1.2 ROLE OF THE GUIDELINES

The updated **TWDGs** offer a comprehensive guide for developing complete, mixed-use neighbourhoods in Caledon, balancing the design of vibrant industries, commercial/retail areas, and open spaces while preserving the Town's unique character. These guidelines promote sustainable, climate-friendly communities that prioritize *walkability*, cycling, green spaces, and a strong sense of place. The **TWDGs** empower Town staff, developers, consultants, and the public to shape a distinctive "made in Caledon" future through bold, innovative approaches to urban design. This ensures that Caledon's growth is visionary, responsive to community needs, and rooted in the principles of the **Future Caledon Official Plan**, Section 1.3.2 Guiding Principles.

1.2.1 Provincial, Regional and Municipal Framework

The updated **TWDGs** incorporate best practices and address evolving Provincial, Regional, and Municipal legislation and policy changes. These updates are essential for the Town to effectively plan for significant growth expected over the next 30 years. Since the first edition of the **TWDGs** in 2017, significant changes in the development framework, including Bill 23, have necessitated updates to various Town policies, standards, and guidelines. The Provincial, Regional, and Municipal governance hierarchy is summarized in the adjacent figure, and relevant documents are referenced throughout the **TWDGs** to aid in the coordination of the development application review process. Additional staff review may be required to ensure alignment with the **Future Caledon Official Plan** policies and zoning regulations.

1.2.2 Application of the Guidelines

Through Council endorsement, the Caledon Comprehensive **TWDGs** shall serve as the guiding framework for development throughout all stages of the development approvals process, as follows:

Official Plan

The **TWDGs** will operate in conjunction with the **Future Caledon Official Plan**, reinforcing the policies and directives established therein. The Official Plan identifies three key design principles to apply to all new growth:

- Preservation and Integration
- Sustainable, Quality, Compact Development
- Community Focused Design

Secondary Plan

Community Design Guidelines (CDG) may be required at the Secondary Plan level to articulate a vision and address unique conditions within specific areas throughout the Town. The CDG should not replicate guidance provided in the **TWDGs**, but instead, offer supplementary detail specific to the unique community. The CDG must also adhere to the design principles outlined in **Section 1.3.2** of these guidelines. In cases of conflict between the **TWDGs** and a CDG prepared for a specific community, information in a CDG that contradicts or differs from the intent and guidance of the **TWDGs** shall be provided with justification for review and approval by the Town. Existing CDGs that continue to be adopted by the Town are identified in **Part E** of these guidelines. Additional CDGs may be incorporated over time.

Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision & Site Plan Applications

An Urban Design Brief (UDB) and/or Architectural Control Guidelines (ACG) may be required as part of the **Official Plan** Amendment, **Zoning By-law** Amendment, Draft Plan of Subdivision, and Site Plan approval processes. The UDB will describe the development proposal and outline how it will be integrated into its surroundings. Where the development proposal deviates from the guidelines in the **TWDGs** or an area-specific CDG, a rationale must be provided explaining how the development proposal nevertheless satisfies the design principles articulated in these guidelines. This rationale must be supported by the *Control Architect* and Town staff for approval. More information on the preparation of UDBs and ACGs is provided in **Part E** of these guidelines.

1.2.3 How to Use this Document

1.2.3.1 Document Structure

The document is divided into five parts, followed by an Appendix:

PART A

CALEDON: A COMMUNITY OF COMMUNITIES

This section lays the groundwork for the document, establishing the context for Caledon's growth and the role these guidelines play in achieving the Town's planning objectives. It includes the following:

- **Background:** A historical overview of Caledon's development and anticipated growth projections.
- **Role of the Guidelines:** Clarifies how these guidelines align with Provincial, Regional, and Municipal planning frameworks and how they should be applied to planning applications.
- **Vision and Guiding Principles:** Articulates the overarching vision for Caledon's community design and the core principles that inform all development decisions.
- **Town Structure:** Defines the key land use typologies that shape Caledon's urban and rural landscapes, providing a common language for discussing different development patterns.
- **Transportation Network:** Establishes a hierarchy of streets and promotes connectivity, *multi-modal* transportation options, public transit *accessibility*, and *active transportation* infrastructure.
- **Natural Environment, Parks & Open Space:** Emphasizes enhancements to Caledon's *natural environment system*, provides guidelines for the design and distribution of parks and open spaces, and addresses stormwater management.
- **Sustainability Initiatives:** Promotes sustainable building and landscape design strategies, including energy efficiency, *low impact development*, and the use of renewable energy sources.
- **Cultural Heritage Conservation:** Provides a framework for identifying, conserving, and integrating Caledon's *cultural heritage resources* into new development.

PART B

TOWN-WIDE DESIGN CONSIDERATIONS

This section sets out broad design principles and overarching guidelines applicable to all development within Caledon, ensuring a consistent approach to planning regardless of location or project type. Key areas of focus include:

- **Community Planning Principles:** Addresses land use compatibility, appropriate densities, integration of community uses, and the promotion of sustainable and resilient development practices.

PART C

URBAN SYSTEM

This section provides detailed guidelines for development within Caledon's *urban areas*, focusing on creating vibrant, livable, and well-designed urban spaces. Key areas covered include:

- **The Urban Public Realm:** Addresses the design of streetscapes, gateways, signage, *wayfinding*, and public art to enhance the quality of public spaces.
- **Built Form & Site Design Guidelines:** Offers specific guidance on the design of various building types, including residential, mixed-use, commercial, industrial, and institutional, ensuring that new development is context-sensitive and contributes to a cohesive urban fabric.

PARC Process

The Town of Caledon Planning and Development Division recommends applicants to consult with the Town prior to submission of Official Plan Amendment, Zoning By-law Amendment, Plans of Subdivision, Plans of Condominium, and Site Plan. Prior to a formal application submission to the Town, a Pre-Application Review Committee (PARC) meeting will cover required application materials (drawings, studies, reports), relevant planning policies, processing timelines, recent Council decisions, and potential concerns.

Source: Town of Caledon

PART D RURAL SYSTEM

This section focuses on preserving the rural character of Caledon while accommodating appropriate development. It provides guidelines for:

- **Residential Development:** Addresses development in villages, hamlets, and *estate residential* areas, ensuring compatibility with the existing rural context.
- **Non-Residential Development:** Guides the development of *Rural Commercial Areas*, employment centres, and *on-farm diversified uses*, balancing economic needs with the protection of Caledon's rural landscape.

PART E IMPLEMENTATION

This section outlines the procedures for reviewing and approving development proposals to ensure that all projects adhere to these guidelines.

APPENDIX

Provides supporting information, including a glossary of terms and a list of key reference documents.

1.2.3.2 Document Users

The **TWDGs** have been carefully prepared to assist and inform various groups including:

- **Town Council:** The **TWDGs** guide development in Caledon by implementing the Town's vision and **Future Caledon Official Plan**, ensuring high-quality public environments.
- **Town staff and Control Architect:** The **TWDGs** will streamline the review of development applications for Town staff and the *Control Architect*, particularly crucial as development pressure intensifies. Applicants are encouraged to complete Pre-Consultation with the Town which consists of an Inquiry Meeting and a Preliminary (**PARC**) Meeting, prior to submission of development applications. These **TWDGs** will serve as a tool to establish design priorities during pre-consultation meetings and throughout the assessment of various applications, including **Official Plan** and **Zoning By-law** Amendments, Draft Plans of Subdivision, Site Plans, and others.
- **The Development Community:** The **TWDGs** provide clear and concise guidance to developers and their consultants, ensuring development applications align with the Town's design policies.
- **External Agencies:** The **TWDGs** will reference documents from external agencies, such as conservation authorities, including Credit Valley Conservation Authority (CVC), Toronto and Region Conservation Authority (TRCA), Lake Simcoe Region Conservation Authority (LSRCA), and Nottawasaga Valley Conservation Authority (NVCA), and the Region of Peel, that require clearance or conformity. This ensures users are aware of and can meet the requirements of these agencies throughout the design process. Additional documents may be identified during the Town's PARC process.
- **Members of the public:** The **TWDGs** prioritize the public interest by promoting high-quality development for both present and future generations. This user-friendly document provides clear guidance on development applications and design standards.

1.2.3.3 Guideline Hierarchy

The **TWDGs** have been prepared to allow for flexibility in design, and promote the development of high quality public and private spaces throughout the Town of Caledon.

The guidelines presented in **Parts B, C, and D** have been presented in three categories for clarity and ease of use. Expectations for compliance differ according to the three categories as follows:

Hierarchy of Guidance

<p>(I) Mandatory Design Requirements</p>	<p>It is mandatory to comply with design requirements.</p> <ul style="list-style-type: none"> • The words “shall” and “will” are commonly used for Mandatory Design Requirements. • If meeting the requirement is not feasible, a Non-Compliance Chart will be required by the Town to justify the design.
<p>(II) Expected Design Standards</p>	<p>Compliance with design standards is expected.</p> <ul style="list-style-type: none"> • The word “should” is commonly used for design standards. • Where an Expected Design Standard cannot be met, an alternative design approach or explanation may be considered through written justification. • Written justification may be provided in the form of Community Design Guidelines or an Urban Design Brief, and/or in the form of a Non-Compliance Chart, if requested by the Town.
<p>(III) Encouraged Practices</p>	<p>It is desirable to comply with these guidelines.</p> <ul style="list-style-type: none"> • The words “may” and “encouraged” are frequently used to identify Encouraged Practices.

1.2.3.4 Guideline Structure

Parts B, C, and D of the **TWDGs** set out design expectations for development and redevelopment in the **Urban** and **Rural** lands of Caledon. Detailed design objectives and guidelines addressing various aspects of the *public realm* and in relation to various types of land uses are presented in a common format with supportive information to allow for easy and convenient use.

The adjacent example presents the structure of a guideline page layout. During application submission and review, specific guidelines may be referenced by developers, consultants, and the Town as **9.3.6 (I)a**,

9.3.6 (II)g, or **9.3.6 (III)h** to indicate expectation of compliance as (I) Mandatory, (II) Expected, or (III) Encouraged.

Notes:

- Terms appearing in *italicized* text are defined in the glossary at the end of the document. If they appear in **colour**, the definition also appears in the section.
- **Bold, italicized** references are official regulation, policy, or guideline documents.

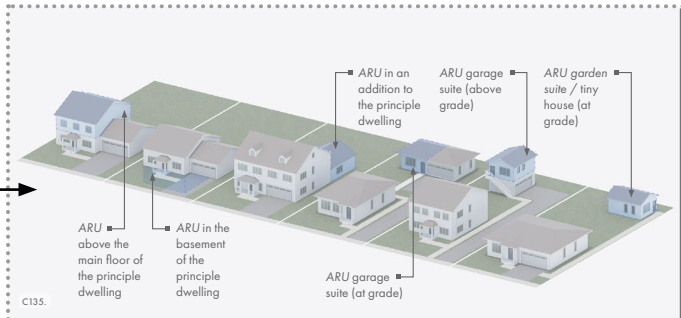
A Guide to the Layout

Each guideline section addresses an important design topic and has consistent structural components.

Design Guidelines. Structured as a hierarchy, including '(I) Mandatory Design Requirements', '(II) Expected Design Standards', and '(III) Encouraged Practices'.

Design Topic. The relevant section is clearly identified.

Objective. The desired outcome or intent behind the guidelines.



C135. A diagram demonstrating various ARU options, both within or attached to the principle dwelling and within detached garden or garage suites.
 C136. A single family dwelling with an ARU addition, thoughtfully integrated to preserve the home's original character through the use of similar materials, colours, and proportions.



Diagram. Supports the objective and illustrates potential design approaches.

Document References. For additional useful information.

Supplementary Information. Definitions, descriptions, quotes, etc., and Town approved guidelines, as applicable.

Caption. Keyed to and describes images or diagrams.

Precedent Image. Corresponds with and demonstrates examples of key guidelines.

Land Use Typologies. Identifies applicable land uses, consistent with the designations in the *Future Caledon Official Plan*.

Document Structure. Indicates PART A, B, C, D, or E of the document.

Guiding Principles. Lists guiding principles that apply to the design topic.

9.3.6 Additional Residential Units

In order to support diverse and attainable housing options and promote efficient land use, **additional residential units (ARUs)**, also known as secondary suites or garden suites, may be permitted under certain conditions. These self-contained units offer an opportunity for homeowners to create additional living space while adhering to planning and environmental considerations.

General Guidelines:

(I) Mandatory Design Requirements

- Permit ARUs only on the same lot as a single detached dwelling, semi-detached dwelling, or a townhouse dwelling within the Town's **Additional Residential Units Overlay Zone**.
- Permit a maximum of two ARUs on a residential lot, in accordance with the Town's **Zoning By-law**, which may include either:
 - One additional residential unit within a single detached dwelling, semi-detached dwelling, or a townhouse dwelling, and one garden suite dwelling; or
 - Two additional residential units within a single detached dwelling, semi-detached dwelling, or a townhouse dwelling.
- Prohibit ARUs on properties located within environmental or open space zones, in accordance with the Town's **Zoning By-law**. Consult the applicable conservation authority where the unit is located in proximity to hazardous lands.
- Ensure ARU proposals on lands within the **Greenbelt Plan**, **Oak Ridges Moraine Conservation Plan**, or the **Niagara Escarpment Plan** comply with those provincial plans.
- Ensure that any permitted ARU is subordinate in size to the primary residential dwelling unit and that, if outside of full municipal serviced areas, there is sufficient well and septic system capacity to service the additional unit.
- In addition to the parking required for a single detached, semi-detached, or townhouse dwelling, provide one additional parking space for each ARU on the lot.

APPLICABLE GUIDING PRINCIPLES:

- Address the Changing Climate
- Design Great Places
- Create Healthy and Complete Communities
- Address Housing Affordability and Choice

Additional Residential Unit (ARU)

"means a self-contained residential dwelling unit with its own kitchen, sleeping quarters and sanitary facilities, that either forms part of the same building as a detached dwelling, semi-detached dwelling, or a townhouse dwelling, or is located within an accessory building as a garden suite dwelling on the same lot as a detached dwelling, semi-detached dwelling, or a townhouse dwelling."

Source: Caledon Draft Zoning By-law Amendment

APPLICABLE LAND USE TYPOLOGIES:

- URBAN SYSTEM**
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
- RURAL SYSTEM**
 - Agricultural Area
 - Rural Lands
 - Villages and Hamlets
 - Estate Residential

(II) Expected Design Standards

- Design ARUs that complement the principal dwelling's architectural character through the use of similar materials, colours, and proportions.

(III) Encouraged Practices

- Incorporate green building technologies, where possible, including energy and water efficiency measures.

PART C Urban System Guidelines

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1.3 VISION AND GUIDING PRINCIPLES

1.3.1 Community Design Vision

The Town of Caledon’s **Future Caledon Official Plan** prioritizes environmental sustainability, economic vitality, and resident well-being. The **TWDGs** will act as the framework for translating the Town’s vision into reality, guiding development across all of Caledon’s distinct settings. By implementing the vision set out in the **Future Caledon Official Plan**, these guidelines will ensure that every new addition to the Town contributes to high-quality public environments, creating spaces that are both beautiful and functional.

Section 2.3 of the **Future Caledon Official Plan** provides a series of principles to guide responsible growth, community development, and the protection of Caledon’s unique natural and cultural heritage. The principles specifically relevant to urban design have provided the basis for the guiding principles in the **TWDGs**.

“Our Caledon will be a sustainable, healthy, connected and complete community with a thriving local economy. As we grow, we will continue to celebrate our heritage, diversity and rural roots and be stewards of our natural environment.”

Source: Future Caledon Official Plan

A5. Rendering example of vibrant, well-designed streetscape.

Key Reference Documents

- Future Caledon Official Plan, Section 2.3 Guiding Principles



A5.

1.3.2 Guiding Principles

Building upon the principles outlined in the 2017 **TWDGs**, the following six key design principles aim to achieve the Town’s vision by directing the design of urban and rural communities across the Town of Caledon. Where there is uncertainty or conflict in the design process, applicants are encouraged to refer back to these design principles to guide their decision making process.

For each set of guidelines in Parts B, C, and D, the relevant Guiding Principles will be identified to ensure that urban design decisions align with Caledon’s overarching vision for a sustainable, healthy, and complete community that celebrates its unique character.



Address the Changing Climate

The Town of Caledon will prioritize compact, resilient communities with low-carbon buildings and sustainable transportation infrastructure to reduce GHGs in new developments. In the context of a changing climate, new development will implement a holistic approach to planning and design, protecting the natural environment, and balancing social and economic sustainability.



Conserve Our Cultural Heritage

The unique character of Caledon’s existing communities, historic village cores, and historical sites should be preserved and celebrated. This can be achieved through the protection of *cultural heritage landscapes*, *archaeological resources*, *built heritage resources*, *heritage conservation districts*, and the creation of public spaces that honour and interpret the Town’s rich history.



Design Great Places

Vibrant, well-designed, and accessible spaces where the built and natural environments complement each other are encouraged. This involves creating attractive public spaces with *placemaking* opportunities, options for public art, showcasing local talent, and architectural excellence, enhancing Caledon’s overall character.



Create Healthy & Complete Communities

Caledon prioritizes diverse, inclusive, safe, and walkable urban and rural communities that support the physical and mental well-being of residents. This can be achieved through the development or enhancement of mixed-use neighbourhoods with various housing types, public spaces, parks and recreation facilities, and essential amenities, as well as *accessibility* and *universal design* aspects for people of all ages and abilities.



Create High Quality Transportation Options

Caledon’s communities will provide opportunities for safe, *active transportation*, with an emphasis on compact and complete streets, establishing walking, cycling, and transit infrastructure throughout the Town. This network will promote daily physical activity by connecting everyday destinations of work, school, business and recreation.



Address Housing Affordability & Choice

A range of housing options is encouraged to accommodate diverse needs and incomes, and also allowing for *aging in place*. This may involve incorporating smaller housing units, *secondary suites*, multi-generational living, *garden suites*, *multiplexes*, and *affordable housing* options into new developments.



SECTION 2: TOWN STRUCTURE

2.1 METHODOLOGY

2.1.1 Introduction

The following methodology outlines the context-sensitive approach taken in the development of this update to the Town of Caledon's Comprehensive Town-Wide Design Guidelines (**TWDGs**). This update acknowledges the Town's unique character and diversity, encompassing established communities alongside emerging growth areas. The context-sensitive methodology balances the need for growth and development with the importance of preserving Caledon's distinct town structure and sense of place.

2.1.2 Context

The Town of Caledon exhibits a distinguishing urban-rural transect, including a diverse range of communities and development types – from historic hamlets to bustling commercial centres, with the emergence of new mixed-use, *transit-oriented* communities. Understanding this gradient is crucial to guiding future development in a way that celebrates Caledon's unique character.

This update to the **TWDGs** builds upon the foundation established in the first edition. It recognizes significant changes to the development landscape, including the expansion of the *Settlement Area Boundary*. This expansion has opened new areas for community and employment development, prompting the need for updated design guidelines.

The Town's forthcoming **Future Caledon Official Plan** will guide the development of these new communities, emphasizing the creation of complete, mixed-use neighbourhoods. These neighbourhoods will prioritize climate responsiveness and resiliency, *active transportation* linkages, high-quality parks and green spaces, robust transit options, and vibrant neighbourhood hubs.



A6. A conceptual example of a distinguishing urban-rural transect, from natural heritage to historic hamlet and bustling *urban centre*, that defines the Town of Caledon and its unique character.

Beyond new communities, the update acknowledges the importance of guiding development within existing, established areas. This includes smaller villages and hamlets that contribute significantly to Caledon’s identity. Development within or adjacent to these areas must be undertaken with sensitivity to protect and enhance their existing character.

The diversification of Caledon’s employment sector is another key consideration. Traditional industrial areas are transforming to accommodate a wider range of uses, including innovation, institutional, and commercial functions. This update recognizes the need for a more comprehensive and responsive approach to *public realm* design, as well as enhanced employee amenities and well-being initiatives within these evolving *employment areas*.

2.1.3 Rationale

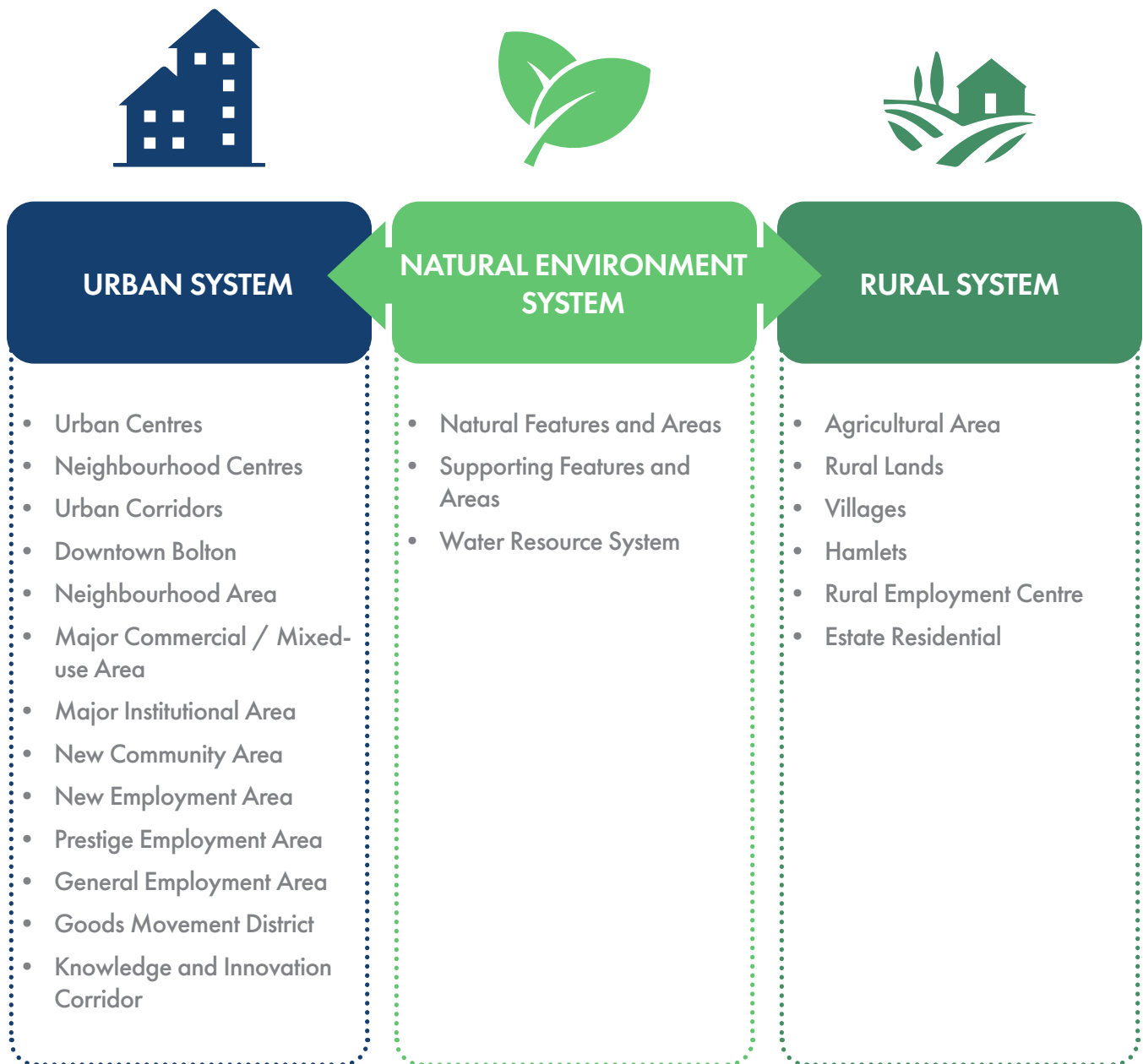
The update to the Town’s **TWDGs** is undertaken at a critical juncture in its growth. The Town faces the challenge of accommodating a variety of new development pressures, within established *rural* and *urban areas*, and in emerging growth zones. This update provides a comprehensive design strategy to ensure that this growth is managed in a way that respects Caledon’s unique character and sense of place.

To achieve this objective, the following sub-section outlines a series of land use typologies, recognizing that different areas within Caledon possess distinct qualities and require specific design approaches. By categorizing these areas into typologies that align with the land use designations in the Town’s **Future Caledon Official Plan**, tailored design guidelines can be established. These guidelines will celebrate each area’s unique character while ensuring overall cohesion within the Town.

2.2 LAND USE TYPOLOGIES DEFINED

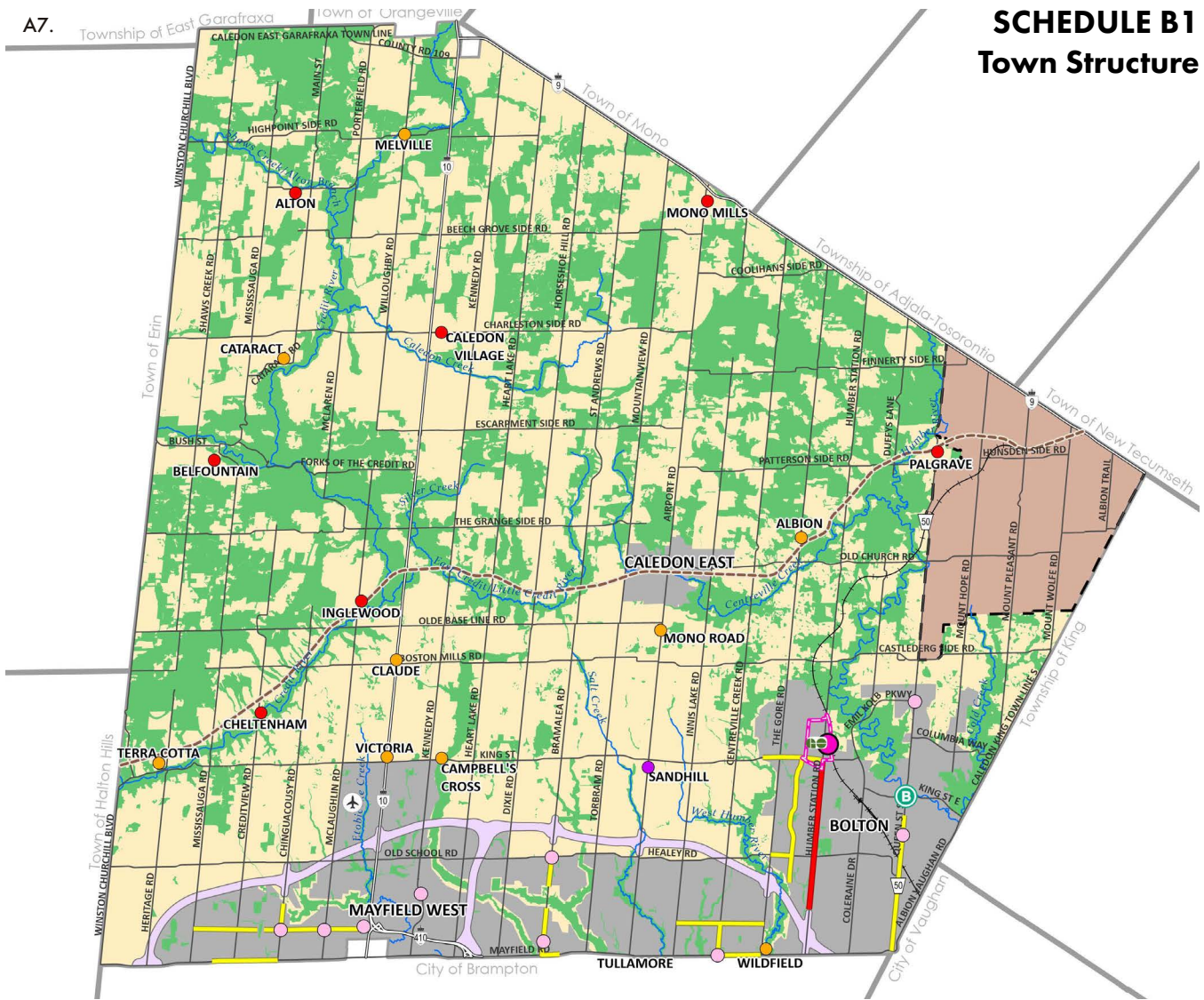
Consistent with the designations in the **Future Caledon Official Plan**, the diverse areas within Caledon can be categorized into distinct typologies that inform an urban design framework. Each area's unique characteristics are acknowledged and enhanced through tailored guidelines, promoting

both individuality and cohesion. Recognizing the nuances between **Urban** and **Rural** Caledon, the guidelines address the specific needs and qualities of each context, ensuring appropriate and effective development throughout the Town.



A7.

SCHEDULE B1 Town Structure



A7. Source: Schedule B1 from the Future Caledon Official Plan.

URBAN SYSTEM		RURAL SYSTEM		NATURAL ENVIRONMENT SYSTEM	
	Brampton-Caledon Airport		Village		Natural Features and Areas
	Future Caledon GO Station		Hamlet		
	Downtown Bolton		Rural Employment Centre		OTHER MAP ELEMENTS
	Urban Centre		Palgrave Estate Residential Community		Caledon Trailway
	Neighbourhood Centre		Agricultural Area and Rural Lands		Planned Highway 413 Transportation Corridor
	Urban Corridor				
	Knowledge and Innovation Corridor				
	Primary Major Transit Station Area				
	Urban Area				



2.2.1 Urban System

The Town Structure established in the **Future Caledon Official Plan** provides a framework for where and how Caledon will grow to the year 2051. It identifies the **Urban System** where the majority of growth will occur, including the lands designated as *New Community Areas* and *New Employment Areas*. It also designates *Urban Centres*, *Neighbourhood Centres*, and *Urban Corridors* that will permit intense, mixed-use forms of development within the **Urban System**.

The **Urban System** land use typologies are introduced and described on the following pages, including permitted uses consistent with the **Future Caledon Official Plan**.

Where to find the Guidelines

Guidelines associated with *Urban System* land use typologies are presented in **Part B: Town-Wide Design Considerations** and **Part C: Urban System**. Within each guideline section, the applicable land use typology is identified with a symbol and list, as exemplified below. This ensures that the *Urban System* guidelines can be applied correctly to the appropriate types of proposed development.

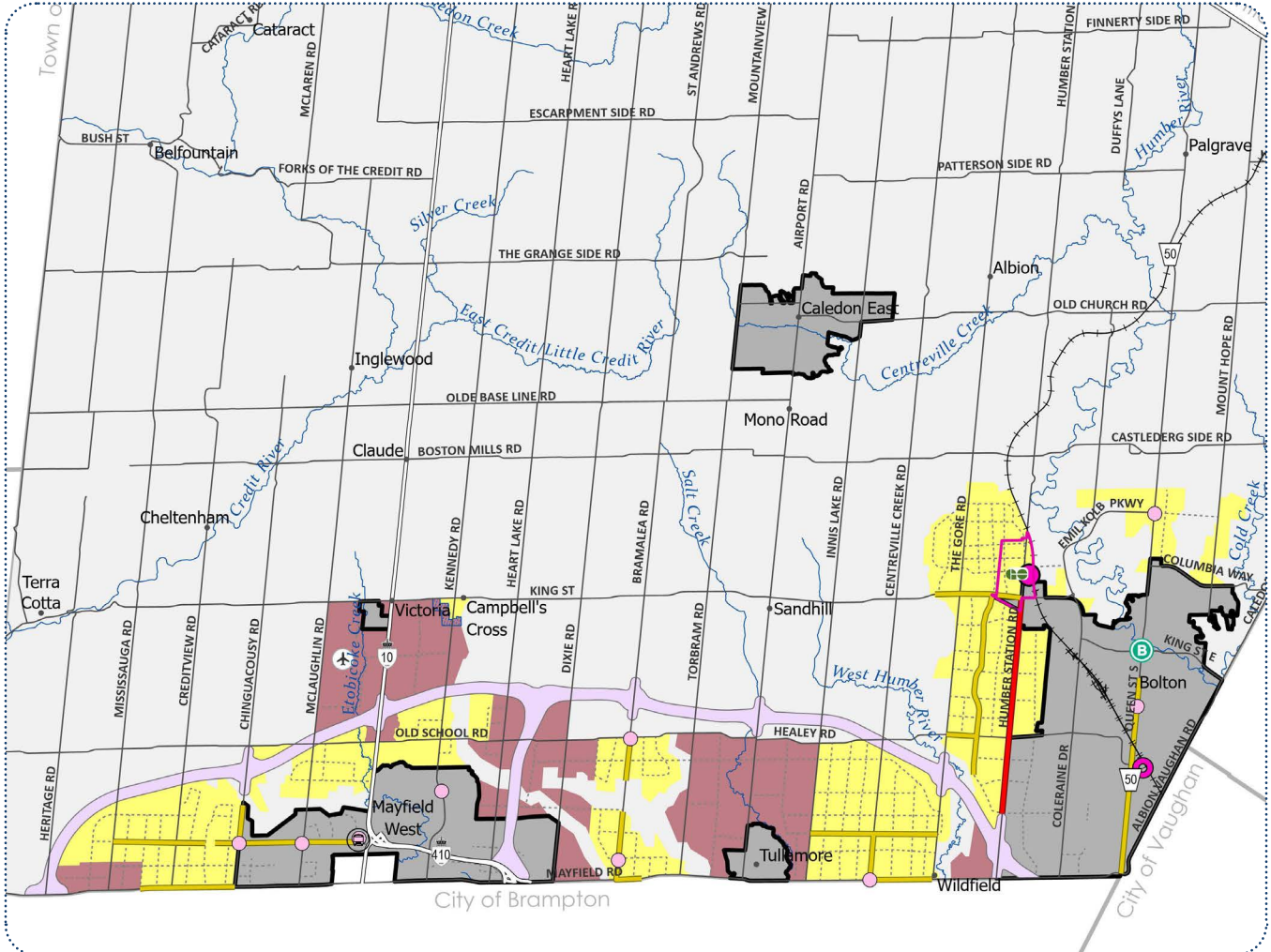
APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area
- General Employment Area
- Prestige Employment Area
- Knowledge and Innovation Employment Area

SCHEDULE F1 Urban System



A8. Source: Future Caledon Official Plan



URBAN SYSTEM

- Brampton-Caledon Airport
- Future Caledon GO Station
- Downtown Bolton
- Urban Centre
- Potential Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Knowledge and Innovation Corridor
- Conceptual Collector Road

- Primary Major Transit Station Area
- Planned Major Transit Station Area
- Existing Urban Area
- New Community Area
- New Employment Area
- Campbell's Cross Transition Area

OTHER MAP ELEMENTS

- Refer to Part A, Section 1.2
- Rural System (See Schedule E1)
- Planned Highway 413 Transportation Corridor



A9. Downtown Bolton, an existing urban settlement area.

Land use typologies within New Community Areas

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area

Key Reference Documents

- Future Caledon Official Plan

2.2.1.1 Existing Urban Area

The Existing *Urban Area*, as outlined in **Schedule F1 – Urban System**, encompasses the established urban settlement areas of Bolton, Mayfield West, Caledon East, Tullamore, and Victoria. To encourage residential intensification in these mature areas, the Town will guide future growth through *infill* and redevelopment while promoting a mix of uses by permitting *adaptive re-use* of existing properties and the conversion of non-residential uses to housing. Refer to **Section 7.2.4 Development Adjacent to Cultural Heritage**, **Section 9.3.4 Neighbourhood Infill Dwellings, Alterations & Custom Homes**, and **Section 9.9.4 Mixed-Use Infill** for relevant design guidelines. While these existing areas will continue to evolve, the *New Community Areas* will be the primary focus for accommodating the majority of projected population and employment growth over the next 30 years and beyond.

Important *Urban Centres*, *Neighbourhood Centres*, and *Urban Corridors* are also identified within the built-up areas of Mayfield West and Bolton. These typologies are described in the following section.

2.2.1.2 New Community Area

New Community Areas, as identified on **Schedule F1 – Urban System**, are designated lands identified for future development as residential and/or mixed use communities. This designation is a placeholder until detailed secondary plans are created and approved, in accordance with Chapter 4 of the **Future Caledon Official Plan**. Once secondary planning is complete for a specific area, the *New Community Area* designation will be replaced by more specific land use designations and designed to achieve higher densities than existing Caledon neighbourhoods. This approach promotes strategic density, emphasizing efficiency, *transit-supportive* design, pedestrian-friendly spaces, and *active transportation* connections.

Refer to **Part B Town-Wide Design Considerations** and **Part C Urban System** for comprehensive design guidance on the specific land use designations within new communities.



A. Urban Centre

Urban Centres are high-density, mixed-use areas designed to support Caledon’s growth. They will allow for the tallest buildings and a wide range of uses, with access to major transit. Urban Centres are designated within the Caledon GO Primary Major Transit Station Area (MTSA) and any future Primary MTSA’s. By encouraging the development of walkable, bikeable communities where residents can access daily necessities within a short 15-minute trip, Urban Centres contribute to a more sustainable, vibrant, and connected lifestyle.



A10. A high-density, mixed-use area with a vibrant main street.

A11. A concept diagram illustrating the Town’s vision for the development of key growth areas, such as Urban Centres.

*SWM means stormwater management

Height & Density

- 4 to 20 storeys / High Density

Permitted Uses

- Residential
- Retail
- Mixed-use
- Service
- Office
- Cultural
- Institutional
- Educational
- Hospitality
- Entertainment
- Recreation
- Supporting:
 - Commercial
 - Institutional
 - Open space



B. Neighbourhood Centre

Neighbourhood Centres are walkable and bikeable hubs providing a variety of goods and services. These Centres feature medium density residential development primarily in the form of *mid-rise*, mixed-use, and townhouse dwellings with well-designed pedestrian streets and connections to transit and cycling routes. In Secondary MTSA, such as Mayfield West, the character is urban with buildings close to the street and streets featuring compact form and complete functions that reinforce walking and cycling connections.

Permitted Uses

- Residential
- Retail
- Mixed-use
- Service
- Office
- Cultural
- Institutional
- Educational
- Hospitality
- Entertainment
- Recreational
- Other related uses

Key Reference Documents

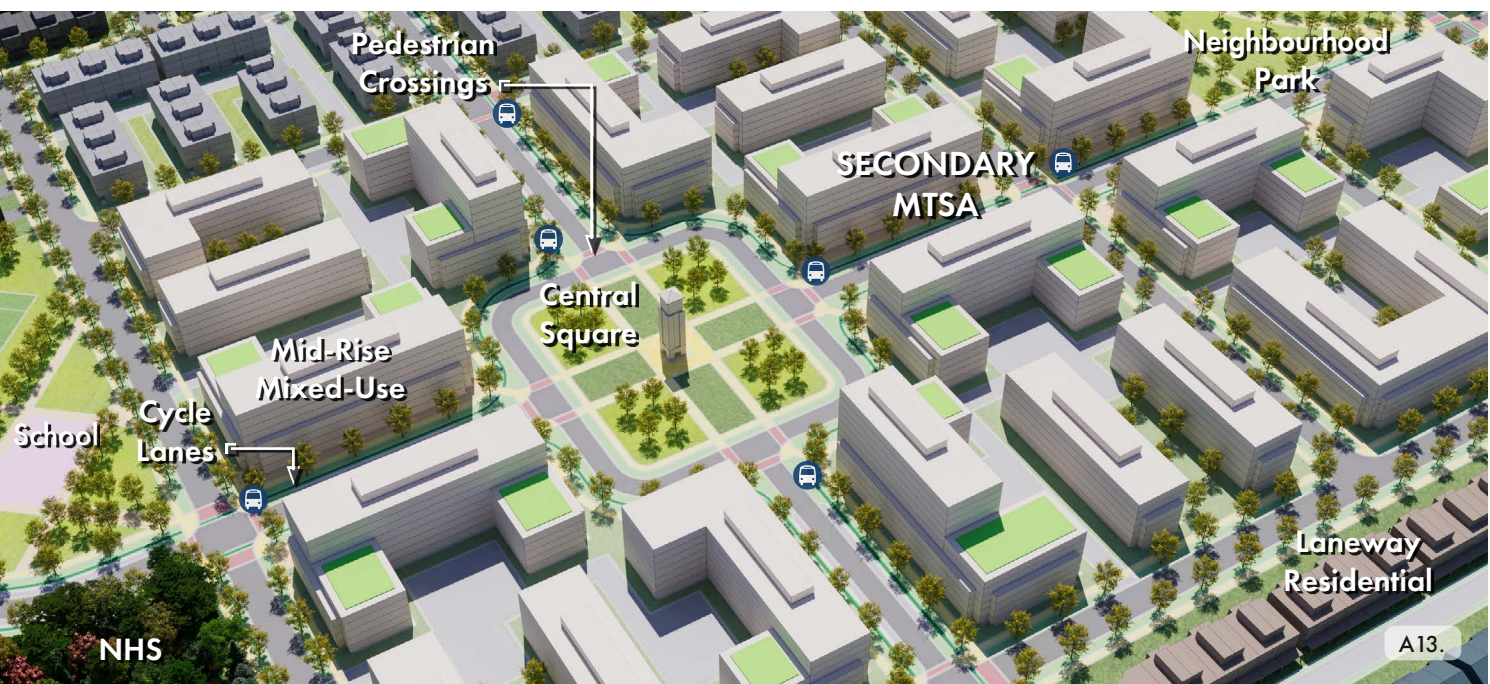
- Future Caledon Official Plan

A12. A neighbourhood hub with urban character, featuring compact form and complete streets.

A13. A concept diagram illustrating the Town's vision for the development of key growth areas, such as *Neighbourhood Centres*.

Height & Density

- Mayfield West MTSA: TBD / Higher Density
- Outside MTSA: 3 to 12-storeys / Medium Density





C. Urban Corridor

An *Urban Corridor* is a mixed-use, predominantly *mid-rise*, area that promotes connectivity, *walkability*, and a high quality of urban living. *Transit-oriented* and cycling-friendly, these corridors support diverse activities for residents and visitors. They promote compact growth with opportunities for attainable housing and convenient access to transit, usually extending about a block from the main road. Typical uses within an *Urban Corridor* include retail spaces, offices, apartments, and various community facilities.

Permitted Uses

- Retail
- Service
- Office
- Cultural
- Institutional
- Educational
- Hospitality
- Entertainment
- Recreational
- Medium and high-density residential
- Other related uses
- Ground-related medium density residential uses may be permitted towards the rear of the *Urban Corridor*



A14. A concept diagram illustrating the Town's vision for the development of key growth areas, such as *Urban Corridors*.

A15. Prominent building massing along an active *urban corridor*

Height & Density

- Up to 12-stories / Medium Density (higher buildings may be permitted dependent on location)



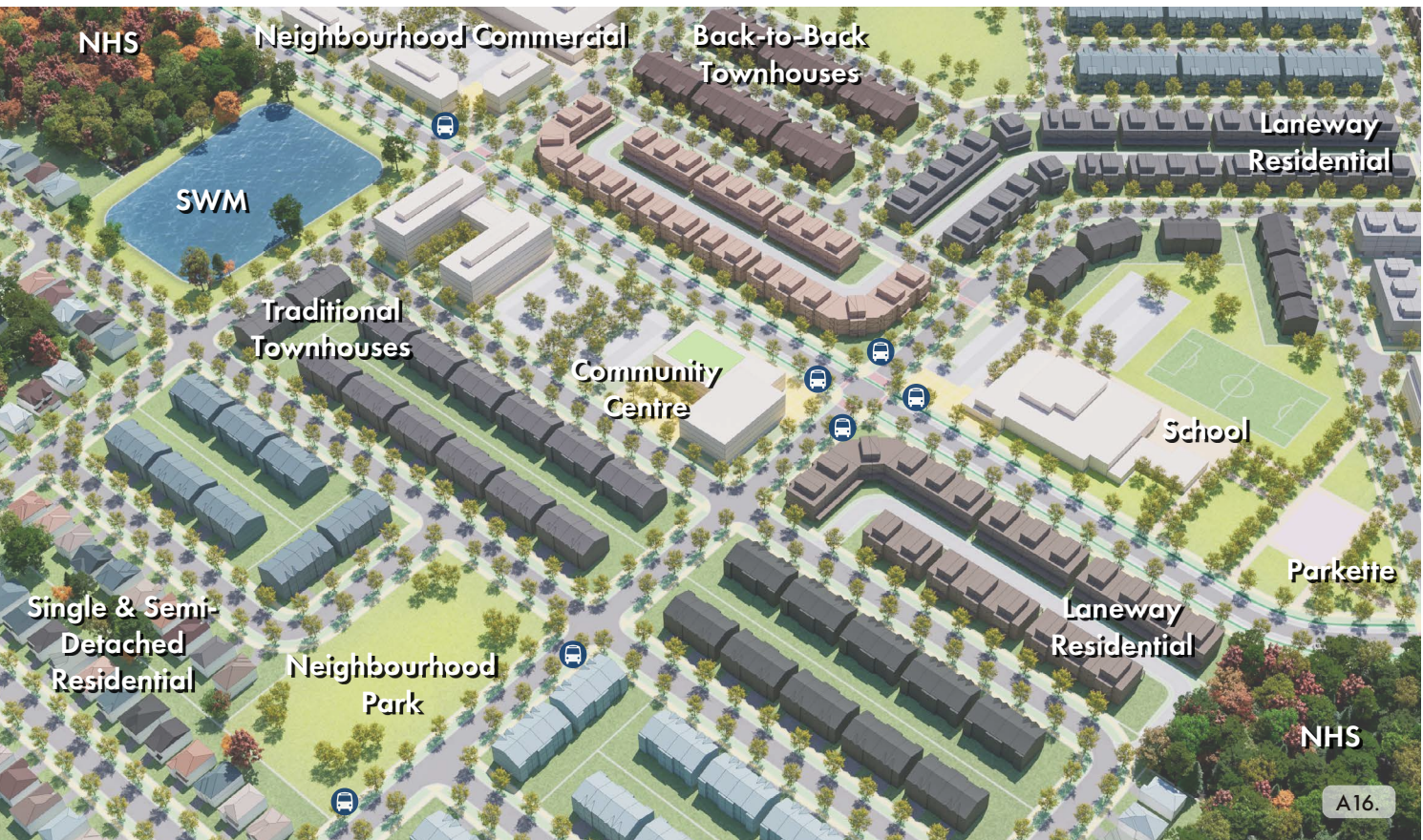
Permitted Uses

- Residential
- Neighbourhood-scale retail, commercial, personal, and professional services within mixed-use buildings or sites
- Long-term care homes and retirement residences
- Public service facilities like places of worship, daycares, libraries, schools, community centres, and public recreation facilities



D. Neighbourhood Area

Neighbourhood Areas are compact, mixed-use communities catering to diverse populations. They offer various housing types and densities, exceeding traditional neighbourhood layouts. Incorporating community amenities (schools, parks, etc.), these areas also integrate retail, commercial, and professional services to create vibrant, self-sufficient communities.



A16. A concept diagram illustrating the Town's vision for the development of *Neighbourhood Areas*.

A17. High quality landscape and built form in a new neighbourhood.

Height & Density

- Up to 3-storeys / Low to Medium Density (up to 6-storeys may be permitted on mixed-use sites)



E. Major Commercial / Mixed-Use Area

Major Commercial / Mixed-use Areas are vibrant hubs combining retail with diverse residential spaces. Strategically located, these areas serve surrounding neighbourhoods with a variety of services, prioritizing pedestrian, cyclist, and transit accessibility. Refer to **Section 9.9 Mixed Use Buildings** & **Section 10.1 Commercial Development** for detailed design guidelines.

Key Reference Documents

- Future Caledon Official Plan

Height & Density

- Residential: 4 to 12-storeys
- Non-residential: Min. 2-storeys
- Medium to High Density



A18.

Permitted Uses

- Retail
- Service
- Office
- Cultural
- Institutional
- Hospitality
- Entertainment
- Recreational
- Related establishments
- Medium and high-density residential (excluding ground-floor residential)

A18. A mixed-use streetscape combining high-end retail with diverse residential spaces.

A19. A concept diagram illustrating the Town's vision for the development of Major Commercial / Mixed-Use..



A19.



F. Major Institutional Area

The *Major Institutional Area* designation is intended for larger-scale institutions such as hospitals, colleges, universities, secondary schools, and substantial places of worship. These areas are strategically located to accommodate significant traffic volumes, provide excellent transit connections, and ensure proximity to amenities that cater to the daily needs of employees. The primary goals of this designation are to pre-determine locations for essential institutional services within the **Urban System**, integrate these institutions into the community, and ensure they are well-connected by public transit and cycling infrastructure. Refer to **Section 10.3 Institutional Uses** for detailed design guidelines.

Permitted Uses

- Secondary schools
- Community centres
- Long-term care homes
- Colleges and universities
- Hospitals
- Supporting retail, commercial, personal service uses, and professional service uses
- Places of worship on sites larger than 2.5 ha

A20. A prominent institutional building with quality architecture.

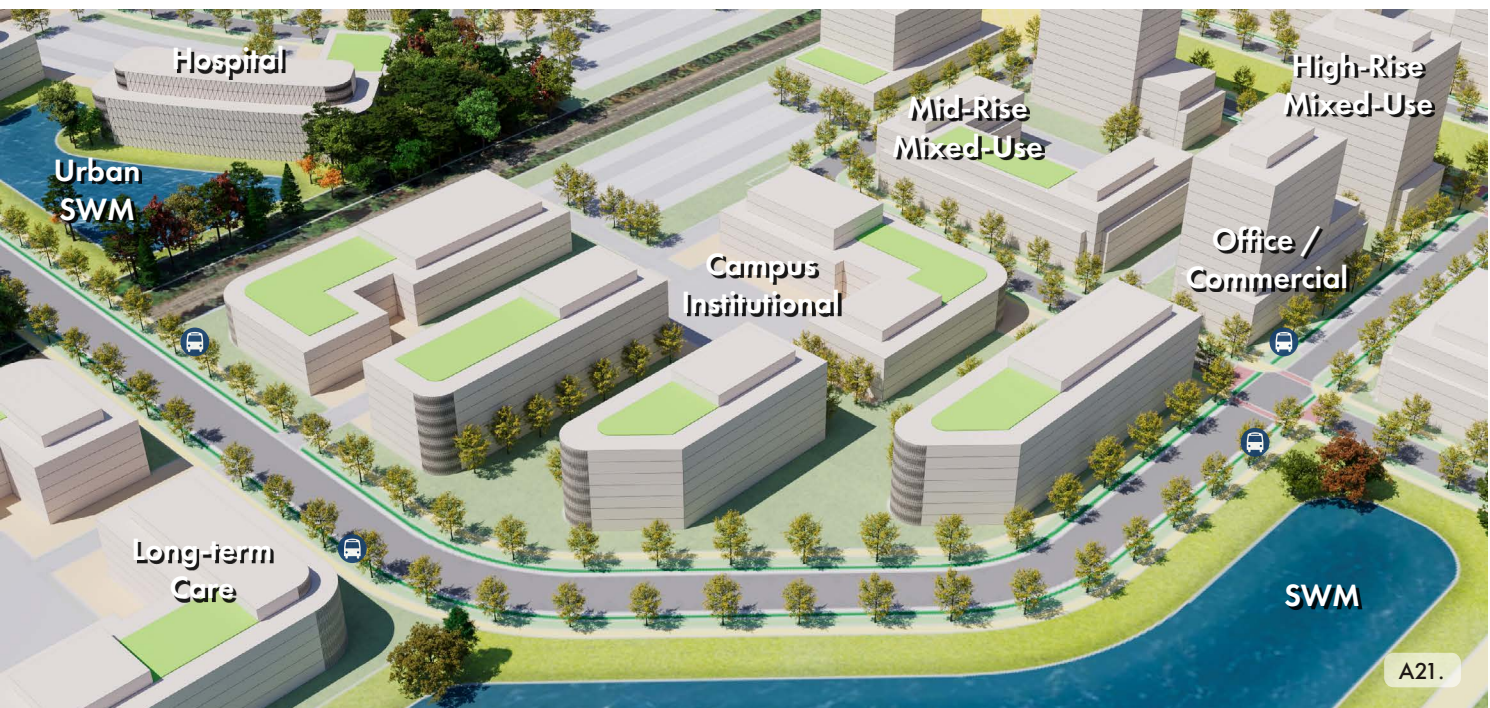
A21. A concept diagram illustrating the Town's vision for the development of *Major Institutional Areas*.

Key Reference Documents

- Future Caledon Official Plan

Height & Density

- Up to 8-storeys / Medium Density



2.2.1.3 New Employment Area

The *New Employment Area* designation identifies lands that will be developed for employment uses in the future. Development will not be permitted on these lands until a secondary plan is approved. Through the approval of a secondary plan, land use designations will be applied to replace the *New Employment Area* designation, including:



A. General Employment Area

General Employment Areas are industrial zones characterized by large tracts of land with primarily pad construction buildings for manufacturing, processing, and warehousing. These areas typically accommodate truck traffic, outdoor storage, and may include limited office space. They are strategically located near major transportation routes to facilitate efficient goods movement. The primary goal is to provide stable locations for industrial businesses while minimizing negative impacts to and from incompatible land uses. Refer to **Section 10.2 Employment Lands** for detailed design guidelines.

A22. A low-rise industrial building with a prominent entrance.

A23. A concept diagram illustrating the Town's vision for the development of *General Employment Areas*.

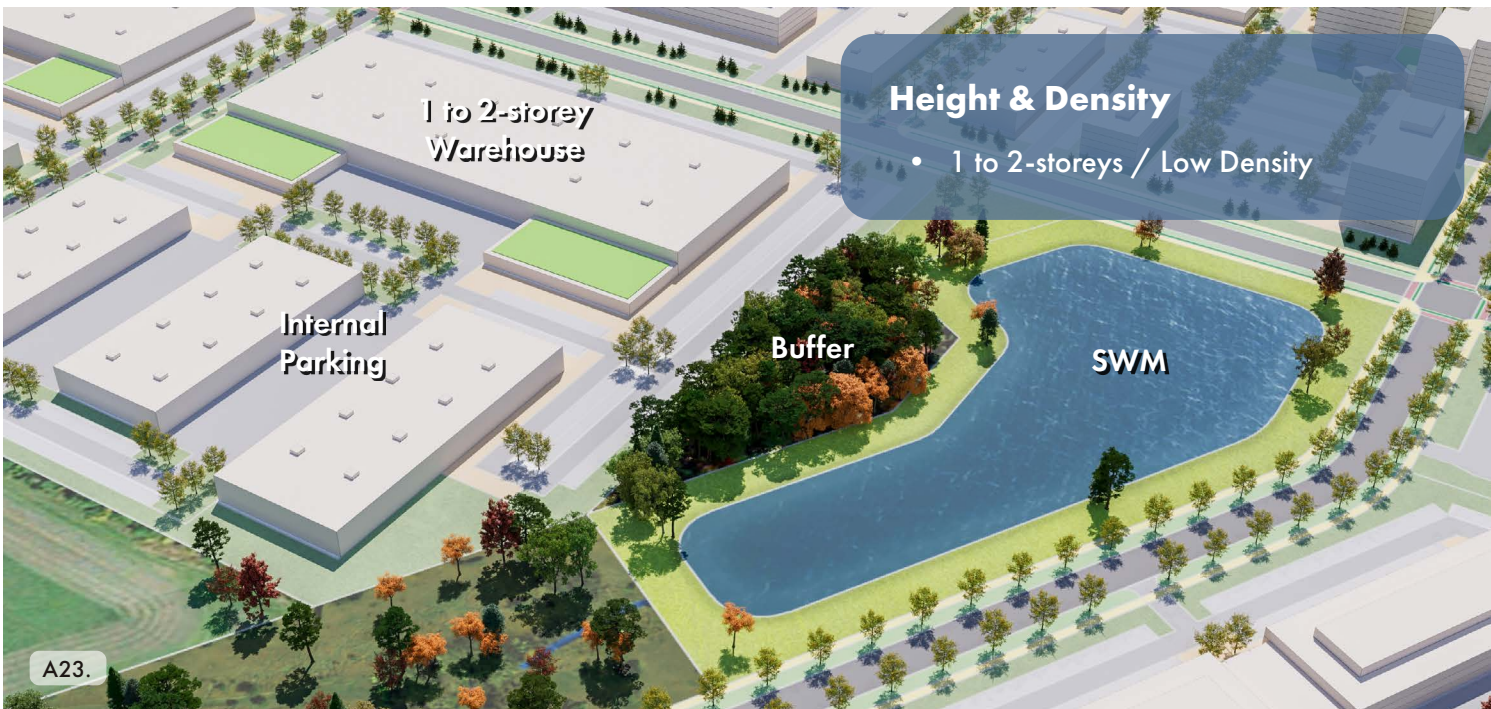


Permitted Uses

- Manufacturing, processing, warehousing with outdoor storage
- Equipment and motor vehicle repair garages
- Industrial trade schools and training facilities
- Business offices as a secondary use to other permitted uses

Key Reference Documents

- Future Caledon Official Plan





B. Prestige Employment Area

Prestige Employment Areas are intended to attract and retain businesses in Caledon by providing prime locations for high-quality industrial and office developments. These areas will typically feature large buildings on spacious properties. The goal is to create a business environment characterized by high-quality design and limited disruptions from incompatible land uses. Refer to **Section 10.2.6 Considerations for Prestige Employment** for detailed design guidelines.

Permitted Uses

- Manufacturing, processing, and warehousing without outdoor storage
- Business offices in standalone buildings or as part of other permitted uses
- Hotels with restaurants and banquet halls
- Trade and convention centres with restaurants and banquet halls
- Commercial trade schools
- Limited retail, service, restaurants, fitness facilities, financial institutions, and daycares on the ground floor of office buildings or within industrial buildings (up to 25% of total floor area)

Outdoor storage, goods movement, and logistics are strictly prohibited.

Height & Density

- Flexible height / encourage higher density along major roads and transit corridors, transitioning to lower density near residential areas

Key Reference Documents

- Future Caledon Official Plan

A24. High-quality industrial / office built form in a prime location.

A25. A concept diagram illustrating the Town's vision for the development of *Prestige Employment Areas*.





C. Knowledge and Innovation Employment Area

Knowledge and Innovation Employment Areas are designed to promote the growth of high-tech industries and research institutions. These areas offer excellent transportation access and are intended to attract leading-edge companies and anchor institutions. The goal is to create an environment that encourages collaboration, innovation, and economic development. Refer to **Section 10.2.7 Considerations for Knowledge & Innovation Employment** for detailed design guidelines.

A26. A modern, innovative facility designed for innovation and collaboration.

A27. A concept diagram illustrating the Town's vision for the development of Knowledge and Innovation Employment Areas.



Height & Density

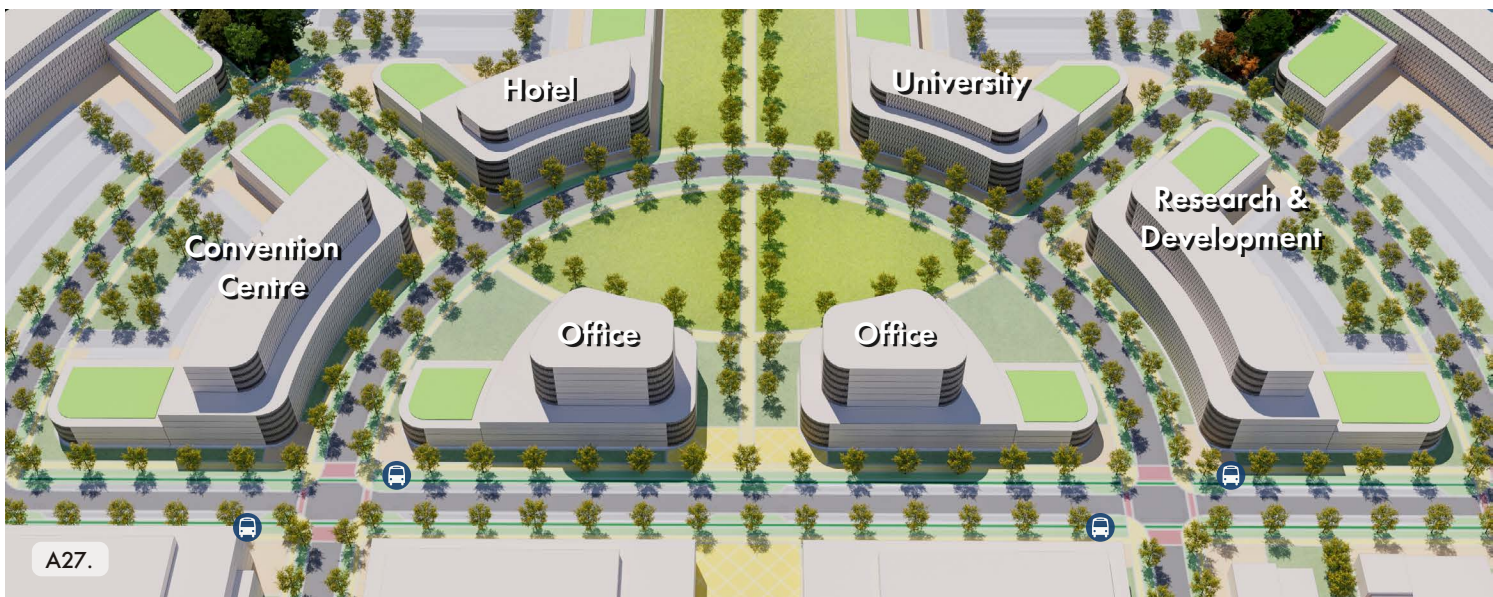
- Encourage multi-storey building clusters / higher density along major roads and transit corridors, transitioning to lower density near residential areas

Permitted Uses

- Prestige office buildings
- Hotels
- Trade and convention centres
- Research and development facilities
- Institutional uses (e.g. universities, research stations)
- Limited retail, service, and restaurant space within office buildings or ground-floor retail spaces
- Financial institutions and daycares within office buildings

Key Reference Documents

- Future Caledon Official Plan





2.2.2 Rural System

The Town Structure established in the **Future Caledon Official Plan** also establishes a framework for agricultural and rural uses within the Town. It identifies the **Rural System**, which includes Prime Agricultural Areas, where agriculture is the primary use, and *Rural Lands*, where a wider range of rural uses in addition to agriculture are permitted. The villages and Hamlets, *Rural Employment Centre*, and other rural residential and recreational uses also make up the Town's **Rural System**. These components are identified within the **Official Plan** on **Schedule E1 – Rural System**.

The **Rural System** land use typologies are introduced and described on the following pages, including permitted uses consistent with the **Future Caledon Official Plan**.

Where to find the Guidelines

Guidelines associated with *Rural System* land use typologies are presented in **Part B: Town-Wide Design Considerations** and **Part D: Rural System**. Some guidelines within **Part C: Urban System** may also apply. Within each guideline section, the applicable land use typology is identified with a symbol and list, as exemplified below. This ensures that the *Rural System* guidelines can be applied correctly to the appropriate types of proposed development.

APPLICABLE LAND USE TYPOLOGIES:

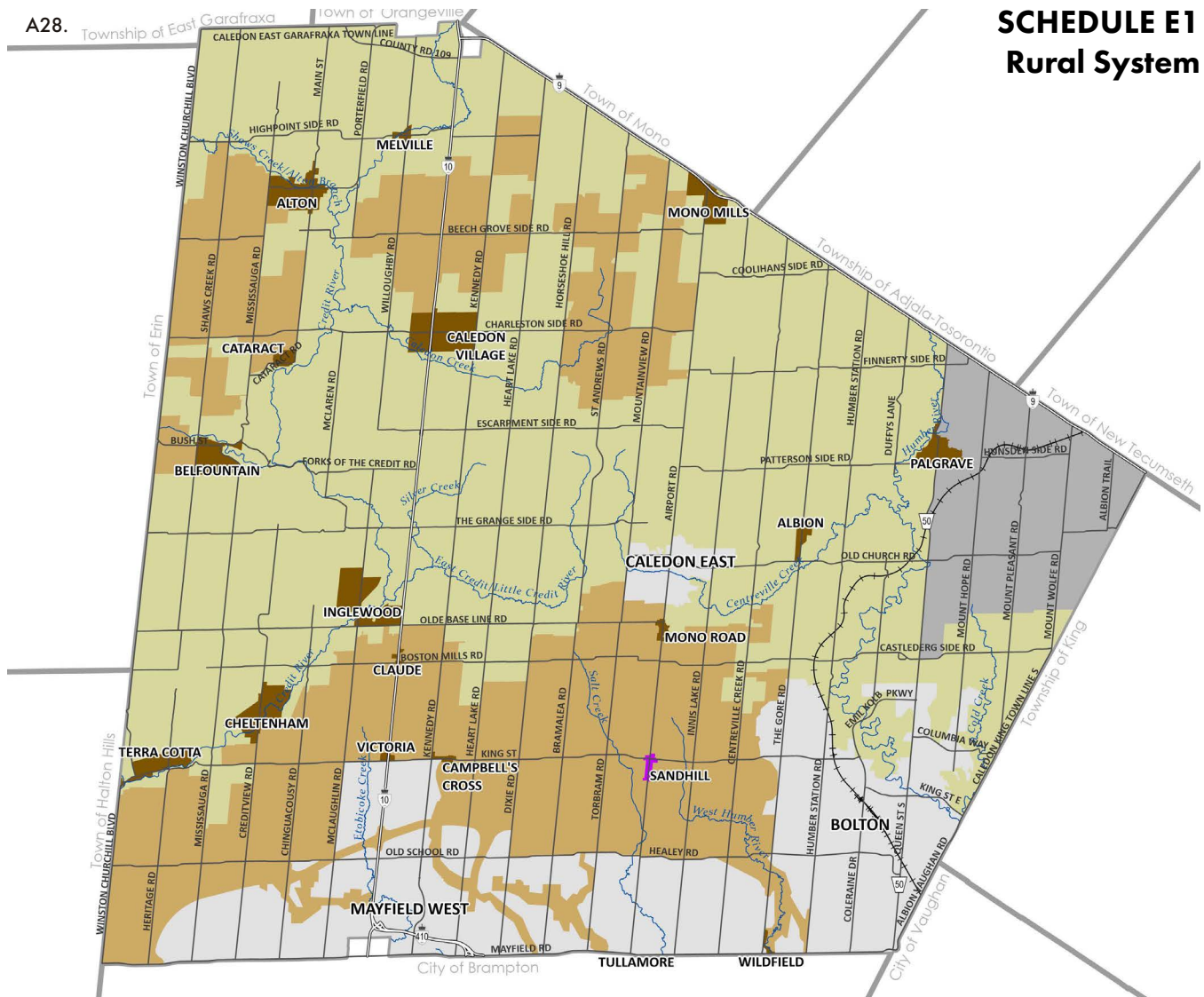


RURAL SYSTEM

- Agricultural Area
- Rural Lands
- Villages and Hamlets
- Rural Commercial Area
- Rural Employment Centre
- Estate Residential




A28.



SCHEDULE E1 Rural System



A28. Source: Future Caledon Official Plan

RURAL SYSTEM

-  Prime Agricultural Area
-  Rural Lands
-  Villages and Hamlets

-  Rural Employment Centre
-  Palgrave Estate Residential Community

OTHER MAP ELEMENTS

-  Urban System (See Schedule F1)

Prime Agricultural Permitted Uses

RESIDENTIAL UNITS

- *Additional residential units (ARUs)*
- Farm employee accommodation
- *Garden suites*
- Additional needs housing
- *Single detached dwellings on existing lots*

AGRICULTURAL USES

- Agricultural uses
- Agriculture-related uses
- *On-farm diversified uses*

OTHER PERMITTED USES

- Animal kennels (*accessory use to single detached dwelling on non-farm property*)
- Bed and breakfast establishments (*non-farm property*)
- Conservation uses
- Existing uses (as defined in Provincial Plan)
- Home industries (*accessory use to single detached dwelling on non-farm property*)
- Home occupations

Refer to Section 9.3 Low-Rise Residential and Section 11.1 Rural Residential Development for general guidance on residential built form and accessory uses.

Rural Lands Permitted Uses

- All uses permitted in the *Prime Agricultural Area* designation
- Cemeteries (subject to Section 14.7)
- Conference facilities & event spaces
- Country inns (< 6 guestrooms)
- Small-scale institutional uses such as places of worship
- Recreational uses (Section 17.8)
- Existing permitted site-specific uses will be allowed to continue

Rural Employment Centre Permitted Uses

- Manufacturing, fabricating, printing, processing & packaging operations
- Warehousing & wholesale operations
- Transportation terminals
- Contractor's yard
- Auctioneer's facility
- Open storage & laydown yards
- Transfer station
- Public uses & utilities
- Automotive uses, excluding motor vehicle sales, rental or leasing agencies

2.2.2.1 Prime Agricultural

The *Prime Agricultural Area*, designated on **Schedule E1 – Rural System** of the **Future Caledon Official Plan**, is protected for long-term use for agriculture, as a significant element of the Town's economy and a source of food production. This designation recognizes the critical role that agriculture plays in supporting the local community and ensuring a sustainable future for Caledon. By safeguarding these lands, the Town aims to maintain a thriving agricultural sector while preserving its unique rural character.

2.2.2.2 Rural Lands

Rural Lands are all lands located outside of both *settlement areas* and *Prime Agricultural Areas*. These lands serve a multifaceted purpose, accommodating a range of uses that contribute to the vibrancy and sustainability of Caledon's **Rural System**.

Refer to **Section 9.3 Low-Rise Residential** and **Section 11.1 Rural Residential Development** for general guidance on residential built form and accessory uses, as well as **Sections 11.2.1 Rural Commercial Areas** and **11.2.3 On-Farm Diversified Uses**.

2.2.2.3 Rural Employment Centre

Rural Employment Centres are small, mixed-use settlements, located primarily in Caledon's southern areas, offering small-scale industrial and commercial development near the Greater Toronto Area and major transportation routes. Refer to **Section 11.2.2 Rural Employment Centres**.

Key Reference Documents

- Future Caledon Official Plan

2.2.2.4 Estate Residential

Estate Residential Areas, designated on **Schedule B4 – Land Use Designations** of the **Future Caledon Official Plan**, comprise predominantly single family homes, some with out buildings, on lots of greater than 1 acre, typically integrated with natural features that reinforces a distinctly rural character. Refer to **Sections 11.1.2 Estate Residential** and **11.2.1 Rural Commercial Areas**.

2.2.2.5 Villages & Hamlets

Caledon’s villages and hamlets, with their unique character and strong communities, are integral to the Town’s rural heritage and quality of life. Embedded within the surrounding agricultural landscape, these settlements offer a diverse mix of residential, commercial, and community spaces serving both residents and visitors. Future growth will be limited to *infill* development, ensuring the preservation of their unique identities and distinctness from *urban areas*. Refer to **Sections 11.1.1 Villages & Hamlets** and **11.2.1 Rural Commercial Areas**.

Caledon Villages & Hamlets

VILLAGES

- Alton
- Belfountain
- Caledon Village
- Cheltenham
- Inglewood
- Mono Mills
- Palgrave

HAMLETS

- Albion
- Campbell’s Cross
- Cataract, Claude
- Melville
- Mono Road
- Terra Cotta
- Victoria
- Wildfield

Key Reference Documents

- Future Caledon Official Plan

Estate Residential Permitted Uses

- Single detached dwellings
- Apartment-in-houses
- Ancillary buildings (*garden suites, guest houses, pool houses, garages, sheds, stables, barns, etc.*)

Villages & Hamlets Permitted Uses

SERVICING REQUIREMENTS

- All permitted uses must comply with servicing requirements outlined in the *Future Caledon Official Plan*.

GROWTH RESTRICTIONS

- Primarily limited to *infill* and minor rounding out of existing development.
- Restricted to uses compatible with individual on-site sewage and water services.



A29. Caledon Village Town Hall

A30. Belfountain General Store



2.2.3 Natural Environment System

Caledon's **Natural Environment System**, made up of a *natural heritage system (NHS)* and a water resource system, is a defining feature of the Town and consists of an interconnected network of natural features and areas such as wetlands, woodlands, valleylands, lakes and rivers and their flood plains, aquifers and associated buffers, linkages and enhancement areas. These components are identified within the **Future Caledon Official Plan** on **Schedule D1 – Natural Environment System**.

This extensive system weaves through both **Urban** and **Rural** Caledon, highlighting the importance of the natural heritage features across all areas. Consequently, guidelines have been crafted to ensure that all development is sensitive to these vital natural assets.

Where to find the Guidelines

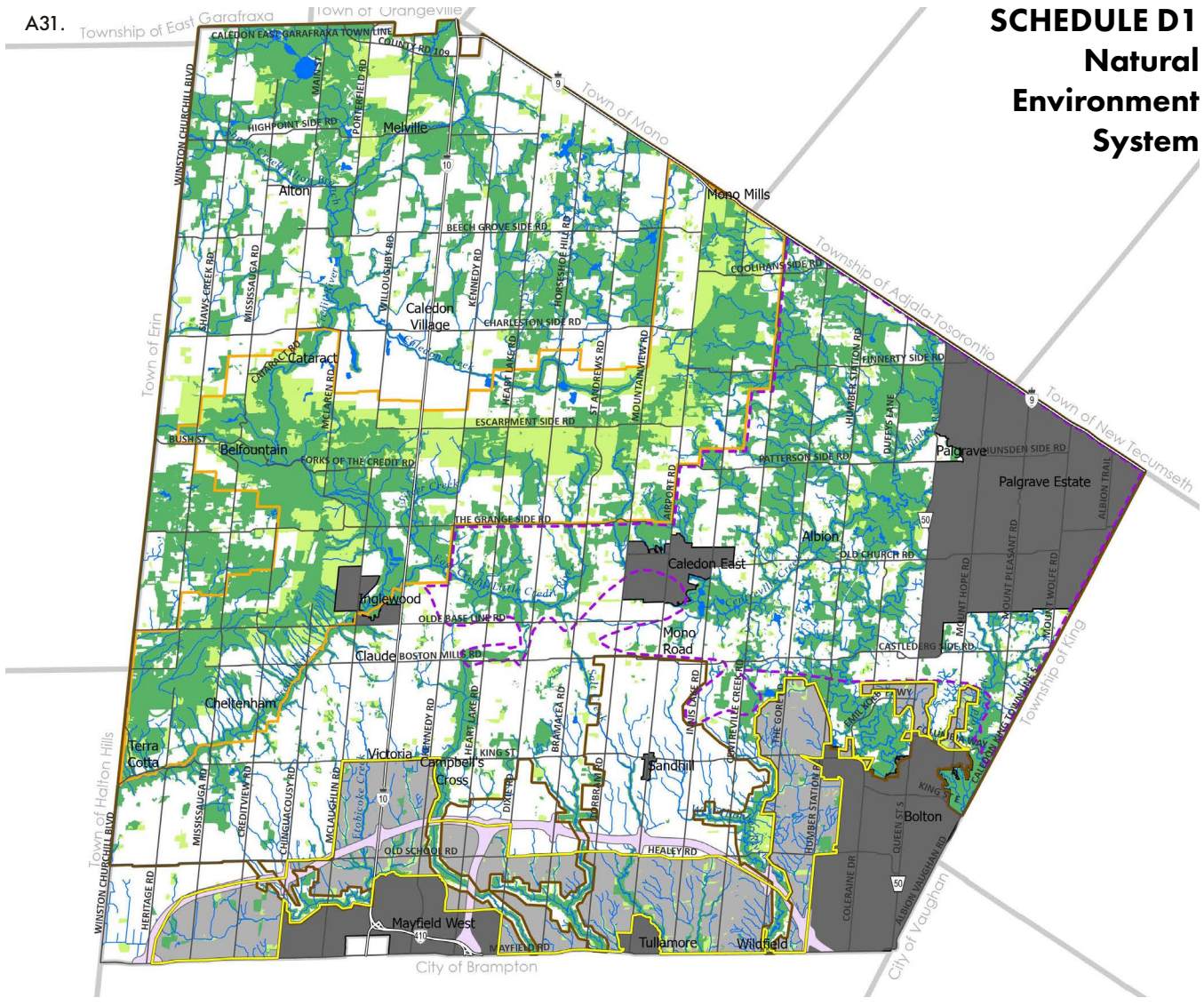
Guidelines associated with Natural Environment System land use typologies are presented in **Part B: Town-Wide Design Considerations**, **Part C: Urban System**, and **Part D: Rural System**. Within each guideline section, the applicable land use typology is identified with a symbol and list, as exemplified below. This ensures that the Natural Environment System guidelines can be applied correctly to the appropriate types of proposed development.

APPLICABLE LAND USE TYPOLOGIES:



NATURAL ENVIRONMENT SYSTEM

SCHEDULE D1 Natural Environment System



A31. Source: Future Caledon Official Plan

NATURAL ENVIRONMENT SYSTEM

- | | | | | | |
|--|--------------------------------------|--|------------------------------------|---------------------------|---|
| | Greenbelt Plan | | Supporting Features and Areas | OTHER MAP ELEMENTS | |
| | Oak Ridges Moraine Conservation Plan | | Lakes | | New Urban Area Preliminary |
| | Niagara Escarpment Plan | | Permanent and Intermittent Streams | | Refer to OP Part A, Section 1.2 |
| | Natural Features and Areas | | | | Urban Area |
| | | | | | Planned Highway 413 Transportation Corridor |

Natural Features & Areas Components

- Provincially significant wetlands
- Woodlands
- Significant valleylands
- Areas prone to flooding and erosion hazards
- Environmentally sensitive or significant areas
- Provincial life science areas of natural and scientific interest
- The Escarpment Natural Area designation of the Niagara Escarpment Plan
- Valley and stream corridors

For the list of Supporting Features and Areas, refer to the Future Caledon Official Plan, 13.4 Supporting Features and Areas.

Key Reference Documents

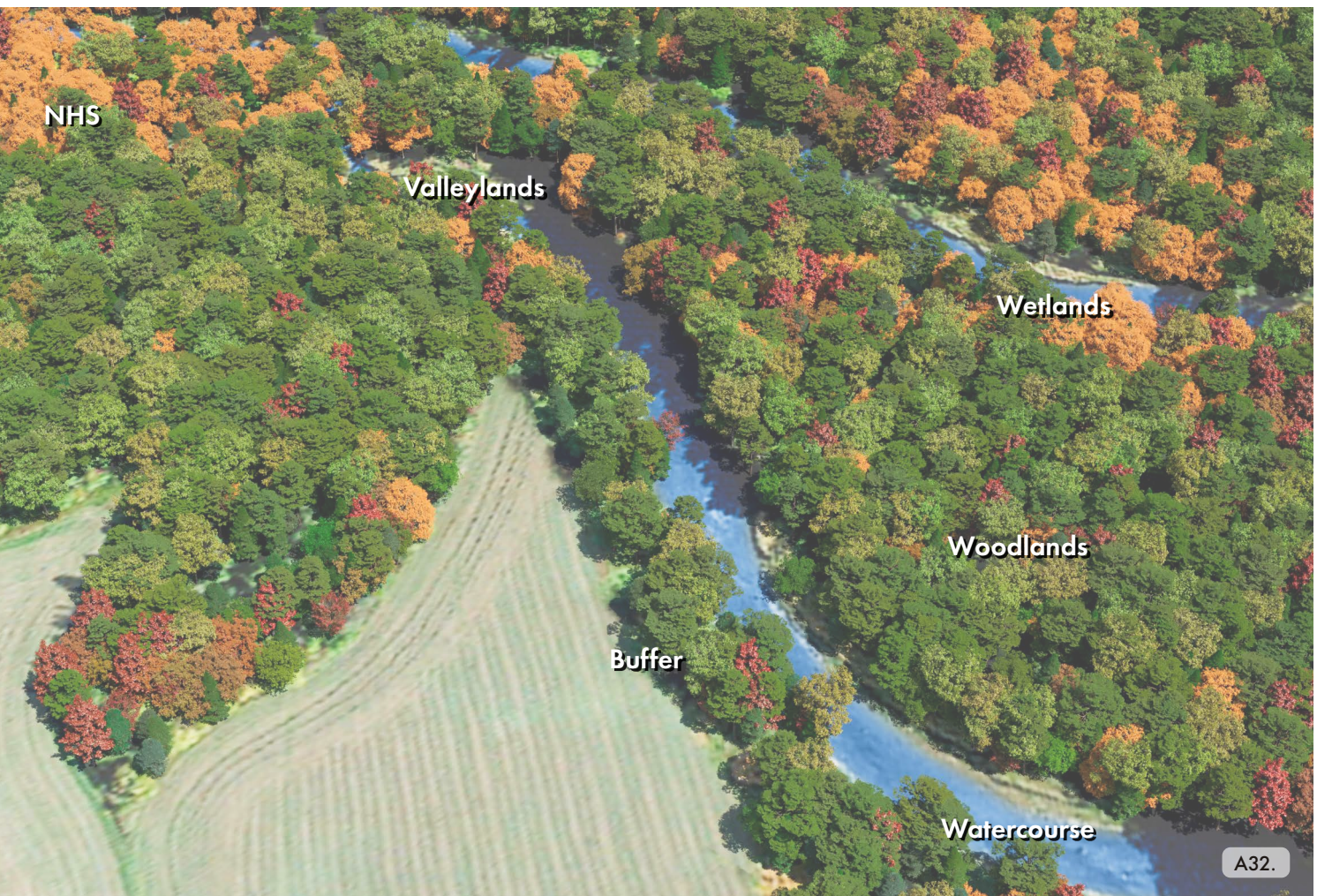
- Future Caledon Official Plan

2.2.3.1 Natural Features & Areas / Supporting Features & Areas

Caledon's *NHS* is made up of natural features and areas, such as wetlands, woodlands, valleylands, and wildlife habitat, as well as components, such as linkages, buffers and supporting features and areas. The objective of the *NHS* is to preserve and enhance the biodiversity, connectivity and long-term ecological function of the natural systems in the Town.

Refer to [Section 5.1 Natural Environment](#) for detailed design guidelines.

A32. A concept diagram illustrating various natural features.





2.2.3.2 Water Resource System

Caledon's water resource system is made up of both groundwater features and surface water features and areas. The objective of the water resource system is to protect the ecological and hydrological integrity of water resources in the Town.



A33. Credit River in Caledon Village.

A34. A conservation area near Caledon.

Key Reference Documents

- Future Caledon Official Plan

PART B



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM



RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

Key Reference Documents

- Future Caledon Official Plan
- Caledon Green Development Standards Guidebook
- Town of Caledon Parks Plan
- Caledon Active Transportation Master Plan
- Resilient Caledon Community Climate Change Action Plan

The following sections include comprehensive design objectives and guidelines applicable across the entire Town of Caledon, encompassing both the Urban and *Rural Systems*. These considerations will cohesively guide development that respects the unique character of each community, while promoting connectivity and livability, and anticipating future directions and needs.

TOWN-WIDE DESIGN CONSIDERATIONS

SECTION 3: COMMUNITY PLANNING PRINCIPLES

The Town of Caledon recognizes that thoughtful land use planning is fundamental to creating vibrant, sustainable, and resilient communities. These town-wide objectives and guidelines aim to promote a harmonious balance between the **Urban** and **Rural** Systems, ensuring compatibility with the unique character of each area. By establishing clear principles for land use distribution, density, and integration, the Town seeks to minimize environmental impacts, promote efficient transportation options, and enhance the overall quality of life for its residents. Central to this vision is the creation of well-connected, diverse communities and neighbourhoods that offer a broad range of housing options, community amenities, and recreational spaces, all *accessible* within a convenient distance. The following outlines general objectives and strategies to guide the responsible development of Caledon's land resources, with specific guidelines to deliver these objectives provided after this section.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options
-  Address Housing Affordability and Choice



3.1 LAND USE COMPATIBILITY

*Facilitating harmonious development that respects and enhances the unique character of both the **Urban** and **Rural** Systems is essential to mitigate potential conflicts between different land uses.*

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure all new development is compatible with its setting, whether in the **Urban System**, the **Rural System**, or the **Natural Environment System**.
- b. Minimize negative impacts, such as noise, traffic, and aesthetics, by ensuring proposed uses are compatible with surrounding development.

(II) Expected Design Standards

- c. Establish buffers or transition zones between incompatible uses.



- B1. *Low-rise dwellings adjacent to a natural area.*
- B2. *A multi-use trail provides a suitable interface with high-rise development.*
- B3. *A mix of uses with low-rise built form in a rural community.*



3.2 DENSITIES & LAND USES

*Caledon strives to achieve a well-balanced distribution of land uses and densities that enables diverse housing options, accessible amenities, and sustainable transportation choices, all while safeguarding the distinct character of its **Urban** and **Rural** Systems.*

Guidelines:

(I) Mandatory Design Requirements

- a. Establish clear guidelines for appropriate development densities, differentiating between Caledon's systems:
 - i. **Urban System:** Emphasize higher densities, supporting compact, *mixed-use* developments with efficient transit systems and walkable neighbourhoods.
 - ii. **Rural System:** Maintain lower densities, preserving the rural character and open spaces, with a focus on agricultural uses, clustered development, and sensitive *infill*.
 - iii. **Natural Environment System:** Restrict development to protect sensitive ecosystems and natural features. Allow for low-impact recreational uses with careful environmental management.
- b. Ensure community safety and accessibility through thoughtful distribution of uses, appropriate block sizes, and well-planned street orientations. Refer to **Section 3.3 Integration of Community Uses** and **Section 4.2 Streets and Blocks**.
- c. Provide a diverse mix of housing types with high- and medium-density residences strategically positioned.
- d. Implement thoughtful transitions in scale, height, and massing to respect lower-density neighbourhoods and the existing built environment. Refer to **Section 9** for detailed **Built Form Guidelines**.

B4. *Single detached dwellings* with a rear yard interface along the NHS.

B5. *Medium density mid-rise built form* that supports compact, walkable neighbourhoods.

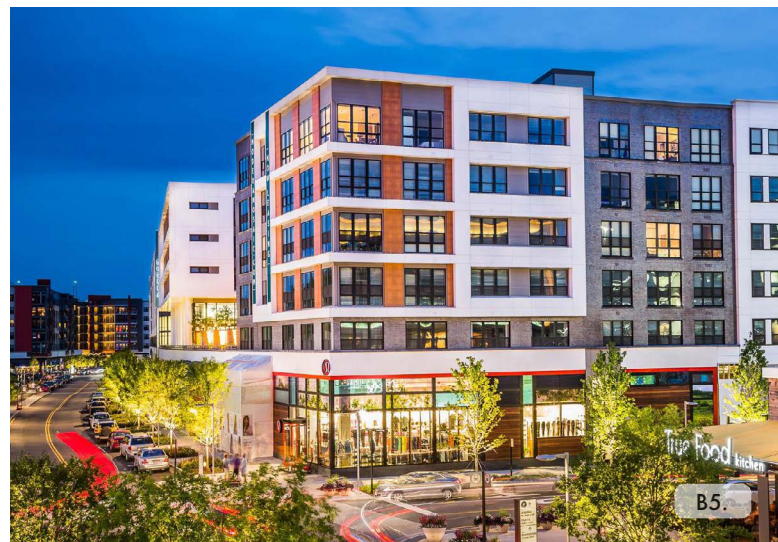


(II) Expected Design Standards

- e. Prioritize higher-density development in designated growth areas, ensuring convenient access to transit and essential amenities.
- f. Emphasize a well-balanced mix of residential, commercial, and employment to reduce reliance on cars and promote lively, diverse communities.

(III) Encouraged Practices

- g. Encourage all required parks, trails and outdoor amenities offering diverse recreational opportunities to promote active living, community gathering, and enhance residents' overall quality of life. Refer **Section 5.2 Parks and Open Space**, as well as the **Town of Caledon Parks Plan** and the **Caledon Active Transportation Master Plan**.



Localized Community Amenities

- Essential businesses like grocery stores, pharmacies, etc.
- Services such as childcare, medical centres, etc.
- Schools
- Community and recreation centres
- Cultural and social amenities
- Parks, outdoor spaces
- Transit stations/stops

Wherever possible, developments more than 50 ha should include a distinct neighbourhood centre that includes a compatible mix of uses such as residential, parks, retail, and community services.

Source: Caledon Green Development Standards Guidebook

3.3 INTEGRATION OF COMMUNITY USES

To strengthen community interaction, interconnected, walkable and transit-supportive neighbourhoods should be emphasized, providing residents with convenient access to essential services, amenities, and recreation within a 15-minute walk or bike ride, reducing reliance on cars.

Guidelines:

(I) Mandatory Design Requirements

- Plan a mix of land uses in new communities to provide convenient access and reduce travel times between housing, employment, shopping areas, community amenities, and services.
- Locate higher order transit and mixed-use nodes within a 1200-metre (15-minute) walking distance for the majority of residents, where feasible.
- Locate daily activities and requirements, such as transit services, outdoor amenity spaces and some community services, within a reasonable 800-metre (10-minute) walking distance for the majority of residents.
- Locate sub-neighbourhood focal points, such as urban squares and parkettes, within a 400-metre (5-minute) walking distance for the majority of residents.
- Locate three or more community amenities within 500-metres (5-minute) walking distance of 75% of dwelling units along connected routes in strategic growth areas, such as *Urban Centres*, *Neighbourhood Centres*, *Urban Corridors*, and *Major Commercial / Mixed-use Areas*.

(II) Expected Design Standards

- Prioritize pedestrian and cycling infrastructure through the transportation strategy to facilitate connections between community uses, natural areas, and features.



B6.



B7.

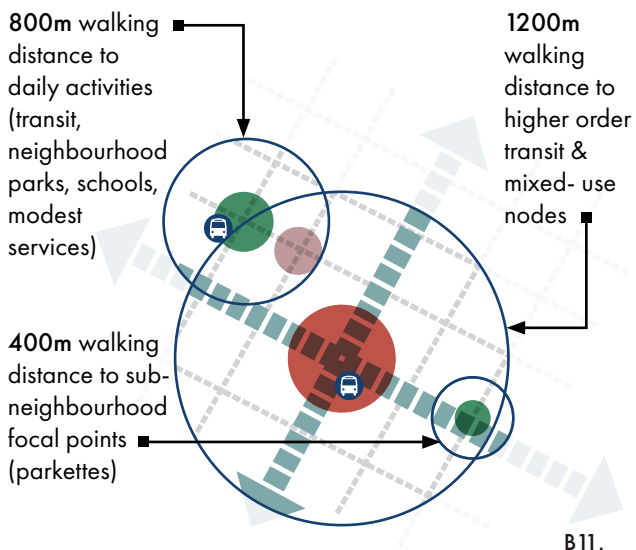
- Transit services conveniently located adjacent to community facilities.
- An integrated community centre and library.

15-Minute Neighbourhood

Where daily needs are available within a 15-minute walk or bike ride.

(III) Encouraged Practices

- g. Consider co-locating schools and other institutional uses with parks, trails, and other community uses in the development of integrated community hubs.
- h. Encourage the integration of a variety of healthy food retail options, such as supermarkets, farmers' markets, and community gardens, within the network of pedestrian-friendly streets and public spaces to ensure convenient access to fresh produce for all residents.



B11. A diagram showing proximity of community uses within 5, 10, and 15-minute walking distances.



B8.



B9.

- B8. A GO transit station centrally located in the community, within a reasonable walking distance for the majority of residents.
- B9. Playground facilities co-located with community sports fields.
- B10. A grocery store providing a local community amenity.



B10.



3.4 SUSTAINABLE & RESILIENT LAND USE

Caledon prioritizes land use practices that minimize environmental impact, conserve resources, promote energy efficiency, and enhance the long-term resilience of the community to climate change.

The following guidelines support the objectives of the *Resilient Caledon Community Climate Change Action Plan*.

Guidelines:

(I) Mandatory Design Requirements

- a. Incorporate climate change resilience measures into development proposals, complying with the **Caledon Green Development Standards (GDS)**.
- b. Require *compact streets* and development patterns to minimize environmental impact and promote efficient land use. Refer to **Section 7.1.1 Compact and Complete Streets** for detailed guidelines.
- c. Integrate land uses and services for convenient connection by walking, cycling, and transit, reducing vehicle use.
- d. Prioritize the preservation of natural features and green spaces to maintain ecological integrity and biodiversity.
- e. Implement *water conservation* and stormwater management practices to protect water resources and mitigate flooding risks. Refer to **Section 5.3 Stormwater Management Facilities** for detailed guidelines.
- f. Provide EV-Ready parking spaces for residential dwelling units, public, commercial, and institutional buildings following the Town's **GDS**.



- B12. Solar panels provide a renewable energy resource.
- B13. EV-Ready parking spaces for residential units.
- B14. A low-impact development measure for managing stormwater infiltration.
- B15. A naturalized stormwater management (SWM) facility.
- B16. EV charging infrastructure and wind turbines.
- B17. *Compact streets* and development patterns to minimize environmental impact.





B 15.

(II) Expected Design Standards

- g. Incorporate renewable energy generation, district energy, and energy-efficient building design to reduce greenhouse gas emissions.
- h. Consider integrating low impact development (LID) and sustainable design practices (e.g. rainwater harvesting, low-impact development) into new developments. Refer to **Section 6 Sustainability Initiatives** for detailed sustainability guidelines.

(III) Encouraged Practices

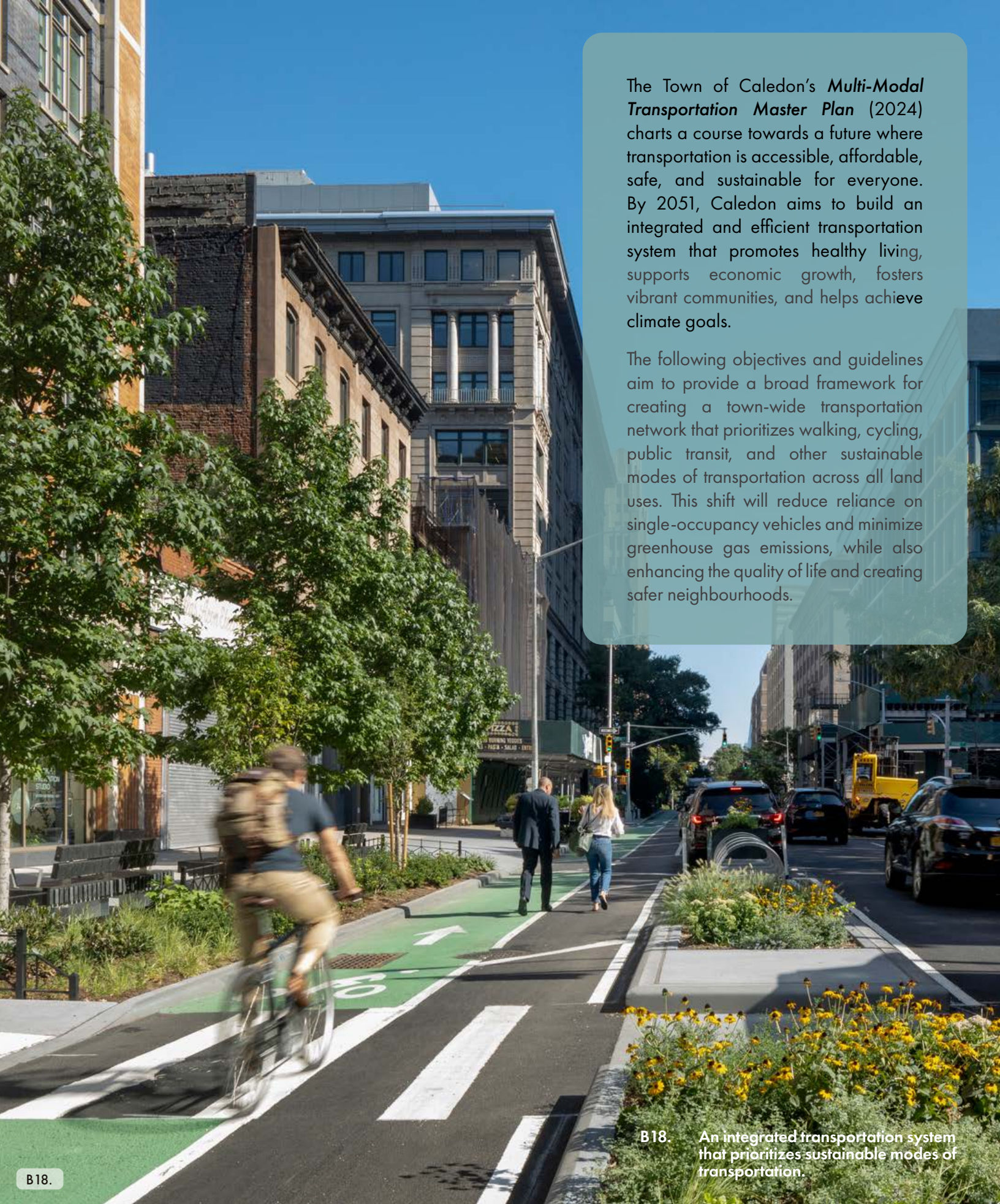
- i. Consider integrating sustainability frameworks, such as **One Planet Living**, **LEED-ND**, or **EarthCheck**, into the planning process for new developments to prioritize thriving, resilient communities with minimal ecological footprints.
- j. Encourage dedicated parking spaces for car share services or carpooling, as well as charging spaces for electric vehicles.



B 16.



B 17.



The Town of Caledon's *Multi-Modal Transportation Master Plan* (2024) charts a course towards a future where transportation is accessible, affordable, safe, and sustainable for everyone. By 2051, Caledon aims to build an integrated and efficient transportation system that promotes healthy living, supports economic growth, fosters vibrant communities, and helps achieve climate goals.

The following objectives and guidelines aim to provide a broad framework for creating a town-wide transportation network that prioritizes walking, cycling, public transit, and other sustainable modes of transportation across all land uses. This shift will reduce reliance on single-occupancy vehicles and minimize greenhouse gas emissions, while also enhancing the quality of life and creating safer neighbourhoods.

B18.

B18. An integrated transportation system that prioritizes sustainable modes of transportation.

SECTION 4: TRANSPORTATION NETWORK

4.1 STREET HIERARCHY & CONNECTIVITY

Proposed street networks within Caledon should be configured to achieve safe, convenient, and logical connections through compact street and block form that reinforces walking and cycling linkages, balanced with vehicular and transit functions.

Guidelines:

(I) Mandatory Design Requirements

- a. Establish a vision for new street networks to guide planning decisions and ensure alignment with the **Future Caledon Official Plan, Multi-Modal Transportation Master Plan**, and relevant engineering standards, creating a well-integrated transportation and urban structure across varying land uses.
- b. Design streets to be compact to attain a human scale that reinforces safer driving behaviour, while achieving a well-connected network that facilitates efficient movement between neighbourhoods, commercial areas, employment centres, and public amenities.

(II) Expected Design Standards

- c. Implement a grid street configuration, wherever possible, to reinforce convenient and direct connections conducive to *active transportation* and transit routing.
- d. Reflect the hierarchy and function of the street through street configuration and treatment, including responding to adjacent land uses and district/neighbourhood character.
- e. Avoid flooding and erosion hazards, valley and stream corridors, and sensitive ecological areas, such as wetlands, coldwater streams with endangered species, significant woodlands, etc., and where unavoidable, propose mitigation measures.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM



RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

Town of Caledon Street Hierarchy

- Provincial Freeway
- Provincial Highway
- Regional Arterial
- Town Arterial
- Major Collector
- Minor Collector
- Local Street

APPLICABLE GUIDING PRINCIPLES:



Address the Changing Climate



Design Great Places



Create Healthy and Complete Communities



Create High Quality Transportation Options

Key Reference Documents

- Town of Caledon Multi-Modal Transportation Master Plan
- Future Caledon Official Plan
- Caledon Green Development Standards Guidebook

- f. Avoid cul-de-sacs and other dead-end streets that hinder connectivity and increase traffic congestion on main roads.

4.1.1 Street Network Classifications

The *Future Caledon Official Plan* and *Multi-Modal Transportation Master Plan* outline street classifications to guide development. This section provides an overview of the street typologies found in Caledon, while subsequent sections offer specific design guidelines.

The intent is to create streets framed by buildings with architectural features that enhance the street's character. This will be achieved through minimal setbacks to create a compact street form, and ground floor uses that complement the street's scale, function, and context.

Street Classifications

B19.

B19. Street classifications shown in the *Future Caledon Official Plan Schedule C1*, Town-Wide Transportation Network

Street Type	Intended Use
Provincial Freeways	<ul style="list-style-type: none"> High-speed, multi-lane roadways for long-distance travel and high traffic volumes. Access is controlled with grade separation to maintain free-flow movement. Designed to facilitate the efficient movement of people and goods across regions.
Provincial Highways	<ul style="list-style-type: none"> Connect communities and facilitates inter-regional travel. Accommodate moderate to high traffic volumes at moderate speeds. Balance efficiency with <i>accessibility</i> for both long-distance and local traffic.
Regional Arterial Streets	<ul style="list-style-type: none"> Wide, multi-lane corridors designed to accommodate high traffic volumes. Building <i>setbacks</i> vary to accommodate a range of uses, including commercial, industrial, and residential. Prioritize efficient traffic flow while providing for cycling and pedestrian amenities where appropriate.
Town Arterial Streets	<ul style="list-style-type: none"> Fundamental links between neighbourhoods and the broader regional network. Balance efficient traffic flow with provisions for <i>active transportation</i>, including dedicated cycling facilities. Designed to prioritize safety and <i>accessibility</i> for all users.
Major Collector Streets	<ul style="list-style-type: none"> Transitional connectors between local and arterial roads. Carry moderate traffic volumes while prioritizing local access and discouraging through traffic. Balance efficient movement with a strong emphasis on pedestrian-friendly elements and <i>multi-modal</i> functionality.
Minor Collector Streets	<ul style="list-style-type: none"> Connect local streets to the higher-order road network. Prioritize local access and establishes a positive community character. Balance efficient <i>multi-modal</i> movement with a strong streetscape character and pedestrian-friendly design.

While not specifically identified in **Schedule C1** of the **Future Caledon Official Plan**, main streets, laneways, and private streets/drives are important components of the Town's street network and are described at the end of the table.

Street Type	Intended Use
Local Streets	<ul style="list-style-type: none"> • Foundation of neighbourhoods, providing safe and <i>accessible</i> connections for residents. • Prioritize pedestrian comfort and discourages through traffic. • Designed to foster a sense of community and encourage <i>walkability</i>.
Other Street Types (not identified on Schedule C1 of the Future Caledon Official Plan)	
Rural Main Streets	<ul style="list-style-type: none"> • Serve as vitals hub in Caledon's villages and hamlets. • Balance the needs of pedestrians and vehicles while fostering a sense of community. • Design influences community character through streetscape treatments and the relationship with adjacent land uses
Urban Main Streets	<ul style="list-style-type: none"> • Vibrant hubs within Caledon's <i>urban centres</i>, promoting <i>walkability</i> and a thriving street life. • Prioritize pedestrian comfort and <i>accessibility</i> with wide sidewalks, street trees, and outdoor seating areas. • Encourage <i>active transportation</i>, social interaction, and a sense of place.
Laneways	<ul style="list-style-type: none"> • Provide access to rear-loaded garages or parking areas, typically for townhouse developments. • Designed to accommodate two-way traffic and facilitate vehicle maneuvering.
Private Local Streets & Drives	<ul style="list-style-type: none"> • Offer opportunities for a shared street or woonerf character with unique streetscape elements. • Provide a more compact form compared with public local streets, commonly used in townhouse developments.



4.2 STREETS & BLOCKS

The design of new developments should promote vibrance, accessibility, and safety through the implementation of predominantly grid street patterns featuring minimized block lengths to support pedestrian connections, convenient cycling routing, and transit accessibility, while ensuring required vehicular flow is achieved.

Guidelines:

(I) Mandatory Design Requirements

- a. Prioritize optimal block lengths to maximize opportunities for safe crossings and direct routing for more effective pedestrian connections.
- b. Design blocks along local and collector streets with lengths of no more than 200-metres to promote walkability and community interaction.

(II) Expected Design Standards

- c. Implement a block grid pattern that prioritizes connectivity and through-streets while adapting to specific site constraints.
- d. Orient neighbourhood blocks to maximize sun exposure and facilitate safe and comfortable pedestrian movement. Refer to [Section 6 Sustainability Initiatives](#).
- e. Provide *mid-block connections*, such as pedestrian-only walkways, mews, and cycling linkages, in blocks exceeding 200-metres in length to enhance connectivity and prioritize pedestrian movement.
- f. Design pedestrian walkways to maximize sun exposure through wider paths, strategically placed trees for shade, and the use of light-coloured materials. Integrate these walkways with community amenities that offer attractive views and are designed with accessibility in mind.
- g. Provide a mix and variety of lot sizes to reflect residential densities within neighbourhood blocks.



B20. Minimal block lengths in a new community promotes walkability and community interaction.

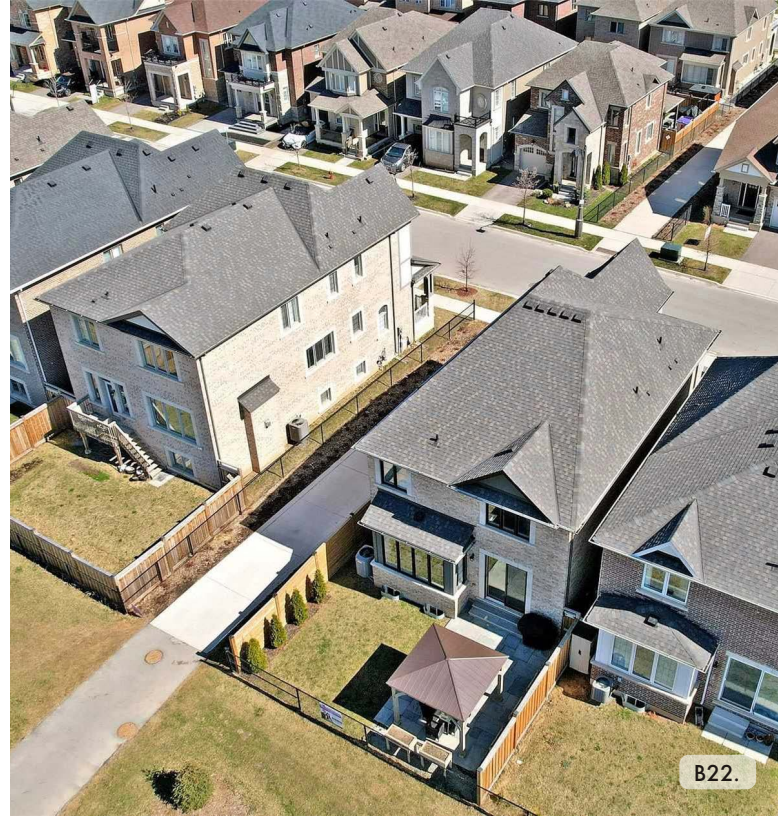
B21. A mid-block connection enhances connectivity and prioritizes pedestrian movement.

- h. Provide *cap end units* to minimize the perception of long blocks and walking distances.
- i. Provide active frontages on public streets (or on public open space) to encourage casual surveillance.
- j. Maintain a consistent rhythm (established through consistent front, side, and rear yard *setbacks*) with some variation to provide visual interest in the streetscape and break up monotony

(III) Encouraged Practices

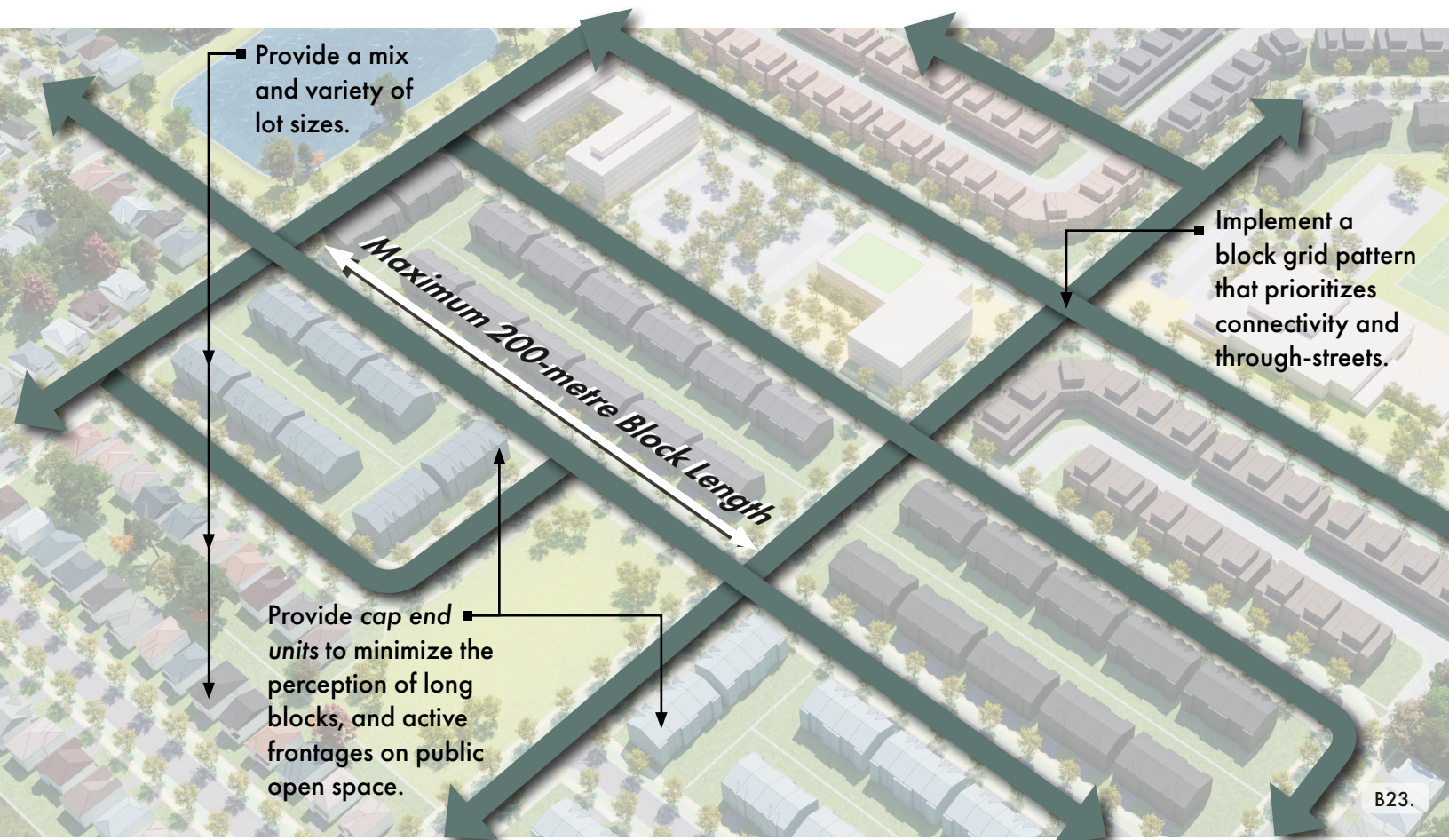
- k. Discourage the use of cul-de-sacs, crescents and *window streets* unless required due to proximity to major infrastructure, including highways, railways, and/or natural features.

Refer to **Section 7.1.1 Compact and Complete Streets** for guidelines on minimizing components of the right-of-way to provide for a better human scale. Refer to **Section 10.2 Employment Lands** for industrial street layout guidelines.



B22. A mid-block connection where blocks are longer than 200-metres.

B23. A diagram showing grid street patterns featuring minimized block lengths to support pedestrian connectivity.



4.3 MULTI-MODAL CIRCULATION

A *multi-modal* circulation network should be established that prioritizes safety, accessibility, and connectivity for all users.

Guidelines:

(I) Mandatory Design Requirements

- a. Integrated:
 - i. Create a cohesive *multi-modal* transportation system that prioritizes *active transportation* while accommodating vehicular traffic.
 - ii. Consider the needs of all users when designing streetscapes and intersections.
- b. Vehicular:
 - i. Design streets that accommodate vehicular traffic safely.
 - ii. Prioritize safe pedestrian and cyclist movements.
- c. Transit:
 - i. Integrate transit stops into the street network, ensuring safe and *accessible* pedestrian and cycling connections.
- d. Pedestrian:
 - i. Design safe and comfortable pedestrian environments with ample sidewalks and well-marked crosswalks.
- e. Cyclist:
 - i. Ensure safe and convenient connections to key destinations.

Refer to [Sections 4.4 Public Transit and Accessibility](#) and [4.5 Active Transportation Infrastructure](#) to find specific guidelines for the implementation of these circulation networks.

- B24. Rendering example of a *multi-modal* transportation system.
- B25. Cycling lane integrated into the street design.



Multi-Modal Objective

"Develop a future-ready transportation plan for the Town and expand the multi-modality of the transportation system including driving, transit, walking, cycling, and other emerging mobility options."

Source: Multi-Modal Transportation Master Plan

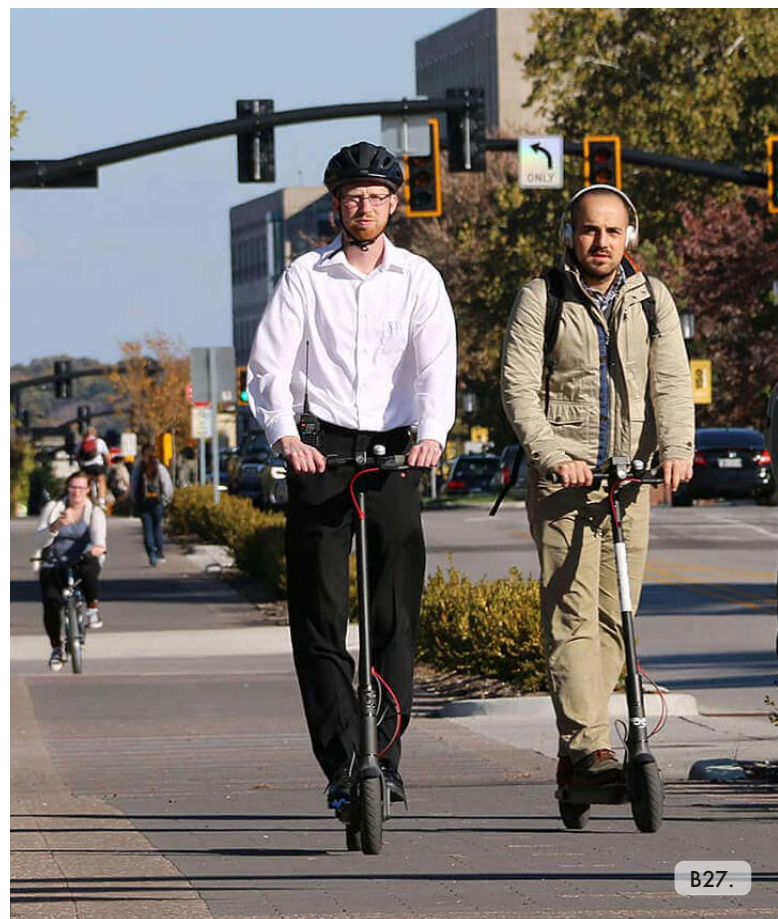
(II) Expected Design Standards

- f. Vehicular:
 - i. Design streets that accommodate vehicular traffic efficiently.
 - ii. Minimize negative impacts on other modes of transportation.
 - iii. Encourage slower speeds.
- g. Transit:
 - i. Encourage strategic transit routing that provides connections to major community amenities.
 - ii. Design transit stations and stops that are comfortable, well-lit, and informative.
- h. Pedestrian:
 - i. Provide adequate lighting and ample *street furniture* in pedestrian environments.
 - ii. Prioritize pedestrian access to key destinations.
- i. Cyclist:
 - i. Establish a comprehensive network of dedicated cycle tracks, lanes, and shared paths that are physically separated from vehicular traffic wherever possible.
 - ii. Provide ample bike parking facilities.

(III) Encouraged Practices

- k. Emerging Mobility Options:
 - i. Design infrastructure to safely and efficiently integrate emerging mobility options, such as *micro-mobility*, delivery robots/drones, and ride-hailing services, into the transportation network.

- B26. An inviting and comfortable pedestrian environment.
- B27. *Micro-mobility* use on an urban street.



4.4 PUBLIC TRANSIT & ACCESSIBILITY

Caledon aims to develop a well-integrated, accessible, and sustainable public transit network that enhances community growth and residents' quality of life, while also reinforcing accessibility to vital public spaces, community amenities, schools, and work places.

Guidelines:

(I) Mandatory Design Requirements

- Prioritize high-density, *mixed-use* development within walking distance of MTSA's in *Urban Centres* to encourage transit ridership and reduce reliance on cars. Refer to **Sections 9.4 High Rise Residential Developments** and **9.5 Mixed-Use Development** for built form guidelines.
- Ensure most residents in *urban areas* are within a 10-minute walk (800-metre) to local transit stops and a 15-minute walk (1200-metre) to higher order transit.
- Design safe and accessible pedestrian connections to and from transit stops, including well-lit sidewalks, marked crosswalks, and curb cuts.
- Design transit facility amenities in accordance with local Transit Authority standards.
- Install clear and consistent *wayfinding* signage at transit stops and along routes.

(II) Expected Design Standards

- Locate transit stops in close proximity to activity centres and amenities, providing a high level of *accessibility* for pedestrians and cyclists.
- Locate transit stops close to secondary schools, with direct pedestrian/cycling connections to adjacent buildings.
- Facilitate coordination between the transit network and *active transportation* network to improve *accessibility* for all users, including pedestrians and cyclists.



B28.



B29.

B28. A safe and comfortable transit stop with shade trees and a pedestrian shelter for weather protection.

B29. Tactile and decorative paving at a bus transit stop.



B30.

- i. Create comfortable waiting areas at transit stops, providing a variety of amenities, including:
 - i. Weather protection through shelters or canopies
 - ii. Shade trees
 - iii. Seating
 - iv. Garbage and recycling receptacles
 - v. Lighting
 - vi. Transit maps
 - vii. Bike racks, if feasible

(III) Encouraged Practices

- k. Integrate transit stops, cycle tracks, and pedestrian infrastructure into a cohesive design along transit routes.
- m. Incorporate *tactile paving*, contrasting colours, *accessible pedestrian signals*, and *accessible street furniture* into pedestrian areas.
- n. Use concise signage with intuitive symbols and maps for clear *wayfinding*.
- o. Provide *accessible information kiosks* or digital displays at transit stops.



B31.



B32.

- B30. Separated cycle tracks along a major bus route.
- B31. A bus stop and integrated bike lane ramp prioritizes the safety of pedestrian and cyclists.
- B32. Rendering example of a GO transit station with a comfortable and accessible platform waiting area.



Caledon's **Green Development Standards Guidebook** (2024) provides metrics to facilitate and encourage *active transportation* by enhancing the availability of pedestrian and cycling amenities and designing complete, well-connected communities. In addition to the following guidelines, refer to “**Table 2. Required strategies to reduce single-occupancy vehicle trips**” of the Green Development Standards Guidebook.

B33. A well-connected network of cycling infrastructure encourages residents of all ages and abilities to embrace *active transportation*.

B33.

4.5 ACTIVE TRANSPORTATION INFRASTRUCTURE

Expanding upon the *active transportation* goals articulated in the *Future Caledon Official Plan*, the *Active Transportation Master Plan*, and the *Multi-Modal Transportation Master Plan*, these guidelines offer specific directives for integrating a well-connected and *accessible* network of cycling infrastructure and trails throughout Caledon, creating an environment that encourages residents of all ages and abilities to embrace *active transportation*. Prioritizing safe, convenient, and enjoyable routes, these guidelines aim to encourage *active transportation*, contributing to improved public health, reduced reliance on automobiles, and a more sustainable community. The subsequent sections will delve into specific design considerations for both cycling infrastructure and trail typologies, ensuring a cohesive and comprehensive *active transportation* network that benefits all Caledon residents.

4.5.1 Cycling Infrastructure & Facilities

The Town aims to establish a safe, connected, and accessible network of cycling facilities that promotes active transportation and enhances community connectivity throughout Caledon.

The Town of Caledon is committed to promoting cycling as a means of transportation and recreation. The following guidelines will provide a framework for the planning, design, and implementation of cycling infrastructure that prioritizes safety, *accessibility*, and integration with the broader transportation network, contributing to a healthier and more connected community for all.

Active Transportation

"any form of human-powered transportation, including walking, cycling, inline-skating, skateboarding, and moving with mobility devices."

Source: Active Transportation Master Plan

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM








RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options

Key Reference Documents

- Future Caledon Official Plan
- Ontario Traffic Manual
- Peel Healthy Development Assessment
- Town of Caledon Multi-Modal Transportation Master Plan
- Caledon Active Transportation Master Plan
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act
- Caledon Green Development Standards Guidebook

Guidelines:

(I) Mandatory Design Requirements

- a. Establish and maintain a comprehensive network of connected cycling facilities that integrates new developments, linking key destinations and ensuring convenient bike access throughout the community.
- b. Provide a variety of bikeway facilities suitable for all types of cyclists and locations, ensuring the appropriate facility type and width are chosen based on factors such as location, available space, and expected traffic volume. Refer to Section 4.2.2 of the **Active Transportation Master Plan** for facility types that are specific to the Caledon context.
- c. On compact urban streets where minimized building face to face distances are desired, prioritize pedestrian comfort and safety by locating cycling facilities on alternative, more suitable routes.
- d. Design cycling facilities to prioritize the comfort and safety of all cyclists, incorporating *accessibility* features, smooth surfaces, adequate lighting, and shade where possible.
- e. Provide bike parking in accordance with rates identified in the **Active Transportation Master Plan** or the **Zoning By-law**, whichever is higher.
- f. Include dedicated spaces for pedal assist bikes and secure storage for long-term bike parking in multi-unit residential buildings, in accordance with Caledon's **GDS**.
- g. Provide secure bike parking and amenities for office and institutional uses (excluding elementary and secondary schools), such as showers and change room facilities.
- h. Provide exterior bike racks on all school sites.
- i. Require safe and appropriate crossings where cycling facilities cross streets, railways, or other transportation routes in accordance with **Ontario Traffic Manual** recommendations.

(II) Expected Design Standards

- j. Provide in-boulevard cycling facilities, including multi-use paths or cycle tracks, where appropriate, in Caledon's urban communities to enhance safety and efficiency for cyclists in the following areas/locations:
 - i. High-traffic roads with high speeds;
 - ii. Arterial roads and major streets;
 - iii. *Urban Centres and Urban Corridors*; and
 - iv. Areas with high concentrations of cyclists, including schools and employment centres.
- j. When planning cycle facilities in compact urban areas, carefully consider their placement, especially near retail frontages, to minimize user conflicts. Design solutions may include:
 - i. *Protected intersections*: Create a dedicated space for cyclists at intersections, reducing conflicts with turning vehicles.
 - ii. *Minimized on-street parking near intersections*: Improve visibility for all users and reduce conflicts between cyclists, pedestrians, and vehicles accessing parking spaces.
 - iii. *In-boulevard cycling facilities*: Install multi-use paths or cycle tracks to separate cyclists from motor traffic, enhancing safety and reducing collisions. For narrow streets, consider "floating" parking lanes, positioning the cycle track between the sidewalk and parked cars to create a protective buffer for cyclists.
 - iv. *Bi-directional cycle tracks*: Locate two-way cycle tracks on the side of the street with minimal retail frontages to increase cycling efficiency and reduce conflicts with pedestrians and delivery vehicles on the busier retail side.
 - v. *Traffic calming measures*: Improve cyclist safety by reducing vehicle speeds using measures like speed bumps, narrower lanes, reduced corner radii, and raised crosswalks.
 - vi. *Clear and visible signage and markings*: Improve visibility for both cyclists and motorists, reducing the risk of collisions.

vii. *Pedestrian-priority zones*: Create dedicated pedestrian zones near retail frontages. This can be achieved through signage, pavement markings, or physical barriers to discourage cycling.

k. Strategically locate outdoor bicycle facilities, such as bike parking, repair stations, and sheltered bike racks, in high-traffic areas with easy access for all cyclists. Construct these facilities using strong and durable materials. Prioritize the following:

- i. *High-traffic areas*: Place facilities near schools, parks, workplaces, transit hubs, and major public gathering places.
- ii. *Integration*: Integrate bicycle parking into the street right-of-way and connect facilities to existing bike lanes, trails, and pathways.
- iii. *Visibility and accessibility*: Choose easily visible and accessible locations.
- iv. *Safety and security*: Prioritize well-lit and well-maintained areas.

(III) Encouraged Practices

l. Encourage *wayfinding* signage to support and promote cycling.

m. Integrate bicycle facilities into the streetscape by thoughtfully coordinating their location and design with other *street furniture* to ensure safety, functionality, and aesthetic appeal for all users, with the following considerations:

- i. *Sight lines and clearances*: Ensure unobstructed pedestrian walkways, driver visibility, and access to other *street furniture*.
- ii. *Cohesive design language*: Utilize materials, colours, and styles that complement existing *street furniture* and contribute to community character.
- iii. *Accessibility*: Prioritize convenience and ease of use for people of all ages and abilities
- iv. *Space efficiency*: Optimize placement to maximize available space while minimizing conflicts with other users.



B34. Separated cycle tracks enhance efficiency and safety for cyclists.

B35. Bicycle parking integrated into a parking lot design.

B36. Clear and visible cycling signage and markings.

B37. Bicycle repair stands in a major public gathering space.



4.5.2 Trail Typologies

A comprehensive and connected trail network should be developed that promotes active living, community integration, and regional collaboration, while aligning with the active living goals of the Region of Peel.

A well-connected trail network is integral to creating a healthy, sustainable, and vibrant community in Caledon. Guided by the **Future Caledon Official Plan**, the following section aims to establish a comprehensive framework for the planning, design, and implementation of a diverse trail network. This network will cater to various users and activities while integrating with the existing **Natural**, **Rural**, and **Urban** Systems. Through strategic planning and thoughtful design, linking of the trail and bike network will promote *active transportation*, recreational opportunities, and connectivity between communities and key destinations throughout Caledon.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM



RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

APPLICABLE GUIDING PRINCIPLES:



Address the Changing Climate



Conserve our Cultural Heritage



Design Great Places



Create Healthy and Complete Communities



Create High Quality Transportation Options

Key Reference Documents

- Town of Caledon Parks Plan
- Caledon Active Transportation Master Plan
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act
- Applicable Fence By-law
- Caledon Green Development Standards Guidebook

- **Multi-use Path:** Multi-use paths are bidirectional facilities physically separated from the roadway that can be used by people walking and cycling. These are the existing multi-use paths in Caledon:
 - Columbia Way
 - Kennedy Road
 - Emil Kolb Parkway (Regional)
 - Old Church Road (Regional)
 - Mayfield Road (Regional)
- **Multi-use Trail:** Multi-use trails have a packed limestone screening surface and are wider to accommodate different uses such as cycling, walking, cross-country skiing, and horseback riding. Examples of existing multi-use trails in Caledon include:
 - Caledon Trailway (packed limestone screening; hiking, biking, horseback riding)
 - Elora Cataract Trailway (packed limestone screening; hiking, biking, horseback riding)
 - Etobicoke Creek Trail (paved, hiking, biking)

B38. Caledon Trailway (Multi-use Trail)

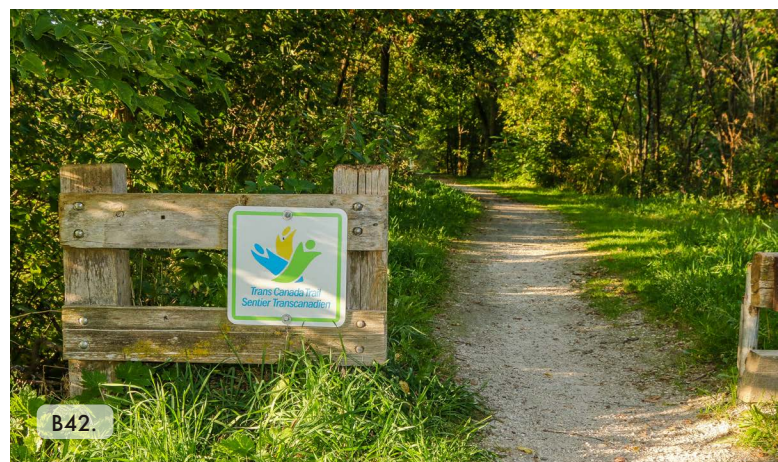
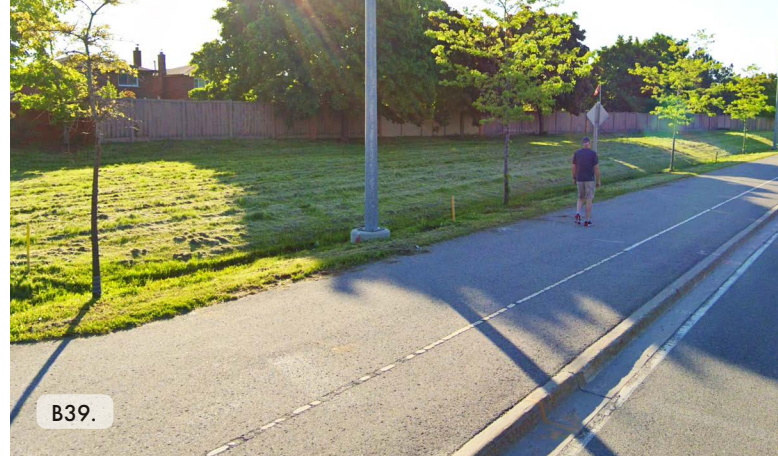
- **Walking Trail:** There are many examples of trails that have a dirt surface and are often narrower in width. They may have rules around permitted use, such as walking only. Examples of walking trails in Caledon include:

- Albion Hills Conservation Area (looped trails)
- Humber Valley Heritage Trail (walking only – link from Bolton to Albion Hills)
- Ken Whillans Conservation Area (loop trails)
- Oak Ridges Trail (walking only – link to Palgrave Forest)
- Palgrave Forest Management Area (looped trails)
- Humber Valley Heritage Side Trail (walking only)
- Bruce Trail (walking trail, alignment across town, partially designated, includes following Escarpment Road)

- **Designated Trail:** There are a few trails that exist in Caledon that are part of larger initiatives and use a mixture of roads and trails. These are not additional physical trails, but rather apply the trail initiative designation onto the roadway or existing trail. Examples of designated trails in Caledon are:

- Trans Canada Trail (follows trails – Elora-Cataract Trailway, McLaren, McLaughlin, then Caledon Trailway to boundary)
- Greenbelt Cycling Route (uses the Caledon Trailway, Mount Hope Rd., and Castleberg Rd.)

All trails should be designed in accordance with the requirements outlined in the **Active Transportation Master Plan**.



- B39. Emil Kolb Parkway (Multi-use Path)
- B40. Etobicoke Creek (Multi-use Trail)
- B41. Humber Valley Heritage Trail (Walking Trail)
- B42. Trans Canada Trail (Designated Trail)



B43.

B43. Trans Canada Trail bridge crossing carefully integrated with a natural heritage feature.

4.5.2.1 Integration of Trails within the NHS

Guidelines:

(I) Mandatory Design Requirements

- a. Prioritize the mitigation of impacts to the *Natural Heritage System (NHS)* when selecting trail locations. If impacts are unavoidable, implement measures to restore and enhance affected areas.
- b. Route and design proposed trails and pathways to avoid *hazardous lands* and sensitive features.
- c. Construct trails within *NHS* lands with appropriate material based on location and anticipated use levels, unless otherwise authorized by the Town of Caledon.
- d. Minimize or eliminate artificial lighting on trails near natural heritage features and use natural surfaces to reduce light reflection.
- e. If lighting is necessary, use shielded, downward-facing fixtures, that are **Dark Sky** compliant, with warm colour temperatures and motion sensors or timers.
- f. Integrate pedestrian bridge crossings carefully to minimize impacts on existing natural heritage features.

(II) Expected Design Standards

- g. Provide access to trails through the *public realm* with trailheads and associated facilities.
- h. Consider flexibility with respect to trail width and *setbacks* to mitigate potential impacts to the *NHS*.

(III) Encouraged Practices

- i. Acknowledge that while the *NHS* can serve as *green infrastructure*, trail integration within its boundaries and buffers might face limitations.
- j. Evaluate the feasibility of winter maintenance before placing a trail within a natural feature, buffer, *stormwater management (SWM)* pond, or channel.

Refer to [Section 5.1 Natural Heritage System](#) for additional guidelines specific to *NHS* features.



B44. Regional trail connectivity, supporting active living objectives.

4.5.2.2 Planning & Siting

Guidelines:

(I) Mandatory Design Requirements

- a. Mitigate potential impacts to designated *NHS* as a primary criterion for proposed trail locations within these lands.
- b. Ensure trail design minimizes impact on adjacent private areas, including avoiding light spillover and respecting property boundaries.
- c. Provide a barrier-free experience and design trails to accommodate a wide range of users and abilities. Meet Municipal and Provincial standards for trail gradients.
- d. Design Caledon trails in consultation with relevant authorities, including the applicable conservation authority and Accessibility Advisory Committee. Adhere to all applicable plans and standards for designs, unless otherwise authorized by the Town of Caledon.
- e. Align with the Region of Peel's active living objectives by enhancing regional trail connectivity. Prioritize the creation of trail connections at the Brampton-Caledon border.

(II) Expected Design Standards

- f. Evaluate trails, such as those for mountain biking and cross-country skiing, on an individual basis, as they may not meet *accessibility* standards.
- g. Provide pedestrian linkages through trails to improve the continuity of the Town's trail and cycling networks. This will enhance access to recreational opportunities and connect residential neighbourhoods, schools, and *employment areas*.
- h. Integrate trails into the Town-wide path system, other applicable trails, and the cycle track/lane network in Caledon. This will provide opportunities for both passive and active recreation.
- i. Integrate SWM ponds and other *low impact development* features as an extension of the open space system (located outside natural heritage features), with trail connections provided to and from both uses.

Refer to [Section 5.3 Stormwater Management Facilities](#) for guidelines specific to SWM ponds.

4.5.2.3 Trail Elements

Guidelines:

(II) Expected Design Standards

- a. Lighting:
 - i. Consider pedestrian lighting within park paths, at trail entrances, or along *window streets* on a case-by-case basis, prioritizing user safety where night travel is anticipated.
 - ii. Avoid lit pathways where nighttime use may be unsafe, especially within *NHS* features or buffers, or where light may spill over onto adjacent private areas. Where lighting is present, it should be **Dark Sky** compliant.
- b. Signage:
 - i. Provide appropriate signage in accordance with **Section 7.3.1 Signage & Wayfinding**.
 - ii. Include displays to inform trail users about the trail network, designated paths, the natural system's purpose and importance, and winter maintenance expectations.
- c. Trail Access Controls and Gates:
 - i. Strategically locate trail gates at access points to the *NHS*.
 - ii. Employ a coordinated palette of *street furniture*, signage, and planting where relevant.

(III) Encouraged Practices

- c. Trailheads:
 - i. Consider trailheads to commemorate notable aspects of the local area in a unique marker or signage form, reflecting the standard design language adopted by the Town.
 - ii. Include gateway markers, signage information kiosks, landscaping, seating, waste receptacles, bike racks, signal-activated bike rails, community mailboxes, decorative paving, and interpretive signage within trailhead areas.
- c. Benches and Waste Receptacles:
 - i. Consider locating benches and waste receptacles at *accessible* key points along the trails, typically at trailhead locations, to accommodate informal seating and promote opportunities for social interaction.



B45.



B46.



B47.

- B45. Forks of the Credit trail signage indicating appropriate usage.
- B46. Coordinated palette of trail and information signage.
- B47. A trailhead gateway marker with information kiosk.

4.5.2.4 Active Transportation Crossings

Guidelines:

(I) Mandatory Design Requirements

- Install signal controls at all intersections of *active transportation* paths with urban collector roads or direct the trail to locations with safe crossings. Prioritize pedestrian and cyclist safety at these intersections through enhanced pavement markings, raised crosswalks, and increased crossing widths.
- Differentiate clearly between pedestrian crosswalks and cycling lanes where applicable to avoid conflicts.
- Ensure all curb ramps meet *accessibility* standards, featuring raised tactile surfaces or contrasting textures for visually impaired individuals.

B48. *Active transportation* path with signal controls and enhanced paving for safe crossing.

B49. An *active transportation* crossing defined with decorative paving treatment and integrated signage.

(III) Encouraged Practices

- Consider providing decorative paving treatments, such as pavers, concrete, impressed asphalt/concrete, or painting, for *active transportation* crossings at key signalized intersections, to define pedestrian and cyclist crossings, serve as traffic calming, and add character to the street.



B49.

4.5.3 Development Adjacent to Trails

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure development adjacent to trails is designed to respect and complement the character of the trail, its intended uses, and the surrounding environment.
- b. Apply special architectural design consideration as a component of the priority lotting designation in cases where properties adjacent to trails have a much greater visual prominence. Refer to **Section 9.2.4 Priority Lots**.
- c. Provide adequate buffers between residential, employment, and/or commercial uses and trail areas through the final approval of future development applications.
- d. Determine buffer widths based on the characterization of the adjacent feature, applicable conservation authority requirements, and the Town.
- e. Specify fencing requirements for residential properties adjacent to trails in accordance with Caledon standards, prioritizing visual permeability, where appropriate. In certain cases, a chain link fence (or approved equal) will be required to protect the rear yards and side yards of residential lots adjacent to trails within parks, valleylands, woodlands, and other open spaces. Soft landscaping treatments are recommended to delineate property boundaries.

(II) Expected Design Standards

- f. Provide landscaping, planting, and grade separation to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between trails and other land use areas.
- g. Transition changes in building heights to be sensitive to adjacent trails.
- h. Conduct shadow studies, as needed, to assess the impact of proposed buildings on adjacent trails, particularly in terms of shading and user comfort.
- i. Provide direct and convenient connections from streets and sidewalks to adjacent trails, wherever possible.
- j. Screen parking, loading, servicing, and garbage areas permitted adjacent to trails through a combination of elements on both the public lands and the private lands.

B50. Architectural enhancements and projections can improve the visual appeal of rear façades as seen from an adjacent trail.

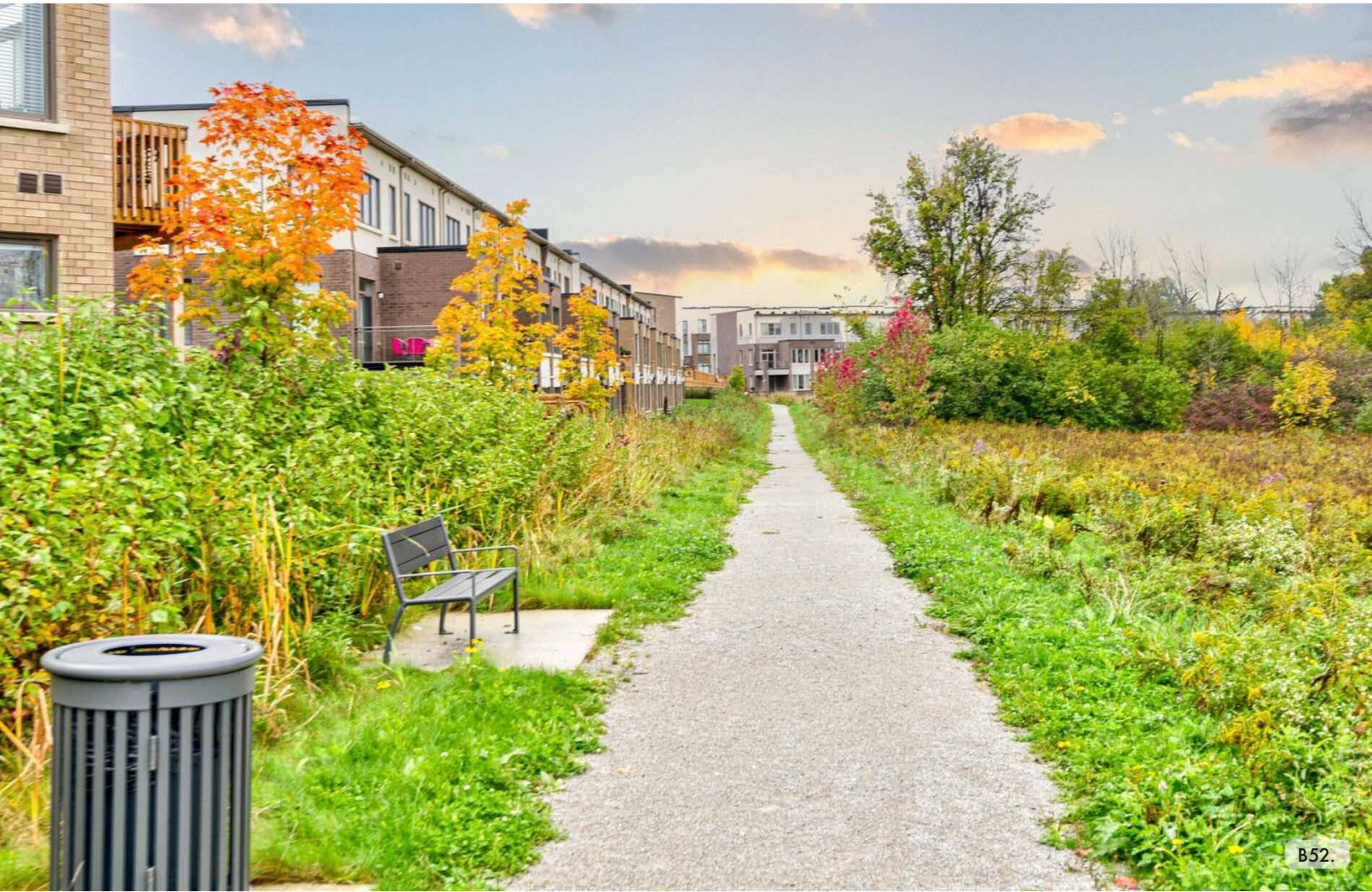


B50.

- B51. An NHS trail with an appropriate buffer between the adjacent *low-rise* residential development.
- B52. A trail along the rear property line with a landscape buffer to screen the development, improve privacy, and provide a transition between land uses.



B51.



B52.



B53.

B53. A public open space that enhances biodiversity and enriches the quality of life for residents.





SECTION 5: NATURAL ENVIRONMENT, PARKS & OPEN SPACE

5.1 NATURAL ENVIRONMENT

At the heart of this interconnected system lies Caledon's **Natural Environment System**, the overarching framework that encompasses both the *Natural Heritage System* and the Water Resource System. This rich tapestry of woodlands, wetlands, and fish habitats serves as a vital *green infrastructure* corridor for wildlife, enabling movement and sustaining a flourishing ecosystem across Caledon's diverse landscapes. By safeguarding and enriching these natural areas in line with the **Future Caledon Official Plan**, the **Natural Environment System** ensures the long-term ecological well-being and resilience of the Town.

Caledon's network of parks and open spaces will establish a cohesive system prioritizing play, recreation, and active transportation, while also preserving and enhancing the natural environment. This interconnected system will feature a variety of trails, natural features and corridors, and diverse park types, supporting both active recreation and the preservation of wildlife habitats. This approach aligns with the goals of the **Future Caledon Official Plan**, enhancing biodiversity and enriching the quality of life for residents by increasing access to nature and recreational amenities throughout the Town's *Urban and Rural Systems*.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
-  RURAL SYSTEM
-  NATURAL ENVIRONMENT SYSTEM

Key Reference Documents

- Town of Caledon Parks Plan
- Caledon Active Transportation Master Plan
- Caledon Development Standards Manual
- CVC & TRCA Low Impact Development (LID)
- Stormwater Management Guide
- Accessibility for Ontarians with Disabilities Act
- Caledon Green Development Standards Guidebook

5.1.1 Natural Heritage System

The Town of Caledon prioritizes the preservation, enhancement, and integration of its natural features and areas into the urban fabric to ensure their ecological health, resilience, and compatible recreational use.

Characteristics of the Natural Heritage System

- Natural features and habitat that meet significant functional criteria (e.g. woodlands, wetlands, fish habitat, etc.)
- Permanent and seasonal drainage features
- Significant plant, wildlife and bird habitat and species
- Habitat supporting endangered or threatened species
- *Hazardous lands*, including areas prone to flooding and erosion hazards

B54. NHS features along the Albion Hills Blue Trail in Caledon.



Guidelines:

(I) Mandatory Design Requirements

- a. Incorporate measures in new developments to promote the establishment and maintenance of ecologically diverse, healthy, and sustainable natural systems. This includes the provision for connected wildlife corridors to support the movement and migration of native fauna.
- b. Require remediation, restoration, and enhancement of the NHS through new development applications, where applicable.
- c. Reinforce core areas within the NHS with buffers and edges.
- d. Determine buffer widths based on the characterization of the adjacent natural feature, applicable conservation authority requirements, and the Town.
- e. Plant native species indigenous to the Town and applicable conservation authority jurisdictions within buffers and adjacent streetscapes.
- f. Design Caledon trails within natural features to support the active living objectives of the Region of Peel, in consultation with the applicable conservation authority and in accordance with Town standards. Refer to [Section 4.5.2 Trail Typologies](#).

(II) Expected Design Standards

- g. Connect natural heritage features and the open space system, where appropriate, and support them with compatible land uses and ecologically sensitive site design.
- h. Avoid encroachment and public access where sensitive features and *hazardous lands* are present to prevent potential impact or disturbances (through lot fencing and information signage).
- i. Plan for passive recreation opportunities that minimize impacts on sensitive environments, where appropriate.
- j. Connect parks to the larger open space network through trails and sidewalks.
- k. Provide a coordinated palette of *street furniture*, signage, and planting within publicly accessible natural features, where applicable to the function and activity associated with the feature. Signage may include informational signage or directional signage.



B55.

- l. Integrate SWM ponds and other *LID* features as an extension of the open space system (located outside *natural heritage features* and *hazardous lands*), providing trail connections to and from both uses, if desired and feasible.
- m. Integrate pedestrian bridge crossings carefully to ensure the least impact on the existing *natural heritage features* and *hazardous lands*.

(III) Encouraged Practices

- n. Maintain buffers adjacent to natural features located within agricultural fields, where possible.
- o. Consider incorporating informal seating and opportunities for social interaction within publicly accessible natural heritage features or buffers, provided they are designed and implemented in a manner that minimizes disturbance to the natural environment and respects the experience of other visitors.
- p. Only where necessary, install **Dark Sky** compliant lighting along winter trails within the natural feature to promote safe winter recreation while minimizing environmental impact and preserving the natural night sky.
- q. Encourage planting within private lots to support native species where they are adjacent to significant natural features.

- B55. A multi-use trail and pedestrian bridge crossing sensitively integrated into an open space system.
- B56. Protected wetlands as part of a sustainable natural system.
- B57. Trails within natural features support active living objectives.



B56.



B57.

5.1.2 Development Adjacent to Natural Features

Guidelines:

(I) Mandatory Design Requirements

- a. Provide significant public access and views into natural features, using *window streets*, park blocks, walkway blocks, and SWM blocks, where feasible.
- b. Design development outside of ecologically sensitive areas and *hazardous lands* to respect and complement the character, ecological functions, and surrounding environment of the feature.
- c. Incorporate environmental protection measures to ensure the preservation and enhancement of ecologically sensitive areas.
- d. Address adequate buffers between property limits and proposed natural features through the development application approval process. Determine buffer widths based on the characterization of the adjacent feature, applicable conservation authority requirements, and the Town.
- e. Specify fencing requirements for residential properties adjacent to natural features in accordance with Caledon standards, prioritizing visual permeability where appropriate. Require a chain link fence (or approved equal) in certain cases to protect rear and side yards adjacent to natural features within valleylands, woodlands, and other natural spaces. Recommend soft landscaping treatments to delineate property boundaries.
- f. Apply special architectural design consideration as a component of the priority lotting designation in cases where properties adjacent to publicly accessible natural heritage features have much greater visual prominence. Refer to **Section 9.2.4 Priority Lots**.
- g. Where lighting is contemplated adjacent to natural features, provide appropriate safety considerations balanced with minimizing light pollution and its impact on the ambiance and nocturnal wildlife. Use **Dark Sky** compliant, shielded, and downward-directed lighting fixtures to avoid glare and light trespass.



B58.

B58. A preserved and enhanced NHS adjacent to a new community development.



B59.

B59. A park adjacent to natural features offers low-impact recreation and nature appreciation through trails.



(II) Expected Design Standards

- h. Prioritize preserving and enhancing natural features in parks adjacent to natural areas. The design should minimize disturbance, offering low-impact recreation and nature appreciation through trails, viewing areas, and educational signage.
- i. Utilize landscaping and planting to strategically screen undesirable views, create buffers between adjacent land uses, and facilitate a harmonious transition between developed areas and natural environments.
- j. Conduct shadow studies, where necessary, to evaluate the potential impact of proposed buildings on adjacent natural features, specifically in terms of shading and broader ecological consequences.
- k. Orient the configuration of proposed land uses adjacent to natural features to create optimal visual and/or physical connections from surrounding streets, schools, and open space features. Incorporate scenic views and vistas into the design wherever possible.

B60. Aerial view of an NHS with integrated trails and a SWM pond that provides significant public views from the street into the natural features.

B61. Future development site with adequate buffers between property limits and natural features.



5.2 PARKS & OPEN SPACE

Caledon's public parks will be designed to be high quality, inclusive and engaging places that provide access to diverse recreational and social community amenities.





For further details on park classification, refer to the ***Caledon Landscape Guidelines***, Section 1.2.1.

Vision Statement

"A Caledon that provides accessible and sustainable parks, recreation and cultural services that engages everyone and fosters healthy lifestyles and environments while connecting the community and embracing its diversity."

Source: Caledon Parks & Recreation Visioning Plan

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities

Key Reference Documents

- Town of Caledon Parks Plan
- Caledon Active Transportation Master Plan
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act

5.2.1 Park Typologies

• **District-Special Purpose Parks:**

District-Special Purpose Parks serve the entire Town, offering specialized services and potentially hosting multipurpose facilities and sport tournaments. Programming may include multi-field sport parks with parking and washrooms as needed.

• **Community Parks:**

Community Parks focus on active recreation within a village or *settlement area*, typically offering playing fields, splash pads, sport courts, parking, and washrooms.

• **Neighbourhood Parks:**

Neighbourhood Parks cater to local residents' leisure needs, offering a mix of passive areas, sports facilities, play areas, and seating with shade.

• **Urban Squares:**

Urban Squares are predominantly hard-surfaced public spaces with seating and shade trees, allowing for passive use, events, and social interaction. They may be strategically located in urban, mixed-use areas.

• **Parkettes:**

Parkettes are small parks designed for passive use and play, typically located within residential neighbourhoods to serve a local population.

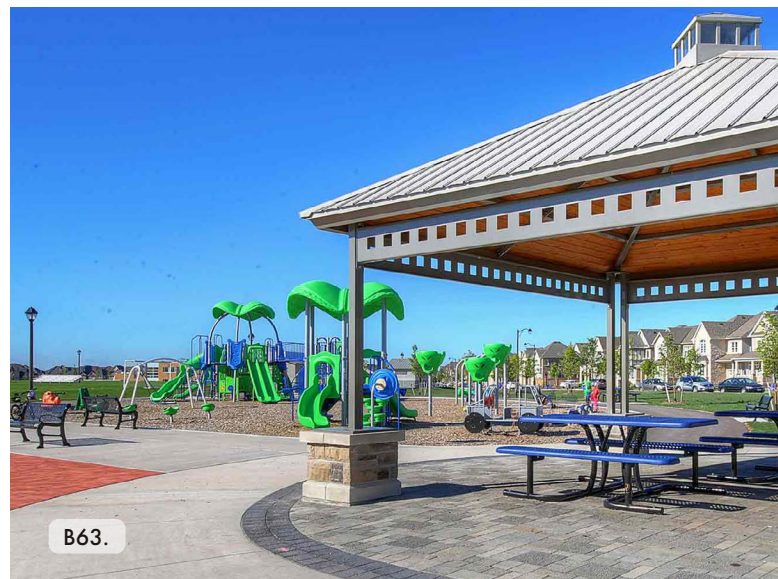
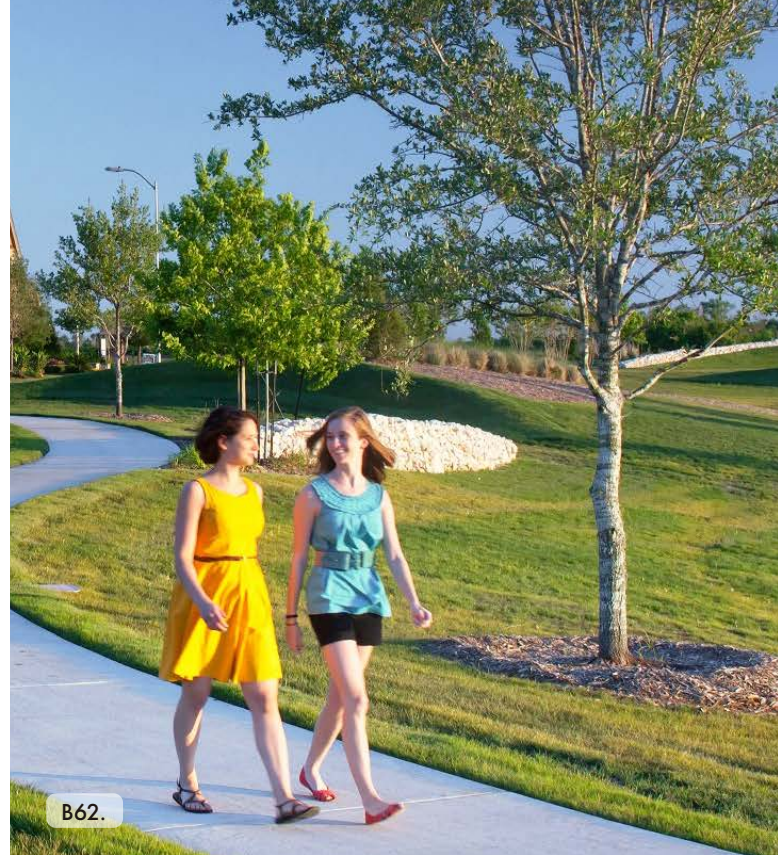
• **Privately Owned Public Spaces (POPS):**

POPS are publicly accessible spaces that remain privately owned and maintained. They contribute to the *public realm* but do not replace the need for new public parks.

General Park Guidelines:

(I) Mandatory Design Requirements

- a. Locate parkland centrally within the community it serves, establishing it as a focal point for recreation, accessible to residents within a 5- to 10-minute walk (400 to 800-metres).
- b. Provide parks with at least 50% frontage onto connector streets and multiple access points for visibility, promoting accessibility and safety.
- c. Incorporate accessibility elements into all new park designs, adhering to the principles of the **Accessibility for Ontarians with Disabilities Act (AODA)**.
- d. Design all walkways within park blocks with widths varying between 1.5 and 3-metres depending on facility requirements.
- e. Tailor access to parks based on their intended function and context, accommodating diverse transportation needs, as follows:
 - i. *District/Special Purpose Parks*: Provide vehicle, transit, cycling, and pedestrian access.
 - ii. *Community Parks*: Prioritize pedestrian and cyclist access, with some vehicle access. Consider transit access.
 - iii. *Neighbourhood Parks*: Primarily focus on pedestrian access, with cycling access encouraged. Limit vehicle access.
 - iv. *Urban Squares & Parkettes*: Provide pedestrian and cyclist access. Consider transit stops at Urban Squares.
 - v. *POPS*: Encourage pedestrian and cycling connections.
- f. Offer a range of multi-seasonal recreational, leisure, and social opportunities for all ages, abilities, and interests, tailored to the specific park type and its intended users.
- g. Provide adequate lighting, as per the **Town Standards**, to ensure safe use throughout the day and seasons, in coordination with the Community Services Department.
- h. Design parks in accordance with the requirements outlined in the **Caledon Parks Plan**.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM



RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

B62. A community park that prioritizes pedestrian and cyclist access.

B63. A neighbourhood park with seating and active play areas, including a range of play equipment.

General Park Guidelines, continued:

(II) Expected Design Standards

- i. Where there are opportunities to connect to existing open spaces, integrate new parks to create a cohesive network prioritizing recreational connectivity between the Oak Ridges Moraine, the Niagara Escarpment, and the Humber, Credit, and Etobicoke watersheds.
- j. Incorporate *low impact development (LID)* measures into parks where appropriate and in consultation with the Region, Town, and Conservation Authorities to manage stormwater runoff and reduce the amount that flows into stormwater pipes. This will improve water quality, enhance biodiversity, and create a more sustainable park environment. Refer to [Section 6 Sustainability Initiatives](#).
- k. Incorporate native plants and diverse habitats into parks, where contextually appropriate, to support ecological health and provide nature-based experiences.
- l. Incorporate climate change adaptation opportunities into park design to mitigate the effects of climate change and ensure long-term sustainability. Refer to [Section 6 Sustainability Initiatives](#).
- m. Conduct consultation with Indigenous communities in the planning, design, and development of parks and open spaces to ensure cultural sensitivity and inclusivity, in accordance with the Town's Indigenous Community Engagement Protocol.

(III) Encouraged Practices

- n. Consider on-street parking and cycling connections adjacent to parks, on the park side of the street, where deemed desirable through consultation with Town staff.
- o. Maintain and enhance scenic vistas and distinctive landforms within parks and open spaces, where possible.

- B64. An urban square in a mixed use area designed for passive use, events, and social interaction.
- B65. A park with open grass areas providing active recreation opportunities.
- B66. A variety of playground features designed for all ages and abilities.



5.2.1.1 District-Special Purpose Parks

Guidelines:

(I) Mandatory Design Requirements

Size, Service Area & Programming:

- Designed to be substantial in size. Refer to the **Caledon Parks Plan**, **Landscape Guidelines**, and the **Future Caledon Official Plan** for size range, service area, and programming.

Location:

- Locate with significant frontage on an arterial or collector street.

Function:

- Design District-Special Purpose Parks as destination parks that attract sport tournaments and events.

(II) Expected Design Standards

Siting:

- Where feasible, integrate these parks into the trail network, ensuring *accessibility* by transit and cycling links, to promote connectivity and *accessibility*.
- Locate community centres and recreation facilities at the terminus of primary streets and visible areas to create landmarks and enhance sightlines.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Rural Lands

- District-special purpose park with community centre and a range of facilities.
- High quality multi-sport hard courts as part of a district-special purpose park.
- Aerial photo of the Albion-Bolton District Park.





5.2.1.2 Community Parks

Guidelines:

(I) Mandatory Design Requirements

Size, Service Area & Programming:

- a. Designed to be sizable. Refer to the **Caledon Parks Plan**, **Landscape Guidelines**, and the **Future Caledon Official Plan** for size range, service area, and programming.

Location:

- b. Locate centrally within a Village or settlement area.
- c. Locate on local, collector, or arterial streets with minimum two street frontages and accessibility to public transit.
- d. Ensure Community Parks are unobstructed by major barriers such as highways or industrial areas.

Function:

- e. Establish Community Parks as a focus for active recreation.

(II) Expected Design Standards

Siting:

- f. Locate adjacent to a school site, where feasible and desirable, to encourage joint use and maximize accessibility.
- g. Link to the trail and cycling network, where feasible, to promote connectivity and encourage active transportation.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Rural Lands
- Villages and Hamlets

B70. Recreational skating facilities in a community park.

B71. A range of playground facilities support active recreation.

B72. Conceptual example of a Community Park.

5.2.1.3 Neighbourhood Parks

Guidelines:

(I) Mandatory Design Requirements

Size, Service Area & Programming:

- a. Designed to be moderate in size. Refer to the **Caledon Parks Plan**, **Landscape Guidelines**, and the **Future Caledon Official Plan** for size range, service area, and programming.

Location:

- b. Locate centrally within the neighbourhood.
- c. Locate on local or collector streets with minimum of two street frontages for visibility and safety, and avoid adjacency to residential rear yards.

Function:

- d. Cater to the needs and interests of the residents living within the general vicinity for both organized and informal recreation activities.

(II) Expected Design Standards

Siting:

- e. Link to the trail and cycling network, where feasible, to encourage *active transportation* and connectivity.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Neighbourhood Centre
- Neighbourhood Area



RURAL SYSTEM

- Villages and Hamlets



B73.



B74.

B73. Playground facilities in a neighbourhood park with prominent street frontage.

B74. Conceptual example of a Neighbourhood Park.



B75.

B75. Port Credit Urban Square is a central gathering space designed with ample seating and a combination of hard and soft surfaces.

5.2.1.4 Urban Squares

Guidelines:

(I) Mandatory Design Requirements

Size, Service Area & Programming:

- Designed to fit within urban environments. Refer to the **Caledon Parks Plan, Landscape Guidelines**, and the **Future Caledon Official Plan** for size range, service area, and programming.

Location:

- Locate as a central gathering space for high density urban areas, typically surrounded by buildings with considerations for creating visual connections and pedestrian-friendly pathways.
- Park access and frontage should prioritize pedestrian accessibility and integration with surrounding streetscapes.

Function:

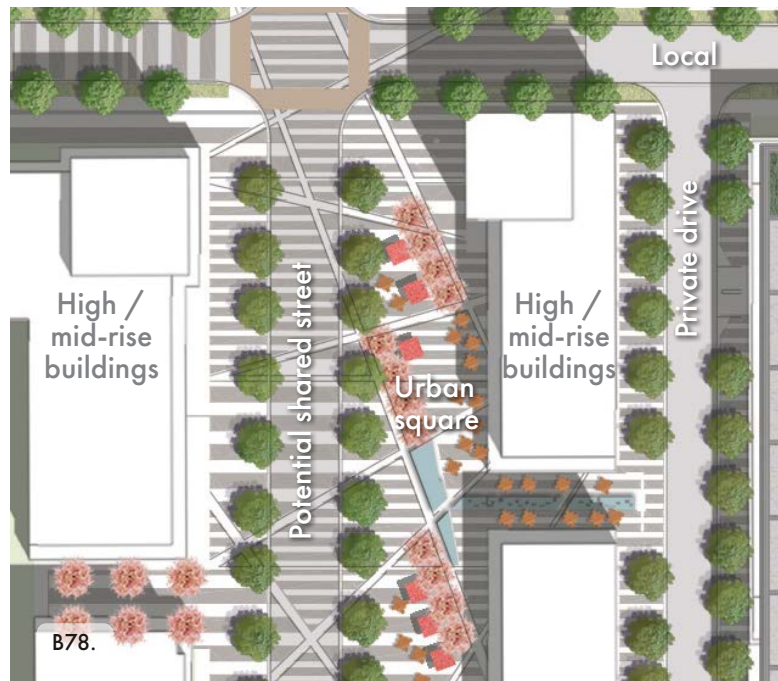
- Design for a variety of uses, including passive recreation, social interaction, and programmed events like markets or performances.

(II) Expected Design Standards

- Encourage the inclusion of public art or interactive installations to enhance the square's character and create points of interest.

Siting:

- May be strategically pursued in areas of urban regeneration, revitalization, or intensification to contribute to *placemaking* efforts.



- B76. An urban square with a shade structure and flexibility in its design to allow for adaptation to changing needs and uses.
- B77. Buildings surround this urban square which connects to a greater pedestrian network.
- B78. Conceptual example of an Urban Square.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Urban Corridor
- Major Commercial / Mixed-Use Area
- Major Institutional Area



5.2.1.5 Parkettes

Guidelines:

(I) Mandatory Design Requirements

Size, Service Area & Programming:

- a. Typically smaller, often designed to fit within residential neighbourhoods. Refer to the **Caledon Parks Plan**, **Landscape Guidelines**, and the **Future Caledon Official Plan** for size range, service area, and programming.

Location:

- b. Locate as a central open space elements for neighbourhood pockets, or as view corridors / gateways into *NHS* lands.
- c. Park access and frontage is dependent on site-specific conditions and park function.

Function:

- d. Design for passive use, such as quiet contemplation, reading, picnicking, or as a trailhead.

(II) Expected Design Standards

Siting:

- e. Typically nestled into a *low-rise* residential neighbourhood.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Neighbourhood Centre
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

- B79. Parkette located in a *low-rise* residential neighbourhood designed for passive use.
- B80. A parkette with playground facilities, shade structure, seating, and bicycle parking.
- B81. Conceptual example of a Parkette.

5.2.1.6 Privately Owned Publicly Accessible Spaces (POPS)

Guidelines:

(I) Mandatory Design Requirements

Size, Service Area & Programming:

- Sized commensurate with the level of activity on a site, ensuring a meaningful space for users. Refer to the **Caledon Parks Plan, Landscape Guidelines**, and the **Future Caledon Official Plan** for size range, service area, and programming.

Location:

- Site in prominent, highly visible, and publicly accessible locations on public street frontages.

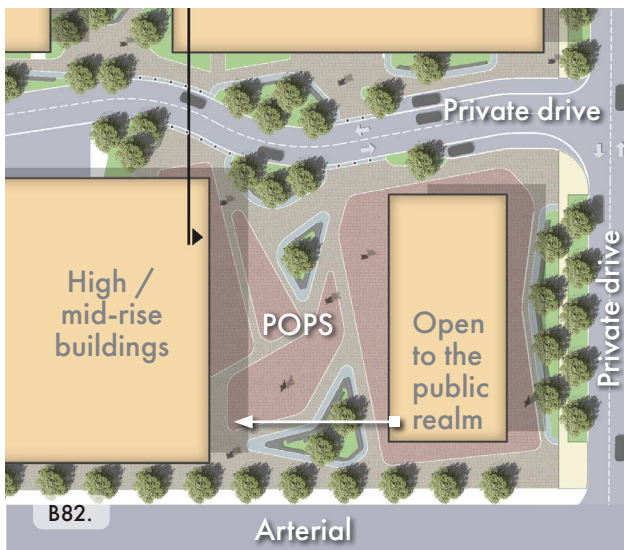
Function:

- Ensure POPS contribute to the *public realm* and reinforce permeable access and views.
- Provide signage to identify POPS as being publicly accessible.
- Design for users of all ages and abilities.

(II) Expected Design Standards

Siting:

- Connect to the broader *public realm*.



B82.

Arterial

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



B83.



B84.

B82. Conceptual example of a POPS within an Urban Centre.

B83. A POPS that serves the local population with seating and a high quality landscape treatment.

B84. Permeable access and views through a POPS.

5.2.2 Development Adjacent to Parks

Guidelines:

(I) Mandatory Design Requirements

- a. Design development adjacent to parks to respect and complement the character of the parks, its intended uses, and the surrounding context.
- b. Transition building heights gradually to maintain visual harmony with the open space. However, permit taller buildings to frame park entrances or define significant edges, provided they do not overshadow a substantial portion of the park.
- c. Mitigate shadow impacts onto parks spaces and undertake a *shadow study* to ensure impacts align with minimum Town standards (refer to **Sun and Shadow Study Terms of Reference**). This is particularly important in higher density neighbourhoods with taller built form.
- d. Apply special architectural design consideration as a component of the priority lotting designation where buildings adjacent to parks have much greater visual prominence. Refer to **Section 9.2.4 Priority Lots**.
- e. Incorporate wall articulation, *fenestration*, decorative banding and/or other similar design features into building elevations exposed to parks to avoid large blank *façades*. Refer to **Section 9.2.4 Priority Lots**.
- f. Specify fencing requirements for residential properties adjacent to parks in accordance with Caledon standards, prioritizing visual permeability, where appropriate. In certain cases, require a chain link fence (or approved equal) to protect the rear yards and side yards of residential lots adjacent to parks. Recommend soft landscaping treatments to delineate property boundaries.
- g. Integrate effective *stormwater management* with the design to ensure all runoff is captured in the park and does not impact the function and durability of park components. Highly encourage utilizing *LID* methods to do so.
- h. Design lighting adjacent to parks to ensure safety and security while minimizing light pollution and its impact on park programming. Shield and direct lighting fixtures downward to avoid glare and light trespass.



B85.



B86.

B85. Residential development adjacent to a park with complementary character and uses.

B86. Lighting adjacent to park-fronting dwellings ensures safety and security while minimizing light pollution.

(II) Expected Design Standards

- i. Provide landscaping and planting to screen unattractive views, buffer adjacent land uses and assist in making a satisfactory transition between parks and other land use areas.
- j. Provide direct and easy connections from streets and sidewalks to parks, wherever possible, in proposed developments adjacent to parks.
- k. Locate school sites adjacent to community parks, where feasible, to encourage joint use and maximize *accessibility*.
- l. Screen parking, loading, servicing, and garbage areas, where permitted adjacent to parks, through a combination of elements on both the public lands and the private lands.
- m. Orient the street networks of developments adjacent to parks to create optimal visual and/or physical connections from surrounding streets, schools, and open space features. Incorporate scenic views and vistas into the design wherever possible.

B87. A dwelling that backs onto a park with enhanced *fenestration*, architectural features, and wall articulation to reflect its visual prominence.



5.3 STORMWATER MANAGEMENT FACILITIES

Stormwater management facilities should be integrated with the natural landscape, prioritize ecological function, and enhance community well-being, while ensuring safe and accessible spaces for everyone.

Stormwater management (SWM) facilities, such as ponds and channels, are designed to maintain environmental and ecological integrity, provide a net benefit to the environmental health of the development area, and complement existing drainage patterns and NHS features. They should be designed to fit appropriately within their surrounding context.

SWM facilities serve multiple functions, including:

- Collection, retention, and controlled release of urban stormwater.
- Erosion control, climate resilience, and groundwater recharge.
- Enhancement of the *Natural Heritage System*.
- Support for biodiversity and wildlife habitat.
- Integration of visual and recreational amenities.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM



RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

Key Reference Documents

- Future Caledon Official Plan
- Caledon Development Standards Manual

Guidelines:

(I) Mandatory Design Requirements

- a. Where stormwater management is required, integrate these facilities into the community landscape, serving their water management purpose while offering aesthetic enhancements, and wherever appropriate, recreational opportunities (with safety considerations), and potential wildlife habitat, contributing to the open space network.
- b. Locate SWM ponds in low-lying areas near major runoff sources while maintaining a safe distance from residential areas and environmentally sensitive features to optimize water management and minimize community and environmental impacts.
- c. Design naturalized ponds with gradual slopes and diverse native vegetation to mimic natural shorelines.
- d. Plant only native species within the SWM facility, in consultation with the applicable conservation authority's planting guide for species and densities.
- e. Avoid locating SWM facilities near elementary schools or areas frequently used by young children.
- f. Design SWM facilities for long-term maintainability, ensuring access points are at least 5-metres wide to accommodate maintenance vehicles and potential trail integration.
- g. Install chainlink fencing around SWM ponds as per Town of Caledon standards.

APPLICABLE GUIDING PRINCIPLES:



Address the Changing Climate



Design Great Places



Create Healthy and Complete Communities

(II) Expected Design Standards

- h. Where appropriate, locate SWM ponds to have significant road frontage to provide easy public and maintenance access.
- i. Locate SWM facilities outside of *hazardous lands* and wetlands.
- j. Provide controlled grading and vegetation to ensure natural transitions that sensitively integrate into the existing natural environment.
- k. Naturalize SWM facilities when adjacent to parks, open spaces, or the natural environment.
- l. Design urbanized SWM facilities in the appropriate context, such as *Urban Centres*, *Neighbourhood Centres*, and *Major Institutional Areas*, and *Mixed-Use/Commercial Areas*.
- m. Arrange tree and shrub planting in significant groups to frame views of the stormwater pond from amenity areas.
- n. Provide buffer planting to screen views of engineering structure, headwalls, spillways, etc.
- o. Incorporate trails within the SWM facility and, where possible, integrate into the wider pedestrian network of sidewalks and trails.
- p. Ensure trails are *accessible* to all individuals, and design pond edges to minimize hazards.

B89. A naturalized SWM pond with gradual slopes and diverse vegetation that mimic's a natural shorelines.



B89.

(III) Encouraged Practices

- q. Consider including wetland ponds which can often treat stormwater better than most traditional SWM ponds. Treatment wetlands, stone core wetlands, etc. may be incorporated into SWM outlets for additional polishing.
- r. Consider the creation of amenity spaces to offer seating and lookout areas at a safe distance from frequented roads. These spaces may include benches, waste/recycling receptacles, and shade structures. They may be integrated as trailheads or destinations, when feasible.
- s. Consider installing educational signage related to ecology and stormwater management to encourage community stewardship.

B88. A SWM facility integrated into the community landscape offers aesthetic enhancements to the open space network.



B88.

5.4 VIEWS & VISTAS

Preserving public views and viewsheds contributes to a community's appeal, encourages walking and recreation, and fosters a greater appreciation for the natural environment.

Caledon and its communities boast an extensive network of parks and open spaces. These spaces provide a range of attractive views, including the grand vistas for which Caledon is known. Landmarks such as the Toronto skyline, the Niagara Escarpment, and the Oak Ridges Moraine enhance permeability through the community and promote connectivity between its open spaces and parks system.

View Types

- **Publicly Accessible Viewsheds with Potential for Terminal Views:**
 - Road rights-of-way
 - Trail networks
 - Open space blocks adjacent to the NHS
- **View Types (Potentially Visible from Viewsheds):**
 - **Long/Expansive:** Extensive vistas or longitudinal views.
 - **Short:** Framed by woodland edges or built community features.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM



RURAL SYSTEM



NATURAL ENVIRONMENT SYSTEM

Key Reference Documents

- Caledon Green Development Standards Guidebook

Guidelines:

(I) Mandatory Design Requirements

- a. Identify, protect, and enhance culturally and scenically significant features, including roads, vistas, viewsheds, distinctive landforms, and heritage buildings, that contribute to the unique character and heritage of the Town.
- b. Ensure the orientation and sizing of new lots do not negatively impact significant views and vistas that help define a residential area.
- c. Incorporate views and vistas to break up long blocks and provide public visual access to natural heritage features.

(II) Expected Design Standards

- d. Design new developments to maximize opportunities for new or enhanced visual and physical connections to open space areas, parkland, and natural features, where appropriate, through vistas, public access blocks, single-loaded roads, trails, and/or sidewalks.

(III) Encouraged Practices

- e. Consider creating or enhancing view corridors and vistas for buildings at the end of *terminating* views or street intersections.

APPLICABLE GUIDING PRINCIPLES:



Conserve our Cultural Heritage



Design Great Places



Create Healthy and Complete Communities



Create High Quality Transportation Options



B90.



B92.



B91.

- B90. A community park with significant street frontage.
- B91. A shade structure aligned with a walkway view corridor.
- B92. Built form and a landscape treatment featuring stone columns and low walls enhance a view corridor toward natural heritage features.



B93.

B93. A vegetated area between paved surfaces help maintain and restore the natural water balance of this urban environment

SECTION 6: SUSTAINABILITY INITIATIVES

In the context of a changing climate, new development in the Town of Caledon will implement a holistic approach to planning and design that prioritizes the conservation of valuable resources through design and construction, protecting the natural environment, and balancing social and economic sustainability in perpetuity.

While the previous sections establish an overarching framework for sustainable community design, including resilient land uses, efficient layouts, accessible local and regional transit networks, active transportation, and open space integration, the following subsections outline site-specific initiatives that can be implemented across diverse land uses in both the **Urban** and **Rural** Systems.

Sustainability initiatives such as energy efficiency, reducing the *urban heat island effect*, *water conservation*, *waste reduction*, and the use of environmentally friendly materials should be prioritized in new construction and integrated within existing communities, where feasible.

B94. Solar panels are an example of a renewable and clean source of energy that reduces greenhouse emissions.






Sustainability/Sustainable/Sustainably

"means meeting the needs of the present without compromising the ability of future generations to meet their own needs."

Source: Future Caledon Official Plan

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options

APPLICABLE LAND USE TYPOLOGIES:

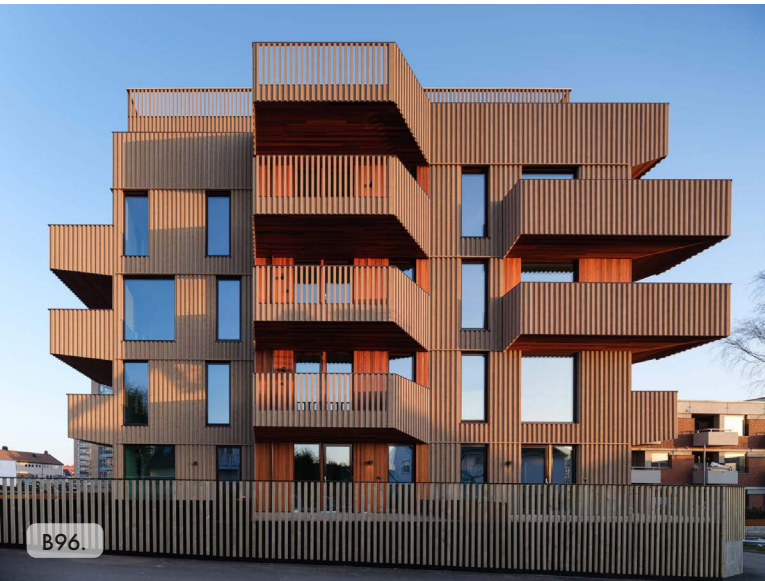
-  URBAN SYSTEM
-  RURAL SYSTEM
-  NATURAL ENVIRONMENT SYSTEM

Key Reference Documents

- Resilient Caledon Community Climate Change Action Plan
- Caledon's Strategic Plan 2023-2035
- Caledon Green Development Standards Guidebook
- Caledon Landscape Guidelines
- Peel Healthy Development Assessment



B95.



B96.

- B95. An arena facility with LEED Platinum certification.
- B96. A 5-storey residential cross-laminated timber (CLT) building, which offers a sustainable, lightweight, and strong alternative to traditional building materials like concrete and steel, contributing to faster construction and reduced environmental impact.

Urban Heat Island Effect (UHI)

"refers to warmer temperatures in *urban areas* than in surrounding *rural areas*. *UHIs* occur in areas where humans have altered the land surface through the development of buildings, parking lots, roads, and other infrastructure."

Source: *Reducing Urban Heat Islands to Protect Health in Canada*, Health Canada, March 2020.

6.1 SUSTAINABLE BUILDING PRACTICES

Sustainable building practices will assist the Town in meeting the goals and objectives of Caledon's Strategic Plan 2023-2035 and the Resilient Caledon Community Climate Change Action Plan, as well as improve resident well-being, achieve cleaner air, reduce energy costs, and support urban wildlife.

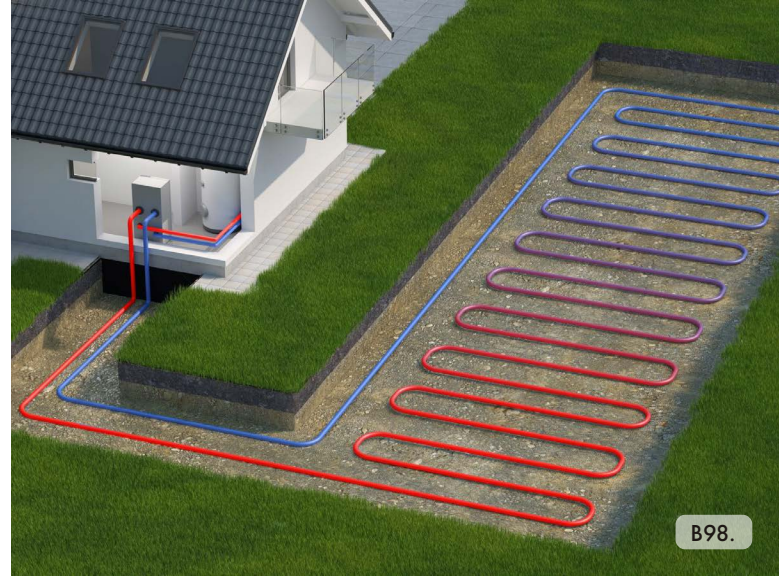
6.1.1 General Considerations for Sustainable Building Design

The **Green Development Standards (GDS)** are climate-friendly measures implemented by the Town to encourage sustainable community design. These standards apply to Site Plan and Draft Plan of Subdivision applications for residential, commercial, and industrial developments across Caledon. The following guidelines shall also be considered to achieve well-functioning, sustainably built and maintained buildings.

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure an integrated planning and design process to incorporate sustainability into new community design from the conceptual stages of development, through details, to construction. Adopt/incorporate the overarching sustainability goals and principles outlined in the **GDS**.
- b. Reduce the *urban heat island effect* by:
 - i. Increasing shade through landscaping, building orientation, and architectural features (e.g. overhangs, awnings).
 - ii. Incorporating reflective paving materials.



- iii. Utilizing roof materials with high solar reflectance (e.g. cool roofs, green roofs). Refer to the specific metrics and requirements for urban heat island reduction in the **GDS** (e.g. percentage of shade cover, solar reflectance index for roofing materials).
- c. Site and design buildings to preserve and enhance natural systems and existing trees, including ensuring appropriate development setbacks.

(II) Expected Design Standards

- d. Maximize energy efficiency in buildings through:
 - i. *Passive solar design* (optimize building orientation for heating and cooling).
 - ii. High-efficiency and low carbon heating and cooling systems.
 - iii. Energy-efficient building envelope (e.g. high-insulation materials, low-e glass, Energy Star certified windows and doors).
 - iv. Energy Star or equivalent products/systems (e.g. high-efficiency appliances, lighting).
 - v. Encourage energy efficiency upgrade packages for purchasers.
 - vi. Minimize using glass as a whole wall material. Curtain walls should only be used in appropriate locations.



- e. Site and design buildings to:
 - i. Maximize soft landscape features.
 - ii. Allow for solar access to sidewalks and public spaces.
 - iii. Minimize adverse wind impacts without compromising the streetscape.
- f. Prioritize the use of:
 - i. Recycled or refurbished materials, such as CLT buildings.
 - ii. Locally sourced materials and components.
 - iii. Materials with high insulating value.
 - iv. Low or non-toxic materials (e.g. low-VOC).
 - v. Materials with a lower carbon footprint.
- g. Provide water-efficient fixtures (e.g. low-flow faucets, shower heads, high-efficiency toilets) to meet the *water conservation* targets in the **GDS**.

B97. A green roof with solar panels.
 B98. Rendering example of geothermal heating and cooling system.
 B99. Solar panels on a *single detached dwelling*.

(III) Encouraged Practices

- h. Incorporate renewable energy systems where feasible, such as:
 - i. Photovoltaic solar panels for electricity generation integrated into the design of the building.
 - ii. Connected energy systems (e.g. district heating and cooling, solar micro-grid, etc.) and the use of geo-exchange for multi-unit residential buildings, either at the building scale or connected to a building block.
 - iii. Solar thermal systems for water heating.
 - iv. Ensure discreet installation of solar panels with minimal visual impact on the streetscape.
- i. Consider integrating greywater collection and treatment systems for irrigation and other non-potable uses.
- j. Encourage the incorporation of bird-friendly elevations through architectural elements, such as sun shades, visual markers, or muted reflections. Refer to [Section 6.1.3 Bird Friendly Design](#) for details.
- k. Encourage high-quality exterior caulking and sealants for better air sealing and energy efficiency.
- l. Enhance the resiliency of new homes to increasingly severe weather impacts, including flooding and high wind, as per the **GDS**. At a basic level this includes:
 - i. Flooding: provide sanitary sewer backflow prevention and sump pumps (where applicable), as well as backup power to ensure equipment can function during outages.
 - ii. High Wind: install roof cover rated for high wind resistance and use six fasteners per full length of shingle; and tape sheathing joints to provide a basic, secondary water barrier on the roof deck.

For more enhanced resiliency measures, refer to **CSA Standard Z800:18 - Basement Flood Protection and Risk Reduction** and **CSA Standard S520:22 - Design and Construction of Low-Rise Residential and Small Buildings to Resist High Wind**.



6.1.2 Non-Residential Building Considerations

Commercial, institutional, and employment buildings may consider the following sustainable development practices:

Guidelines:

(III) Encouraged Practices

- a. Design high-performance building envelopes with durable walls, roofs, and assemblies that prioritize long-term insulation and air barrier performance.
- b. Consider integrating district energy systems into developments for optimized energy efficiency and sustainability.
- c. Implement a comprehensive *water conservation* program that includes:
 - i. System Optimization: Prioritize efficient water systems design, and institute a rigorous program of leak detection and repair.
 - ii. Water Reuse/Recycling: Integrate water reuse and recycling systems to maximize the utility of water resources.
- d. Evaluate energy recovery systems that preheat or pre-cool incoming ventilation air in commercial and institutional buildings.
- e. Prioritize renewable energy generation (e.g. solar PV) on all large roof areas. For large at-grade parking areas, consider emerging practices, such as *solar parking lots*, to provide both shade and energy generation.



6.1.3 Bird Friendly Design

In alignment with the **Future Caledon Official Plan**, Town policy promotes bird-friendly building and site design. To reduce bird collisions caused by buildings, bird friendly features can be integrated into the design of new buildings or existing buildings can be retrofitted with collision deterrents.

Caledon’s **GDS** specifies metric requirements for *bird-friendly design* based on applications for *low-rise residential*, *multi-unit residential*, and *institutional*, *commercial*, and *industrial* uses. The following guidelines are outlined in the metrics for *Bird-Friendly Design* in the **GDS**. Refer to the **GDS** for the complete list and details of requirements.

Guidelines:

(I) Mandatory Design Requirements

Multi-Unit Residential, Institutional, Commercial, and Industrial:

Design buildings in accordance with **CSA A460:19 Bird-Friendly Building Design Standard**, including, at minimum, treating 90% of glazing up to 16-metres above grade or to the top of the mature tree canopy, whichever is greater.

B100. Passive solar shading on a heavily glazed façade of a commercial /employment building.

- Apply bird collision mitigation strategies to a height of 4-metres from the surface of a green roof or the height of the adjacent mature vegetation, whichever is greater, where there is glazing adjacent to green roofs and/or other rooftop vegetation.
- Limit grade-level building ventilation grate openings to less than 20mm x 20mm or 40mm x 10mm.

(II) Expected Design Standards

- Incorporate visual markers on glass surfaces, such as denser mullions, spandrel panels, sunshades, louvres, or awnings, especially on lower levels.
- Angle glass downwards to reflect the ground instead of the sky or trees.

(III) Encouraged Practices

Low-Rise Residential:

Encourage builders to adhere to the **CSA A460:19 Bird-Friendly Building Design Standard**, in particular specifications for window glazing.

- B101. UBC Vancouver’s Earth Science building was design with sun shades to block reflections of the sky and provide a physical barrier to prevent collisions.
- B102. Michigan’s Marquette Hospital was designed with a bird-friendly façade treatment.
- B103. Bird-friendly window glazing on UBC’s Bookstore.



B104.

B104. A sustainable landscape design contributes to urban beautification and offers a passive use recreation area, while providing water infiltration during rainfall events.

6.2 SUSTAINABLE LANDSCAPE DESIGN STRATEGIES

6.2.1 Low Impact Development Strategies (LID)

As outlined in the Future Caledon Official Plan, the new communities and developments in Caledon are encouraged to integrate appropriate low-impact design or low-impact development (LID) measures and/or strategies. These approaches help maintain and restore the natural water balance of environments, focusing on practices that promote increased evapotranspiration, infiltration, groundwater recharge, thermal pollution reduction, water quality enhancements, erosion control, and lower surface runoff volumes and flow rates.

LIDs can be considered and implemented in a variety of land uses, including urban environments, industrial, and some rural and residential settings, depending on the desired outcomes. *Low impact development* can include, for example: bioswales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. *Low impact development* often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.

Water conservation and management strategies will provide a variety of options applicable to the public and private realm. There are several techniques that may be considered in the Town that will help mitigate the impacts of development and reduce the reliance on 'end of pipe' solutions. These techniques should align with the **GDS** to ensure compliance with green infrastructure metrics, promoting sustainable water management practices.



B105. A bioswale featured in the landscape design of a residential development.

Low Impact Development (LID)

"an approach to *stormwater management* that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater."

Source: Future Caledon Official Plan

Examples of LID Methods

B106. Infiltration Galleries and Trenches

- Used to capture and store rainfall within sub-surface granular trenches, to be released through infiltration between rainfall events. Typically, these may be long linear trenches or wider rectangular configurations lined with geotextile fabric that can receive runoff walkways or other paved areas.



B107. Vegetated Swales and Filter Strips

- Open grassed or vegetated channels and areas that slow runoff, provide filtration and infiltration for runoff from adjacent paved areas, as either a pre-treatment for downstream infiltration LIDs or as a standalone facility.



B108. Bioretention Cells and Rain Gardens

- Utilize vegetation in combination with subsurface infrastructure to effectively provide evapotranspiration and filtration, while also promoting infiltration into the underlying native soil.



B109. Stormwater Planters

- Stormwater planters function similar to bioretention cells or rain gardens that may have particular application for urban streetscapes in the form of raised curb or low wall planters within the boulevard that enable runoff from adjacent paved areas (sidewalks) to enter into the planter.



B110. Permeable Pavement

- A paved surface that allows water to pass through it, reducing runoff and filtering pollutants.



B111. Green Roofs

- A vegetated layer on top of flat roofs can provide rainfall retention and reduce urban heat island effect.



B112. Rainwater Harvesting Systems

- Collection and storage of rainwater for later use, such as irrigation or toilet flushing, reducing demand on municipal water supplies.





B113.

In addition to the guidelines provided below, a list of encouraged *LID* methods, their stormwater management functions, and the relevant applications are provided in [Figure B116](#).

Guidelines:

(I) Mandatory Design Requirements

- a. Minimize directly connected impervious areas and promote sheet flow over pervious surfaces to encourage infiltration. Disconnect downspouts and direct runoff towards vegetated areas.
- b. Protect existing topsoil during construction. Conduct soil testing and amend compacted soils to ensure adequate infiltration rates.

(II) Expected Design Standards

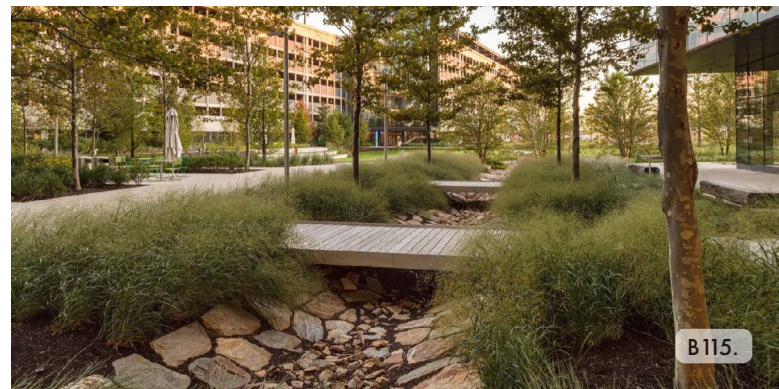
- c. Integrate proposed site layout and grading with existing grading conditions as much as possible, while balancing the functional needs of servicing and stormwater management.
- d. Develop a long-term maintenance plan for all *LID* features, including regular inspections, debris removal, and plant care.

(III) Encouraged Practices

- e. Consider permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products.
- f. Encourage the integration of *permeable paving* in paved areas used for snow storage to absorb snow melt on site.
- g. Consider implementing rainwater harvesting systems, incorporating cisterns, rain barrels, and *permeable paving*, to capture stormwater



B114.



B115.

- B113. A green roof provides rainfall retention and contributes to reducing the *urban heat island effect*.
- B114. Infiltration gallery integrated within a public park.
- B115. A site designed with infiltration trenches and rain gardens to manage stormwater..

- runoff and facilitate both on-site infiltration for groundwater recharge and reuse for non-potable purposes such as irrigation and toilet flushing.
- h. Prioritize integrating *LID* strategies, where feasible, as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, stormwater planters, *green roofs*, etc. Refer to the expanded list for examples of *LID* methods.

LID Application

B116.

B116. Stormwater Management Function Provided by Selected LID Best Management Practices and Stormwater Source Control Practices

Encouraged Practice	Flood Control	Erosion Control	Quality Control	Runoff Volume	Ground-water Recharge	Application
Rooftop Storage	X					Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre, Urban Corridor, Rural System
Parking Lot Storage	X					Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre
Amended Topsoil		X	X	X	X	Town-wide
Green Roofs		X	X	X		Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre Urban Corridor
Oil/Grit Separators			X			Town-wide roads
Rainwater Harvesting		X		X		Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre Urban Corridor, Neighbourhood Centre, Neighbourhood Area, Rural System
Downspout Disconnections				X		Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre Urban Corridor, Neighbourhood Centre, Neighbourhood Area
Pervious Pipes		X	X	X	X	All landscape applications
Oversized Pipes	X					Town-wide infrastructure
Permeable Pavement		X	X	X	X	Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre Urban Corridor, Neighbourhood Centre, Neighbourhood Area, Rural System
Soakaway Pits		X	X	X	X	Town-wide infrastructure
Infiltration Trenches						Town-wide infrastructure
Curb Extensions		X	X	X	X	Local and collector roads
Grassed Swales			X	X		Town-wide infrastructure
Biofilters / Bioswales		X	X	X	X	Major Commercial / Mixed-Use, Employment, Institutional, Urban Centre Urban Corridor, Neighbourhood Centre, Neighbourhood Area

6.2.2 Hardscaping

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

The following design guidelines should be considered when implementing sustainable hardscape design.

Guidelines:

(III) Encouraged Practices

- a. Select permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products.
- b. Integrate *permeable paving* in paved areas used for snow storage to absorb snow melt on site.
- c. Utilize surface materials that contain recycled, sustainable or low carbon materials, where possible.
- d. Encourage the use of light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers to decrease heat absorption and ambient surface temperatures (*urban heat island effect*).
- e. Select and design all paving materials and installation to withstand anticipated load impacts and maintenance requirements.

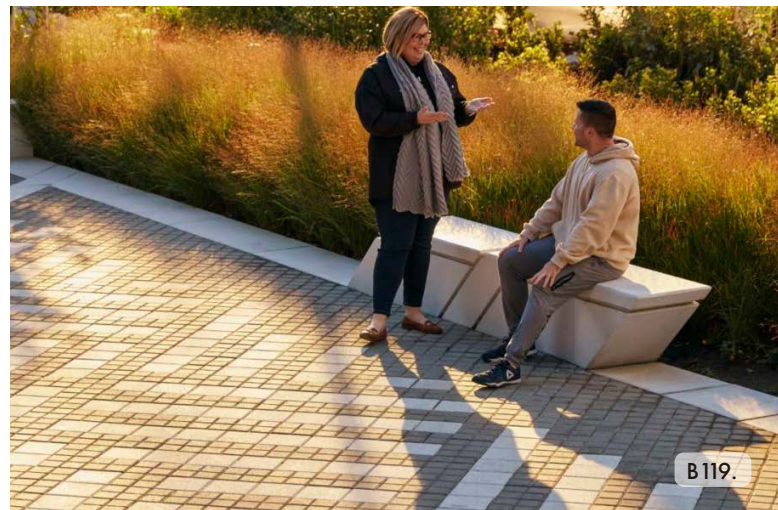
- B117. Hardscaping materials designed to meet pedestrian circulation and maintenance requirements.
- B118. Light coloured surface materials decrease heat absorption and ambient surface temperatures.
- B119. A parkette that features permeable pavers in a decorative pattern.



B117.



B118.



B119.



B120.

B120. Klyde Warren Park’s Botanical Garden showcases a sustainable approach to landscaping. By featuring native species, the garden supports a healthy ecosystem while minimizing environmental impact.

6.2.3 Softscaping

Softscaping generally refers to the selection of plant and vegetation material that improves quality of living with regard to beautification, air purification, and establishment of areas intended for passive and active recreation.

The following design guidelines are expected or encouraged when considering sustainable softscape design.

Guidelines:

(II) Expected Design Standards

- a. Enhance biodiversity, reduce maintenance needs, and improve stormwater infiltration by utilizing native, naturalized low-maintenance planting, where appropriate.
- b. Prioritize utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water where feasible and appropriate.
- c. Provide landscaping that increases the urban tree canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade) and contributes to overall biodiversity.
- d. Place dense deciduous canopy trees strategically to let sunlight and warmth into buildings and

public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through.

- e. Ensure appropriate soil volumes and quality are provided to optimize vegetation growth to maturity.

(III) Encouraged Practices

- f. Screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (parking or loading docks) with landscape features, such as berms, tree and shrub groupings, and ‘green’ walls.
- g. Situate ‘green’ screens and other landscape wall features on or near building façades to reduce ambient heat and minimize air conditioning requirements.
- h. Consider using only organic or biological fertilizers and weed and pest controls, without potentially toxic contaminants.
- i. Consider incorporating local food production and biophilic design practices into at-grade or rooftop amenity areas of denser residential developments, considering local food distribution strategies to enhance community access to fresh produce.

6.3 RENEWABLE ENERGY

6.3.1 Energy Reduction Solutions

With a goal to reduce the overall energy consumption in the Town, several measures can have an impact on reducing greenhouse gas emissions.

Addressed where applicable throughout the **TWDGs**, the following provides a summary of the expected standards and practices for energy reduction solutions.

Guidelines:

(II) Expected Design Standards

- a. Promote the use of renewable energy sources, such as solar panels and geothermal heating and cooling systems, to reduce the carbon footprint of buildings and promote resilience to climate change. Refer to **Section 6.1.1 General Considerations for Sustainable Building Design**.
- a. For optimal energy efficiency, embrace a holistic approach to residential building construction by incorporating standards like **Energy Star**, **LEED**, and **Passive House**. These standards promote the use of various technologies and methods, such as high-performance windows, efficient insulation, and air sealing, to minimize energy demand.
- a. Promote energy conservation measures in residential buildings, resulting in **LEED**, **Passive House**, or **Energy Star** certification for New Homes and/or New Multi-Unit Residential Buildings with efficient building design. Refer to **Section 6.1.1 General Considerations for Sustainable Building Design**.
- b. Install electric vehicle (EV) charging stations or equipment in key locations, such as medium-density mixed-use or residential buildings, residentially-based employment, commercial properties, and municipal parking lots and/or parking structures.



B121.



B122.

Sustainable Transportation Options

Section 4: Transportation Network outlines guidelines for sustainable transportation options, such as walking, cycling, and integrated local and regional transit, including micro-transit, to reduce car dependency and meet community needs.

- B121. EV-charging infrastructure installed at a convenient location for users.
- B122. The use solar panels as a renewable energy resource is encouraged to reduce the carbon footprint and promote resilience to climate change.



B123.

B123. Caledon's Alton Mill, a 19th century water powered stone woolen mill, is a designated heritage industrial complex that was sensitively restored and adapted to function as an Arts Centre.

SECTION 7: CULTURAL HERITAGE CONSERVATION

7.1 CULTURAL HERITAGE RESOURCES

The Town of Caledon encompasses diverse historic villages, hamlets, and rural landscapes. It is important to recognize, maintain, and enhance their unique characteristics and settings through sensitive design.





The **Future Caledon Official Plan** prioritizes cultural heritage conservation as key to maintaining the Town's distinct character. It aims to conserve and celebrate *built heritage resources, cultural heritage landscapes, and archaeological resources*, ensuring Caledon's story is passed on to future generations.

General Guidelines:

(I) Mandatory Design Requirements

- a. Maintain, enhance, and restore cultural heritage assets.
- b. A *Cultural Heritage Impact Assessment (CHIA)* may be required to address appropriate conservation measures for development applications affecting identified *cultural heritage resources*. Conservation measures identified in the CHIA will be implemented through the development process.
- c. Promote sensitive integration of *cultural heritage resources* into new development proposals. For example, align the proposed development to provide appropriate *setbacks*, landscaping and visual or physical exposure to the cultural heritage asset, by introducing strategic road connections, sensitive building sitings and compatible architectural treatment.
- d. Consider opportunities for sensitive *adaptive re-use* of existing *built heritage resources*.
- e. In subdivision design, plan new streets and blocks to ensure physical and visual access to existent cultural heritage features.
- f. Ensure adjacent development is respectful of and complementary to *cultural heritage resources*.

APPLICABLE GUIDING PRINCIPLES:

-  Conserve our Cultural Heritage
-  Address the Changing Climate
-  Design Great Places
-  Create Healthy and Complete Communities

Key Reference Documents

- Ontario Heritage Act
- Provincial Planning Statement, 2024
- Future Caledon Official Plan
- Town of Caledon Criteria for the Identification of Cultural Heritage Landscapes, 2003
- Town of Caledon Cultural Heritage Landscapes Inventory, 2009
- Village of Bolton Heritage Conservation District Plan
- Town of Caledon Archaeological Management Plan

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
-  RURAL SYSTEM
-  NATURAL ENVIRONMENT SYSTEM

Adaptive re-use

Adaptive re-use is the process of repurposing an existing building for a new function different from its original intended use. It involves renovating and modifying the structure while preserving its historical or architectural features.



Undesirable



Desirable

B125.

7.1.1 Built Heritage Resources

New development should complement and enhance existing built heritage resources while encouraging public appreciation of them.

Guidelines:

(I) Mandatory Design Requirements

- Prioritize existing *built heritage resources* for conservation and restoration. Ensure any alterations or additions are done sensitively, respecting the original character and materials. Ensure compliance with the **Ontario Heritage Act** where the properties are designated.
- Prioritize the conservation of heritage buildings by supporting their *adaptive re-use*, ensuring their continued relevance and contribution to the community.
- The TWDGs complement *heritage conservation districts (HCDs)* that are in place across the Town. Refer to the policies of the relevant *HCD Plan* for development applications within an *HCD*.

(II) Expected Design Standards

- If necessary, explore options for relocation of a structure within the development, pursuant to **Future Caledon Official Plan** policies and completion of applicable heritage conservation studies.

(III) Encouraged Practices

- Encourage the development of signage, interactive public exhibits/art, and heritage-related design of public spaces to raise awareness of the value and history of local heritage buildings and features.

B124. Bolton's former town hall, located in the Bolton *HCD*, is an example of heritage building preservation.

B125. A diagram demonstrating that door and window alterations in heritage buildings should reflect the original style, proportions, and alignment.

7.1.2 Cultural Heritage Landscapes

Cultural heritage landscapes should be maintained, conserved and enhanced to ensure the conservation and celebration of the Town's unique identity and sense of place.

Guidelines:

(I) Mandatory Design Requirements

- a. Identify and conserve the character defining elements of *Cultural Heritage Landscapes (CHLs)*. This may involve implementing measures to protect sightlines, control development that could obstruct views, and maintain the historic integrity of structures, roads, pathways, and mature vegetation.

(II) Expected Design Standards

- b. Where feasible, maintain, conserve and enhance mature tree canopies on public and private property in recognition of their cultural heritage and ecological value.

(III) Encouraged Practices

- c. Consider providing interpretive plaques, pathway markers, or special features, where applicable, to recognize significant *CHLs*.

An inventory of *CHLs* in Caledon can be found in the ***Town of Caledon Cultural Heritage Landscapes Inventory***.

7.1.3 Archaeological Resources

Archaeological resources should be proactively managed to inform and enhance urban design.

Guidelines:

(I) Mandatory Design Requirements

- a. Assess and mitigate areas of archaeological potential in accordance with Provincial standards and the requirements of the Town's ***Archaeological Management Plan***.

(II) Expected Design Standards

- b. Collaborate with Indigenous communities throughout the design process to ensure culturally appropriate design solutions that honour, integrate, and protect their heritage, including *archaeological resources*. Refer to guidelines in **Section 5.2 Parks & Open Space** and **Section 8.4.2 Public Art**.

(III) Encouraged Practices

- c. Consider incorporating signage, displays, or art installations to educate the public on the significance of identified *archaeological resources*.

B126. The Patullo-McDiarmid-Simmonds Stone Fence, designated under Part IV of the Ontario Heritage Act, located within the Rockside Cultural Heritage Landscape.



B126.



B127. New *infill* building in downtown Elora with character and materials that reflect the historic architecture of the Town.

B128. The Kraft House in Elora, built in 1865, has a new addition that is sympathetic and complementary to the original building.

7.1.4 Infill Development Adjacent to Cultural Heritage Resources

Guidelines:

(I) Mandatory Design Requirements

- a. Respect and complement the character of existing *cultural heritage resources* and surrounding context when designing new communities or *infill* developments.
- b. Respect the established pattern of building *setbacks*, and the unique qualities and features of neighbouring heritage-valued buildings. These include, but are not limited to massing, scale, height, roof profiles, horizontal and vertical rhythms (e.g. building widths, *cornice lines*, window and door proportions and alignment), and external materials and cladding.
- c. Incorporate visual breaks, such as *step-backs* for upper stories or horizontal articulations in the *façade*, to reduce the perceived scale of new buildings and ensure they don't overshadow nearby *built heritage resources*.
- d. Use materials that complement those found in the surrounding historic buildings.
- e. Complement the existing colour schemes of the street and adhere to any community guidelines for colour schemes, including those outlined in *HCD* plans.
- f. Where the development is adjacent to a designated heritage property, PPS requirements for a *CHIA* will apply.

Refer to **Section 9.3.4 Neighbourhood Infill Dwellings, Alterations & Custom Homes** and **Section 9.9.4 Mixed-Use Infill** for more detailed guidelines related to all land uses.

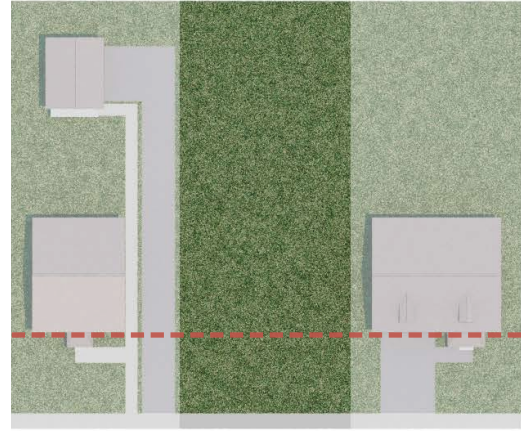
(II) Expected Design Standards

- g. Assess large projects or those exceeding the height of nearby heritage buildings for their potential impact through a *CHIA*.
- h. Incorporate signage that complements the community character and adjacent *cultural heritage resources*.
- i. Locate parking, loading, servicing, and garbage areas to the side or rear of new buildings adjacent to *cultural heritage resources*. Utilize landscaping to buffer these areas from the streetscape. Screen these areas when located adjacent to *cultural heritage resources*, using a combination of elements on both public and private lands.
- j. Conduct shadow studies to assess the impact of proposed buildings on adjacent *cultural heritage resources*, when necessary.
- k. Locate lighting for outdoor areas, including signage lighting, to minimize light spillage onto adjacent *cultural heritage resources* and the sky. Cast lighting downward where possible.
- l. Protect and enhance the visual prominence of *cultural heritage resources* within their existing context. This includes minimizing visual impacts on the resources and safeguarding important sight lines and views to and from these important landmarks.
- m. Orient street networks of developments adjacent to retained *cultural heritage resources* to create optimal visual connections and/or *terminating* views from surrounding streets, schools, and open space features. Allow for relocation of *built heritage resources* to equally prominent lots within the street network.

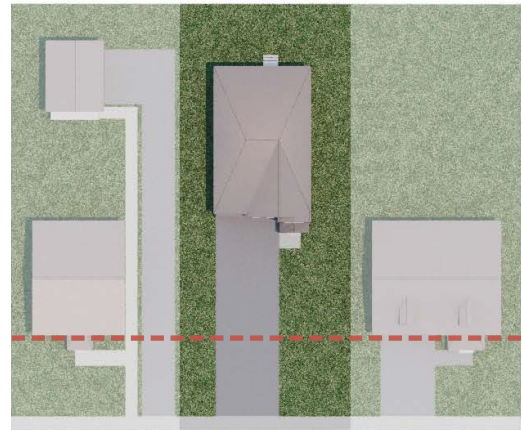
(III) Encouraged Practices

- n. On wider commercial lots, consider designing *infill* development to mimic multiple storefronts to match the existing historic streetscape pattern.

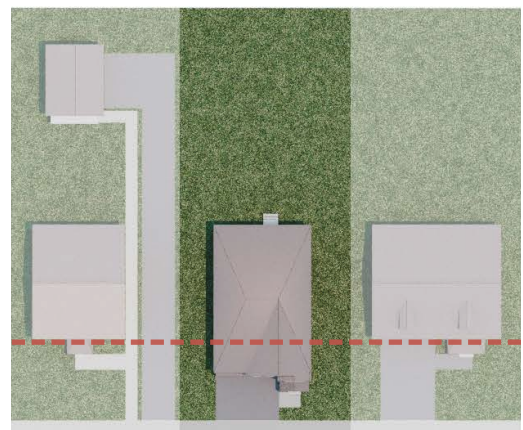
B129. A diagram demonstrating a consistent *setback* for *infill* development to respect the established neighbourhood pattern and *streetwall*.



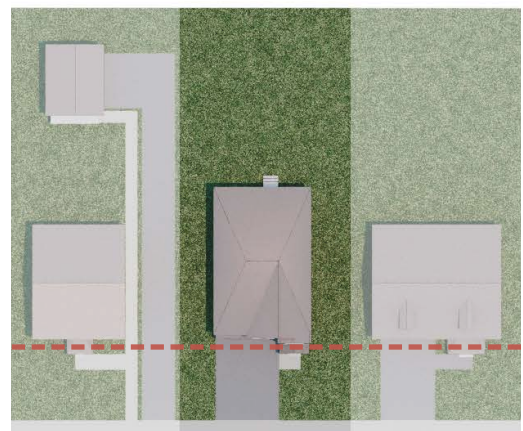
Undesirable



Undesirable



Desirable




B129.

PART C



APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Design Great Places
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options

Key Reference Documents

- Town of Caledon Multi-Modal Transportation Master Plan
- Future Caledon Official Plan
- Caledon Green Development Standards Guidebook
- Caledon Development Standards Manual
- MTO Transit Supportive Guidelines
- Accessibility for Ontarians with Disabilities Act
- Caledon Landscape Guidelines

The *public realm* is defined as all of the visible components of our daily environments and includes our community streets, parks and open spaces, natural areas, and the portions of private developments that are visible from areas with public access.

Caledon's *public realm* will provide high quality, attractive, and socially engaging environments that support the Town's guiding principles for urban design.



URBAN SYSTEM GUIDELINES

SECTION 8: THE URBAN PUBLIC REALM

8.1 STREET DESIGN

Streetscapes will play an important role in reinforcing the character of the Town and providing safe, accessible, attractive, and pedestrian-friendly environments for all users.

Community streetscape design encompasses the entirety of the street environment, from sidewalks and travel lanes to curbs, on-street parking, cycle tracks, and street trees. It considers the materials and textures used, such as paving treatments and *LID* features, as well as essential amenities like street lighting and furniture. Crucially, streetscape design recognizes the vital connection between the street itself and the surrounding land uses, shaping how people interact with and experience their community.

The following general guidelines will principally apply to the design for streets within the Town's **Urban System**. In the specific cases where street design guidance applies to the **Rural System's** villages and

hamlets, this has been identified in the applicable land use category. Guidelines specific to industrial streetscapes or open spaces are provided in **Section 10.2 Employment Lands**.

The Urban System, also referred to as the Urban Area, includes the communities of Bolton, Mayfield West, Caledon East, and undeveloped new urban land. It is within this area that most population and employment growth will occur over the next 30 years and beyond. The Urban Area is identified on Schedule B1, Town Structure.

Source: Future Caledon Official Plan



C1.

8.1.1 Compact & Complete Streets

The creation of compact, complete streets to accommodate pedestrians, cyclists, transit users, and motorists of all ages and abilities is essential.

Compact and complete streets applies a comprehensive and balanced approach that will enhance safety, promote *walkability* and cycling linkages, encourage transit usage and reinforce an attractive and engaging community character. By prioritizing compact form with complete street functions, the Town can achieve highly connected, safe and well-scaled neighbourhoods.

Compact Streets

"Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles, less stormwater, and less construction material to build."

Source: Urban Street Design Guide

Complete Streets

"A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature."

Source: Complete Streets for Canada

Guidelines:

(I) Mandatory Design Requirements

- a. Apply complete streets design principles to the construction of new streets, ensuring **AODA** compliance and prioritizing safety for all users, to support the integration of pedestrians, cyclists, transit-users, and motorists, while incentivizing walking and cycling.
- b. Create compact, urban forms that prioritize *active transportation* and streets as desirable public spaces. Use complete streets design principles to ensure a strong relationship between buildings and the street, with densities that encourage active use.

(II) Expected Design Standards

- c. Include compact and complete street elements:
 - i. Minimized vehicular travel lane widths that encourage a reduction in vehicular speeds.
 - ii. Integration of ample width sidewalks, protected bike lanes, on-street parking, and dedicated bus lanes on arterial roads.
 - iii. Reduced corner radii resulting in reduced crossing distances, slower vehicle turning speeds, and reduced paved intersection areas.
 - iv. Boulevards that allow for optimum soil volume and promote healthy street tree planting conditions for a strong canopy.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



- v. Compact building face to building face distances that reinforce a pedestrian scale and incorporate well-designed lighting and *fenestration* to enhance safety and visual interest.
 - vi. *Street furniture* and paving features that reflect the character of the area.
 - vii. Vibrant boulevard spaces that respond to adjacent land uses and promote social gathering.
- d. Where appropriate, consider reductions to public right-of-way widths only if the Town's objectives to achieve complete streets standards, including all applicable mobility and transit needs, have been addressed.
 - e. Promote the use of innovative cross-section designs that incorporate compact and complete streets design principles, utilize *low impact development* techniques for improved stormwater management, and accommodate potential energy infrastructure.
 - f. Provide supportive facilities for transit use, where relevant and in coordination with the appropriate transit agency, including waste receptacles, seating, and bike storage facilities.
 - g. Provide consistent and coordinated *street furniture* throughout the *public realm*. Materials, colours, and style should be complementary to the desired or established community theme outlined in the Secondary Plan and/or ACGs.

- h. Prioritize pedestrian safety in high-traffic areas by designing streets that inherently manage traffic flow, eliminating the need for traffic calming measures.
- i. Configure streets to ensure existing and future planned linkages are considered, such as the integration of cycling infrastructure.
- j. Ensure on-street parking is provided to support the functional requirements of the street and its adjacent land uses.

(III) Encouraged Practices

- k. Consider opportunities for future transit services and connections for the appropriate street designation. Also, consider appropriate walking distance to future transit stops and stations from amenity areas.
 - l. As much as possible, balance *LID* strategies or other innovative street level stormwater management techniques with other street functions, while contributing to the streetscape appeal for the long term.
 - m. Consider providing priority parking for carpooling, electric, and hybrid vehicles, with supportive infrastructure (e.g. electric vehicle charging stations).
- C1. A compact and complete street that has safe and comfortable access for pedestrians, bicycles, and transit users.
 - C2. Rendering example of boulevards that promote healthy street tree planting for a strong canopy.

8.1.2 Main Streets

Main streets should be designed to create vibrant, walkable, and mixed-use central corridors within new developments, promoting a distinct sense of community.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Major Commercial / Mixed-Use Area



RURAL SYSTEM

- Villages and Hamlets

Key Reference Documents

- Town of Caledon Multi-Modal Transportation Master Plan
- Future Caledon Official Plan
- Caledon Green Development Standards Guidebook
- MTO Transit Supportive Guidelines
- Accessibility for Ontarians with Disabilities Act
- Caledon Landscape Guidelines

The existing main streets in Caledon serve as the heart of its vibrant communities, often characterized by a mix of uses and pedestrian-friendly environments. As Caledon expands, new developments may look to these traditional main streets as inspiration, establishing their own central corridors for commercial and office activity. New main streets should adopt a grid pattern to facilitate a logical arrangement of complementary land uses, such as mixed-uses combining residential with ground-level retail and services that reinforce local connections and lessen the reliance on vehicles for daily needs. These main streets should incorporate enhanced streetscapes, pedestrian-scaled design, and support for cycling and transit options, ultimately creating vibrant village junctions with density conducive to higher density residential, commercial, and employment uses, conveniently located near transit, where possible.

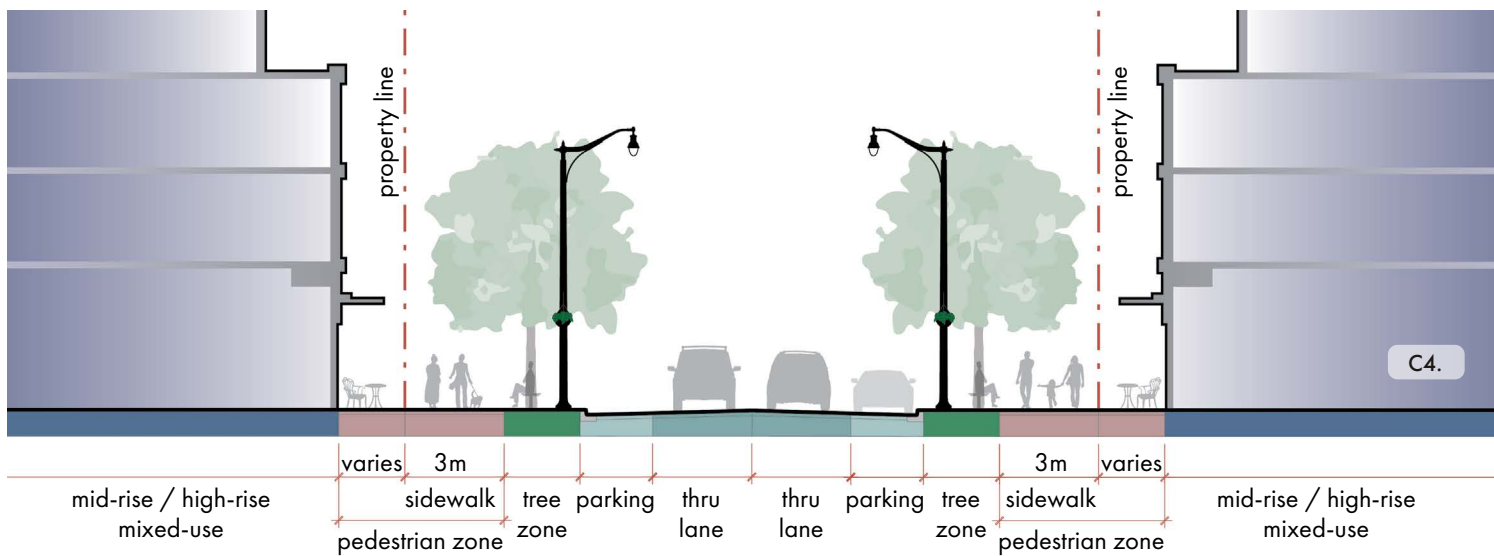
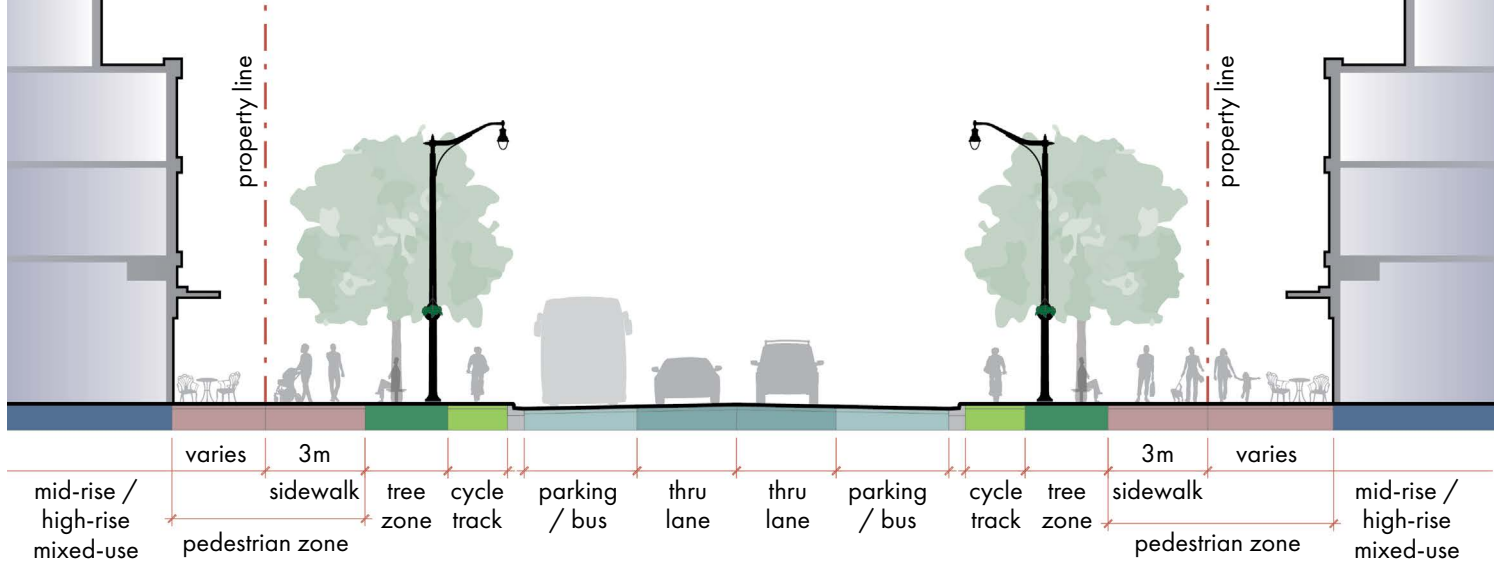
The guidelines provided in this section should be considered in addition to the principles and general guidelines provided in **Section 9.9 Mixed-Use Buildings** & **Section 10.1 Commercial Development**. Refer to **Section 9.9.4 Mixed-Use Infill** for guidance relating to context sensitive development in an *infill* setting on an existing main street.

Guidelines:

(I) Mandatory Design Requirements

- a. Design each main street with streetscape elements that reinforce an attractive and vibrant character.
- b. Ensure main streets provide universal *accessibility*, accommodating all users, incorporating features such as curb ramps, *tactile warning surfaces*, accessible pedestrian signals, and clear *wayfinding* signage, in compliance with the **AODA**.
- c. Prioritize lane-based built form along residential main streets to enhance the streetscape, improve the pedestrian experience, and minimize conflicts with cyclists.

C3. A main street building that actively engages the street through ground-level architectural features.



(II) Expected Design Standards

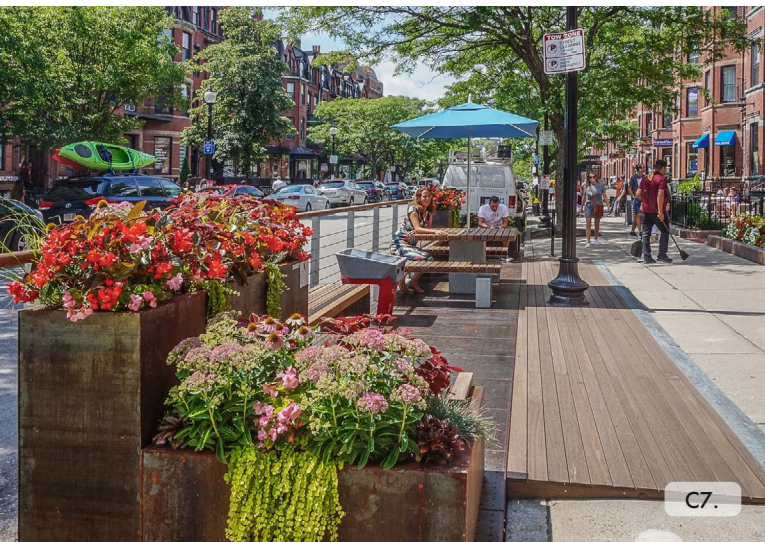
- d. Provide on-street parking, preferably on both sides, for convenience and to support retail activity.
 - e. Incorporate sidewalks with a minimum width of 3-metres on both sides of new main streets.
 - f. Frame main streets with higher-density, *mid-rise* buildings that actively engage the street through ground-level architectural features, promoting a vibrant *public realm* with residents in close proximity to retail, service, and employment uses.
 - g. Provide increased heights and densities along arterial main streets to better accommodate growth and support major transit service and commercial/employment functions, in alignment with the ***Future Caledon Official Plan***.
 - h. Provide a full range of main street uses, including retail, cultural, institutional, residential, and office, to support transit ridership and create vibrant, mixed-use communities. Mixed-use buildings, incorporating separate entrances for commercial and residential/office uses, are preferred along community main streets in accordance with the guidance provided in **Section 9.9 Mixed-Use Buildings**.
 - i. Plant high crowned deciduous trees, where space permits, to allow store signage to be seen and to provide pedestrian comfort through shade.
- C4. Conceptual examples of new main street cross-sections, with and without cycle tracks. Elements and right-of-way widths may vary.



C5.



C6.



C7.

(III) Encouraged Practices

- j. Consider enhancing the pedestrian experience by providing a vibrant and active streetscape through:
 - i. Where advantageous to the adjacent land uses, such as restaurants and cafes, strategic setbacks and streetscape elements that encourage streetside patios which help animate the street and establish community character.
 - ii. Coordinated furnishings (benches, bollards, waste and recycling receptacles, newspaper boxes, and planters).
 - iii. Large storefront windows to activate the streetscape.
 - iv. Bicycle infrastructure coordinated with furnishings, where possible. Refer to **Section 8.1.4.2 Street Furniture**.
 - v. Consideration for upgraded paving materials to distinguish streetscape elements, such as crosswalks, expanded pedestrian areas, building setbacks, etc., that provides visual interest and helps establish character and identity for a district.
 - vi. The use of street light posts for community banners or holiday decor, and public art installations, murals, and creative signage to enhance the visual appeal and character of the street.
- k. Encourage patios for restaurants on the main streets, where permitted, in appropriate locations and with consideration for minimizing impacts on adjacent residential uses. Consider encroachments for such spaces into the municipal right-of-way provided the scale and extent of the patio area is appropriate for the character of the streetscape, pedestrian movement is not impeded, and provision of municipal services is not impacted.

- C5. Upgraded paving materials distinguish crosswalks and enhance the pedestrian experience.
- C6. Large storefront windows activate the streetscape.
- C7. On street-parking lane provides temporary patio space along a main street.

8.1.3 Sidewalks & Crosswalks

Pedestrian connections should be safe, comfortable, and inviting, promoting walkability and accessibility for all.

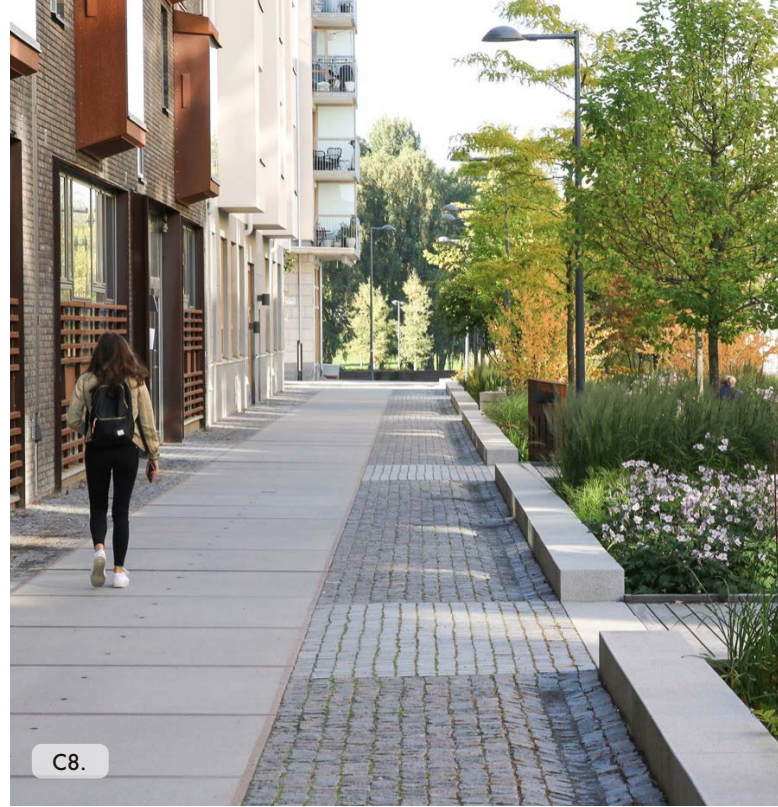
A vibrant community thrives on *walkability* and safety. Thoughtful design of sidewalks, crosswalks, and traffic calming measures prioritizes people, creating a welcoming environment where residents of all ages and abilities can easily and safely navigate their communities. This creates a sense of place and connection, enhancing the quality of life for all.

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure sidewalks are designed to be barrier-free, providing universal *accessibility*, in compliance with the **AODA**.
- b. Maintain sidewalks as continuous, with a minimum clear width of 1.5-metres for local streets, but 3 to 5-metres for higher order streets with retail / commercial interface and greater pedestrian traffic.
- c. Construct sidewalks with hard concrete pavement that has a non-slip finishing. Alternative paving treatments, such as unit pavers, may be considered for character areas.
- d. Provide sidewalks on both sides of the street for all existing, new, and reconstructed street.
- e. Design crosswalks to be highly visible to motorists and include clear, visible signage, enhancing visibility and minimizing conflict between pedestrians and motorists.
- f. Provide crosswalk lines, paving material types, and installation methods that are highly durable to minimize maintenance requirements and ensure a clear and safe condition for pedestrian safety.

C8. A continuous barrier-free concrete sidewalk, with flanking decorative unit pavers as a design feature in this character area.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area
- Employment Area



RURAL SYSTEM

- Villages and Hamlets

Key Reference Documents

- Future Caledon Official Plan
- Caledon Development Standards Manual
- MTO Transit Supportive Guidelines
- Peel Healthy Development Assessment
- Accessibility for Ontarians with Disabilities Act



(II) Expected Design Standards

- g. Identify areas along clearways where pedestrians may encounter vehicle crossings through the use of paving material changes and tactile warning strips.
- h. Provide sidewalks with a minimum width of 2-metres (in coordination with Town staff) in higher density residential neighbourhoods, and 3-metres or more in mixed-use and commercial areas, such as *Urban Centres, Neighbourhood Centres, Urban Corridors, or Major Commercial / Mixed-Use / Major Institutional Areas*, to encourage and anticipate high pedestrian volumes.
- i. Ensure crosswalks include a designated and clearly marked cycle crossing where they serve as a continuation of cycle tracks, bike lanes, or mixed-use trails. These crossings may be painted or impressed coloured asphalt, unit paving types, concrete, or other potential durable materials that clearly distinguish the travel surface. Refer to [Section 4.5.1 Cycling Infrastructure and Facilities](#) for guidelines on safe crossings for cycling facilities.
- j. Design sidewalks and crosswalks in a manner that considers efficient snow removal operations.

Potential Crosswalk Treatments

- Impressed asphalt or concrete;
- Pavers;
- Permeable pavers;
- Painting of crosswalk;
- Zebra-stripe painting of crosswalk;
- Partial accent paving of crosswalk;
- Full re-paving and painting of crosswalk;
- Specialty coloured/impressed borders along the edges of standard sidewalks between trail connections; or
- Raised crosswalks and full re-paving on crosswalk.

- C9. A crosswalk with decorative paving material changes and tactile warning strips
- C10. A painted crosswalk distinguishes the pedestrian travel surface.

(III) Encouraged Practices

- k. Encourage sidewalks in and immediately adjacent to a transit station areas to be treated as pedestrian priority areas. They should contain a higher level of pedestrian amenity than surrounding areas, including:
 - i. Signage and *wayfinding* to inform users where they need to go to reach the station and area destinations.
 - ii. Pedestrian-scaled lighting for enhanced visibility and safety.
 - iii. Seating and waste receptacles for convenience.
 - iv. Landscaping for pedestrian comfort and enjoyment.
- l. Where space allows, consider sidewalk *bump-outs* at the corners of an intersection to minimize crossing distances. *Bump-outs* also provide an opportunity for additional landscaping and *street furniture*.
- m. In existing hamlets or villages where the provision of sidewalks may not be feasible, consider providing a paved shoulder linking major destinations in and around a transit stop.



- C11. An urban street with seating and landscape features for pedestrian comfort and enjoyment.
- C12. A rural village with sidewalk *bump-outs* that provide space for additional landscaping and *street furniture*.
- C13. An *employment area* with a comfortable sidewalk along the public street to access building entrances.



C14.

C14. A well-considered streetscape design creates a public space that is aesthetically pleasing, functional and active.

8.1.4 Streetscape Elements

The harmonious design of streetscapes in Caledon plays a vital role in shaping the Town’s identity and enhancing the distinct character of each community and neighbourhood.

Streetscape elements such as lighting fixtures and carefully selected site furniture contribute to the overall ambiance of the community. The lighting design not only ensures safety but also adds a touch of charm, creating a pleasant atmosphere during evening hours. Site furniture, strategically placed along the streets, not only provides functional seating and resting areas—essential for creating accessible and inclusive public spaces for all ages and abilities—but can also reinforce a distinctive character and style for a community or district.

Through well-considered design, selection, and placement of these elements into the streetscape, the street as a public space that is aesthetically pleasing, functional and active can be fully realized.

The following sections contain guidelines related to:

- Street Lighting;
- *Street Furniture*;
- Utilities;
- Fencing.

Street tree guidelines are provided in **Section 8.1.6 Street Tree & Planting Strategy**.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Development Standards Manual
- MTO Transit Supportive Guidelines
- Peel Healthy Development Assessment
- Accessibility for Ontarians with Disabilities Act



C15. A coordinated palette of *street furniture* reinforces the distinctive character of the community.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

Dark Sky Compliance

The International Dark-Sky Association (IDA) "advocates that any required lighting be used wisely. To minimize the harmful effects of light pollution, lighting should only be on when needed; only light the area that needs it; be no brighter than necessary; minimize blue light emissions; and be fully shielded (pointing downward)."

Source: International Dark-Sky Association (IDA)

8.1.4.1 Street Lighting

Street lighting in Caledon should contribute positively to the character and safety of the public realm while balancing aesthetics, functionality, maintenance, cost-effectiveness, and energy efficiency.

Street lighting is a critical component of urban design, playing a vital role in defining the nighttime ambiance, ensuring safety and security, and enhancing the overall aesthetic appeal of communities. By implementing a consistent and thoughtful approach to the design and selection of street lighting elements, Caledon can create a coordinated and inviting *public realm* that can help reinforce a distinct character. Selection and placement of lighting fixtures shall be in compliance with established Town of Caledon standards, including the **Outdoor Lighting Standard Manual** (2019). Where there is some flexibility in selection, the following guidelines should be considered:

Guidelines:

(I) Mandatory Design Requirements

- Ensure all street lighting is *Dark Sky* compliant and adheres to the Town's outdoor lighting standards and RP-8, the current ANSI/IES RP-8.
- Orient street lighting fixtures within the street right-of-way to minimize glare and light pollution on adjacent properties, environmentally sensitive areas, and other public spaces.
- Coordinate the placement of street lighting fixtures to prevent light obstructions and promote healthy, sustained street tree growth.
- Maintain a complementary character, colour, and style between laneway lighting and street lighting.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

C16. A light standard in a traditional style that provides both pedestrian scale and street lighting.

(II) Expected Design Standards

- e. Enhance night and seasonal visibility and safety by ensuring that the placement of street lighting is consistent with the principles of *Crime Prevention Through Environmental Design (CPTED)*. Refer to **Section 8.2 Safety in the Public Realm**.
- f. Reflect the community character and established themes and styles of other *street furniture* through the design of light standards.
- g. Install pedestrian scale lighting, in addition to or as a replacement of street lighting, to help highlight key character areas intended to attract greater pedestrian activity (e.g. along streets adjacent to parks).
- h. Use street lighting to reflect the urban, village, or rural character of the community, helping to establish a sense of identity appropriate to the context.
- i. Minimize light encroachment into adjacent natural areas and residential lots through careful selection and placement of lighting fixtures.
- j. Coordinate the location of street lighting fixtures with other streetscape elements to minimize conflicts and ensure optimum coverage and street tree benefits.

(III) Encouraged Practices

- k. Consider distinguishing special character areas along *Urban Corridors* or main streets within *Urban Centres, Major Commercial / Mixed-Use Areas, villages* or hamlets by a special lighting treatment to reinforce their role as key character streets for the community. Options may include:
 - i. Unique light standards;
 - ii. Bollards;
 - iii. Light poles with options for hanging baskets or banners to reinforce the special nature of these district;
 - iv. Light poles with plugs for holiday lighting.
- l. Consider emerging technologies in street lighting, such as renewable solar energy, particularly where aesthetic requirements of the fixture are not compromised.



C17.



C18.

- C17. Lighting that enhances Alton's community gateway landscape features.
- C18. Light standards that minimize glare and light pollution while enhancing night visibility and safety.

Key Reference Documents

- Caledon Outdoor Lighting Standard Manual
- Ontario Provincial Standards for Roads & Public Works
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act

8.1.4.2 Street Furniture

Street furniture should contribute to sense of place, providing a welcoming, accessible, and aesthetically pleasing public realm.

Street furniture, encompassing a diverse range of elements from benches and waste receptacles to bike racks and public art installations, plays a crucial role in shaping the character and functionality of Caledon's streetscapes and public spaces. Thoughtful design and placement create an inviting environment, cultivating community and reflecting the Town's identity. Well-designed *street furniture* enhances visual appeal, encourages social interaction, supports *active transportation*, and improves Caledon's overall livability.

Guidelines:

(I) Mandatory Design Requirements

- Where proposed, ensure the placement and layout of furnishings encourage safe use, maintain all *accessibility* requirements and be appropriate to and complement the adjacent built form type and function.
- Select furnishings that are vandal resistant and low-maintenance, with readily available componentry.

(II) Expected Design Standards

- Design *street furniture*, such as benches, bike racks, raised planters, bollards, and waste receptacles, as specified in the Town standard details unless a unique aesthetic is desired to reflect the specific neighbourhood character and contribute to a distinctive sense of place.
- Provide *street furniture* in high pedestrian traffic areas, such as main streets, *Urban Centres* and *Corridors*, and streets leading to transit station areas.
- Include furniture within *Major Commercial / Mixed-Use Areas* and *Major Institutional Areas* that includes benches, waste receptacles and bicycle racks, rings or posts, and should be complementary to the selected street lighting design. The colour, material, form and style of *street furniture* shall be consistent with and complementary to the established design theme for the community.
- Strongly encourage *street furniture*, or other hardscaping intended to provide seating, adjacent to mixed-use or commercial building entrances to support increased pedestrian use at gathering areas.

Refer to the **Caledon Landscape Guidelines** and **Caledon Development Standards Manual** for specific design details.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

Key Reference Documents

- Caledon Landscape Guidelines
- Town of Caledon Parks Plan
- Caledon Active Transportation Master Plan
- Future Caledon Official Plan
- Ontario Provincial Standards for Roads & Public Works
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act



C19.



C20.



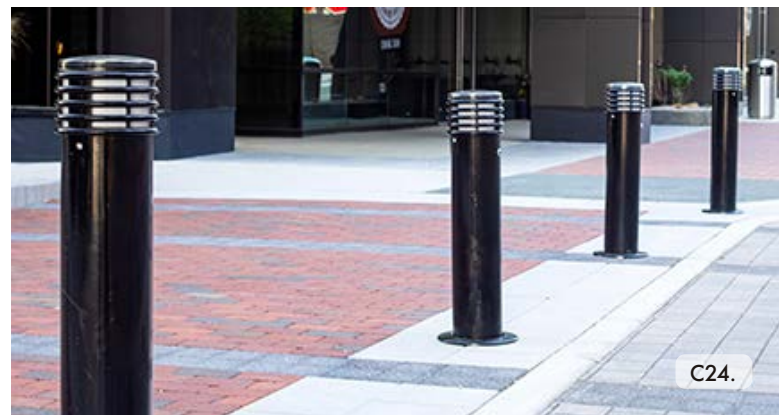
C21.



C22.



C23.



C24.



C25.

- C19. Bicycle rings that are complementary to the *street furniture*.
- C20. Coordinated benches and waste receptacles.
- C21. Movable planters in a mixed use area provide flexibility in design.
- C22. *Street furniture* in a high pedestrian traffic area.
- C23. Benches support increased pedestrian use in a gathering area.
- C24. Bollards in a contemporary style that reflects the neighbourhood character.
- C25. Traditional-style bollards that are consistent in material, form and style to the established design theme of the community.



8.1.4.3 Utilities

Utility placement and design should prioritize functionality while minimizing impact on the streetscape.

Utilities can often detract from the aesthetic quality of towns and neighbourhoods. Careful planning and design can ensure that these necessary services are integrated into the urban fabric, preserving the visual appeal of streetscapes while supporting the functionality of communities. This involves thoughtful consideration of both above-ground and below-ground elements. Above-ground, utilities like hydrants, hydro poles, and telecommunication infrastructure should be coordinated with other streetscape elements to create an attractive and cohesive visual experience. Below-ground, the placement of utilities must be planned in conjunction with features such as street trees and soil cells to minimize disruption to the urban landscape while ensuring necessary access. The following guidelines offer a framework for achieving this balance, ensuring that utility infrastructure has minimal visual impact on the overall quality of the built environment.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

Guidelines:

(I) Mandatory Design Requirements

- a. Locate utilities, whenever feasible, underground, internally within buildings, or integrated into the rear or flankage elevations of the building mass.
- b. Group utilities and telecommunication infrastructure, where feasible, into a single utility trench to minimize disruption of municipal rights-of-way.
- c. Undertake early engagement with utility providers to confirm the feasibility of proposed utility locations, especially on private property.
- d. Coordinate below-ground utility placement to avoid conflicts with tree roots and achieve appropriate soil volumes, adhering to the **GDS**.
- e. Ensure that in cases where utilities cannot be concealed, their placement does not compromise pedestrian accessibility, safety, comfort, or the overall aesthetic quality of the *public realm*.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Development Standards Manual

- f. Employ high-quality architectural and landscape elements, such as low walls, recesses, or coordinated landscaping, to screen utilities from public view while maintaining necessary operational access.
- g. Integrate utility meters discreetly into interior side elevations of buildings, at least 1.2 metres away from the front, using compliant and recessed gas distribution meter boxes (subject to utility company regulations).

(II) Expected Design Standards

- h. Coordinate utility placement with parking, servicing, and loading areas to maximize open space and minimize unsightly views and physical interruptions within the *public realm* and neighbouring properties.
- i. Align the placement of above-ground utility boxes and light fixtures with other streetscape elements, such as street trees, sidewalks, *street furniture*, and mailboxes.
- j. Locate individual HVAC units on rooftops, screened from public view, or integrated into the rear or flankage of the building mass, away from public areas, entrances, and outdoor amenity spaces.
- k. Utilize landscaping and landscape structures to effectively screen utility boxes situated along the edges of parks and open spaces.

(III) Encouraged Practices

- l. Consider anti-graffiti installations and coverings on utility boxes and other vulnerable surfaces.
- m. Consider interim above-ground installations for roads on temporary alignments or constructed to an interim rural cross-section.

- C26. Utilities located within an architectural recess.
- C27. Utilities integrated into a wall niche of a townhouse.
- C28. A landscape treatment screens utilities from public view.





8.1.4.4 Fencing

Fencing should fulfill functional requirements while also enhancing the visual appeal of the streetscape and contributing to the overall community aesthetic.

Fencing of varying types and materials is required throughout the Town to address barrier, privacy, and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements. Refer to the **Caledon Landscape Guidelines** for more detailed fencing standards.

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure all fencing is installed in accordance with the **Caledon Landscape Guidelines**, applicable fencing by-law, and any other Caledon standards in place at the time of application.
- b. Install a chain link fence (or approved equal) to protect the rear yards and side yards of residential lots adjacent to parks, valleylands, woodlands, and open space.
- c. Construct wood and decorative metal fencing of high quality materials that contribute to the aesthetic quality of the community.
- d. Encourage soft and hard landscaping to accent fencing that flanks public rights-of-way.



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

(II) Expected Design Standards

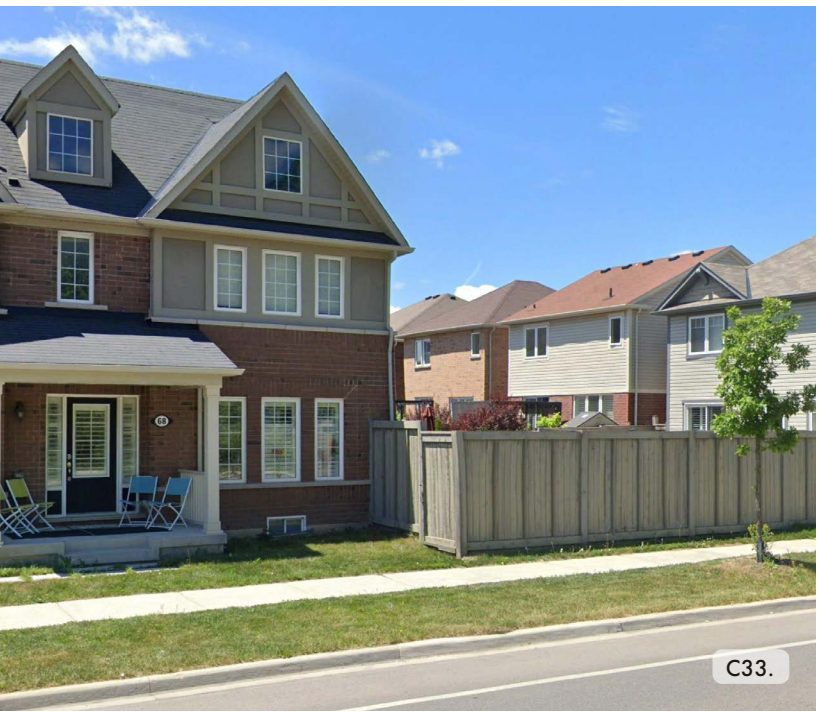
- e. Consider soft landscaping treatments to soften walls and fences, such as noise barriers, and delineate property boundaries in addition to fencing.
- f. Where possible, design fencing to be complementary to the character or theme of the community.
- g. Utilize fencing to screen parking, loading, and utilities, ensuring that all applicable access requirements are implemented.
- h. Coordinate noise attenuation fences with the overall design of fencing throughout the community or development to ensure a complementary palette of details, materials, and colours.



C31.



C32.



C33.

Key Reference Documents

- Applicable Fence By-law
- Caledon Landscape Guidelines
- Caledon Development Standards Manual

- C29. A residential wood privacy fence.
- C30. Decorative fencing between a rail corridor and a public space.
- C31. A precast concrete noise barrier wall provides noise attenuation.
- C32. A decorative metal fence designed for an industrial / commercial location.
- C33. A wood screen fence along a flankage condition.
- C34. A soft landscape treatment and a decorative metal fence fronting townhouse units.



C34.



C35.

C35. Healthy street trees provide shade, make streets more walkable, and contribute to quality of life.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area
- Employment Area



RURAL SYSTEM

- Villages and Hamlets

Key Reference Documents

- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Caledon Development Standards Manual

8.1.6 Street Tree & Planting Strategy

Street tree planting enhances community aesthetics, promotes biodiversity, achieves critical canopy coverage, and ensures the long-term health and sustainability of the urban forest.

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish the character of neighbourhoods within the community and should relate to the street type and adjacent land use.

Guidelines:

(I) Mandatory Design Requirements

- a. Select street tree species from the Town's approved tree species list and adhere to the **Development Standards Manual** and **Caledon Landscape Guidelines**.
- b. Include a variety of native tree species in street tree planting, and incorporate hybrid species where appropriate and necessary to ensure resiliency and avoid a monoculture.
- c. Plant high-branching, deciduous trees that are hardy, salt-tolerant, resistant to invasive pests and diseases, and well-suited to urban environments.
- d. Plant trees in the public boulevard with sufficient room to allow the trees to mature and flourish, in accordance with the **Development Standards Manual**, **GDS**, and **Caledon Landscape Guidelines'** soil volume requirement.
- e. Place deciduous trees to let sunlight and warmth into buildings and open space areas during winter, while creating a canopy in summer that shields people and buildings from sun, glare, and heat.
- f. Retain good quality native soil on site and enhance it, if required, with locally sourced soil of equal or better quality.

(II) Expected Design Standards

- g. Provide a row of street trees between the sidewalk and the roadside curb or as appropriate. Vary species to highlight adjacent land use, such as open space, and focal points.
- h. Plant 100% native and nativar tree species adjacent to the NHS.
- i. Tree species shall be selected to help achieve a cohesive canopy and aesthetic affect. Where consistency in the canopy and form is desired for multiple blocks, species of similar form may be considered.
- j. Coordinate the location of street lighting fixtures and utility boxes to ensure healthy and sustained tree growth and avoid obstructions to street lighting and other hydro infrastructure.

(III) Encouraged Practices

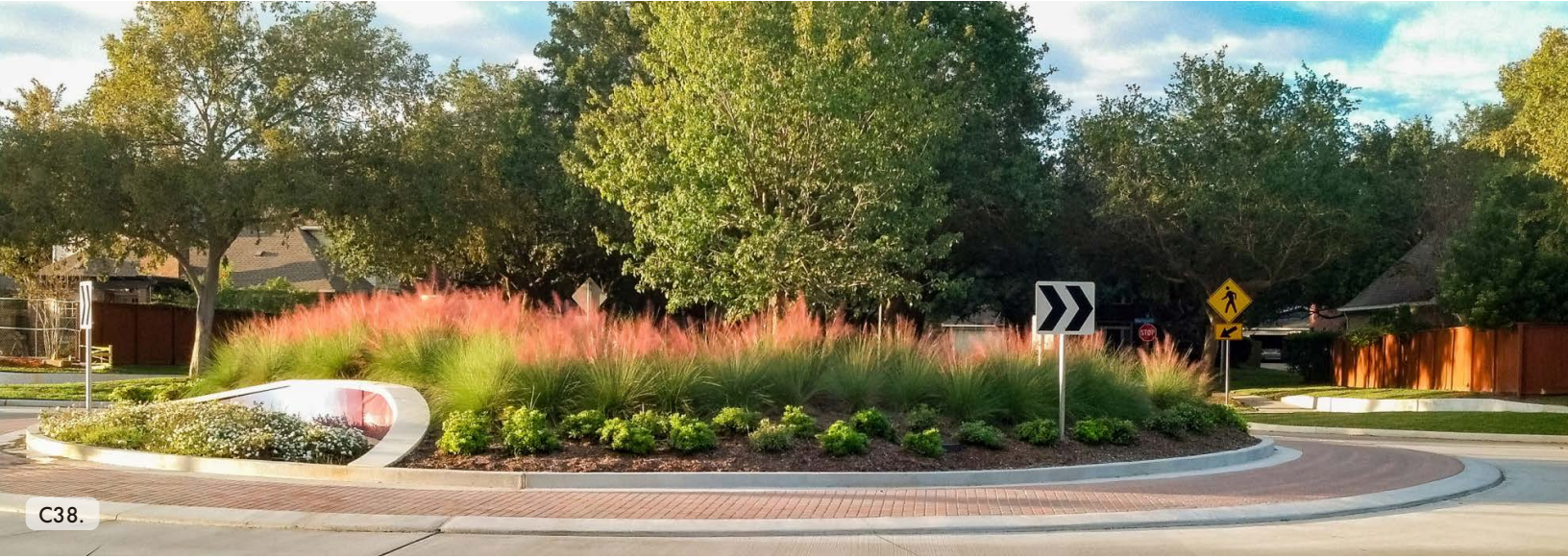
- k. For special gateway streets or where significant rights-of-way may allow, consider providing a double row of street trees to enhance the streetscape appeal and canopy coverage, as well as reduce the perceived scale of the street. A double row of street trees is typically achieved in two configurations within the right-of-way - staggered street trees within a single tree zone or street trees on either side of the sidewalk (2 tree zones).
- l. Consider soil cells, raised planters, and tree grates that help to achieve soil volumes where urban streetscape treatments are desired (e.g. large expanses of paved surface areas).
- m. Consider ornamental deciduous trees and trees with seasonal interest to highlight key character streets, gateway streets, or streets with higher profiles to visually distinguish and enhance the built form and soft landscaping.
- n. Consider planting pockets of trees along restricted rights-of-way where space and underground infrastructure limit tree placement, rather than the conventional single row of trees, to promote healthy and sustained tree growth.
- o. Incorporate water infiltration measures at the tree base, such as *LIDs*, and decorative metal



- C36. A double row of street trees within the right-of-way that creates a canopy to shields people from sun, glare, and heat.
- C37. Deciduous trees that provide seasonal interest.

grates, where feasible. Encourage the use of infiltration trenches, dry swales, and naturalized bioswales adjacent to parking areas, where appropriate, in *Urban Centres*, *Urban Corridors*, *Major Commercial / Mixed-Use Areas*, *Major Institutional Areas*, and *Employment Areas* to improve on-site infiltration.

- p. Give consideration to an efficient drip irrigation system using non-potable sources and rainwater harvesting techniques (roof, parking lot, grey water) should irrigation be required.
- q. Place a priority on utilizing xeriscape planting techniques and selecting drought-tolerant species to conserve water.
- r. In the rare instance in which street trees cannot be planted within a right-of-way, plant trees within adjacent properties or lots.



C38.

C38. A perimeter of hard landscaping along a roundabout island protects vegetation from ploughing and salt damage.

8.1.7 Roundabout Treatment

Landscape treatment of roundabouts should enhance aesthetics and contribute to improved traffic flow and overall urban design.

While engineering and traffic analysis will determine their suitability for specific intersections, roundabouts can offer benefits beyond safety and efficiency. Their unique design can enhance aesthetics and provide opportunities for *placemaking*, contributing to a more vibrant and functional community.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Neighbourhood Centre
- Urban Corridor
- Major Commercial / Mixed-Use Area
- Major Institutional Area

Key Reference Documents

- Caledon Landscape Guidelines
- Caledon Development Standards Manual

Guidelines:

(I) Mandatory Design Requirements

- a. Establish a clear zone or perimeter of hard landscaping along the island to facilitate the movement of large vehicles and protect vegetation from ploughing and salt damage.
- b. Design clearly marked crosswalks that help ensure safe crossings for pedestrians, reinforce driver awareness, and do not encourage pedestrians to remain in the centre island.

(II) Expected Design Standards

- c. Design roundabouts to reflect the local character and give the location a distinctive identity.
- d. Design roundabouts and adjacent park spaces (where relevant) with formally arranged hard and soft landscape elements and an appropriate selection of trees, shrubs, low-growing perennials plantings.
- e. Discourage roundabout elements that may obstruct sightlines, cause driver distraction, or pose maintenance and safety challenges.
- f. Plant high-branching trees to ensure visibility and clear sight lines at the intersection.
- g. Incorporate *LIDs* or similar stormwater management techniques within roundabouts, where possible.

(III) Encouraged Practices

- h. Consider opportunities for public art and *wayfinding* signage that do not obstruct sight lines.

8.1.8 Laneway Design Considerations

Laneways contribute to a safe, visually pleasing, and functional urban environment while supporting housing and enhancing the streetscape.

By serving as alternative access routes for vehicles and pedestrians, laneways can improve the residential interface on busier streets, reducing the visual clutter and safety concerns caused by numerous driveways. In denser urban settings, laneways provide essential private access for *mid-rise* and *high-rise* buildings, promoting efficient circulation and freeing up the streetscape for pedestrian-friendly design. By integrating thoughtful lighting, drainage, and paving, alongside strategic placement and tree planting, laneways can enhance the streetscape and sense of community.

Guidelines:

(I) Mandatory Design Requirements

- Ensure street lighting consistent with Town standards to provide safety and visual appeal within laneways. Refer to **Section 8.1.4.1 Street Lighting**.
- Design laneways to facilitate proper drainage and winter maintenance, incorporating appropriate surfacing materials.

(II) Expected Design Standards

- Provide laneways to support housing along high-priority streetscapes, removing driveways and garages from the fronts of houses to provide for a high-quality environment.
- Avoid T-intersection laneways, where possible, to facilitate snow removal, maintenance, and emergency requirements.

(III) Encouraged Practices

- Incorporate laneways to support housing that directly fronts onto open spaces and parks.
- Encourage trees located within private laneways, subject to space, engineering, and utility requirements, to provide shade, visual interest, and ecological benefits.



C39. A laneway that contributes to a safe, visually pleasing, and functional urban environment.

C40. Trees and planting in a residential laneway provides visual interest and ecological benefits.

Key Reference Documents

- Caledon Development Standards Manual

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area

Crime Prevention Through Environmental Design (CPTED)

"CPTED is a proactive design philosophy built around a core set of principles that is based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime as well as an improvement in the quality of life. CPTED goes well beyond conventional approaches to safeguarding the environment by exploiting natural forms of surveillance, access control and territorial reinforcement in a deliberate attempt to present a psychological deterrent for the purpose of positively influencing human behaviour as people interact with the environment."

Source: CPTED Ontario



C41.

C41. Buildings fronting the public space provides 'eyes on the street' with natural surveillance.

8.2 SAFETY IN THE PUBLIC REALM

All development of the public realm should prioritize the safety and comfort of users by incorporating crime prevention strategies and promoting natural surveillance throughout the day and night.

Creating a sense of safety and security in public spaces is fundamental to fostering vibrant and welcoming communities. By integrating **Crime Prevention Through Environmental Design (CPTED)** principles into the design of buildings, streetscapes, parks, and open spaces, Caledon can promote social inclusion and encourage the use of public areas by residents, employees, and visitors alike.

Guidelines:




(I) Mandatory Design Requirements

- Ensure **CPTED** principles are applied to the *public realm*.
- Ensure the design of new developments contributes to 'eyes on the street' and offers casual surveillance of streets, parks, open spaces, and play areas.
- Provide adequate lighting at all common areas, entrances, parking areas, internal walkways, and laneways.
- Ensure that an open field of vision between 1 and 2.5-metres above ground level is maintained for all structures and landscaping.




(II) Expected Design Standards

- Maintain clear sightlines throughout parking areas, ensuring multiple well-defined entry points for pedestrians and vehicles, and pedestrian routes.
- Design public spaces to be highly visible and visually connected to their surroundings, prioritizing clear sightlines to and from adjacent buildings and pathways.

APPLICABLE GUIDING PRINCIPLES:

-  Design Great Places
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
-  RURAL SYSTEM
-  NATURAL SYSTEM

Key Reference Documents

- Future Caledon Official Plan
- CPTED Canada
- International CPTED Association
- Caledon Development Standards Manual



- C42. Lighting, bollards, and tactile paving warning surfaces contribute to the safety and comfort of users in this public space.

(III) Encouraged Practices

- Where possible, design buildings adjacent to public spaces with windows or openings to allow for natural surveillance.
- Connect alternative or emergency exits from buildings or underground parking with highly visible areas.



C43. Gateway feature at the entrance to a public park in Alton Village.

8.3 GATEWAY & ENTRY FEATURES

Gateway and entry features effectively unify expansive development areas into a cohesive community, serving as distinct identifiers that communicate its unique character and theme.

APPLICABLE GUIDING PRINCIPLES:

-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
 - Major Commercial / Mixed-Use Area
 - Major Institutional Area
-  RURAL SYSTEM
 - Villages and Hamlets

Gateway Feature

A prominent welcome sign that marks the entrance to the Town of Caledon or one of its villages. These features are typically decorative walls located at key entry points identified within a Secondary Plan. Gateway Features must be approved by Town staff (Urban Design, Landscape, and Communications) and are installed on public property and maintained by the Town.

Entry Feature

Enhances the visual appeal of key, high-visibility locations within the Town through landscape and architectural elements. These features are located on private land and are the responsibility of the property owner to install and maintain. *Entry features* are generally discouraged for residential subdivisions unless the ongoing maintenance will be managed privately, such as through a condominium corporation.

Source: Town of Caledon

Guidelines:

(I) Mandatory Design Requirements

- a. Reflect the distinct character of the community or neighbourhood, with opportunities to recognize and celebrate unique historical characteristics of the area.
- b. Locate parking, loading, servicing, and utilities away from view.

(II) Expected Design Standards

- c. Where applicable, provide enhanced pedestrian and bicycle connections with associated infrastructure and furniture at gateways and edges.
- d. Incorporate high-quality and low-maintenance design, including well-articulated architectural *façades* and high-quality landscaping treatments, such as signs, columns, island medians, overhead structures, special paving, lighting, seating, and/or fencing, into *entry features*.
- e. Ensure that the architectural treatment of the *entry feature* is well-articulated, distinctive, and of high quality. Building massing should be greater at key locations, with primary entrances oriented towards them. Integrate visually prominent features, including distinctive *façade* and surface treatments at corners, crosswalks, and intersections. Refer to **Section 9.3.7 Priority Lots** for further design guidance on enhanced built form.
- f. Integrate strong architectural elements and landscape features harmoniously through the careful coordination of colours, materials, and textures, ensuring the use of high-quality, low-maintenance materials in the design.
- g. Encourage accent planting, including flowering shrubs and native trees, ornamental grasses, and perennials, at these locations.
- h. Design the scale of gateway and *entry features* to consider the context and viewing perspectives, including from pedestrian and vehicular view standpoints.



C44.



C45.

(III) Encouraged Practices

- i. Encourage pedestrian-scaled *entry features* where the feature coincides with entries to the community.

C44. Public gateway feature located in the right-of-way centre median at the entrance to Alton Village.

C45. A privately installed and maintained *entry feature* into a private condominium development.

Key Reference Documents

- Applicable Sign By-law & Standards
- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Caledon Development Standards Manual



Key Reference Documents

- Applicable Sign By-law & Standards
- Accessibility for Ontarians with Disabilities Act
- Future Caledon Official Plan
- Community Improvement Plans – Caledon East; Bolton; The Six Villages
- Village of Bolton Heritage Conservation District Plan

C46. Downtown Bolton's light poles equipped with banner fittings to celebrate its heritage and events.

C46.

8.4 SIGNAGE, WAYFINDING & PUBLIC ART

8.4.1 Signage & Wayfinding

Effective signage and wayfinding is an important strategy for navigation, commemoration, and celebrating community identity.

Wayfinding and signage must be intuitive, consistent and concise, staying true to the character of its surroundings. Signage and wayfinding elements may include area specific (custom) street signage, supplemental direction signage for highlighted areas, light pole banners, map and information displays and kiosks, heritage plaques, park name signage, etc.

Guidelines:




(I) Mandatory Design Requirements

- a. Ensure exterior site signage within the *public realm* complies with the Town's **Sign By-law**, is compatible with and complementary to architecture and site design, is integral to the style of the development and streetscape, does not dominate or clutter the streetscape, and is context-sensitive, minimizing potential adverse impacts on adjacent land uses, including residential and natural heritage uses. Should conflict arise between these design guidelines and an applicable **Sign By-law** and/or standards, the **Sign By-law** and/or standards take precedence.
- b. Ensure signage is intuitive, succinct, and that the design theme, materials and colours are consistent or complementary for a given area, reflecting the character of the surroundings (e.g. heritage colours or rural-inspired materials, where relevant).
- c. Maintain legibility and prepare signage to *accessibility* standards, such as font size, style, and colours.
- d. Design signage on **Ontario Heritage Act** designated properties to be compatible with their architecture and character, reflecting HCD Plan guidelines, unless otherwise permitted by the Heritage Committee or the **Act**.

APPLICABLE GUIDING PRINCIPLES:

-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Create High Quality Transportation Options

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
-  RURAL SYSTEM
-  NATURAL SYSTEM

(II) Expected Design Standards

- e. Implement effective *wayfinding* systems, including signage at key points and integrating mapping/community information into transit shelters/kiosks in high-traffic areas, to enhance navigation for all users, especially in areas promoting *active transportation* modes like walking and cycling.
- f. Coordinate the design and placement of ground signage, including signs that are mounted on posts, placed directly on the ground, or attached to low walls or planters, with the landscaping.
- g. Ensure building signage contributes to the design vision for the building, site, and overall community.
- h. Identify *POPS* as being publicly accessible with signage, in compliance with the Town's **Sign By-law**.

(III) Encouraged Practices

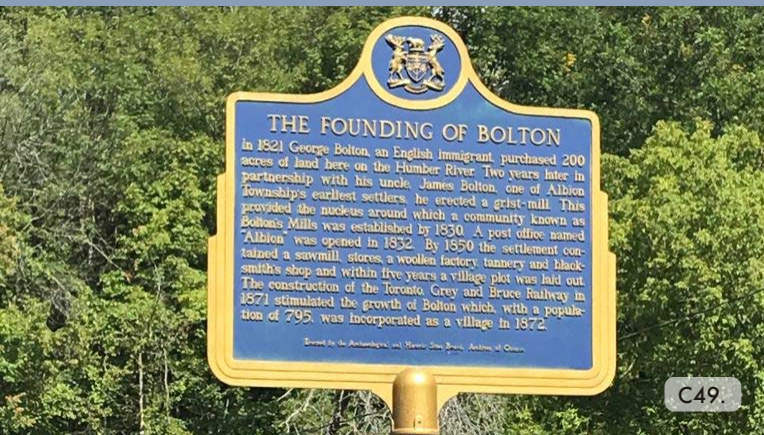
- i. Consider equipping light poles on main streets and character streets with banner fittings to enable the display of vibrant banners that promote local events, celebrate heritage, or create a festive atmosphere.
- j. Consider custom street signage within special character areas to highlight their unique identity and enhance their visual appeal.
- k. Encourage heritage-style signage, where appropriate.



C47.



C48.



C49.



C50.



C51.

Types of Signage

C47. Community Improvement Plan Signage:

- The Town has developed Community Improvement Plans (CIP) for several *settlement areas*, identified in Part 4. Subject to Council's continued support, there are grant programs available to properties located within the designated CIP area, which meet applicable criteria. Design guidelines that describe the preferred approach to sign design form part of the criteria.

C48. Informational/Educational Signage

- Information on natural features, habitats and functions are encouraged at key trail locations and entry points.
- Interpretation and facts about cultural heritage features.
- Historic interpretations.
- *Accessibility Information.*

C49. Heritage Signage:

- Celebrate historical events and sites by maintaining and supplementing existing heritage interpretation plaques.
- Complementary in design and consistency of style and detail.
- Reflect and complement a heritage theme (using a consistent heritage colour palette).
- Plaques for designated heritage properties, structures and *cultural heritage landscapes* should be coordinated.

C50. Directional Signage:

- Street signs.
- *Wayfinding* and recreational signage.
- Entry and gateway signage.
- Pedestrian oriented.
- Vehicle oriented.
- Cyclist oriented.

C51. Commercial & Industrial Signage:

- Guidelines pertaining to commercial signage and outdoor displays are provided in Section 10.1.7.
- Guidelines pertaining to industrial signage and display areas are provided in Section 10.2.2.7.
- Guidelines pertaining to non-residential signage in *rural areas* are provided in Section 11.2.



- C52. Signage for Humber River Centre is complementary to the building design.
- C53. Wayfinding signage in Vancouver's Westbrook Village enhances navigation for all users.
- C54. Custom banners celebrate a community's identity.



C55.



C56.

- C55. A unique public art installation at a Baltimore bus transit stop enhances the *public realm* creates an inviting user experience.
- C56. Indigenous public art at The Robert McLaughlin Gallery, Oshawa.

APPLICABLE LAND USE TYPOLOGIES:



- URBAN SYSTEM**
- Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Major Commercial / Mixed-Use Area
 - Major Institutional Area
 - Knowledge and Innovation Corridor



- RURAL SYSTEM**
- Villages and Hamlets

Key Reference Documents

- Future Caledon Official Plan
- Bolton Community Improvement Plan
- MTO Transit Supportive Guidelines

8.4.2 Public Art

Public art may be used as a landmark and provides opportunities for beautification, commemoration and celebration, reflecting a community’s identity or unique qualities.

The typical methods for delivering public art include municipal-led initiatives, where the Town of Caledon takes charge, community-led projects driven by residents and organizations, or developer-led installations incorporated into new developments.

Guidelines:

(I) Mandatory Design Requirements

- a. A heritage permit shall be required for public art located within an *HCD* or on heritage properties.

(II) Expected Design Standards

- b. Ensure public art enhances the *public realm* through its artistic expression.
- c. Incorporate public art at transit stops to enhance the user experience and promote a positive image of the system, in coordination with the appropriate authority.
- d. Consider public art installations at gateway locations and along primary entry routes.
- e. Utilize public art to screen utilities or other unsightly views.
- f. Ensure public art is context-sensitive and appropriate to the physical and cultural surroundings, regardless of style, medium, or scale. It should not block pedestrian flow or sightlines to major built or natural features.
- g. Encourage large-scale private developments to incorporate public art.

C57. A colourful mural in Bolton called “In Bloom” is part of Caledon’s public art program.

C58. Public art mural on the Caledon Trailway.

C59. Public art along the Bolton’s Queen St. Bridge underpass, completed in partnership with the Downtown Bolton Revitalization Task Force.

C60. A public art mural located on the south side of the Humber Valley Heritage Trail, downtown Bolton.



C57.

- h. Ensure high quality construction, installation and materials for public art. Secure appropriate maintenance procedures for installation of public art.
- i. Secure appropriate maintenance procedures for installation of public art.

(III) Encouraged Practices

- j. Promote public art as a form of beautification and can take the form of wall murals, sculptures, banners, decorations, and seasonal displays.
- k. Encourage public art and other commemorative opportunities to incorporate *cultural heritage resources* and celebrate and/or acknowledge Indigenous *placemaking*, knowledges, and histories.
- l. Encourage the implementation of public art by local artists, as a community-building exercise.



C58.



C60.



C59.



C61. A conceptual rendering of townhouse dwellings along a complete street.

C61.

SECTION 9: RESIDENTIAL BUILT FORM & SITE DESIGN GUIDELINES

Caledon is growing fast with vast proportions of growth expected in greenfield areas. This presents a unique challenge and opportunity to shape the Town's built form in a way that establishes vibrant, sustainable communities for people of all ages and socio-economic status.



Comprehensive residential built form guidelines will be pivotal in transforming these greenfield areas into complete communities with a diverse range of housing types, each with its own distinct identity and a strong sense of place. The variety of housing forms will accommodate the needs of all residents as well as allow for *aging in place*.

Mid-to-high-rise apartments, stacked townhouses, mixed-use buildings, and community amenities will reshape key intensification areas, such as MTSA's. Stringent design guidelines are necessary to ensure that new developments in these *Urban Centres* areas prioritize architectural excellence, contribute positively to the *public realm*, and promote sustainable building practices.

In addition to high-density development, Caledon will also benefit from the introduction of guidelines for gentle intensification in both existing and new areas. Providing "missing middle" housing options (a range of housing types between detached dwellings and *mid-rise* apartment) creates more diverse and *affordable housing* choices, while ensuring that new developments respect the existing character of established neighbourhoods.

By presenting thoughtful built form guidelines, which emphasize high quality architecture, appropriate transitions in building massing, and strong street relationships, the Town can ensure that its growth results in well-designed, vibrant built form environments that enhance the quality of life for all residents, now and in the future.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
 - Major Commercial / Mixed-Use Area
-  RURAL SYSTEM
 - Villages and Hamlets



C62. Medium density built form helps establish a compact, *transit-supportive* urban character.

9.1 RESIDENTIAL BUILT FORM TYPES

Built form within Caledon encompasses a diverse range of typologies, with housing types and densities catering to a variety of users and needs. While *low-rise* residential generally constitutes a significant portion of the Town's building stock, medium and high-density structures establish a compact, *transit-supportive* urban character where intensification is desired within Caledon. Higher densities provide the essential population base and built form to ensure support for amenities, such as commercial and retail uses, community services, and transit ridership. The following residential built form types are defined in this section, with applicable guidelines provided in each category.

Residential Built Form Types:

- **Low-Rise Residential (1-4 Storeys)**

- *Single Detached & Semi-Detached Dwellings*
- *Townhouse Dwellings*
 - *Street Townhouses*
 - *Rear Lane Townhouses*
 - *Back-to-Back Townhouses*
 - *Stacked Townhouses*
 - *Stacked Back-to-Back Townhouses*
 - *Dual Front Townhouses*
 - *Live-Work Townhouses*
 - *Liner or Podium Townhouses*

- *Multiplex Dwellings*
- *Additional Residential Units (ARUs) (Secondary Suites, Garden Suites)*
- *Neighbourhood Infill Dwellings & Custom Homes*

- **Mid-Rise Buildings (5-12 Storeys)**

- **High-Rise Buildings (13+ Storeys)**

- **Mixed-Use Development**

9.2 GENERAL GUIDANCE

All new development in the Town will be compatible with its setting, whether in an urban or rural context, and shall be consistently designed with thoughtful massing, heights, setbacks, and architecture. The following guidelines provide general design guidance that shall be incorporated into the design of all built form types. Detailed guidelines for each built form type are further explored in **Sections 9.2 Low-Rise Residential, 9.3 Mid-Rise Buildings, and 9.4 High-Rise Buildings.**

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure the proposed built form appropriately frames/addresses the street frontage and has a positive impact on the *public realm*.
- b. Contribute to the creation of complete communities that are livable and adaptable.
- c. Enhance safety and security by incorporating **CPTED** principles.
- d. Provide diversity in the streetscape through varied lot widths and built form types. A variety of elevation treatments should be provided between unit types and alternate elevations, including symmetrical and asymmetrical elevations.
- e. Develop architectural styles and themes in a coordinated manner, in consultation with the Builder/Developer, Designer, Control Architect, and Town staff.
- f. Enhance priority lot dwellings in accordance with the design guidance provided in **Section 9.2.7 Priority Lots.**
- g. Utilize a variety of high quality materials and details that enhance the character of an area, including but not limited to: masonry, stucco, clapboard, board and batten, fish-scale siding etc., or a combination thereof.
- h. Incorporate the same window treatment on all windows of the same building exposed to the *public realm*, including the same window type, colour, quality and detailing. False windows with black glass are discouraged.
- i. Ensure that streets are not dominated by garages and parking
- j. Screen utility fixtures (gas and hydro meters, air conditioners, connection boxes for telephone and cable, rooftop mechanical units, etc.) and locate them away from public view, in accordance with the guidance provided in **Section 8.1.4.3 Utilities.**

(II) Expected Design Standards

- k. Provide varied and compatible architectural styles for a sense of place and to create interesting streetscapes.
- l. Limit height transitions between similar building typologies to a single storey difference along the streetscape in order to maintain cohesive and harmonious rooflines with gentle transitions.
- m. Where *mid-rise* buildings or townhouses are proposed adjacent to *low-rise* residential housing, provide a gentle transition in height, downward to the lower-scale neighbourhoods, and where possible, match the scale and height of the first unit or building with those of the adjacent existing or planned development.
- n. Define views and vistas through the appropriate placement of built form and landscaping, orienting *fenestration* and building entrances to foster casual surveillance.
- o. Ensure that adequate light fixtures complement the building elevation in terms of style, scale, materials, and colour.
- p. Design address plaques to be placed prominently on the front *façade*, or above garages in well lit locations.

(III) Encouraged Practices

- q. Where possible, provide opportunities for garage locations at the rear or underground, particularly where street frontages, street functions, and streetscapes will benefit from not having driveways.



C63.

Control Architect

A licensed member of the Ontario Association of Architects enlisted with the Town, responsible for ensuring compliance with architectural control and urban design guidelines, resolving design disputes, and certifying all development drawings before building permits are issued and complying with the Town’s Architectural Control Compliance Review Process.

Please note that all ground related residential development in new plans of subdivision will be subject to the Architectural Control Compliance Review Process and will comply with Section 9.3 Low-Rise Residential.

C63. Low-rise dwelling designs that individually and collectively contribute to the overall community.

APPLICABLE GUIDING PRINCIPLES:



-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

9.3 LOW-RISE RESIDENTIAL

A high quality built form character shall be achieved for all designations, delivering architecture that is rich and varied in its form and treatments, creating a distinctive character with visually appealing streetscapes.

The guidelines in the following sections will assist in developing *low-rise* dwelling designs that will individually and collectively contribute to the overall image and unique qualities of the community. A *low-rise* building is generally no taller than 4-storeys in height and includes single detached, semi-detached, townhouse dwellings, and *multiplex* dwellings.

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
-  RURAL SYSTEM
 - Villages and Hamlets

General Guidelines:

(I) Mandatory Design Requirements

Housing Diversity:

- a. In accordance with the **GDS**, diversify *low-rise* residential subdivisions by limiting single- and semi-detached units to 50% and incorporating at least two other compatible housing typologies, such as townhouses, additional units within homes, purpose-built rentals, *multiplexes*, and, where appropriate, mid- or *high-rise* buildings, dedicated rentals, live-work units, or affordable units. If applying for amendments, new built form mixes may be proposed, in which case the **GDS** and the **TWDGs** can guide the mix to ensure diversity.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Green Development Standards Guidebook
- Relevant Area Specific Guidelines (CDGs/ACGs)

Height & Massing:

- b. Provide building scale and architectural styles that reinforce an attractive, active, human-scaled street environment.
 - c. Provide prominent building massing and architectural entry treatment at the street edge to create street animation and enable access to buildings from adjacent sidewalks.
 - d. Design townhouse built form with a unified language, using a consistent material palette, while introducing variations in massing, heights, rooflines, colours, and entrance features where it is applied over multiple blocks to create a cohesive yet articulated streetscape.
- ## Orientation:
- e. Ensure dwellings have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along all public and condominium streets.
 - f. Ensure streets are not dominated by garages and parking.
- h. Ensure visually attractive building designs with articulated *façades*, ample *fenestration*, interesting roof lines, and prominent entrances, as appropriate to the intended architectural style.
 - i. Ensure variation in design and materials within a block.
 - j. Provide ample *fenestration* along building sides fronting onto the streets to visually connect with the streetscape. Blank *façades* facing a street, open space or park shall be avoided.
 - k. Incorporate cornice/parapet treatments into the design of flat-roofed buildings.
 - l. Create architectural emphasis / enhancement for dwellings located adjacent to open spaces, street intersections and/or exposed to important view termini to generate visual interest, as appropriate to the intended architectural style.
 - m. Specify high quality, durable, low maintenance building materials to achieve the desired architectural theme of the building.

(II) Expected Design Standards

Architectural Elements and Materials:

- g. Encourage traditional as well as transitional and contemporary design, subject to approval from *Control Architect* and Town staff.

Utilities & Servicing:

- n. Integrate architectural design with utility functions to mitigate visual impact. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).

C64. Rendering example of dwellings with a strong orientation to the street with minimal setbacks.



1 to 3-storeys



C65.

9.3.1 Single detached & Semi-Detached Dwellings

Single detached and semi-detached dwellings occupy a wide range of lot sizes and frontages, accommodating diverse needs and preferences.

While maintaining a cohesive aesthetic is desirable in certain heritage neighbourhoods, the architecture and colour palette of each home should primarily prioritize visual appeal and thoughtful integration within the streetscape, without being overly constrained by the design of adjacent properties. In addition to enhancing to the overall aesthetic, single detached and *semi-detached dwellings* should be designed to meet the needs of the community. This includes taking into consideration factors such as the age and lifestyle of the residents. For example, homes in a family-friendly neighbourhood may have larger yards and play areas. For retirees or downsizers who prefer less yard maintenance and one-level living, bungalows on smaller lots may be ideal.

2 to 3-storeys



C66.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Neighbourhood Centre
- Neighbourhood Area



RURAL SYSTEM

- Villages and Hamlets



C67.

C65. Diagram example of a *single detached dwelling*.

C66. Diagram example of a *semi-detached dwelling*.

C67. Image example of a recently constructed *semi-detached dwelling*.

Key Reference Documents

- Future Caledon Official Plan
- Relevant Area Specific Guidelines (UDGs/ACGs)



9.3.1.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure that at least two bungalows are sited together.
- b. Minimize the prominence of the garage by integrating it into the overall design of the house and *façade* and providing different garage options, locations (front, side, or rear accessed), and orientations. Refer to **Section 9.2.4 Garage Siting & Design**.

(II) Expected Design Standards

- c. Locate dwellings close to the street to reinforce a strong street edge and reduce the prominence of stacked car parking in the driveway.
- d. Design main entrances to be conveniently accessible from the sidewalk, minimizing the number of stairs whenever possible.

(III) Encouraged Practices

- e. Discourage two-car garages for semi-detached houses.

9.3.1.2 Height & Massing

Guidelines:

(I) Mandatory Design Requirements

- a. Permit *single detached dwellings* that are 1 to 3-storeys in height.
- b. Permit *semi-detached dwellings* that are 2 to 3-storeys in height.

(II) Expected Design Standards

- c. Encourage house designs that are simple in terms of shape or form. Avoid over-decorated house designs, and rely on varied massing or shapes to achieve variety.

C68. *Single detached dwellings* with garages integrated into the overall design of the house and *façade*.

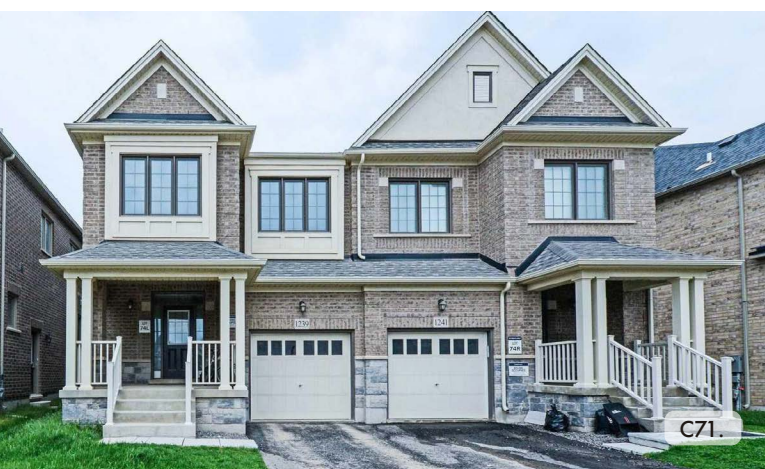


9.3.1.3 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure that main entries are oriented towards and visible from the street to encourage casual surveillance.
- b. Enhance main entrances with weather protection elements like covered porches, porticoes and canopies. Consider complementary light fixtures.
- c. Provide high-quality materials like powder-coated aluminum or composite for railings to ensure they are durable, weather-resistant, and require minimal upkeep.
- d. Return material transitions occurring near the front corners to a natural or logical break point, such as a plane change or jog, and at a minimum distance of 1.2-metres from the front corner of the dwelling.
- e. Limit the extension of exposed poured or parged concrete to no more than 250mm above finished grade on all exposed elevations.
- f. For porch entries, construct the main entry landing and steps from poured in place concrete.
- g. For semi-detached buildings, ensure continuous and consistent architectural details and materials for both dwellings and a single unified roof form.
- h. Ensure ample *fenestration*, in a variety of styles consistent with the dwelling's architecture, for all publicly exposed *façades* to enhance the dwelling's appearance and to promote 'eyes on the street' and natural surveillance of the street from within the dwelling.
- i. Provide a variety of roof forms, consistent with the architectural style of the dwelling.



C69. *Single detached dwelling with a wide porch.*

C70. *Single detached dwelling designed with high quality materials.*

C71. *Semi-detached dwellings with continuous and consistent architectural details.*

(II) Expected Design Standards

- j. Where a raised porch is desired, ensure the stairs are safe and comfortable, with appropriate riser height and tread depth, landings, and handrails. A raised porch can enhance the entry's prominence and provide more natural light to a basement level.
- k. Provide continuous frieze board (min 6"/150mm) at underside of roof soffit and or top of supporting column.
- l. Encourage projecting elements to provide detail and articulation to house designs. This includes elements such as bay, bow, and boxed bay windows, entry stoops, covered porches, porticoes, roof extensions, cantilevered elements, buttresses, roof dormers, balconies, chimney projections and alcoves appropriate to the architectural style.
- m. Avoid flat, unarticulated building planes and walls.
- n. Create highly articulated elevations through:
 - i. Wall projections and recesses (min 250mm or 10" changes on plane).
 - ii. Strong and articulated roof lines including gables and varied slopes.
 - iii. Wrap around porches on corner lots - Second storey balconies.
 - iv. High quality architectural detailing like brick soldier course banding or lintels, quoining, corbelling, precast sills, lintels and keystones, cornice and other moldings.
- o. Discourage false windows and blackened glass.
- p. Use bay windows at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- q. Construct roof overhangs that are generally 300mm or as appropriate to the architectural style.
- r. Locate plumbing stacks, gas flues, and roof vents on the rear slope of the roof, wherever possible, and prefinish them to suit the roof colour.
- s. Locate rainwater leaders and downspouts discretely on side elevations or integrate them into the building elevations.

(III) Encouraged Practices

- t. Encourage generous covered porch designs to encourage outdoor seating and facilitate social interaction.
- u. Consider cladding the exposed sides of porch steps to match the main cladding material of the house.
- v. Consider contemporary or transitional architectural styles as long as they respect the proportions and *fenestration* of surrounding built form.
- w. Consider providing *Additional Residential Units (ARUs)* in basements of principal buildings or as *garden suites* for rental income, as well as multi-generational living.
- x. Utilize steeper pitches than the recommended minimums where appropriate to the architectural style.
- y. Consider lower roof slopes where authentic to the dwelling style (e.g. Arts & Crafts, Georgian).
- z. Avoid the use of false dormers unless scale, orientation, and roof line make them appropriate and an authentic appearance is assured.

9.3.1.4 Landscape Design

Guidelines:

(I) Mandatory Design Requirements

- a. Meet the minimum requirement for soft landscaping in front yards, as required by the Town's **Zoning By-law**, which varies depending on zone and lot size.

(II) Expected Design Standards

- b. Meet the minimum requirement for soft landscaping in front yards, as required by the Town's **Zoning By-law**, which varies depending on zone and lot size.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area

Key Reference Documents

- Relevant Area Specific Guidelines (UDGs/ACGs)

9.3.2 Townhouse Dwellings

Townhouse dwellings offer an efficient use of land and energy, contributing to built form diversity and attainable housing options.

Townhouses are generally located in areas of the community where a denser housing form is desired. Following a description of each townhouse built form typology, overall design guidelines are provided.



C72.



C73.



C74.

Townhouse Built Form Types

C72. Street (Front Loaded) Townhouses

Front loaded townhouses, which may be freehold or condominium, have a front-facing garage accessed from the street. They will be located where increased density is desired, in proximity to planned transit routes or mixed-use *mid-rise* areas. **Minimum recommended width: 6-metres. Typical height: 2 to 3-storeys.**

C73. Rear Lane Townhouses

Rear lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character. They will typically have a single or double car, rear-facing garage accessed from the laneway. They shall be strategically located where *transit-supportive* built form is desired, and may be freehold or condominium. **Minimum recommended width: 4.5 to 6-metres. Typical height: 2 to 3-storeys.**

C74. Stacked Townhouses

Stacked townhouses are usually designed as a multilevel condominium housing form comprising individual units stacked on one another with typically rear-accessed garages, surface or underground parking. This building type option provides a *low-rise, compact built form* that yields relatively higher densities. **Minimum recommended width: 5.5 to 7-metres. Typical height: 3.5 to 4-storeys.**

C75. Back-to-Back Townhouses

Back-to-back townhouses are typically a 3-storey freehold or condominium structure with front facing garages accessed from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a balcony or roof-top terrace. **Minimum recommended width: 6.0 to 6.5-metres. Typical height: 2 to 3-storeys.**



C76. Stacked Back-to-Back Townhouses

Stacked back-to-back townhouses are characterized by blocks of attached units that combine both stacked and back-to-back configurations and are oriented to both the street and the rear of the block. These units are organized vertically and horizontally in every unit module. Parking is accommodated separately in garage structures, surface parking areas or structure below grade (either fully or partially). **Minimum recommended width: 6.0 to 7-metres. Typical height: 3.5 to 4-storeys.**



C77. Dual Front Townhouses

Dual front townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted streetscape condition. They are recommended on arterial roads, major collectors, and main streets. Rear-facing garages are integrated into the dwelling and accessed from a public or private street. Dual frontage is typically considered when there is significant visual exposure to the “rear” of the townhouses, ensuring an attractive visual environment on both street frontages. **Minimum recommended width: 4.5 to 6-metres. Typical height: 2 to 4-storeys.**



C78. Live-Work Townhouses

Live-work townhouses represent the notion of the traditional ‘main street’ shopfront, but in a contemporary form that combines an at-grade townhouse with a first floor designed for commercial, office or studio use, and second, third and, potentially, fourth floor intended for residential use. Individual units are grouped together into a larger architectural form, similar to a townhouse. Both uses have separate entrances and allocated parking spaces. The non-residential use is accessed from the main street and the residential use is accessed from either the front or the rear of the building. **Minimum recommended width: 7.5 to 8-metres. Typical height: 3 to 3.5-storeys.**



C79. Liner or Podium Townhouses

Liner townhouses wrap around the base of a building or parking structure to create a ‘street or ground-related’ façade, and usually, a residential veneer that enhances the pedestrian realm. Podium townhouses wrap around the ground floor of a taller residential condominium building. The width of these units is generally influenced by the structural and/or parking grid of the adjacent building. **Typical height: 2 to 4-storeys.**

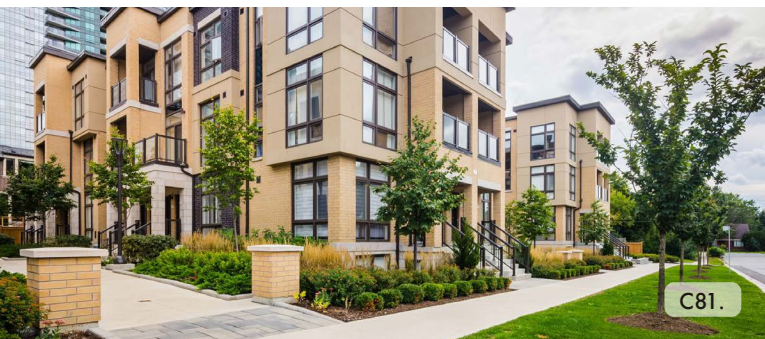


9.3.2.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Introduce townhouses within a community at appropriate locations to create a variety of housing options and to add density
- b. Provide appropriate transitions towards lower-scaled neighbourhoods and provide a variety of rooflines to allow for sun penetration to nearby single- and semi-detached housing.
- c. Provide no less than 3 units and no more than 8 units in a single townhouse block, or block lengths no greater than 52-metres.
- d. Provide a minimum building face-to-building face distance of 15-metres between fronting townhouse blocks facing open spaces or common lanes/roads to ensure sufficient natural light into the units and an adequate level of privacy.



(II) Expected Design Standards

- e. Align and site all buildings close to the adjacent street and/or intersection to create a consistent and comfortable pedestrian environment and appropriately frame the street.
- f. For end units facing the street, locate the main entrances on the flankage elevation, where possible, to provide a consistent front elevation appearance and casual surveillance on the flankage street.
- g. Avoid excessive entry stairs, particularly where below grade units or lower level garages are contemplated.
- h. Link front entrances directly to the public sidewalk with a walkway. Define the private front yard space through the use of low fencing, garden walls, and/or edge planting. Other private outdoor amenity areas shall be dependent on townhouse typology. Refer to **Section 9.3.2.5 Outdoor Amenity Areas**.
- i. Pair garages and driveways, where feasible, to maximize on-street parking and front yard amenity space.

For Stacked Townhouses:

- j. Connect pedestrian walkways within stacked townhouse blocks to dwelling entrances, parking areas, amenity areas, and adjacent streets to ensure safe and direct access.
- k. Recommend underground parking or parking within garages integrated into the building mass. Position main parking areas and garages away from prominent views or main streets.

C80. *Mid-block connection* in a townhouse development between dwellings and amenity areas, ensuring safe and direct access.

C81. *Stacked townhouses* with pedestrian walkways connected to the adjacent street ensure safe and direct access.



9.3.2.2 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Articulate townhouse *façades* with a variety of visual elements and details, including front entries, wall articulation, and bay and dormer designs, to break up the roof/wall planes and prevent visual monotony.
- b. Where a single architectural style is proposed for a block, ensure that complementary materials are selected and the detailing/elements, as appropriate to the architectural style, are applied continuously and consistently along the entire townhouse block.
- c. Unify the window treatment on all publicly exposed windows of the same building, maintaining the same window type, colour, quality, and detailing. Avoid the use of false windows with black glass.
- d. Elevate the design of townhouse elevations to achieve a level of quality comparable to adjacent detached and *semi-detached dwellings*.
- e. Ensure side elevations of exposed corner units receive meticulous design attention, comparable to front elevations. Address the heightened



public visibility and additional sunlight exposure by thoughtfully articulating building faces, *fenestration* patterns, and detailed elements. Refer to **Section 9.2.7 Priority Lots**.

- f. Locate air conditioning units, or placeholder spaces for them, discreetly in the rear yard of units or on interior side yards, where there is space between blocks.

For Stacked Townhouses:

- g. Locate air conditioning units on the deck or balcony and ensure through design that they are not visible from the *public realm*.

C82. Townhouse *façades* articulated with a variety of visual elements, complementary materials, and details consistent with the architectural style.

C83. Exposed corner elevations of *rear lane townhouses* with meticulous design attention to address both street frontages.



C84.

(II) Expected Design Standards

- h. Integrate any firewall into the block design so that it is not noticeable.
- i. Avoid large vertical wall elements where changes in grade along the street cause breaks in the roof plane.
- j. Select a high-quality, low-maintenance material like clay and concrete brick, stone, or precast stone to serve as the main cladding for the building, creating a durable and visually appealing exterior that requires minimal upkeep. Prefinished fibre cement board (e.g. Hardi-board) and other high quality alternate materials may also be considered on all elevations where appropriate to the architectural style.



C85.

- C84. High quality materials selected for this townhouse block are visually appealing and appropriate to the contemporary style.
- C85. Brick is a high quality material used as the main cladding for the building, with sparingly used wood accents that add visual interest.
- C86. A variety of roof forms creates visual interest in a townhouse block.



C86.

- k. Sparingly use accent materials, such as stucco, fibre cement, wood siding, or painted marine grade wood and trim, to add visual interest and variety to the *façade* in areas located outside of normal reach (above the first floor or in recessed areas) to avoid increasing maintenance requirements or compromising the overall aesthetic.
- l. Consider the architectural treatment and design of all faces of the building in a comprehensive manner.
- m. Provide varied colour/material packages that contribute to create harmonious streetscapes, and avoid long monotonous *façades*.
- n. Avoid fronting end units onto a main road, if applicable. If it is unavoidable, detail end units accordingly. Refer to **Section 9.2.7 Priority Lots**.
- o. Create visual interest by using a variety of roof forms and designs within a street block and ensure their overall appearance is compatible with the character of the community.
- p. Consider traditional as well as contemporary roof styles with lower sloped roofs and flat roofs, complementing the character of the neighbourhood.
- q. Minimize the visual impact, of utility and service meters by integrating them into the building design, recessing them in porches, placing them under entry slabs or stairs, screening them with landscaping, or locating them in interior side yards or rear lanes.

(III) Encouraged Practices

- r. Units may be designed to appear as a series of larger dwellings, with variations in rooflines and garage treatments.
- s. Discourage two-car garages. If two-car garages are necessary, incorporate single-car door widths for garage doors.



- C87. Townhouse units with accent details that provide visual interest and variety to the *façade*.
- C88. Lower sloped roofs on this townhouse block complement the contemporary style of architecture.

9.3.2.3 Outdoor Amenity Areas

Guidelines:

(I) Mandatory Design Requirements

Front Loaded Townhouses:

- a. For front loaded townhouses (streetside garage access), outdoor amenity areas may take the form of a conventional rear yard amenity space.

Rear Lane Townhouses:

- b. For rear lane townhouses, outdoor amenity areas may take the form of a conventional rear yard amenity space or courtyard (with detached garages) and/or a functional raised terrace/balcony (with integrated garages).

Back-to-Back, Dual-Frontage Townhouses, Liner & Podium Townhouses:

- c. For back-to-back and dual-frontage townhouses, outdoor amenity areas may take the form of a functional raised terrace or balcony.

Stacked Townhouses:

- d. For stacked townhouses, private outdoor amenity space is required for each unit and typically takes the form of a functional balcony or terrace for the upper level units and an at-grade or sunken courtyard for the lower level units.

Live-Work Townhouses:

- e. For live-work townhouses, outdoor amenity areas may take the form of a functional raised terrace, balcony or rear courtyard.
- f. *Minimum recommended terrace or balcony width for all built form types: 1.5-metres.*



- C89. Rear lane townhouse with a conventional rear yard amenity space.
- C90. A functional balcony on the upper level of this townhouse unit.
- C91. Street facing balconies are provided for every unit in the townhouse block.
- C92. A variety of balconies and terraces are integrated into the design of this townhouse block.

g. Townhouse groupings in a condominium block shall include a common amenity area that provides outdoor amenity space and visual relief within higher density townhouse complexes. These spaces are important focal points within the townhouse blocks and offer opportunities for neighbourhood interaction, logical locations for children’s play spaces and mail kiosk facilities:

- i. Locate common amenity spaces centrally within a townhouse block/complex or as a connecting element to a larger or major open space feature, pathways or trail system.
- ii. Maintain these common amenity spaces as functional focal points and not leftover spaces.
- iii. Ensure amenity areas are functional, respond to neighbourhood needs and are proportional to the number of units they are serving. **Minimum recommended area:**
 - o 0-8 units – no private outdoor amenity space required
 - o 9-20 units – 8.0m² per unit
 - o 20 or more units – 10.0m² per unit, different requirements for larger developments with more than 200 units
- iv. Recommend at least 3 sides or 75% of the space is framed by built form, to create enclosure and promote passive surveillance.
- v. Provide pedestrian scale lighting and place waste receptacles and seating areas.
- vi. Adhere to **CPTED** principles and *barrier-free* access.
- vii. Encourage *Low Impact Development (LID)* principles.



C93.



C94.

C93. Common amenity area framed by built form with pedestrian scaled lighting and barrier-free access.

C94. Amenity area with children's playground that responds to neighbourhood needs.



Key Reference Documents

- Relevant Area Specific Guidelines (UDGs/ACGs)

C95. *Live-work townhouses with architectural design, composition, and style, that enhances the aesthetic quality of the neighbourhood.*

C95.



9.3.2.4 Live-Work Townhouses

In addition to the general townhouse guidelines, these provisions offer specific guidance for *live-work townhouses*. For further information on *mixed-use developments*, refer to **Section 9.9 Mixed Use Buildings**.

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure the architectural design, composition, and style of live-work buildings is complementary to and enhances the aesthetic quality of the neighbourhood.
- b. Address prominent locations with distinctive architectural features, such as tower features and bay projections, as appropriate to the architectural style.
- c. Provide laneway access for residential parking.
- d. Provide ample sidewalk widths in front of the street-facing elevations to create a comfortable pedestrian environment. This may include decorative paving treatments within the *setback* combined with the concrete sidewalk within the street boulevard.
- e. Ensure main entrances are ground-related and wheelchair accessible.
- f. Provide units with a main floor height of 4-metres for non-residential uses.
- g. Consider larger ground floor glazing areas for commercial/retail uses.
- h. Provide a distinction between non-residential and residential portions of the building by utilizing different materials and clear signage.
- i. Include and designate space for commercial signage in proportion with the unit design.
- j. Ensure flexibility in the architectural and landscape design of live-work units to allow for future convertibility.

C96. Different *façade* materials and clear signage provides a distinction between non-residential and residential portions of the *live-work townhouses*.

(II) Expected Design Standards

- k. Orient the retail/work component towards the higher order public streets.
- l. Design the residential side (rear elevation) of live-work units to have a *façade* that is compatible in massing, roofline, and detail with the adjacent built form.
- m. Provide all units, including ground-level units, with access to an internal corridor that leads to parking, waste storage, and mailbox areas.
- n. Consider on street parking for retail visitor parking.

(III) Encouraged Practices

- o. Encourage live-work buildings to maintain a minimized front yard *setback* to establish a strong urban street edge. A *setback* may be permitted if it contributes to the *public realm* through the provision of outdoor seating areas and/or landscaping.
- p. Consider offering outdoor amenity space within a larger condominium site plan, providing shared facilities such courtyards and playgrounds to residents, where appropriate.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Major Commercial / Mixed-Use Area

9.3.3 Multiplex Dwellings

The development of multiplex dwellings, particularly duplexes, triplexes, and fourplexes, is encouraged to increase gentle density, diversify housing options, and promote communities that are more adaptable to evolving resident needs.

Multiplex dwellings, often referred to as the “missing middle” housing, offer a bridge between single-family homes and larger apartment buildings, typically accommodating two to four units (duplexes, triplexes, and fourplexes), although they can sometimes include up to six units (fiveplexes and sixplexes). They blend in with predominantly *low-rise* residential neighbourhoods due to their compatible scale and design, promoting a sense of community and offering diverse housing options. Benefits of this housing type include increased housing density without compromising the character of *low-rise* neighbourhoods, creating more *affordable housing* options, especially for first-time buyers or those seeking smaller living spaces, and contributing to a more vibrant and walkable community by increasing the population density in existing areas.

Multiplex dwellings are and well served by existing infrastructure and amenities, contributing to a more compact and sustainable urban form.



C97.



C98.

- C97. A former single family home converted into a *multiplex*.
- C98. A side by side duplex.

Multiplex

“means a single, *low-rise*, building with two, three or four dwelling units built at a scale similar to a detached dwelling. This type of housing is also referred to as a duplex, triplex or fourplex.”

Source: Future Caledon Official Plan



APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Major Commercial / Mixed-Use Area

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

C99. Duplex

A small (2 to 2.5-storey) detached structure containing two dwelling units, side-by-side or stacked vertically. Each unit has an independent entrance accessible from the street. Duplexes present an outward appearance similar to a small or medium-sized single-family home, and may include a rear yard.



C99.

C100. Triplex

A small-to-medium (2 to 3-storey) detached structure containing three dwelling units, typically stacked vertically with one unit per floor, but may also include side-by-side units on one floor, or a below-grade unit, with a raised main floor unit and second floor unit. The ground-floor unit has its own entrance, while the upper units share a common entrance. Triplexes do not typically include a rear yard.



C100.

C101. Fourplex

A detached (2 to 3-storey) structure containing four dwelling units. Typically, two units are located on the ground floor and two on the upper floor, with entrances from the street that may be shared or individual. Fourplexes present an outward appearance similar to a medium-sized single-family home, and may include a rear yard. The typology allows for four units on a standard 15-metre (50') lot.



C101.

C102. Fiveplex / Sixplex

A detached (2 to 3-storey) structure containing five or six dwelling units. The units may be arranged side-by-side, stacked vertically, or a combination of both, typically with a shared entrance from the street. Fiveplexes and sixplexes present an outward appearance similar to a medium or large single-family home, and do not include a rear yard.



C102.



C103.



C104.



C105.



C106.

9.3.3.1 New Construction of Multiplex Dwellings

New *multiplex* dwelling projects offer flexibility in design, allowing property owners or developers to create purpose-built units that cater to specific needs and preferences. They often contribute to urban *infill*, utilizing underutilized spaces compatible within established neighbourhoods, but can also be integrated into new communities.

In addition to the following guidelines, refer to the preceding built form guidelines: **Section 9.2 General Guidance** & **Section 9.3.2 Townhouse Dwellings**.

These guidelines may be used for:

- Evaluating **Official Plan** Amendments and **Zoning By-law** Amendments for new multiplexes.
- Guiding architects and designers in new *multiplex* development proposals.

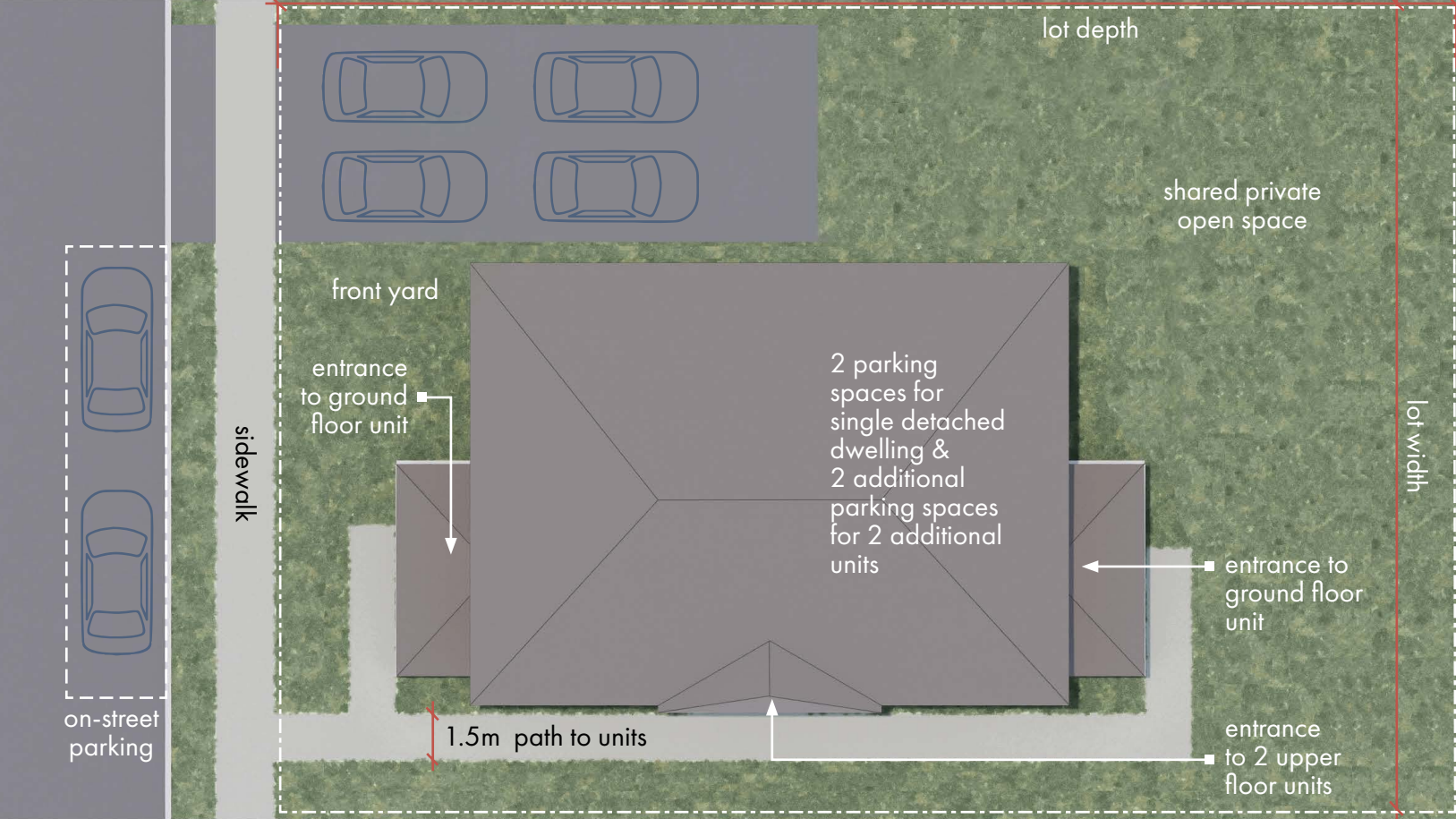
Guidelines:

(I) Mandatory Design Requirements

- Maintain street-facing *façades*, with a clear relationship to the *public realm*.
- Orient *multiplexes* to maximize sunlight into living spaces, while reducing overshadowing on adjacent properties.
- Respect the height and massing of adjacent buildings, typically 2 to 3-storeys.
- Ensure adequate resident parking, aligned with the Caledon **Zoning By-law**.
- Provide accessible pathways from the street and any associated parking areas to the building's entrance.

(II) Expected Design Standards

- C103. A purpose-built stacked duplex.
- C104. A purpose-built triplex with two ground floor units and one second floor unit.
- C105. A purpose-built fourplex with two ground floor units and 2 second floor units.
- C106. A purpose-built fiveplex or sixplex that presents as a large single-family home.

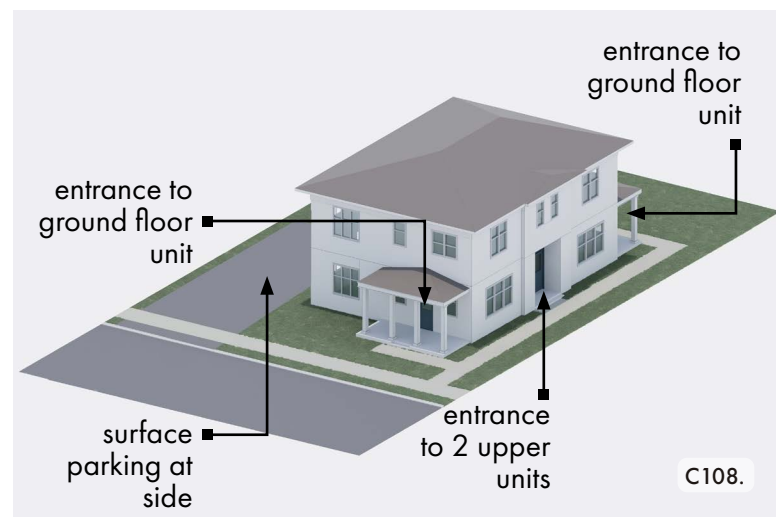


C107.

- f. Design at least one ground-floor unit to be barrier-free and accessible to people with mobility challenges.
- g. Provide communal and/or private outdoor amenity space for residents.
- h. Locate parking at the side or rear of the property, where feasible, to avoid dominant parking areas at the front.

(III) Encouraged Practices

- i. Encourage clustering of buildings around shared amenity spaces, where applicable.
- j. Provide a well articulated architectural *façade* treatment with consideration for tiered *setbacks* for upper storeys to appropriately address the street.



C108.

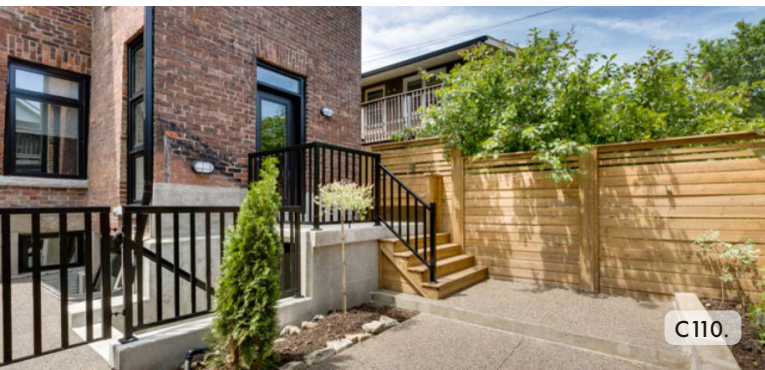
C107. Example site plan of a purpose built fourplex on an existing lot.

C108. Example massing of a purpose built fourplex.



9.3.3.2 Conversion of Existing Single Detached Homes to Multiplex Dwellings

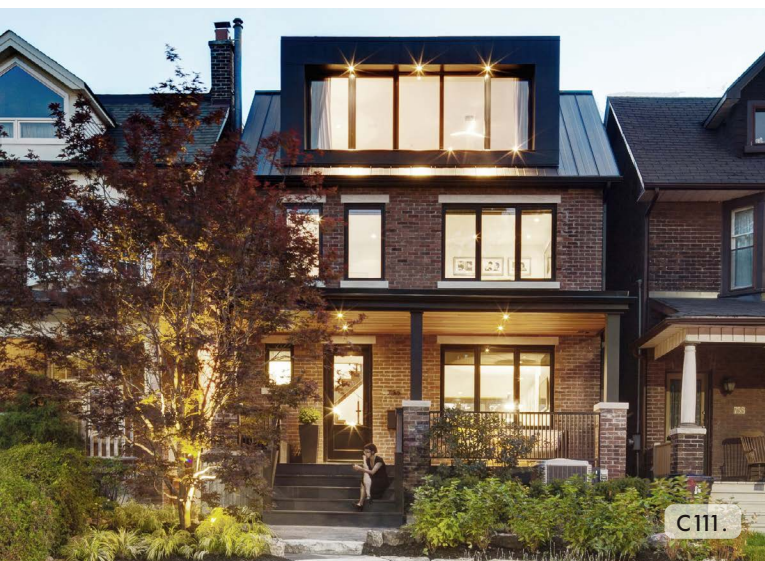
This involves transforming larger, single-family homes into multiple dwelling units. This process often necessitates internal renovations to create separate entrances, kitchens, and living areas for each unit, and ensure all code requirements are met. It is a more sustainable option as it re-purposes existing structures, reducing the need for new construction.



In addition to the following guidelines, to ensure that *multiplex* conversions and *infill* development proposals across Caledon complement the established streetscape and prevailing lot patterns, refer to the following guidelines: **Section 9.3.4 Neighbourhood Infill Dwellings, Alterations & Custom Homes** & **Section 9.3.6 Additional Residential Units (Secondary/ Garden Suites)**.

These guidelines may be used for:

- Evaluating Minor Variance and Building Permit applications for the conversion of existing homes to *multiplexes*.

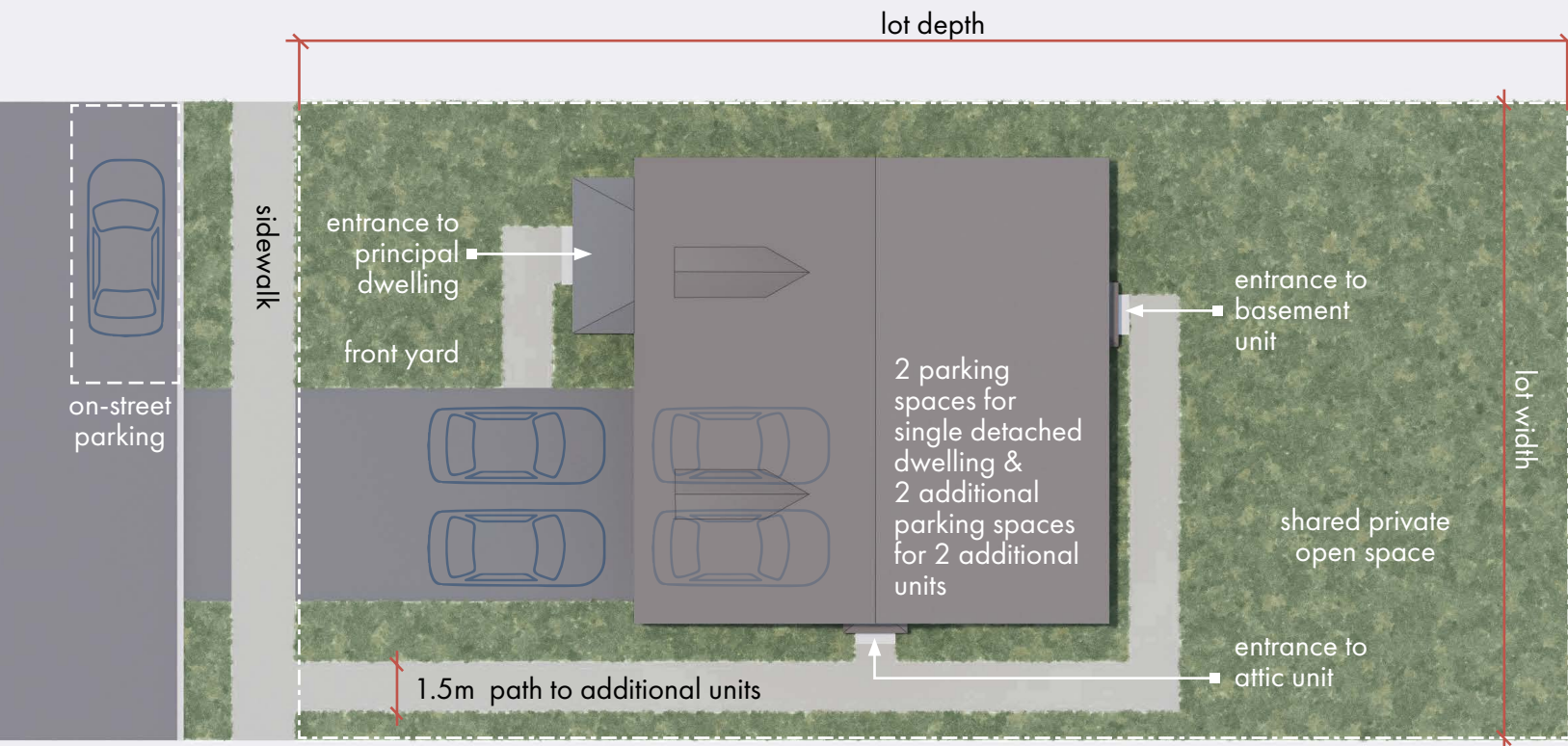


Guidelines:

(I) Mandatory Design Requirements

- Where there is architectural merit, respect the character of the existing dwelling in the conversion design to ensure a positive impact to the neighbourhood is maintained.
- Ensure existing front yard setbacks are in line with neighbouring properties to maintain the established streetscape.
- Ensure new windows or balconies do not create privacy issues for adjacent properties.
- Ensure new parking does not disrupt the existing front yard landscape.
- Preserve as much of the existing landscaping as possible, particularly significant trees and vegetation.

- C109. A triplex conversion with rear addition, retaining the main entrance for one unit.
- C110. Two secondary unit entrances created in the rear to minimize visibility and blend with the building design.
- C111. By incorporating a dormer, dwelling conversions maximize usable space for multiple units without compromising neighbourhood aesthetic.



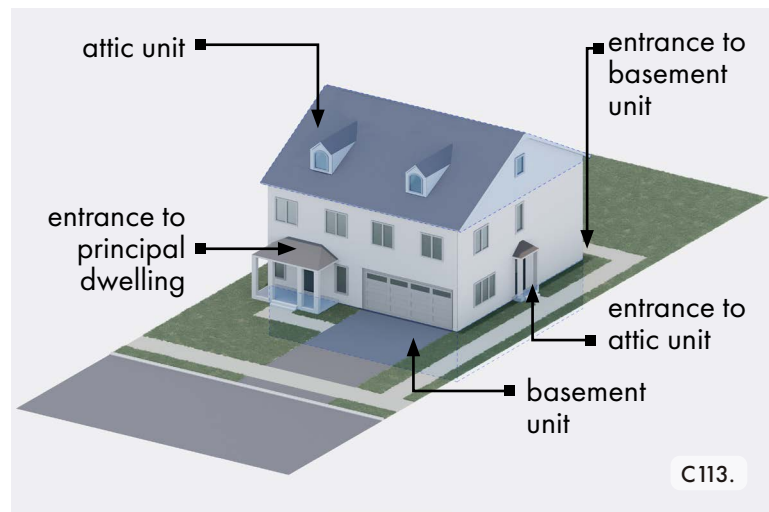
C112.

(II) Expected Design Standards

- f. Do not extend rear or side additions beyond adjacent dwellings to minimize impacts to existing sunlight penetration and views.
- g. While retaining the main entrance as the primary access point should be a priority, where individual unit entries are contemplated, they should be complementary to the dwelling design and *façade* articulation.
- h. Retain existing architectural details, such as porches and gables.
- i. Locate parking areas at the rear and accessed via side driveways or rear laneways, if possible.
- j. Provide individual outdoor amenity spaces for each unit, where feasible, or shared spaces in rear yards.

(III) Encouraged Practices

- k. Consider using dormers or attic conversions for additional upper units, while keeping massing aligned with neighbouring properties.



C113.

C112. Example site plan of a converted *single detached dwelling* into a triplex in an established neighbourhood.

C113. Example massing of a converted *single detached dwelling* into a triplex.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

Infill Development

"means housing development in existing residential neighbourhoods within settlements, on vacant or underutilized land."

Source: Future Caledon Official Plan

- C114. Custom dwelling that enhances the neighbourhood character.



9.3.4 Neighbourhood Infill Dwellings, Alterations & Custom Homes

Neighbourhood infill development should consider height, massing, setback, scale, proportion, material, and colour to contribute to or enhance the existing neighbourhood character

Villages and hamlets will accommodate limited growth in the form of *infill development* in a manner that protects and enhances their unique identities and characteristics. This may include new construction, alterations to existing structures, and custom homes, all of which must adhere to design guidelines that ensure compatibility with the existing built environment. *Infill* development within existing *urban* areas can also contribute to increased density and *walkability*, creating more vibrant and sustainable neighbourhoods. Additional guidelines specific to commercial *infill* are addressed in **Section 9.9.4 Mixed-Use Infill**.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area

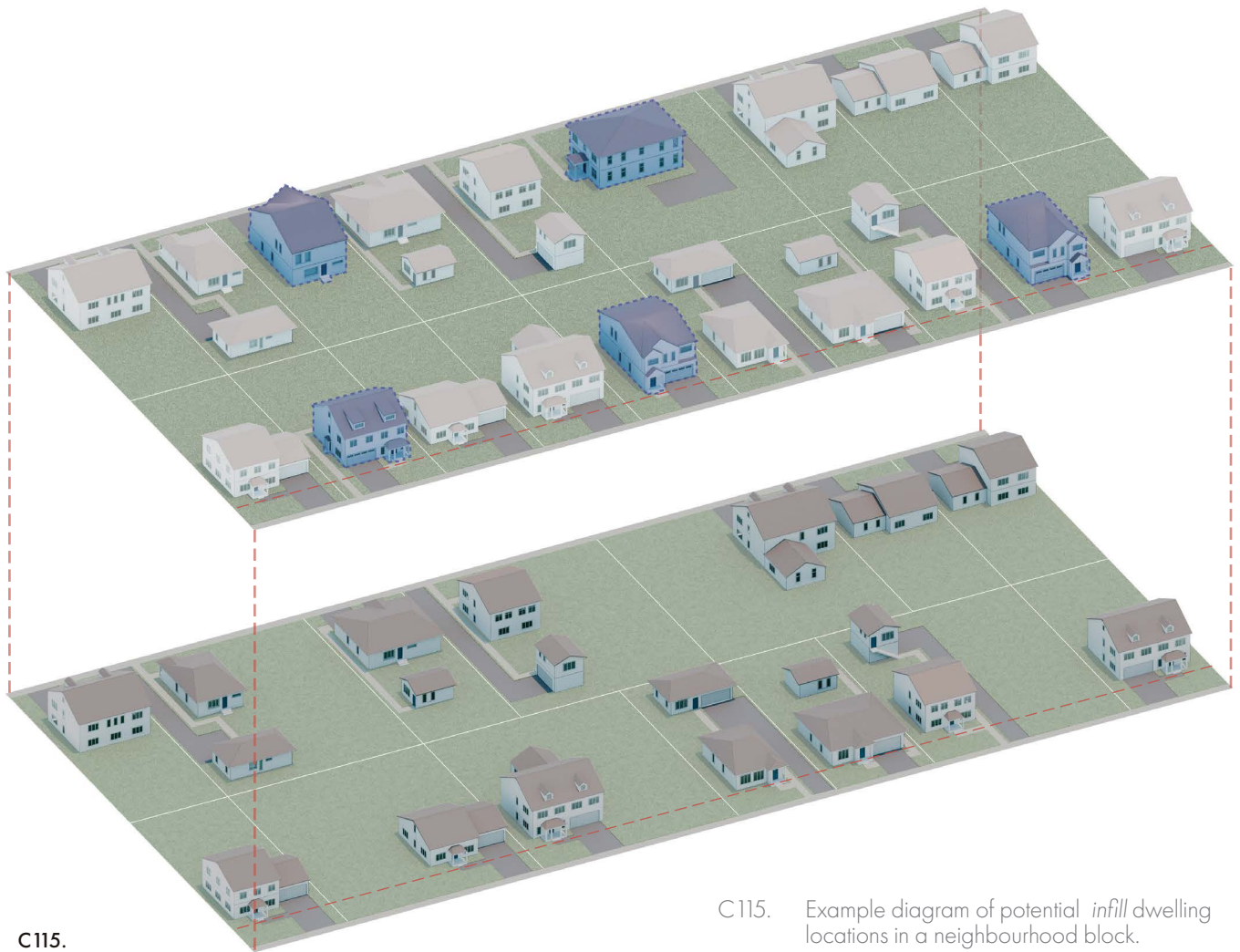


RURAL SYSTEM

- Villages and Hamlets

Key Reference Documents

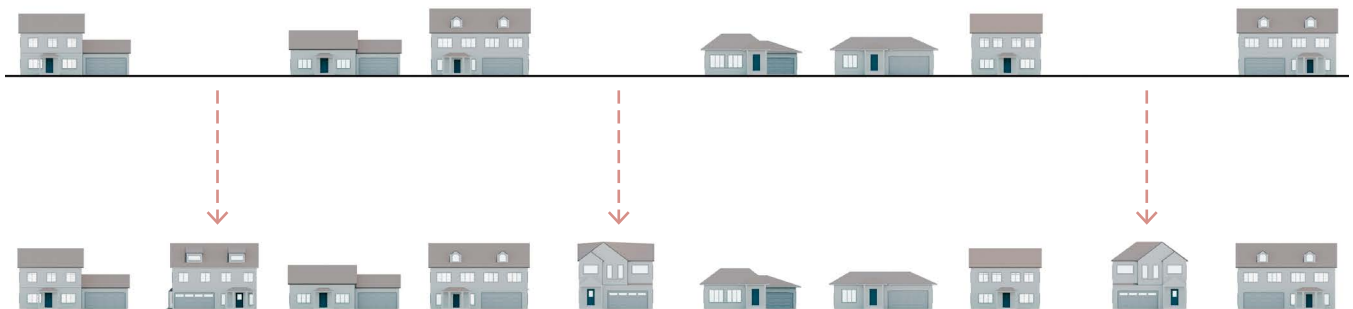
- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Caledon Development Standards Manual
- Relevant HCD Plans



C115.

C115. Example diagram of potential *infill* dwelling locations in a neighbourhood block.

C116. Example street elevation of *infill* development.



C116.



C117. Alterations to an existing dwelling is compatible with the existing neighbourhood and enhances natural surveillance of the street.

C118. Custom built home with garage recessed from the main wall.

9.3.4.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Set buildings in line with adjacent existing buildings to maintain a consistent *streetwall*.
- b. Where applicable, ensure main entrances face the street to enhance visibility and natural surveillance. In multi-unit buildings, individual or shared entrances should be visible from adjacent walkways.
- c. Adhere to the principles of **CPTED** in the design and location of building entrances.
- d. Ensure *infill* development is sensitive to site conditions and grading, and complies with zoning by-laws.

(II) Expected Design Standards

- e. Review building height and depth to limit the potential for an overlook condition.
- f. Avoid aligning doors and windows within the side yard with those of neighbouring properties. Inset balconies above the ground floor of dwellings in the rear yard within the rear *façade* and design them as integral parts of the building.

(III) Encouraged Practices

- g. For multi-unit sites, provide connections and integrate *infill* development and alterations into the surrounding pedestrian, bike, and vehicular circulation networks.
- h. Design secondary entrances to be non-dominant yet easily *accessible* and convenient to access via adjacent parking areas and walkways.
- i. Where new front integrated garages are proposed, recess them from the main wall, or incorporate a dominant projecting *entry feature*, where possible. At a minimum, design garages to be flush with the main wall of the dwelling.
- j. To optimize land use and maintain neighbourhood aesthetics, avoid circular driveways in *infill* development, especially on smaller lots in established neighbourhoods, unless the design integrates well with the surrounding context.

9.3.4.2 Architectural Design & Built Form

Guidelines:

Height & Massing

(I) Mandatory Design Requirements

- a. Establish maximum building height limits for new residential dwellings that are compatible with the existing neighbourhood character and scale.
- b. Ensure vertical additions do not exceed the overall maximum height for the site, fit within the permitted envelope, and are less than 50% of the existing building height.
- c. Ensure compatibility with the massing and scale of surrounding buildings, contributing to the existing rhythm in the streetscape.
- d. In addition to single detached, design new semi-detached, townhouse, and *multiplex* dwellings to respect the existing street pattern and ensure compatibility with *single detached dwellings* along the block face.
- e. For *infill* development through additions or *garden suites*, ensure that the new structures are subordinate to the primary dwelling and respect the privacy of neighbouring properties. Refer to **Section 9.3.6 Additional Residential Units (Secondary/ Garden Suites)** for detailed guidelines.

Roof Design

(I) Mandatory Design Requirements

- f. Design roofs covering secondary or subordinate portions of the dwelling to generally match the slope and proportion of the primary roof and integrate them into the overall building design.
- g. Position and proportion dormers and secondary roof components to remain secondary to the primary roof form. Keep dormers on upper storeys relatively small to maintain appropriate building and roof proportions.
- h. Coordinate skylights with other roof and building elements and locate them behind the roof ridge, away from prominent public view.



- C119. Alterations and a vertical addition is less than 50% of the existing building height.
- C120. A new dwelling compatible in massing and scale to surrounding buildings.
- C121. Custom built home with prominent main entrance.

(II) Expected Design Standards

- i. Encourage a variety of roof lines and shapes within each residential block while maintaining a consistent scale and height with existing adjacent dwellings for new dwellings and additions.

Fenestration

(I) Mandatory Design Requirements

- j. Select doors and windows appropriate to the architectural style of the building and, where possible, replicate the original or traditional doors and windows where traditional architectural styles are proposed.

(II) Expected Design Standards

- k. Arrange windows to enhance views and provide natural ventilation and light without sacrificing privacy.

C122. New windows and doors that are appropriate to the architectural style of the dwellings.

Façade & Detailing

(I) Mandatory Design Requirements

- l. Ensure architectural detailing is true to the proposed architectural style, whether traditional or modern. Avoid adding detailing that contrasts the architectural style.
- m. Design *infill* development, alterations, and custom homes located on corner lots to have an equal level of detail on all *façades* visible to the public from public streets. Refer to **Section 9.2.7 Priority Lots**.

(II) Expected Design Standards

- n. Preserve the desirable architectural character of surrounding buildings when undertaking *infill* development and alterations, ensuring the proposed development complements the existing context and contributes positively to the area.
- o. Consider the existing colour palettes of the street when designing *infill* development and alterations, contributing to a harmonious visual environment.



9.3.4.3 Heritage Considerations

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure that where new buildings are proposed to exceed the average height of existing buildings within a *Heritage Conservation District (HCD)*, or adjacent contributing *façades*, a *Cultural Heritage Impact Assessment (CHIA)* is prepared by a qualified professional to demonstrate the compatibility of the development and the absence of adverse impacts on the surroundings, in accordance with the applicable *HCD Plan* and guidelines.
- b. Maintain a height-to-width ratio for new buildings on blocks with significant heritage frontages similar to existing buildings.
- c. Maintain the original building articulation in *façade* renovations, using intact elements and replacing missing or damaged ones.

(II) Expected Design Standards

- d. Utilize materials that match, complement, or enhance the original structure in additions or renovations to heritage properties.

(III) Encouraged Practices

- e. Reintegrate key aspects of heritage design that have been lost through degradation or previous alterations in additions or renovations to heritage properties.

Refer to [Section 7.2.4 Development Adjacent to Cultural Heritage](#) for other heritage considerations.

- C123. A variety of roof lines in a new *semi-detached dwelling* maintains a consistent height and scale with adjacent buildings.
- C124. A custom built home that contributes positively to the neighbourhood character.
- C125. Materials that enhance the original character of the dwellings.





9.3.4.4 Parking

Guidelines:

(I) Mandatory Design Requirements

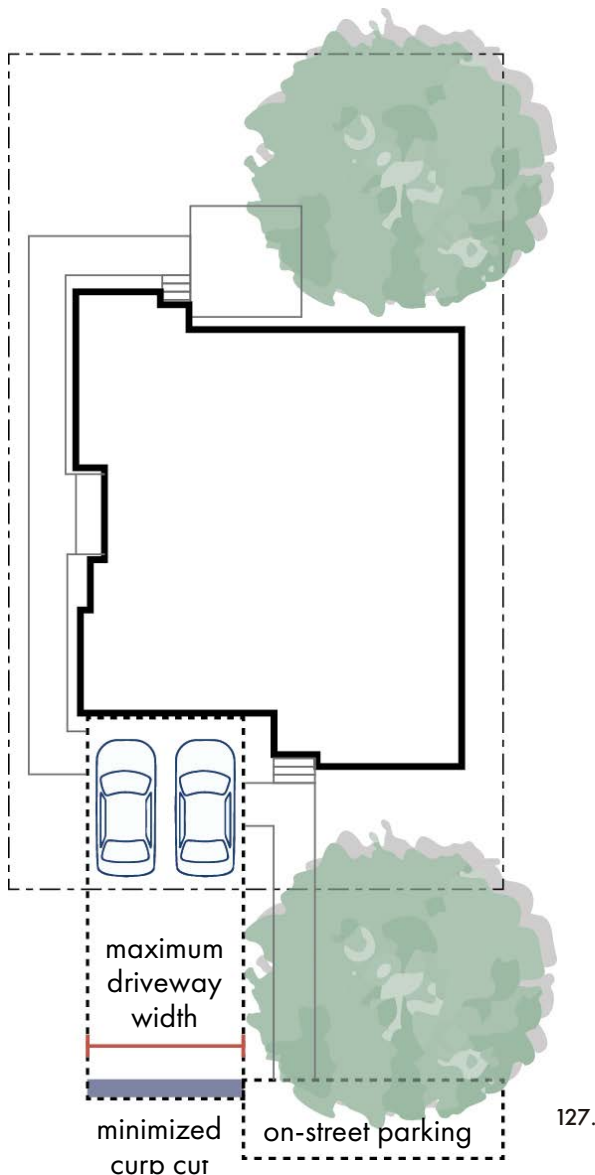
- Where surface parking coverage exceeds **Zoning By-law** requirements, ensure all driveways and parking spaces are composed of permeable paving materials.
- For *infill* dwellings with more than one unit (townhouses, *multiplexes*, or apartments), prohibit tandem parking on driveways to ensure each resident can access their vehicle independently.

(II) Expected Design Standards

- Minimize streetscape impacts by limiting driveway widths for dwellings to a single car width where a single car garage is present, and two car widths where a double car garage is present. Estate lots may have increased flexibility for driveway width given the expansive space and potential for multiple garage spaces.
- Minimize visual and noise impacts on neighbouring properties by designing and locating surface parking lots and side yard driveways with appropriate setbacks from property lines and screening elements such as landscaping or fencing.
- Consolidate parking access points to minimize curb cuts, better accommodate continuous street trees, and preserve on-street parking opportunities.
- In neighbourhoods with an established pattern of detached garages located in the rear yard, also locate new garages at the rear of the dwelling, where space permits.

(III) Encouraged Practices

- Prioritize permeable paving for driveways and parking spaces to maximize the pervious area on a lot.
- Encourage providing parking in the rear if lot width allows rear yard access through the side yard.
- Utilize rear laneways for parking access at the rear of the site if available.



C126. Permeable paving used for a residential driveway.

C127. Diagram example of an *infill* parking layout that minimizes driveway width and protects for on-street parking.

9.3.4.5 Landscape Design

Guidelines:

(I) Mandatory Design Requirements

- a. Provide soft landscaped areas along public frontages and ensure the minimum landscaped area is maintained in the front and flankage yards in accordance with the **Zoning By-law**.
- b. Provide on-site private and/or communal amenity area for each residential unit via a porch, balcony, deck, or at grade space, all with direct access to sunlight.

(II) Expected Design Standards

- c. Where possible, avoid the removal of municipal boulevard trees as a result of new *infill* development.
- d. Retain healthy mature trees and landforms in-situ during the redevelopment of a property, where possible.
- e. Install solid screening along side and rear lot lines where rear yard parking exists to block headlight trespass from cars to abutting residential uses.

(III) Encouraged Practices

- f. For *multiplex* dwellings, consider planting shrubs/hedges that retain their leaves in winter to create a privacy screen between the proposed units and adjacent uses.
- g. Encourage privacy planting to screen utilities, parking, and servicing areas.
- h. Avoid solid fencing in the front yard. Landscape treatment would be decorative and may be used to clearly define private and public space through planting, low walls, decorative metal fencing, and edge treatments.



C128. Soft landscape treatment and privacy planting provided along the dwelling's public frontage.



C128.



APPLICABLE GUIDING PRINCIPLES:

-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
 - Major Institutional Area
-  RURAL SYSTEM
 - Villages and Hamlets

Key Reference Documents

- Relevant Area Specific Guidelines (UDGs/ACGs)

- C129. Garages recessed from the main wall of the *single detached dwellings*.
- C130. Garages are integrated into the building design minimized with different garage door treatments.

9.3.5 Garage Siting & Design

9.3.5.1 Garages with Street Access

Guidelines:

(I) Mandatory Design Requirements

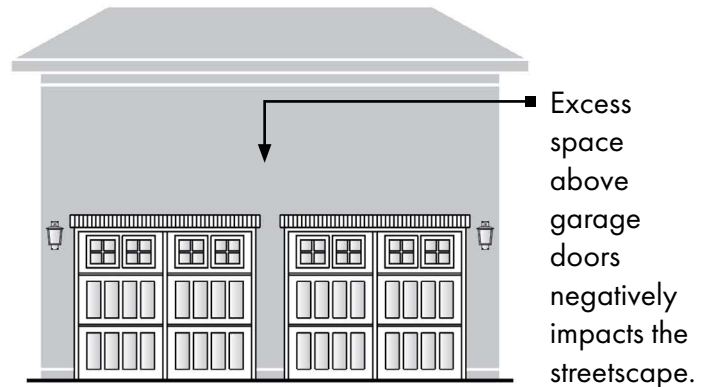
- a. Minimize the presence of garages, and encourage the integration of garages into the overall design of buildings by providing different garage door treatments, garage options, locations, and orientations.
- b. Recess front integrated garages a minimum of 1.5-metres from the main wall, or incorporate a significant projecting *entry feature*. If a garage cannot be recessed, at a minimum ensure that it is flush with the main wall.
- c. *Setback* detached garages at least 1.0-metre from main building's front wall (or side wall for corner units).
- d. Provide sufficient lighting at entrances and garages for increased visibility.
- e. Maximize visual interest and articulation by recessing the second-storey wall above the garage a maximum of 2.5-metres.
- f. Driveway slopes between the garage and street shall be as shallow as possible. Reverse slope driveways conditions are not permitted.

(II) Expected Design Standards

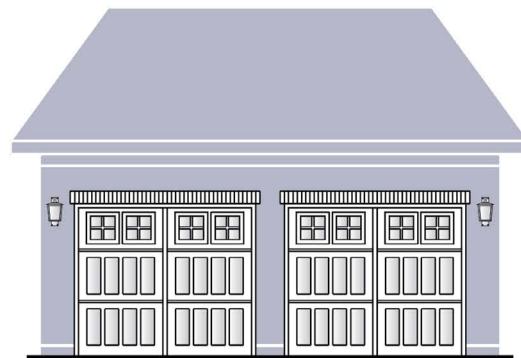
- g. Pair garages and driveways, where possible, to maximize on-street parking and landscaped areas.
- h. Locate driveways and garages on the far side of adjacent intersections, transit stops, public walkways, open space, and other non-residential uses.
- i. Where the garage is located to the side of the house, recess behind the main front wall face.
- j. Offer a mix of garage door widths, encouraging single-car door widths to minimize the presence of garages in the streetscape.
- k. Encourage the use of two individual garage doors separated by a dividing column for two-car garages.
- l. Incorporate garage doors with glazing.
- m. For 3-car garages, vary setbacks and configurations, and taper driveways.
- n. Minimize driveway width and length as much as possible:
 - i. Limit single driveways to maximum 3-metres width at the property line and curb.
 - ii. For single front integrated garages, encourage driveways between 2.7-metres and 3-metres wide, that do not exceed the garage door width.
 - iii. For double-car garages, ensure driveways of maximum 6.5-metres width.
 - iv. For lots at least 5.5-metres wide, limit driveways to maximum 50% of the width of the front yard.
 - v. For lots narrower than 5.5-metres wide, limit driveways to maximum 60% of the width of the front yard. Ensure driveway widths do not exceed the width of the garage.
- f. Limit garages to no more than 50% of the front width of a *single detached dwelling*, where feasible.
- g. Mitigate the impact of *dropped garages* through:
 - i. Increasing the door height, lowering the roof, or adding architectural details above the garage; and/or
 - ii. Incorporating clerestory windows, cambered/arched lintels, centered lighting, or address plaques.

(III) Encouraged Practices

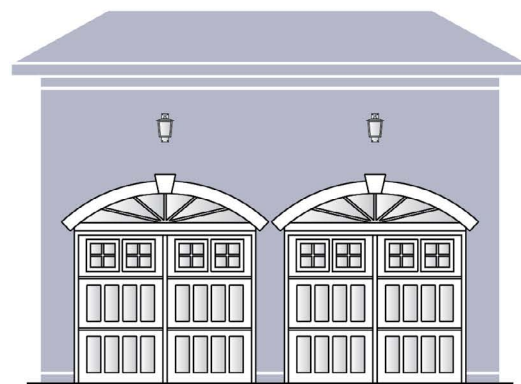
- o. Encourage the use of *permeable paving materials* for driveways.
- p. Single-car garages are preferred to two-car garages. Discourage two-car garages for semi-detached houses and townhouses.



**Unacceptable -
dropped garage slab**



**Desired treatment -
lowering garage roof**



**Acceptable alternative - adding
architectural details & lighting**

C131.

C131. Example diagrams of mitigating the impact of *dropped garages*.



9.3.5.2 Rear-Accessed Garages

In addition to the guidelines for Garages with Street Access, the following guidance shall apply to rear lane access garages. Refer to **Section 8.1.8 Laneway Design Considerations** for guidelines related to the design of laneways.

Guidelines:

(II) Expected Design Standards

- a. Maintain architectural consistency between garages and principal dwellings, ensuring materials, massing, character, and quality align.
- b. Articulate roof lines and other architectural features to enhance the visual appeal of laneways.
- c. Incorporate usable space and *fenestration* (windows) in rear elevations to encourage views and activity overlooking laneways.
- d. Encourage the use of two individual garage doors separated by a dividing column for two-car garages.
- e. Allow detached rear-accessed garages for abutting lots to be attached along one side.

(III) Encouraged Practices

- f. Provide parking access from the rear to minimize traffic impact and focus on main entrances as focal features.
- g. Permit secondary/coach housing and amenity space above rear lane garages, whether attached or detached, to activate the lane and diversify housing options. Refer to **Section 9.3.6 Additional Residential Units (Secondary/ Garden Suites)**.

C132. Rendering example of *fenestration* in rear elevations that encourage views and activity overlooking laneways.

C133. Housing forms with balconies activate the lane.

9.3.5.3 Underground Garages for Low-Rise Multi-Unit Dwellings

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure underground parking structures do not encroach into the *setback* areas on the site.
- b. Provide appropriate building lighting (pedestrian and vehicular) at primary and secondary entrances, stairways, and accesses to underground parking.
- c. Provide for safe and appropriate pedestrian/bicycle access to the underground parking garage.

(II) Expected Design Standards

- d. Integrate underground parking ramps and service entrances into the building design to minimize their impact on *public realm* and space needs, avoiding freestanding underground ramps.
- e. Where underground entrances are not incorporated into the building design, utilize landscaping or landscape structures, such as

C134. Underground garage access discretely integrated into the site and building design with decorative walls and landscape elements.

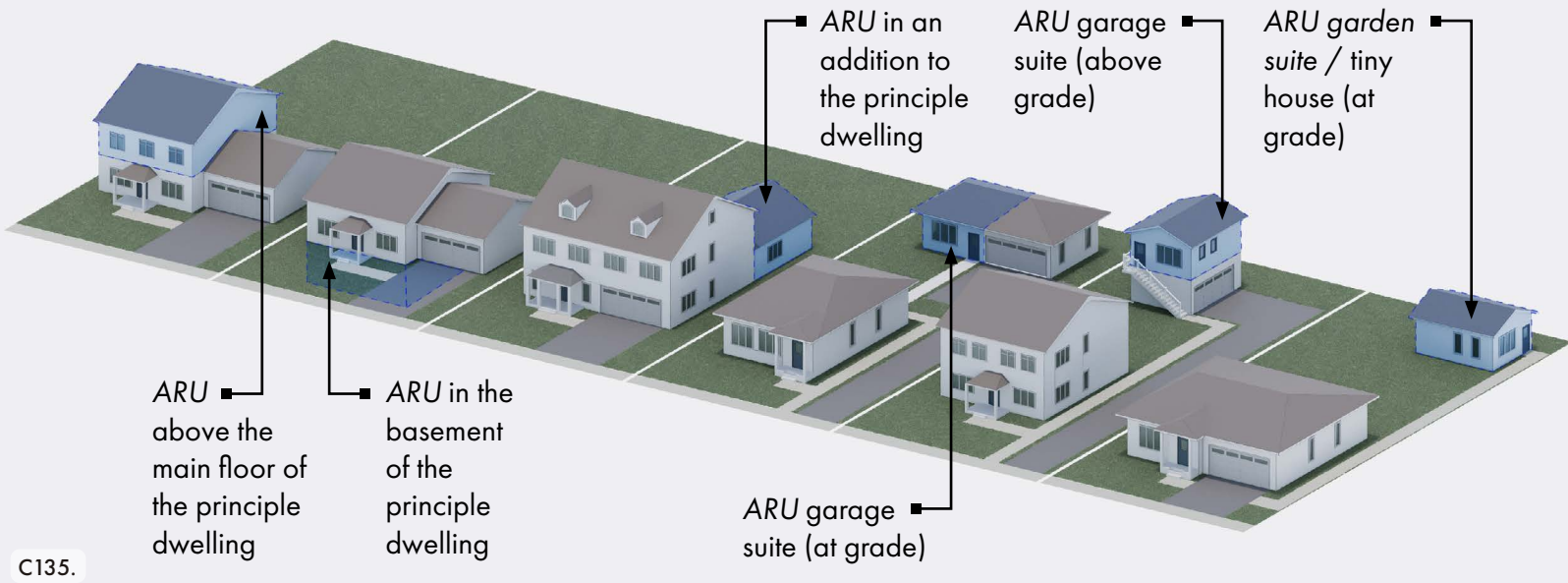
decorative walls or trellises, to effectively screen them from public view, while ensuring the landscape complements the surrounding environment and does not create visual obstructions.

- f. Integrate stairwell exits into the building, creating positive pedestrian experiences and using design features to serve as landmarks.
- g. Maximize light and sightlines within the garage to enhance visibility and natural surveillance.
- h. Provide access to underground parking preferably from side streets or laneways.

(III) Encouraged Practices

- i. Encourage the development of underground parking for blocks which may include *multiplex* dwellings, *back-to-back* and *stacked townhouses*, where feasible.
- j. Consider, where feasible, providing visitor parking underground, particularly where public parking is limited.
- k. Integrate clear and concise signage that is aesthetically compatible with the building.





C135. A diagram demonstrating various ARU options, both within or attached to the principle dwelling and within detached garden or garage suites.

C136. A single family dwelling with an ARU addition, thoughtfully integrated to preserve the home's original character through the use of similar materials, colours, and proportions.



9.3.6 Additional Residential Units

In order to support diverse and attainable housing options and promote efficient land use, *additional residential units (ARUs)*, also known as *secondary suites* or *garden suites*, may be permitted under certain conditions. These self-contained units offer an opportunity for homeowners to create additional living space while adhering to planning and environmental considerations.

General Guidelines:

(I) Mandatory Design Requirements

- a. Permit ARUs only on the same lot as a *single detached dwelling*, *semi-detached dwelling*, or a townhouse dwelling within the Town's *Additional Residential Units Overlay Zone*.
- b. Permit a maximum of two ARUs on a residential lot, in accordance with the Town's **Zoning By-law**, which may include either:
 - i. One *additional residential unit* within a *single detached dwelling*, *semi-detached dwelling*, or a townhouse dwelling, and one *garden suite* dwelling; or
 - ii. Two *additional residential units* within a *single detached dwelling*, *semi-detached dwelling*, or a townhouse dwelling.
- c. Prohibit ARUs on properties located within environmental or open space zones, in accordance with the Town's **Zoning By-law**. Consult the applicable conservation authority where the unit is located in proximity to *hazardous lands*.
- d. Ensure ARU proposals on lands within the **Greenbelt Plan**, **Oak Ridges Moraine Conservation Plan**, or the **Niagara Escarpment Plan** comply with those provincial plans.
- e. Ensure that any permitted ARU is subordinate in size to the primary residential dwelling unit and that, if outside of full municipal serviced areas, there is sufficient well and septic system capacity to service the additional unit.
- f. In addition to the parking required for a single detached, semi-detached, or townhouse dwelling, provide one additional parking space for each ARU on the lot.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

Additional Residential Unit (ARU)

"means a self-contained residential dwelling unit with its own kitchen, sleeping quarters and sanitary facilities, that either forms part of the same building as a detached dwelling, *semi-detached dwelling*, or a townhouse dwelling, or is located within an accessory building as a *garden suite* dwelling on the same lot as a detached dwelling, *semi-detached dwelling*, or a townhouse dwelling."

Source: Caledon Draft Zoning By-law Amendment

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area



RURAL SYSTEM

- Agricultural Area
- Rural Lands
- Villages and Hamlets
- Estate Residential

(II) Expected Design Standards

- g. Design ARUs that complement the principal dwelling's architectural character through the use of similar materials, colours, and proportions.

(III) Encouraged Practices

- h. Incorporate green building technologies, where possible, including energy and water efficiency measures.



C137.

9.3.6.1 ARU within a Principle Dwelling

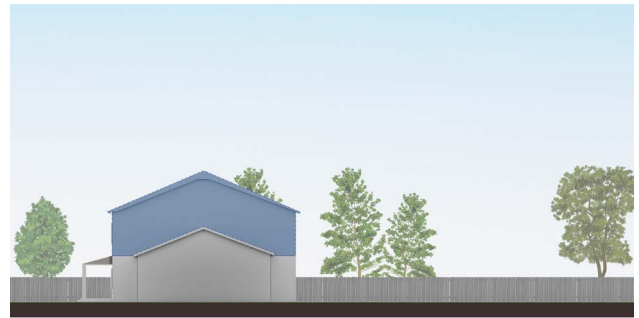
Guidelines:

(I) Mandatory Design Requirements

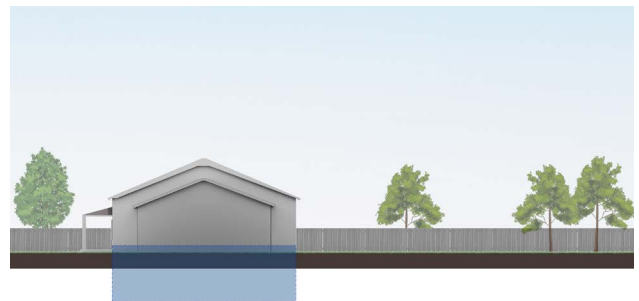
- a. Where direct access is provided to an ARU from an interior side yard, ensure the entrance, including stairs to the ARU, is setback from the interior side lot line a minimum of 1.5-metres.
- b. Ensure ARU meet all applicable code requirements for multi-unit dwellings, including access, fire, and emergency conditions.



C138.



C139.



C140.



C141.

- C137. An exterior separate entrance is provided for an ARU below the principal dwelling.
- C138. A single family home with separate ARU front entrance.
- C139. Diagram example of an ARU above the main floor of a *single detached dwelling*.
- C140. Diagram example of an ARU below the main floor of a *single detached dwelling*.
- C141. Diagram example of an ARU attached to a *single detached dwelling* at grade.

9.3.6.2 ARU within a Garden Suite

Guidelines:

(I) Mandatory Design Requirements

- a. Where an ARU is permitted as an accessory building, locate it to maximize the amount of consolidated yard space that may be communal or divided into private amenity spaces.
 - b. Provide a separate entrance to the dwelling unit that is directly accessible from the outside.
- a. Permit *garden suite* dwellings only in exterior side yards, rear yards, or interior side yards of lots containing single detached, semi-detached, or townhouse dwellings.
 - b. Ensure no part of a *garden suite* dwelling is located in a front yard.



C142.



C143.



C144.

Dwelling, Garden Suite

"means a dwelling unit that is located in an accessory building, either partially or wholly, on the same lot as a detached dwelling, semi-detached dwelling, or a townhouse dwelling."

Source: Caledon Draft Zoning By-law Amendment



C145.



C146.

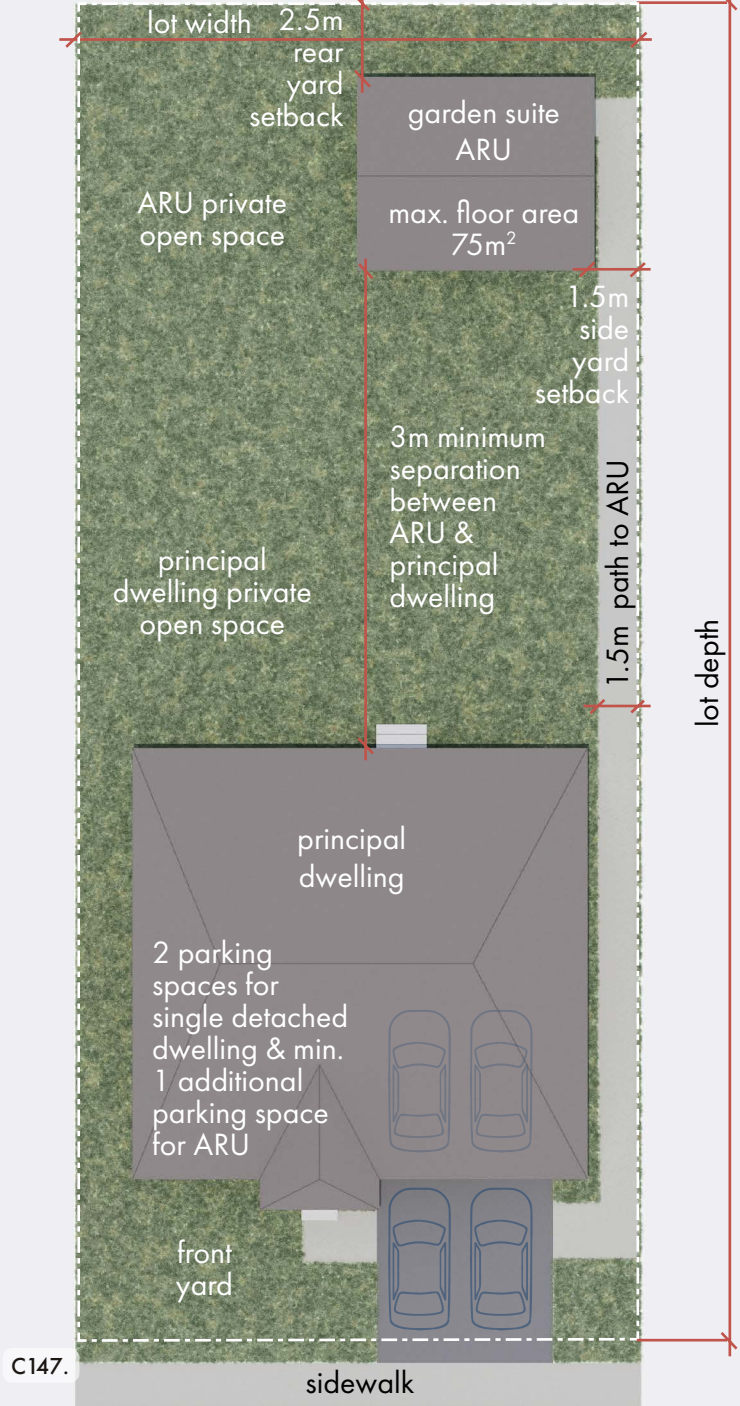
C142. Diagram example of a garage suite at grade.

C143. Diagram example of a garage suite above grade with laneway access.

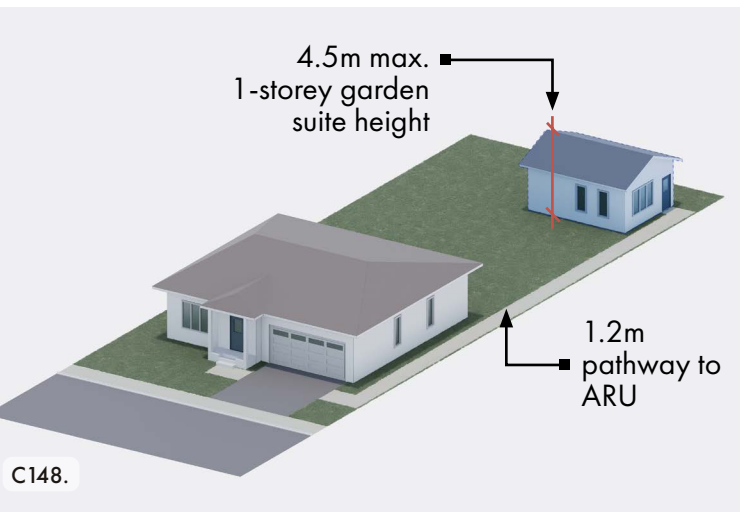
C144. Diagram example of a *garden suite* at grade.

C145. A garage suite with a balanced softscape and hardscape treatment that helps mitigate heat island effects while maximizing rainwater infiltration.

C146. A *garden suite* dwelling with architectural style and detailing complementary with those of the principal dwelling.



- c. Ensure the maximum building area is in keeping with the requirements of the **Zoning By-law**.
- d. Ensure the maximum gross floor area of a *garden suite* dwelling does not exceed 75 m².
- e. Permit *garden suites* to be 1 to 2-storeys in height.
- f. Ensure the maximum building height of a 1-storey *garden suite* does not exceed 4.5-metres.
- g. Ensure the maximum building height of a 2-storey *garden suite* / garage suite does not exceed 7.5-metres or the height of the principal dwelling, whichever is less.
- h. Ensure setbacks are in accordance with the **Zoning By-law** requirements for accessory buildings, with the exception of the following:
 - i. A minimum interior side yard setback of 1.5-metres from the interior side lot line.
 - ii. A minimum rear yard setback of 2.5-metres from the rear lot line.
 - iii. A minimum building separation of 3-metres from the principal dwelling.
- i. Ensure an unobstructed pedestrian path with a minimum width of 1.5-metres is provided from the streetline to the entrance of a *garden suite* dwelling, unless access is directly provided from a public street or laneway.
- j. Where driveways to a rear ARU is contemplated from the street fronting the primary dwelling, utilize the existing driveway to avoid additional interruptions to the boulevard and sidewalk.



- C147. Diagram plan view of a *garden suite* with appropriate building separation distances and setbacks.
- C148. Diagram example of a *garden suite* demonstrating an appropriate building size, height, and walkway connection to the street.

(II) Expected Design Standards

- k. Provide articulated elevations and variations in height and massing to add visual interest to the streetscape, especially for the side elevation facing the flanking street.
- l. Where applicable, locate habitable space towards the flanking street and laneway to activate the frontage and encourage casual surveillance.
- m. Provide a complementary rhythm, scale, and height to that of the surrounding streetscape. *Secondary suites* located above or in place of a laneway garage should not exceed the height of the primary building.
- n. Encourage symmetry in building design for all dwellings on the lot by using materials and architectural detailing for *garden suites* that are compatible and/or complementary with those of the principal dwelling. Innovative and contemporary architecture also provides diverse opportunities for successful integration through creative use of form, materials, and scale.
- o. Construct *garden suites* with durable, attractive materials, consistent in quality with primary dwelling standards, and provide an emphasis on sustainability strategies and building efficiencies.
- p. Consider minimizing or eliminating upper storey primary windows along side and rear property lines to enhance neighbour privacy. Skylights and dormers can provide good natural lighting without compromising privacy in the neighbourhood.
- q. Design, site, and service *garden suites* to preserve existing significant trees and vegetation on the site.
- r. Maximize outdoor living space by permitting minor encroachments of 1.5-metres for roofed porches or decks.
- s. Discourage balconies and rooftop patios that directly overlook adjacent private properties, unless they overlook a rear lane or public street or are adequately screened to protect neighbour privacy.
- t. Maximize the outdoor amenity area framed by the principal dwelling and the new *garden suite* by designing it with a balanced softscape and hardscape treatment that provides a comfortable micro-climate with ample tree canopy coverage, as well as provide areas for rainwater infiltration.

(III) Encouraged Practices

- u. Prioritize sustainable, high quality, and durable materials that will maximize the lifespan of the structure.
- C149. An articulated elevation adds visual interest to this *garden suite* above a detached garage.
- C150. A laneway *ARU* built around an existing rear garage incorporates a balcony overlooking the lane to provide outdoor amenity space and activate the 'public' realm.





C151.

C151. A corner lot reflects its prominence in the community by incorporating architectural elements and details appropriate to the level of public exposure.

9.3.7 Priority Lots

Priority lots are those located prominently within the community. Their visual significance within the public realm requires that the siting, architectural design, and landscape treatment of residential built form on these lots be of an exemplary quality to serve as landmarks within the community.

Dwellings selected for *priority lot locations* should reflect their prominence within the community by incorporating architectural elements and details appropriate to their level of exposure. Special attention should be given to these designs, which may present unique solutions with respect to building shape or massing, main entry design, garage treatment and location, architectural detailing, exterior building materials and/or colours, and landscape elements.

The following criteria are intended to describe the special standards that apply to these lots, in order to ensure that they respond appropriately to their level of public exposure.

Priority Lot Locations

- Gateway Dwellings
- Roundabout Dwellings
- Corner Dwellings
- Window Street Dwellings
- T-Intersection & Elbow Dwellings
- High Exposure Side & Rear Elevations
- Open Space Facing Dwellings



C152. A gateway lot landscape treatment that serves as a landmark within the community.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area



RURAL SYSTEM

- Villages and Hamlets
- Estate Residential

APPLICABLE GUIDING PRINCIPLES:



Design Great Places



Create Healthy and Complete Communities



Address Housing Affordability and Choice



C153.

- C153. Diagram example of a gateway dwelling.
- C154. Gateway dwelling with consistent main cladding and architectural detail on the front and flankage elevations.
- C155. Gateway dwelling with coordinated landscape treatment that reinforces a "sense of entry."



C154.



C155.

9.3.7.1 Gateway Dwellings

Buildings located at the entrances to the neighbourhood or at special nodes provide opportunities to emphasize a "sense of entry" or arrival. Gateway lots create a first impression of the community, setting the tone. Their design should address their visual prominence and reflect the architectural of the community and its character. Gateways will be identified through increased architectural detailing and enhanced landscape features. In addition to the guidelines for corner lots ([Section 9.2.7.3](#)), the following guidance shall apply for gateway lots:

Guidelines:

(I) Mandatory Design Requirements

- a. Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge.
- b. Provide strong and distinctive architectural elements, such as special chimneys, towers, turrets, gable ends, dormers, projecting bays, wrap around porches or other unique forms, consistent with the intended architectural style.
- c. Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations.
- d. Include high quality materials (like brick, stone, wood siding) and architectural details to accentuate their importance.
- e. Locate driveways away from the intersection.
- f. Mitigate the visual impact of garages by recessing them, projecting upper floors, and /or utilizing rear lane access where possible.

(II) Expected Design Standards

- g. Where possible, incorporate visual interest by varying the design elements, such as height, massing, or architectural style, in a manner that is sensitive to the prevailing character of the adjacent streetscapes.
- h. Coordinate the design of the gateway building with adjacent landscape features that are part of the development's gateway design and treatment. This coordination should be mindful of main entry location, porch design, driveways, placement of windows, vernacular, exterior materials, and colours.
- i. Have regard for changes in grade and ensure direct connections from the sidewalk to main entries.

9.3.7.2 Roundabout Dwellings

Roundabout lots celebrate unique and recognizable intersections within communities and should incorporate high quality and architectural treatments, addressing the intersection on all three visible faces of the roundabout lot. Enhanced architectural treatments are beneficial to assist with intuitive *wayfinding*.

C156. Diagram example of a roundabout dwelling.



C156.

Guidelines:

(I) Mandatory Design Requirements

- a. Construct dwellings with dominant building massing to address the roundabout and present a strong street edge.
- a. Design dwellings with deep porches to provide a visual transition between the roundabout and the private realm.

(II) Expected Design Standards

- b. Orient or stagger the front elevation of the building to address the roundabout.
- c. Provide main entrances to face the flanking lot line or angled to face and address the roundabout.
- d. Differentiate the *façade* treatment, colour package, and elevation design for each dwelling facing the roundabout, while maintaining an architectural compatibility in massing and scale.

(III) Encouraged Practices

- e. Provide driveway access as far from the intersection as possible or from a rear lane to minimize traffic impacts and reinforce main entrances as the focal feature.
- f. Consider landscape character compatibility with the style and design language of roundabout features.



C157.

9.3.7.3 Corner Dwellings

Corner lots are characterized by their exposure to two street frontages, which permits a variety of main entry and garage access configurations. Active frontages with habitable spaces on both sides of the house on public streets should be provided with strong design emphasis.

Guidelines:

(I) Mandatory Design Requirements

- a. Provide a consistent level of detailing on all publicly exposed elevations of corner lot buildings.
- b. Introduce sufficient *fenestration* displaying balanced proportions, wall plane changes or projecting bays along with gable features to break up the roofline on flankage and rear elevations.

C157. Diagram example of a corner dwelling.
 C158. Elevation with wall plane changes, projecting bays, and gable features.



C158.

- c. Provide privacy fencing, through consultation with Town staff, to screen the rear yard amenity space from publicly exposed view.
- d. Locate utility meters on the interior side yard elevation, or integrated into rear elevations on a laneway, at least 1.2-metres away from the front of the house, and subject to utility company regulations. Refer to **Section 7.1.5.3 Utilities**.

(II) Expected Design Standards

- e. Locate the main entry of *corner lot dwellings* on the flankage side to allow for the allocation of habitable space fronting onto the street.
- f. Where locating it on the flankage side is not feasible, orient the main entry to the front lot line, provided that the flankage wall composition incorporates an appropriate amount of design emphasis and architectural features.
- g. Locate the driveway and garage towards the interior property line, as far from the intersection as possible. Recess the garage from the front of the building, away from the main entry and intersection.
- h. Break up the roofline by incorporating wall plane changes or projecting bays along with gable features.
- i. Incorporate a secondary entrance, projecting bay, wraparound porch or other appropriate feature in the design of the flankage face where the main entry is located on the shorter side of the lot.

9.3.7.4 Window Street Dwellings

Community *window streets* occur where a public or private service street is parallel to an arterial or higher order road, creating a framed view into the community. Given the high visual prominence, it is important that dwellings fronting onto *window streets* are designed to positively contribute to the *public realm* and convey the overall character of the community.

Guidelines:

(I) Mandatory Design Requirements

- a. Pay special attention to the colour schemes of these houses. Variation in exterior cladding colours shall be used to ensure streetscape variety given the prominent location along the community's edge.
- b. To help screen the arterial road from the *window street* and fronting homes, provide a landscape buffer treatment within the *window street* that may contain a combination of decorative fencing, street trees, and deciduous, and continuous planting for year-round screening.
- c. Provide a minimum of one, but preferably two, pedestrian walkway connections to the public sidewalk from the arterial road at each *window street* and in proximity to transit stops, where applicable.
- d. Design deep porches at ground level and balconies at upper levels

(II) Expected Design Standards

- e. Integrate garages into the dwelling's overall design to minimize their visual impact on the streetscape.
- f. Oriented main entrances to face the *window street*, where possible. Where this is not possible, design lots flanking onto an arterial road adjacent to a community *window street* in a similar manner to corner lots, presenting a front face to the arterial road and enhanced side and rear elevation upgrades.
- g. Incorporate covered porches or porticos into the dwelling designs.
- h. For site plan applications with *window streets*, incorporate a balanced approach between noise attenuation and landscape treatments.

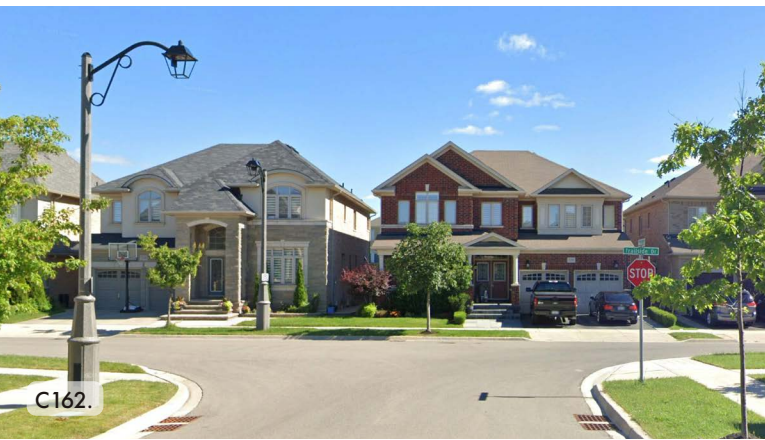
C159. A landscape buffer treatment helps screen an arterial road from a *window street*.

C160. Diagram example of *window street dwellings*.





C161.



C162.



C163.

- C161. Diagram example of a T-intersection dwelling.
- C162. Garages and driveways are located to the periphery of the axial view on this T-Intersection dwelling.
- C163. Distinctive roof forms with accent gables provide visual interest at the end of a view corridor.

9.3.7.5 T-Intersection Dwellings

T-intersection / view terminus lots are located at the end of a view corridor, and are framed by two corner lots flanking the terminated street. These dwellings are viewed more frequently and for prolonged periods while traveling through community streets and therefore should be enhanced architecturally.

Guidelines:

(I) Mandatory Design Requirements

- a. Select models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, favouring a larger area for landscaped treatment in the front yard.
- b. Locate garages and driveways to the periphery of the axial view for a larger landscaped area.
- c. Avoid reverse frontage at this location due to the axial nature of T-intersections

(II) Expected Design Standards

- d. Plant dense landscaping to screen headlights, where possible.
- e. Provide visual interest in architectural design, with prominent porches / entryways and distinctive roof forms with accent gables or dormers, consistent with the architectural style.



9.3.7.6 Elbow & Curved Street Dwellings

On curved, elbowed, and cul-de-sac streets, special attention should be given to those dwellings where the bend of the street can partially expose the interior side elevation, as they are viewed from along the length of the street.

Guidelines:

(I) Mandatory Design Requirements

- a. Extend the detailing treatment, such as frieze board, material transitions, and possibly, additional *fenestration*, to address the specific conditions of elbow street and the curved lot.
- b. Return material transitions near the front corners to a natural or logical break point, such as a plane change or jog, maintaining a minimum distance of 1.2-metres (4') from the front corner of the dwelling.
- c. Add *fenestration* to the sides of garages and solid walls that are exposed to the public view.

C164. Diagram example of elbow and curved street dwellings.

C165. Garage sited to minimize its impact on the streetscape.



(II) Expected Design Standards

- d. Coordinate the location of driveways and garages to minimize their impact on the streetscape, by locating them away from the axis with a view terminus.
- e. Soften the presence of driveways by incorporating low planting material in the boulevard that complements the building design and siting.
- f. Ensure streetscape variety and interest through varied front entrances and roof lines, among other variations.
- g. Coordinate floor plans to avoid situations where public rooms (such as living rooms) are facing blank walls of neighbouring homes.



C166.

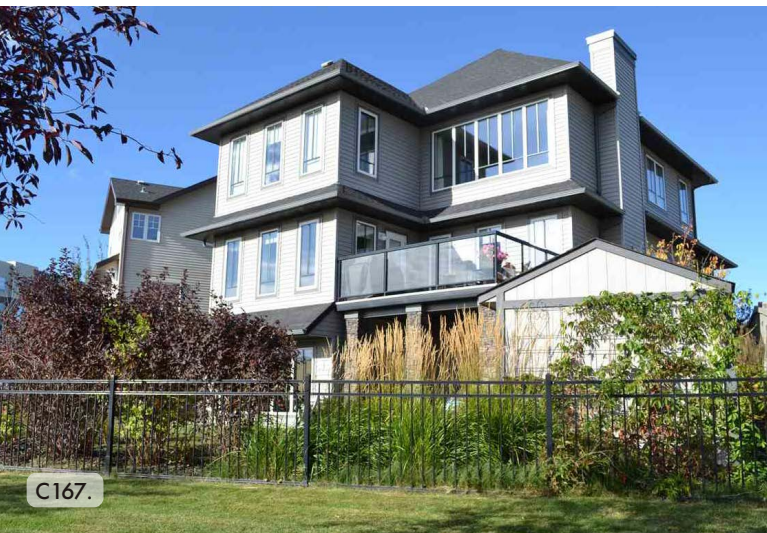
9.3.7.7 High Exposure Side & Rear Elevations

Upgraded rear and side architecture is required where elevations are exposed to prominent public view, such as lots which back or flank onto roads, parks, walkways, and public open space areas.

Guidelines:

(II) Expected Design Standards

- a. Maintain a level of quality and detail on exposed side and/or rear elevations of dwellings that is consistent with the front elevation.
- b. Ensure the level of upgrading aligns with the level of public exposure.
- c. Include enhancements on the exposed elevations such as:
 - i. Bay windows or other additional *fenestration*, and enhancement of windows with shutters, muntin bars, frieze board, precast, or brick detailing;
 - i. Balconies;
 - ii. Gables and dormers; and
 - iii. Wall articulations.



C167.

- C166. Upgraded high exposure side elevation.
- C167. A rear elevation designed with additional *fenestration* and a balcony.
- C168. Diagram example of a rear elevation with exposure from a public trail.



C168.

9.3.7.8 Open Space Facing Dwellings

Buildings facing onto open spaces shall reflect a high level of design quality and architectural detailing, as they exhibit a great degree of exposure to the *public realm*.

Guidelines:

(I) Mandatory Design Requirements

- a. Provide a variety of model types, elevation types, and colour packages for park facing dwellings while maintaining a cohesive, harmonious relationship among all lots.
- b. Enhance the front elevation with prominent porches, well-proportioned windows, projecting bays, articulated wall treatments, and other design elements, consistent with the architectural style.
- c. Present a consistent level of architectural detailing, quality, and *fenestration* in the design of front elevations.
- d. Integrate upgraded materials and detailing, such as stone or precast elements and dichromatic brick, into the elevation design, consistent with the architectural style.



C169.

(II) Expected Design Standards

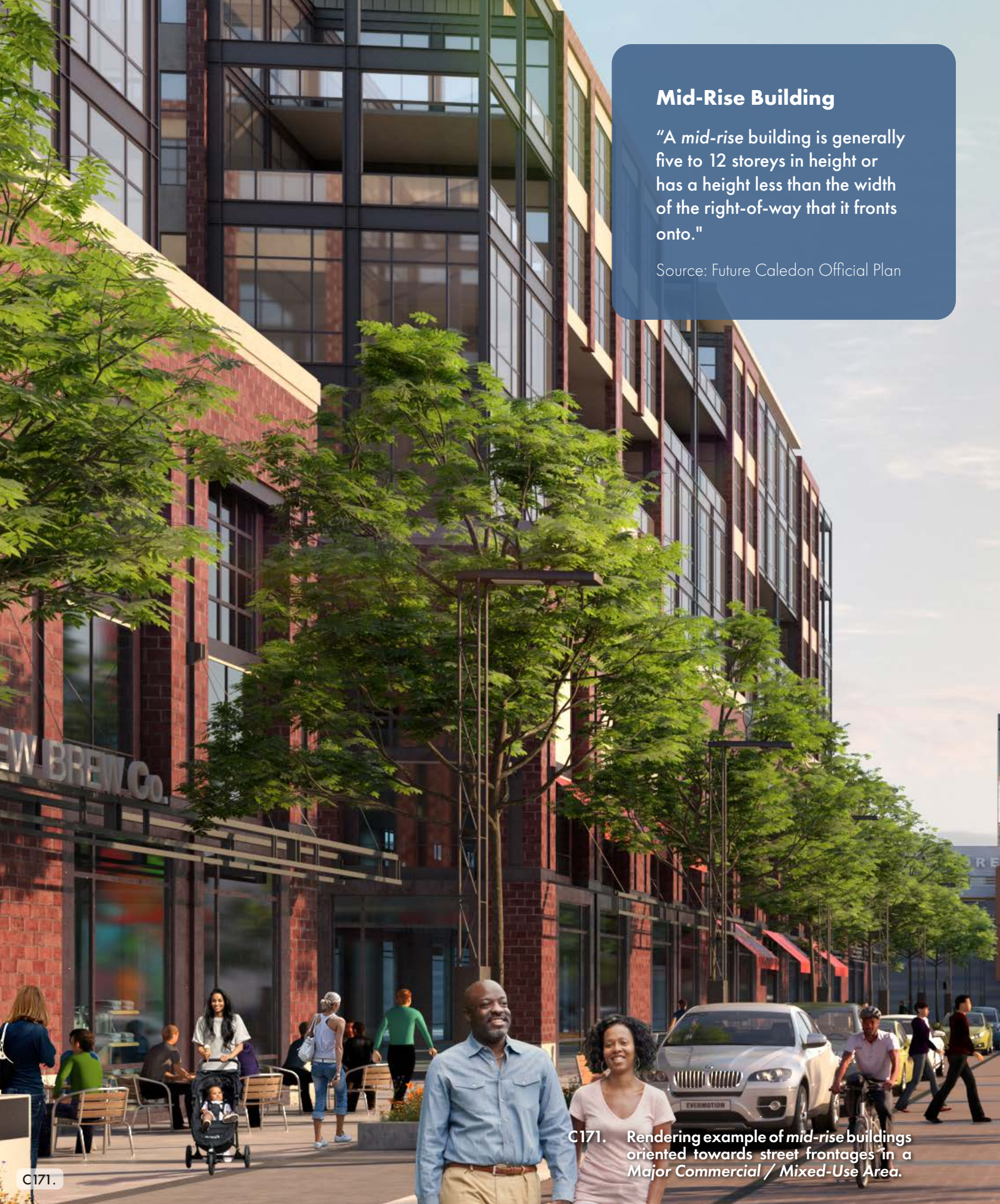
- e. Design wider and deeper porches to effectively allow for multiple seating arrangements to promote casual surveillance of the park and its activities.

C169. Rendering example of a variety of dwelling elevation types and colour packages for park facing dwellings.

C170. Diagram example of open space facing dwellings with varied roof forms, wide front porches, and ample fenestration.



C170.



Mid-Rise Building

"A *mid-rise* building is generally five to 12 storeys in height or has a height less than the width of the right-of-way that it fronts onto."

Source: Future Caledon Official Plan

C171.

C171. Rendering example of *mid-rise* buildings oriented towards street frontages in a Major Commercial / Mixed-Use Area.



9.4 MID-RISE BUILDINGS

Mid-rise buildings may be configured in a variety of forms to aid in stepping-down the height and scale of taller buildings, transitioning between building types, and establishing the appropriate height to proportionately frame larger-scale open spaces to create a sense of enclosure. Mid-rise is also ideal for integrating appropriately scaled density into otherwise lower density neighbourhoods, particularly along higher order roads and where at-grade commercial may be considered.

As directed by the ***Future Caledon Official Plan***, ***mid-rise buildings*** (5 to 12-storeys) should be focused along *Urban Corridors* and oriented toward major street frontages. They may also be proposed in *Urban Centres*, *Neighbourhood Centres*, and *Major Commercial / Mixed-Use Areas*.

Suitable transitions of scale to adjacent built form can be achieved through *setbacks*, *angular planes*, *buffers*, and *separation distances*. The following section provides design guidelines for *mid-rise* building site orientation, built form, and architectural design.

C172. *Mid-rise buildings configured in a variety of forms to aid in stepping-down the height and scale of taller buildings.*

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Urban Centre
 - Urban Corridor
 - Neighbourhood Centre
 - Major Commercial / Mixed-Use Area

Key Reference Documents

- Future Caledon Official Plan
- Relevant Area Specific Guidelines (UDGs/ACGs)
- Terms of Reference: Sun and Shadow Study

9.4.1 Site Organization & Design

9.4.1.1 Street Interaction & Setbacks

Guidelines:

(I) Mandatory Design Requirements

- a. Orient buildings to face and address public streets, with minimal *setbacks* to maintain a strong street edge and create an active streetscape.
- b. Ensure sufficient space for pedestrian zones and landscape while relating well to adjacent streets and open spaces.
- c. Where adjacent buildings have walls with windows, provide adequate *setbacks* to maintain sky views, allow sunlight penetration into adjacent properties, and mitigate overlook issues.
- d. Provide adequate buffer zones between waste facilities, adjacent developments, and public streets.

(II) Expected Design Standards

- e. Ensure the front *streetwall* (or *podium*) of *mid-rise* buildings is built to the front property lines or applicable *setback* lines.
- f. Ensure a minimum of 75% of *podium* frontage built to the *setback* line for the first 2-storeys at a minimum. The remaining 25% may *setback* an additional distance up to a maximum of 5-metres to provide a deeper area for lobby entrances, bike parking, or outdoor marketing areas such as café seating.
- g. Where there are residential units at ground level, provide a soft landscape transition between the public and private realm, maintaining a high level of visibility that promotes casual surveillance. Any proposed fencing/walls shall be consistent throughout and complementary to the architectural style.

(III) Encouraged Practices

- h. For prominent corner and gateway buildings with high pedestrian traffic, consider greater *setbacks* to allow for civic space/plaza.

9.4.1.2 Pedestrian & Public Realm

Guidelines:

(I) Mandatory Design Requirements

- a. Design and locate outdoor lighting to provide safe spaces for users at night and facilitate crime prevention (**CPTED**).
- b. Locate passenger drop off -pick up areas internal to the site or at rear/side of the building.

(II) Expected Design Standards

- c. Promote active uses along elevations on the ground floor facing the *public realm* with commercial/retail uses, live work units, lobbies, etc.
- d. Where side walls of new buildings are set back a minimum of 5.5-metres from the property line, incorporate glazing, where appropriate.
- e. Discourage indoor amenity spaces along the frontage at grade, as they tend to contribute less to the animation of the street.

9.4.1.3 Vehicular Access & Parking

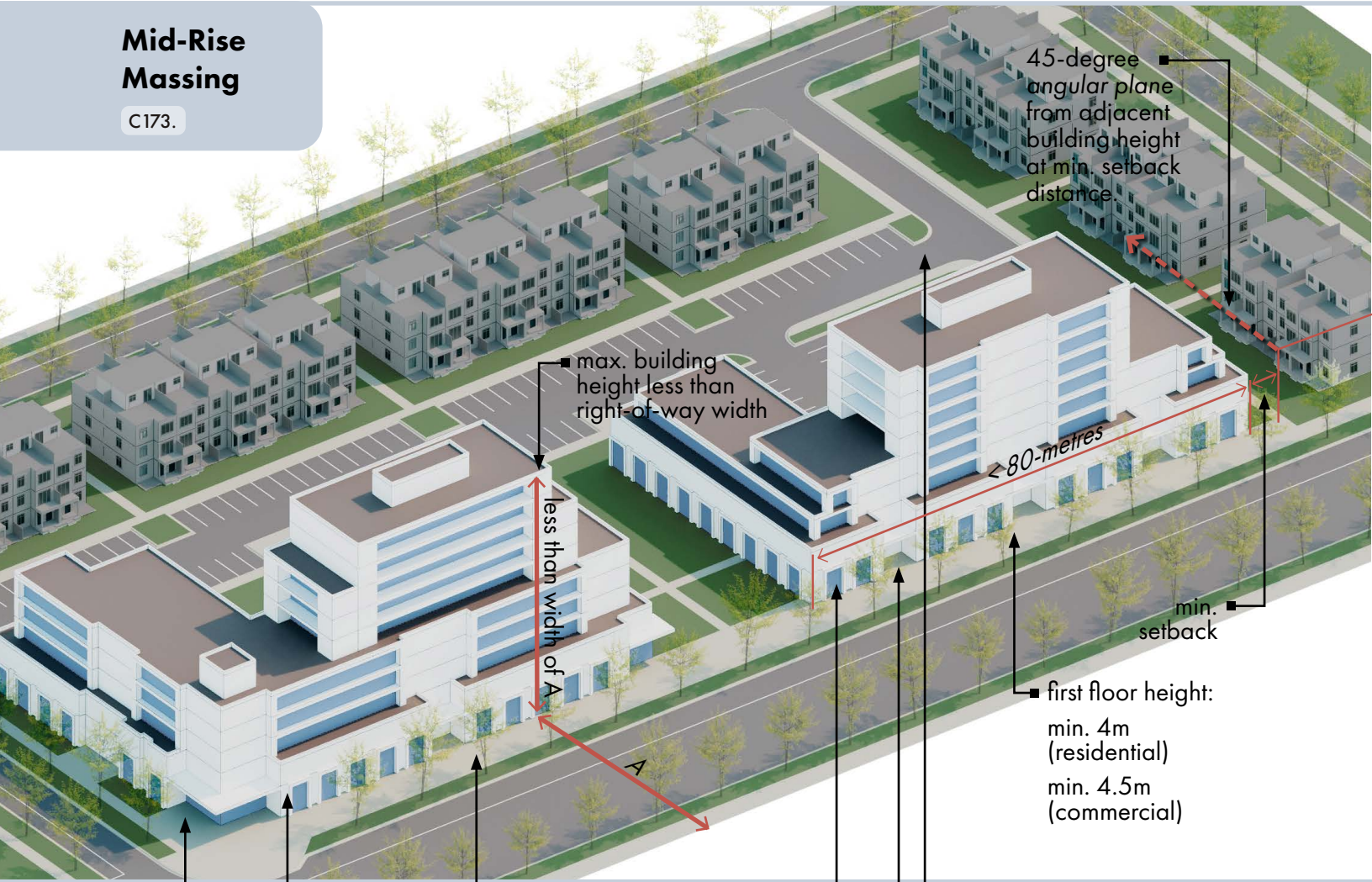
Guidelines:

(II) Expected Design Standards

- a. Wherever possible, ensure vehicular access to on-site parking, loading, and servicing facilities is provided from lower order streets and rear lanes (less prominent), or where the interruption of right-of-way functions may be most limited (e.g. lessened impacts to primary pedestrian links, streetscape, and traffic flow). Refer to **Section 9.7 Parking & Servicing for Mid-Rise & High-Rise Buildings** for detailed parking guidelines.
- b. Minimize the impact of parking and servicing areas on the public and private realm and maximize the potential for landscape amenity space by providing parking underground.

Mid-Rise Massing

C173.



greater setback at the corner to allow for civic space

front streetwall built to the setback line

sufficient space for pedestrian zones

25% setback an additional distance up to a 5-metres

75% of podium frontage built to the setback line for the first 2-storeys

vehicular access to on-site parking, loading, and servicing facilities provided from lower order streets at the rear of the buildings

first floor height:
min. 4m (residential)
min. 4.5m (commercial)

Step-back

Setting back of the upper storeys of a podium or tower from the face of the building base.

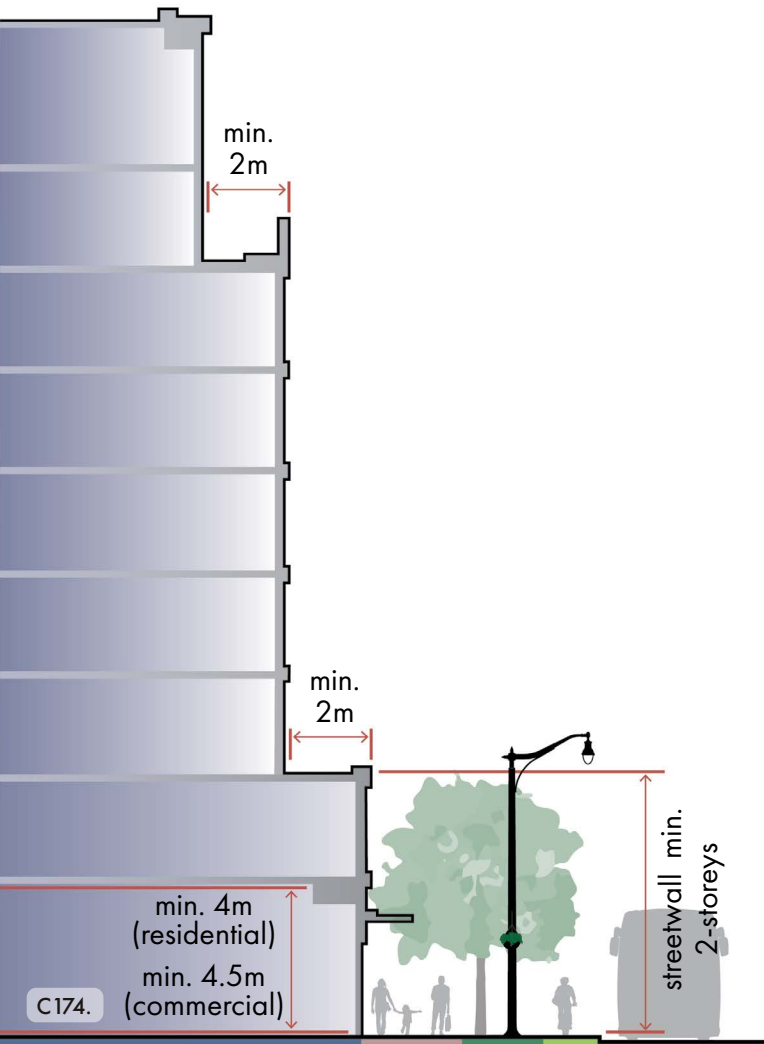
C173. Diagram example of mid-rise massing.

Podium

The first few storeys of a *mid-rise* building, including the ground floor and any additional floors with direct relationship to the street and *public realm*. Generally, this would include those storeys forming the *streetwall* and not those stepped back from the *streetwall*.

Upper Building

Above the *podium*, designed to fit with and achieve an appropriate relationship with the lower building, the *public realm*, and neighbouring properties.



C174. Example cross section demonstrating the building podium forming the *streetwall* height.

9.4.2 Height & Massing

9.4.2.1 Building Height Limits

Guidelines:

(I) Mandatory Design Requirements

- Permit *mid-rise* buildings to have a maximum allowable height of 12-storeys or less than the width of the right-of-way that it fronts onto. Not all *mid-rise* buildings will be permitted to achieve the maximum height. The dimensions of the development lot and surrounding context impact the ability of a given site to be built to its maximum height.
- Ensure a minimum ground floor height of 4-metres for residential uses and 4.5-metres for commercial/retail uses.
- Ensure a maximum *streetwall* (or *podium*) height for *mid-rise* buildings no greater than 80% of the adjacent right-of-way.

(II) Expected Design Standards

- Provide a minimum *streetwall* (or *podium*) height for *mid-rise* buildings of at least 2-storeys.

9.4.2.2 Sunlight & Shadow Impacts

Guidelines:

(I) Mandatory Design Requirements

- Design *mid-rise* buildings to allow for 5-hours of sunlight access on the opposite sidewalk on the days between the March 21st and September 21st equinoxes. Refer to Caledon's **Terms of Reference: Sun and Shadow Study**.
- Ensure that the building height and massing has minimal shadow and overlook impacts on adjacent properties. Refer to **Section 9.5 Mid-Rise & High-Rise Building Transitions** for additional guidance regarding height transitions to lower-scale neighbourhoods.



9.4.2.3 Building Length & Massing

Guidelines:

(I) Mandatory Design Requirements

- g. Ensure the maximum length of a *mid-rise* building does not exceed 80-metres. Exceptions will be considered on a case-by-case basis.
- h. Place multiple buildings, rather than over-scaled buildings, on larger site.

(II) Expected Design Standards

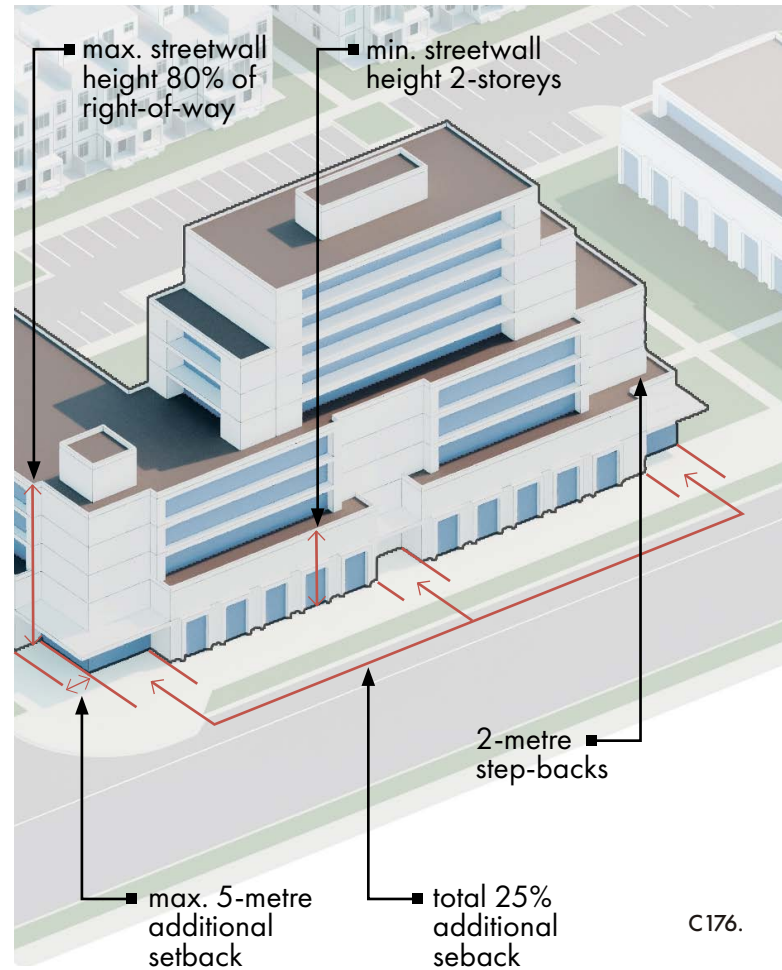
- i. Provide building *step-backs* along the flankage as required to increase sky views, provide sunlight penetration to the ground level and into adjacent properties, and mitigate overlook issues.
- j. Provide upper storey *step-backs* of at least 2-metres for *mid-rise* buildings greater than 20-metres (6 storeys) in height as a means of mitigating the scale and height impact on the street level, or *pedestrian perception*.

(III) Encouraged Practices

- k. In urban areas where future at-grade retail may be protected for future conversion, design ground floor residential units with individual entrances at sidewalk level and a minimum floor-to-floor height of 4.5-metres to facilitate potential conversion to commercial uses.
- l. Where more “porous” building *streetwalls* are desirable, consider side *step-backs* above the *podium* height.

C175. Rendering example of multiple *mid-rise* buildings on a wide site.

C176. Diagram examples of *mid-rise* building design elements that contribute to a positive pedestrian environment.



Pedestrian Perception

Considers the impact of a building’s design elements on the pedestrian experience, including perceived scale and visual interest, to create a comfortably scaled and attractive pedestrian environment.



C177. A corner *mid-rise* building with *façades* that address both street frontages appropriately.

C178. *Mid-rise* building designed with a rhythm of balconies and canopies that provides visual interest along the *façade*.

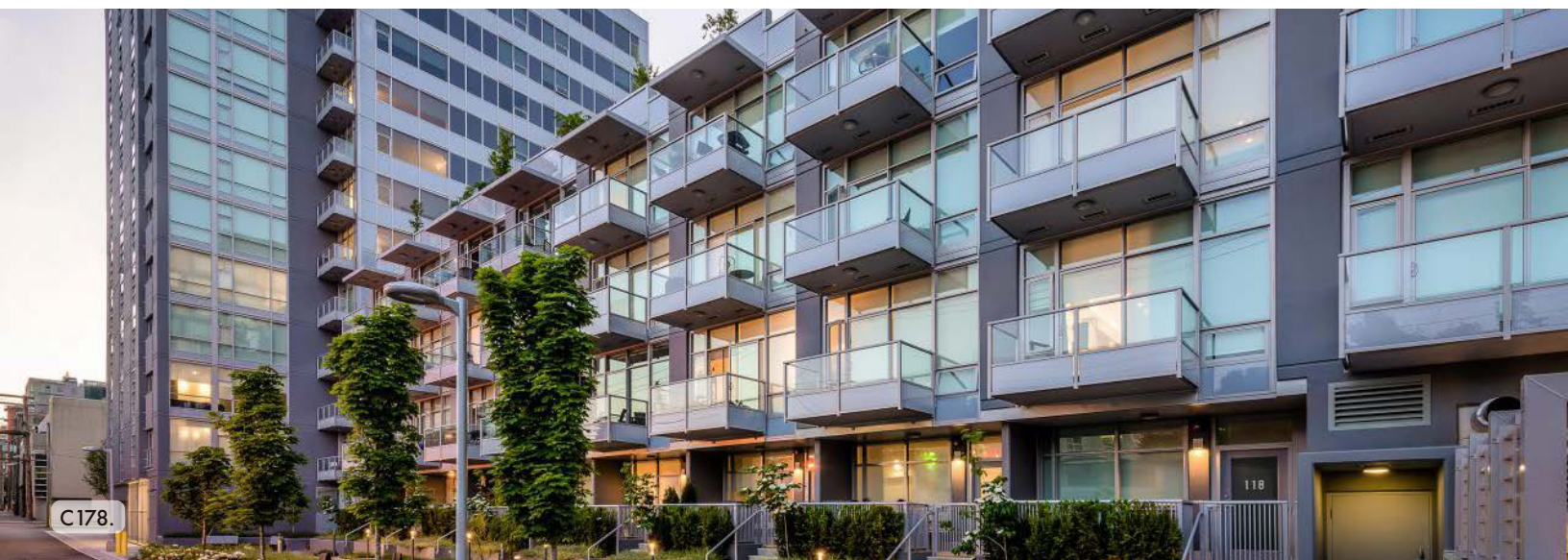
9.4.3 Architectural Design & Built Form

9.4.3.1 Streetwall & Entrances

Guidelines:

(I) Mandatory Design Requirements

- a. Where the integration of retail is considered beneficial, design the *streetwall* (or *podium*) of *mid-rise* buildings to create a comfortably scaled, yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, numerous entrances, display windows, canopies, and signage.
- b. Ensure corner buildings have *façades* that address both street frontages with primary *façade* treatment.
- c. Ensure main entrances and those associated with parking connections are ground-related and wheelchair accessible.
- d. Design main entrances to be clearly identifiable, oriented toward the primary street or significant corners, and typically recessed or covered.
- e. Enhance entrances with prominent architectural elements for weather protection, such as cantilevers, canopies, double height glazing, etc.



9.4.3.2 Façade Design & Articulation

Guidelines:

(I) Mandatory Design Requirements

- a. Design building façades to be visually interesting, incorporating appropriate materials, colours, *fenestration*, and architectural detailing to provide relief and visual definition.
- b. Break up the façades through the use of vertical breaks and *step-backs*. Vertical articulation should generally be consistent with the rhythm of adjacent main street buildings or façades, particularly where existing heritage or significant buildings may be adjacent.
- c. Where *mid-rise* building frontages are more than 60-metres in width, articulate building massing to ensure that façades do not appear overly long.
- d. Reflect the internal uses, particularly at the ground level, through complementary and distinct architectural treatments.

(II) Expected Design Standards

- e. Provide a strong *cornice line* where flat-roofed buildings are contemplated.
- f. Where it has architectural merit, maintain a consistent *cornice line* and ground floor height for buildings adjacent to or within heritage context. Refer to [Section 7.2.4 Development Adjacent to Cultural Heritage](#) & [Section 9.9.4 Mixed-Use Infill](#) for additional guidance.

C179. *Mid-rise building with materials, fenestration, and architectural detailing that provides visual definition of the lower floors.*



9.4.3.3 Materials & Detailing

Guidelines:

(II) Expected Design Standards

- a. Where applicable to taller *mid-rise* buildings, utilize building materials and detailing to establish a lower building (*podium*) and *upper building*.
- b. Include high quality and durable materials that complement and enhance the building design.
- c. Encourage durable, high quality materials such as stone, brick and glass. Consider lighter materials and tones on upper floors and heavier materials to establish the building base and accentuate important design elements.
- d. Ensure architectural consistency across all building elevations. Maintain uniformity in detailing, including exterior materials, windows, and architectural style.
- e. Avoid black wall treatments, particularly where exposed to views. For sides that are least exposed, continue to use the primary *façade* material to extend the architectural style established by the main *façade* treatments.

9.4.3.4 Fenestration & Glazing

Guidelines:

(I) Mandatory Design Requirements

- Maximize ground-level transparency by using clear glazing for at least 75% of the *façade*.
- Ensure visibility into interior lobbies for safety and convenience.

(II) Expected Design Standards

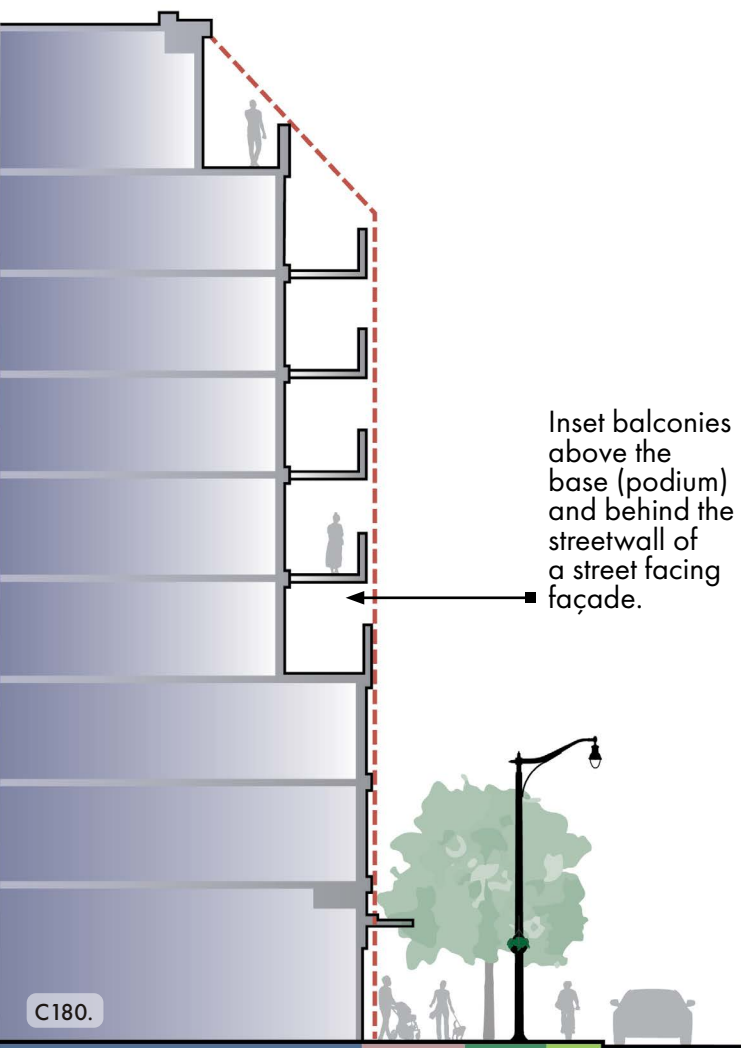
- Discourage opaque covering on windows and doors that prevent views into buildings.
- Ensure bird friendly measures on glazed surfaces, such as visual markers within the first 12-metres of building height to manage light reflections.

9.4.3.5 Open Space & Balconies

Guidelines:

(II) Expected Design Standards

- Incorporate private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Ensure balconies are well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating. Refer to **Section 9.8 Landscape Design for Mid-Rise & High-Rise Buildings** for detailed guidelines on amenity areas.
- Avoid locating balconies on the front *façade* (projecting or inset) within the first 2-storeys.
- On the street-facing *façade*, inset balconies behind the *streetwall* between 2 and 6-storeys.
- In consideration of adjacent properties, balconies may need to be set back further from the rear property line to mitigate impacts to existing uses, including minimizing overlook outcomes.
- Ensure balconies or other permanent building elements do not encroach into the required *setback*.



C180.



C181.

C180. Example cross section of inset balconies above the 3rd-storey and behind the *streetwall* of a street facing *façade*.

C181. Balconies designed to suit the architectural style of the *mid-rise* building.

9.4.3.6 Utility & Service Areas

Guidelines:

(I) Mandatory Design Requirements

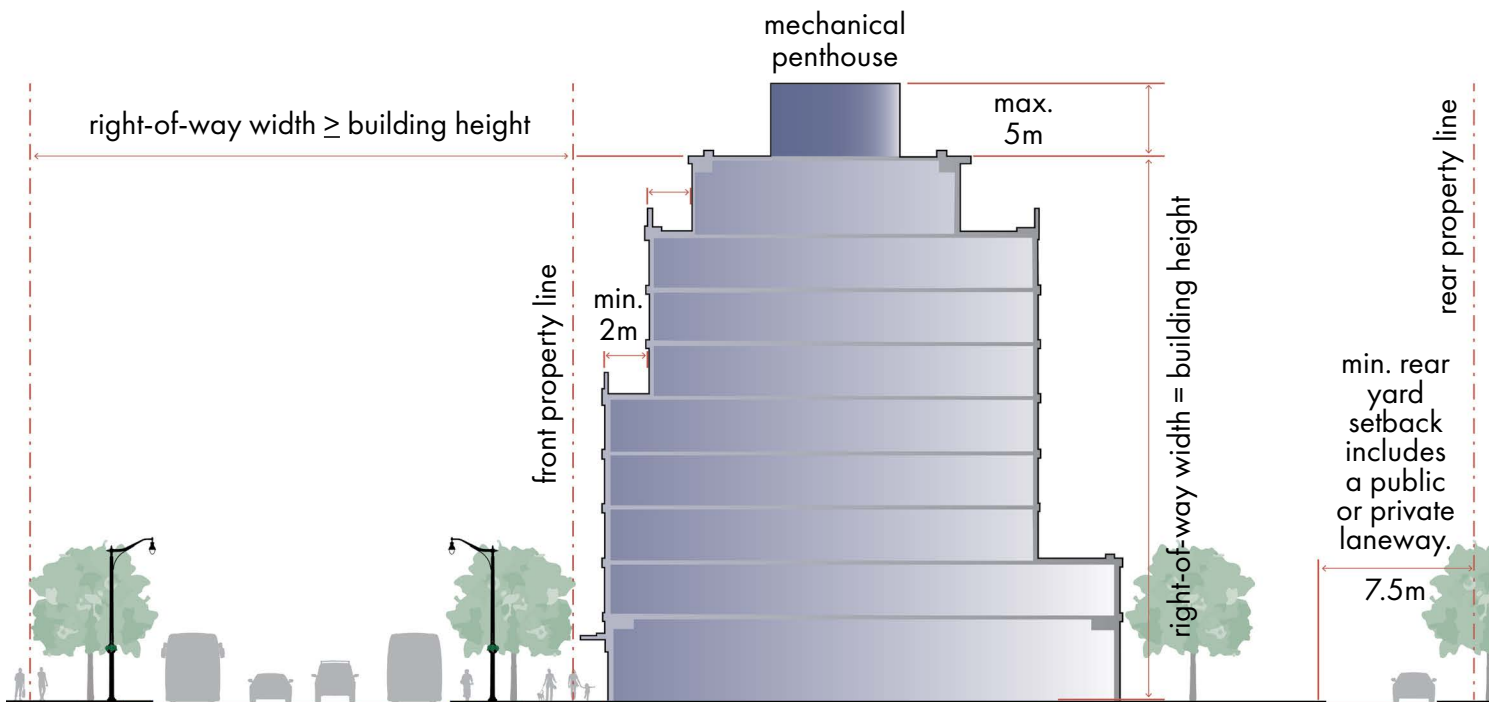
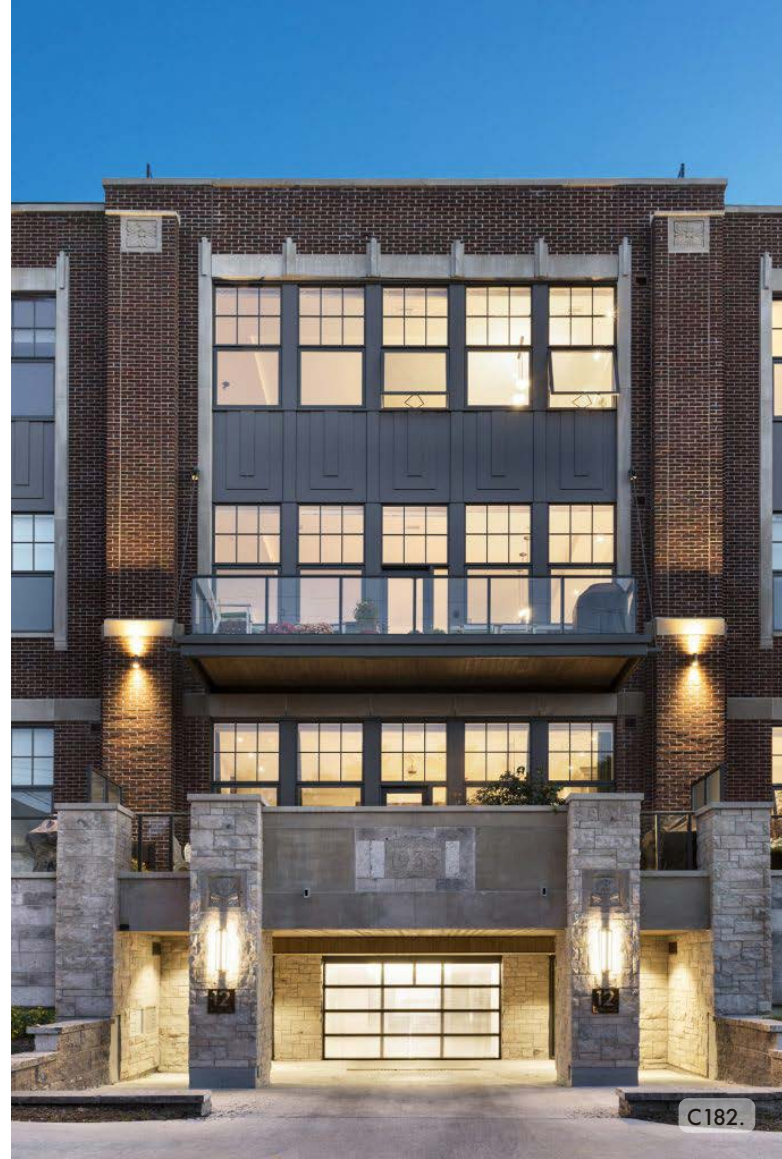
- Incorporate vents and exhaust elements into the *façade* design in a visually unobtrusive manner.
- Integrate *mechanical penthouse/rooftop* units into the overall building design or screen from public view using *setbacks* and parapet walls. *Mechanical penthouses* may exceed the maximum height limit by up to 5-metres.

(II) Expected Design Standards

- Incorporate waste and loading services into the design of the building, where possible, and screen them from adjacent residential or public lands through the strategic placement of buildings, and/or incorporation of architectural screens and year-round landscaping; open, exterior, separate garbage enclosures are not permitted.

C182. Underground vehicular access integrated into the building design.

C183. Cross section demonstration of *mid-rise* building design ratios with appropriate heights, *step-backs*, and *mechanical penthouse* exceptions.



C183.



High-Rise Building

High-rise buildings in Caledon are generally categorized as 13-storeys and above. They typically consist of three distinct parts: *base/podium*, *middle*, and *top*.

Source: Future Caledon Official Plan

C184. Rendering example of high-rise buildings in a Major Transit Station Area that enhances placemaking and establishes a landmark.

C184.



C185. *High-rise buildings integrated in a strategic growth area supports increased density and promotes walkable communities.*

9.5 HIGH-RISE BUILDINGS

High-rise buildings in strategic growth areas will be oriented and designed to enhance placemaking, wayfinding, and establish landmarks. This supports increased density around major transit corridors and hubs, promoting walkable communities and reducing car dependency.

General Guidelines:

(I) Mandatory Design Requirements

- a. **Height & Scale** - Avoid stand-alone *high-rise buildings*. Instead, integrate them into the existing neighbourhood by carefully considering their height and scale in relation to surrounding structures.
- b. **High-Quality Design** - Exhibit a high degree of architectural design quality for all *high-rise* buildings to ensure a distinct and attractive built form character, appropriately suited to the building's location and high visibility.
- c. **Compatibility** - Each building will be reviewed and approved by the Town of Caledon through the relevant approval process based in part on its design merits, its compatibility with neighbouring buildings, and its ability to appropriately fit within the built form context of the community.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Urban Centre
 - Urban Corridor
 - Major Commercial / Mixed-Use Area

Key Reference Documents

- Future Caledon Official Plan
- Relevant Area Specific Guidelines (UDGs/ACGs)
- Terms of Reference: Sun and Shadow Study



9.5.1 Building Base (Podium)

High-rise buildings will typically consist of three strategically integrated parts - a *base (podium)*, middle, and top. The lower storeys of a tall building are referred to as the building's *base* or *podium*, which functions as an anchor to the tower elements of a *high-rise* structure.

9.5.1.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- Frame the *public realm* by carefully designing the location and height of the *base (podium)* element to reinforce an attractive and interesting streetscape at a pedestrian level.
- Establish the *streetwall* or frame a public open space with *base (podium)* elements to clearly define the edges of the *public realm*.
- Design the *base (podium)* to incorporate appropriate *setbacks* that allow space for thoughtfully integrated landscape features and ample boulevards that allow space for landscape elements to define private from public space, accommodate pedestrian movement as needed in addition to adjacent sidewalks, and generally encourage active at-grade uses. This will enhance the relationship between the *public realm* and the proposed development.
- For public entrances, provide direct, universal access, flush with the public sidewalk.
- For private entrances to ground floor residential units, provide grade separation (up to 0.9-metres) and distance separation (3-metres minimum from the front property line, or greater where required by the existing context or **Zoning By-law**).

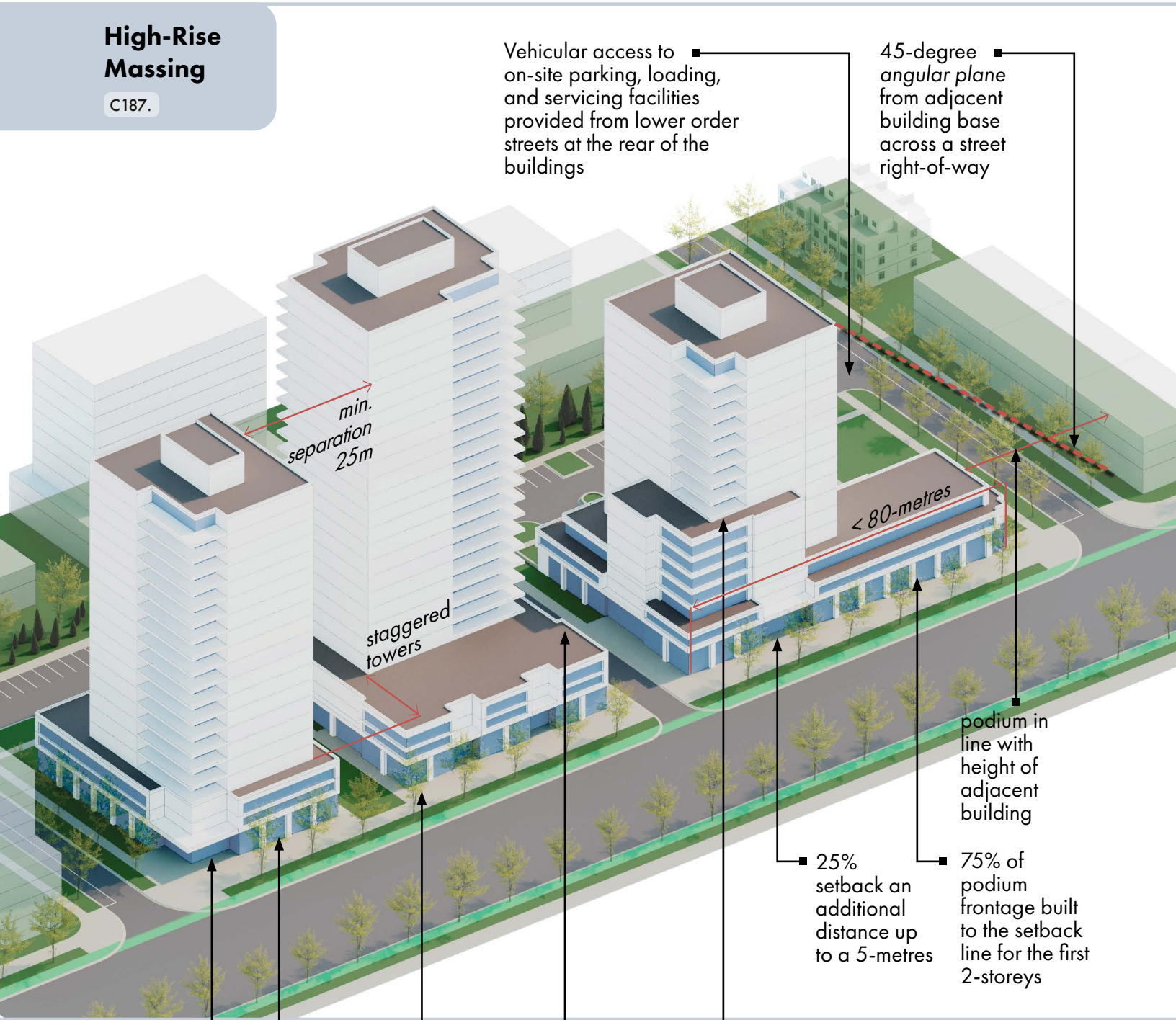
Location & Context

- *High-rise* buildings (13+ storeys) should be primarily situated in *Urban Centres* and along *Urban Corridors*, where their density and scale are appropriate. A primary determinant of suitable locations for *high-rise* development is the presence of existing and planned major transit connections, ensuring convenient *accessibility* and reducing reliance on private vehicles.
- Buildings should be oriented toward major street frontages to enhance visibility and *accessibility*.
- Consider sun and shadow, wind, and view impacts on the surrounding neighbourhood during design.

C186. Diagram example of the three integrated parts of a *high-rise* building - a *base/podium*, middle, and top.

High-Rise Massing

C187.



direct, universal access, flush with the public sidewalk

front streetwall built to the setback line

sufficient space for pedestrian zones

balconies located above the first 2-storeys

min. 3-metre step-backs

Vehicular access to on-site parking, loading, and servicing facilities provided from lower order streets at the rear of the buildings

45-degree angular plane from adjacent building base across a street right-of-way

min. separation 25m

staggered towers

< 80-metres

podium in line with height of adjacent building

25% setback an additional distance up to a 5-metres

75% of podium frontage built to the setback line for the first 2-storeys

C187. Diagram example of high-rise massing and site design elements.



C188.



C189.

(II) Expected Design Standards

- f. Offer a mix of services on the ground floor of the base (*podium*) within residential and mixed-use buildings, such as health and wellness services, multi-purpose rooms, administrative offices, concierge, lounge areas for residents, and publicly accessible retail, service, office, library, daycare, and commercial areas. Refer to **Section 9.6.1 Mixed-Use Buildings** for specific guidelines.
- g. Avoid locating private, indoor amenity facilities at-grade along primary street frontages. Amenities and bicycle storage facilities with a positive street-level presence may be permitted on a secondary street frontage.
- h. Utilize clear glazing and strategic arrangement of internal building uses to create a visual connection between the public and private areas. This connection fosters a sense of openness and transparency, promoting integration of both realms.
- i. Wherever possible, ensure vehicular access to on-site parking, loading, and servicing facilities is provided from less visually prominent lower order streets and lanes, and not on streets where views, pedestrian connections, streetscape character, and vehicular movement may be particularly impacted. Refer to **Section 9.7 Parking & Servicing for Mid-Rise & High-Rise Buildings** for detailed parking guidelines.
- j. Minimize the impact of parking and servicing areas on the *public realm* by providing tenant and visitor parking underground.
- k. Provide a drop off area for residents and visitors.

(III) Encouraged Practices

- l. Provide well-placed vegetation that acts as natural windbreaks, reducing the speed and intensity of wind gusts. Strategically plant trees, shrubs or hedges in areas that will disrupt and/or deflect wind generation to help ensure comfortable pedestrian environments.

C188. A comfortable pedestrian environment with well-placed vegetation at-grade.

C189. A mix of services are offered on the ground floor of a *high-rise building podium*.

9.5.1.2 Height & Massing

Guidelines:

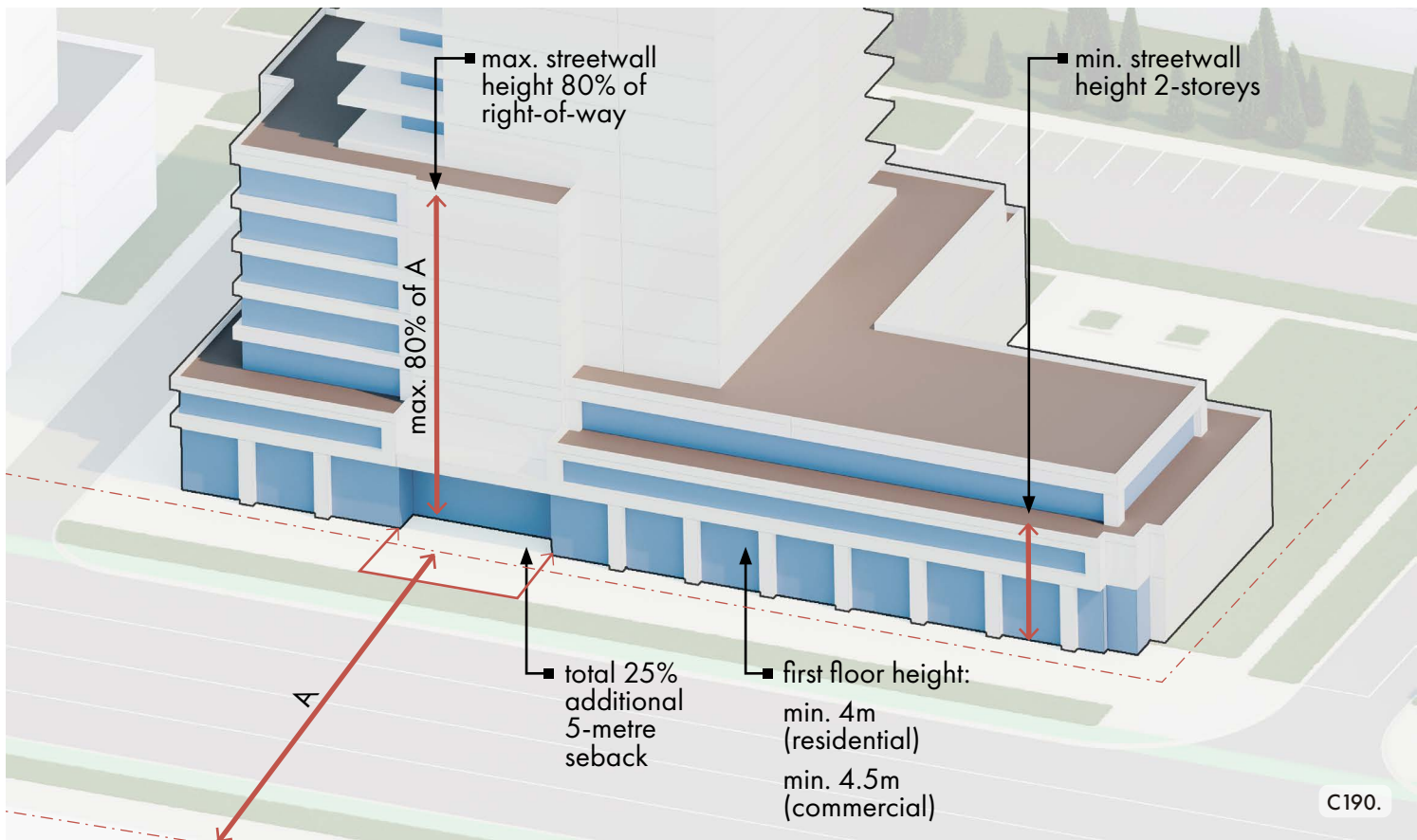
(I) Mandatory Design Requirements

- Provide a minimum *base (podium)* height between 2-storeys and 80% of the adjacent street right-of-way width, up to a limit of 24-metres (7-storeys) in height. Additional *base (podium)* height may be appropriate with a *step-back* of at least 3-metres, provided that the total height does not exceed 100% of the adjacent street right-of-way.
- Ensure a minimum ground floor height of 4-metres for residential uses and 4.5-metres for commercial/retail uses.

(II) Expected Design Standards

- On corner sites, configure the height and form of the *base (podium)* to respect and respond to the height, scale, and built-form character of the existing context on both streets.
- For sites where the adjacent context is lower-scale and not anticipated to change, provide a transition in the *base (podium)* height down to the lower scale neighbouring properties.
- Design the height and massing of the *base (podium)*, excluding the tower, to provide a minimum of five consecutive hours of sunlight on the opposite side of the street on the days between the March 21st and September 21st equinoxes. Refer to Caledon's **Terms of Reference: Sun and Shadow Study**.

C190. Diagram example of minimum and maximum building *podiums* heights, aligned with neighbouring streetwall buildings.



9.5.1.3 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Incorporate elements and materials into *base (podium)* design that contributes to the character of the *public realm* and supports a safe and active pedestrian focused streetscape.
- b. Design the *base (podium)* with clear views into the buildings and articulated entries to facilitate a safe environment for building occupants and pedestrians.
- c. Articulate the *base (podium)* with high-quality materials and design elements that contribute to a pedestrian scale and attractive streetscape.
- d. Provide ample *fenestration* in the *base (podium)* design to promote natural light and a sense of openness by using clear glazing.
- e. Maximize ground-level transparency by using clear glazing for at least 75% of the *façade*.
- f. Place building entrances and transparent windows on all *façades* facing streets, parks, and open space.

(II) Expected Design Standards

- g. Use exterior material patterns to add texture and dimension to the *base (podium) façades*. Thoughtful material selection contributes to the visual appeal of the building while harmonizing with neighbouring structures.
- h. Maintain architectural coherence through the building by applying the same material palette to all *façades*. Less visible *façades* may have reduced design emphasis and articulation, but materials should be consistent on all sides.
 - i. Consider incorporating window bays, overhangs, and/or canopies in the *podium* design to add depth, visual interest, and weather protection.
 - j. Ensure bird friendly measures on glazing areas , such as visual markers within the first 12-metres of building height to manage light reflections.
 - k. Avoid locating balconies on the front *façade* (projecting or inset) within the first 2-storeys.





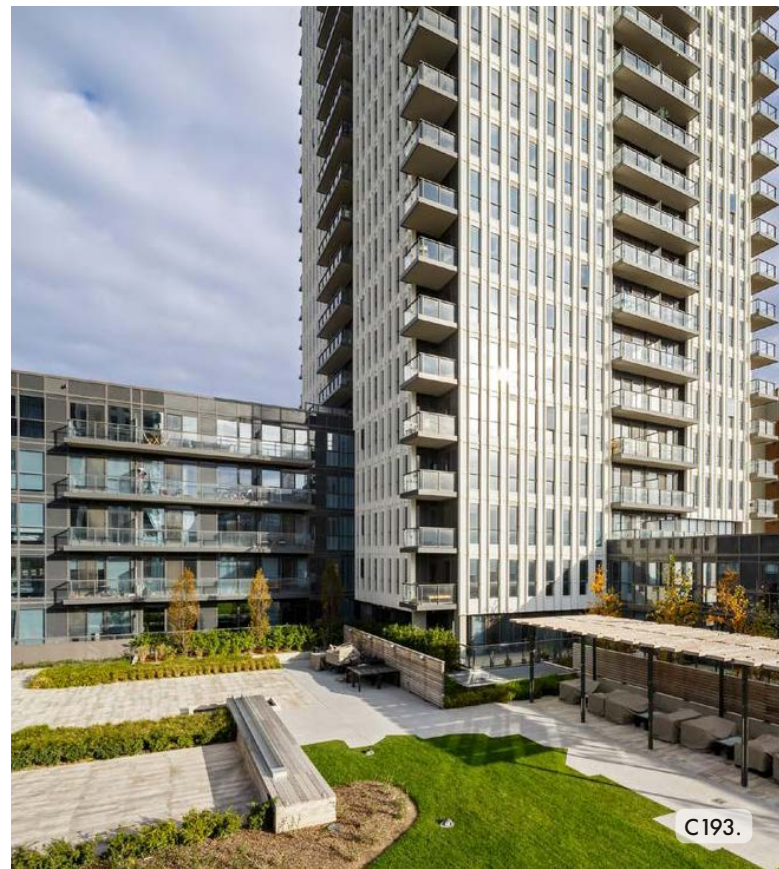
C192.

- l. On the street-facing *façade*, inset balconies behind the *streetwall* between 2 and 6-storeys.
- m. In consideration of adjacent properties, balconies may need to be set back further from the rear property line to mitigate impacts to existing uses, including minimizing overlook outcomes.

(III) Encouraged Practices

- n. Where warranted by sunlight intensity, consider baffles, louvers or other means for overhangs and canopies that will reduce the amount of heat gain in the warmer months, while allowing natural light to continue to penetrate through fronting windows.

- C191. A podium designed with high-quality materials and design elements that contribute to a pedestrian scale.
- C192. The use of exterior material patterns add texture and dimension to the podium *façades*.
- C193. Architectural coherence is maintained throughout the development, applying the same material palette on *façades* facing private open space.



C193.



C194.

Multi-Tower Sites

For developments with two or more *high rise* towers, consider the following in relation to tower size, placement, separation, and potential overlap:

- Minimize the creation of wind tunnels and excessive shade to improve pedestrian comfort.
- Ensure the development maintains visual connections to the sky and doesn't overwhelm the street.
- Optimize the staggering of towers for resident privacy and access to sunlight.
- Contribute positively to the town's aesthetic by creating a visually dynamic and interesting skyline.

9.5.2 Building Middle (Tower)

The *building middle*, or *tower*, being the central and visually commanding element of a tall building, plays a pivotal role in shaping the skyline. As the most substantial and visually prominent component of a tall building from a distance, the tower should be designed to enhance the skyline and provide a defining landmark for the townscape.

9.5.2.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

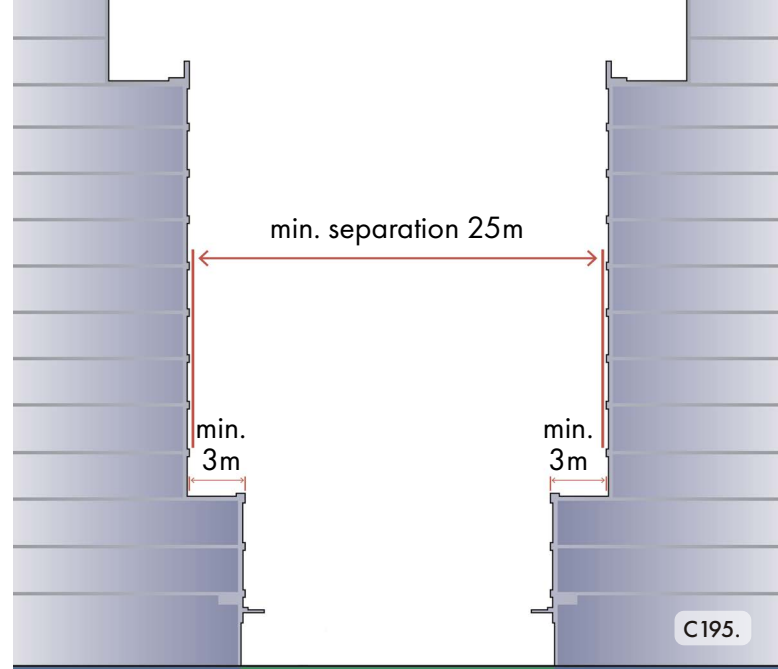
- a. Coordinate the placement and configuration of towers to maximize access to sunlight and sky views from the *public realm* and neighbouring properties.
- b. *Setback high-rise* building towers 12.5-metres or greater from the side and rear property lines or centre line of an abutting lane.

- c. Maintain generous tower *separation distances* of at least 25-metres between all proposed towers within the development. This approach helps ensure that tall buildings fit harmoniously within the site's context, avoids overcrowding or overshadowing of neighbouring properties, and improves privacy within residential units.
- d. Locate "back of house" activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, substantially away from the *public realm* and public view.
- e. Provide access to site servicing and parking at the rear of the building, from a lane, if present, or from a shared driveway, if possible.

C194. Building tower placement designed to maximize access to sunlight and sky views from the main streets and parks.

(II) Expected Design Standards

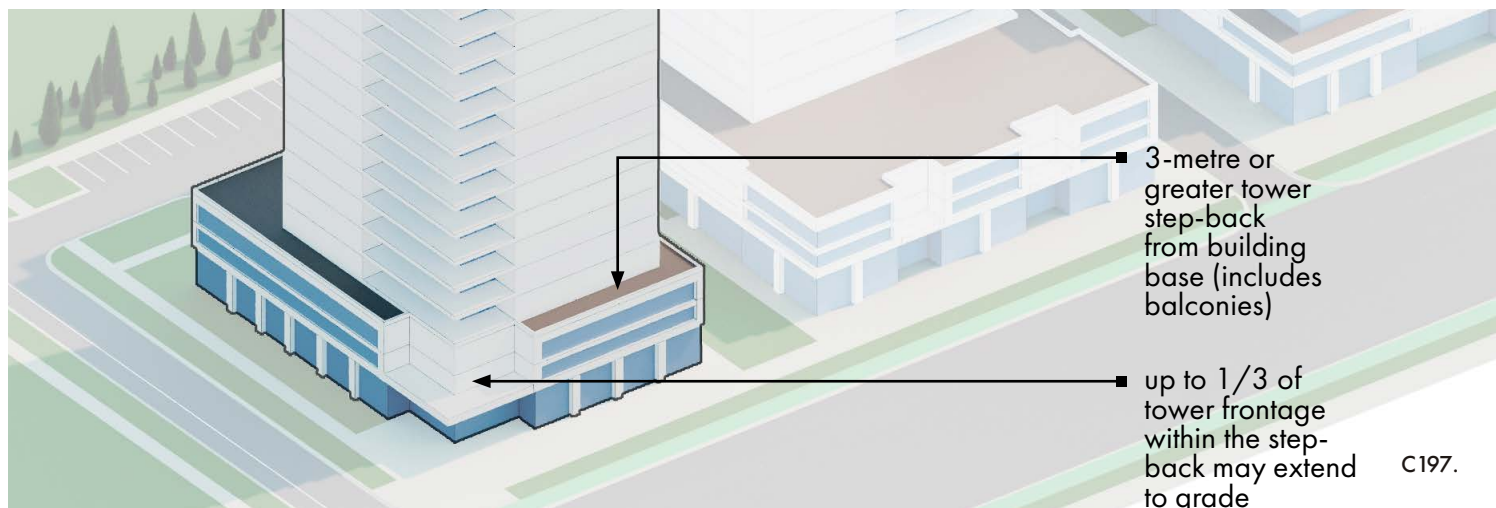
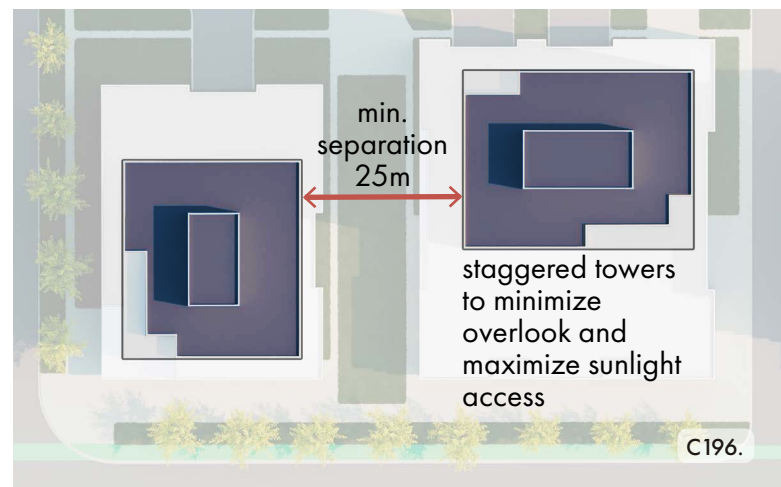
- f. Position the tower element away from main streets, parks, and neighbouring properties to minimize negative visual and physical impacts. By doing so, the *podium* becomes the defining element for the *public realm*, enhancing the overall streetscape and community experience. However, some allowance may be made to allow the tower form to extend to the ground level, subject to architectural design intent, siting, and context considerations.
- g. Where the existing context is characterized by tower *separation distances* greater than 25-metres, provide tower *setbacks* and *separation distances* in keeping with the more generous spacing established by the context.
- h. *Step-back* the tower, including balconies, 3-metres or greater from the face of the base building, along all frontages onto the *public realm*. Tower *step-backs* greater than 3-metres are encouraged and may be required for tall buildings to fit harmoniously within an existing context, including sites that contain or are adjacent to heritage properties.
- i. Where possible, apply creative solutions, such as offset towers/views, non-parallel walls, or tapering tower forms, to increase actual or perceived tower *separation distances*, provided that access to sky view are maintained and adverse wind and shadow conditions are minimized.



C195. Cross section diagram of minimum tower *separation distances*.

C196. Plan view diagram of tower *floor plate separation* and *staggering*.

C197. Axonometric diagram of *podium* and tower *step backs*.

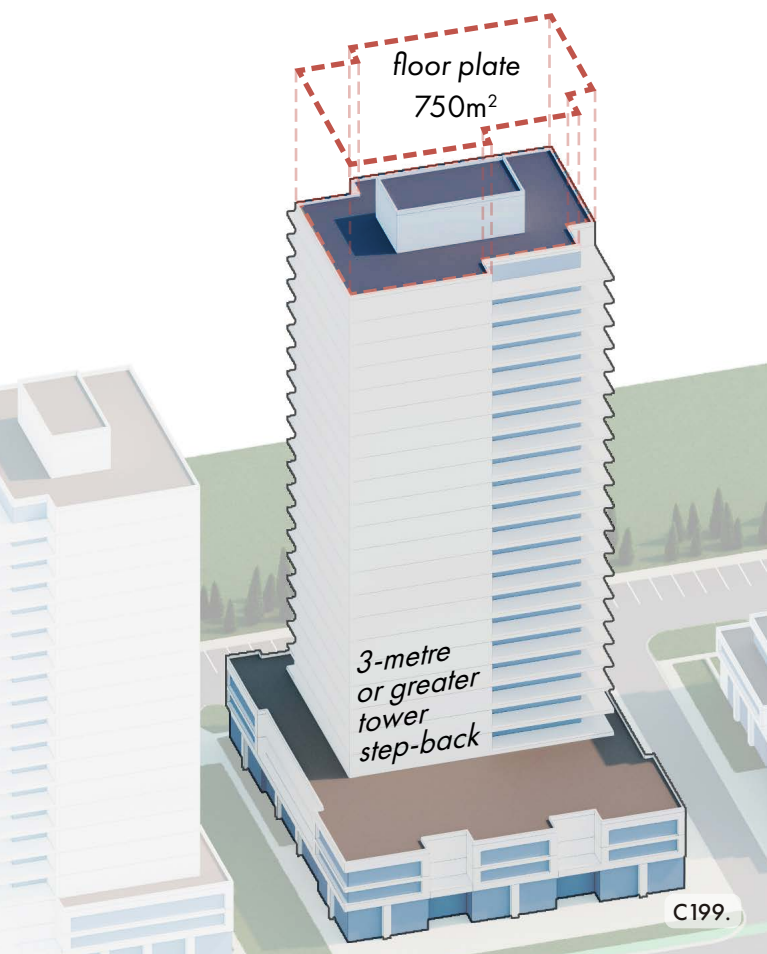




C198.

C198. Tower floor plates designed to minimize shadow and wind impacts, and preserve sky views.

C199. Axonometric diagram illustrating maximum floor plate size.



C199.

9.5.2.2 Height & Massing

Guidelines:

(I) Mandatory Design Requirements

- a. Limit the tower *floor plate* to 750-square metres or less per floor, including all built area within the building, but excluding balconies.
- b. Design the tower *floor plate* to minimize shadow and wind impacts, optimize sky views and natural light penetration, create architectural interest, reduce the building's perceived scale, and present an elegant skyline profile.
- c. Ensure the massing of tower elements and their relationship to the building base do not result in adverse wind effects at the street level. Implement design measures to mitigate wind impacts and enhance pedestrian comfort.
- d. Ensure optimum daylight access into each residential unit, promoting a healthy and sustainable living environment. To achieve this, at least one habitable room within each residential unit should receive a minimum of two hours of direct sunlight on at least 75% of the days between the March 21st and September 21st equinoxes.

(II) Expected Design Standards

- e. When multiple towers are proposed, stagger the tower location and heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, variation of 5-storeys or more provides a difference in height that can be perceived at street level.

(III) Encouraged Practices

- f. Where, on an individual basis, a tower *floor plate* size is proposed to be greater than 750-square metres, demonstrate that potential related impacts, including shadow casting, do not result in increased adverse conditions for adjacent properties. These potential impacts can be mitigated through excellence in design applied to the massing, articulation, orientation and *façade* treatment (materiality and proportions) of the tower relative to key interface conditions to diminish the overall scale and impact of the building.

9.5.2.3 Architectural Design & Built Form

Guidelines:

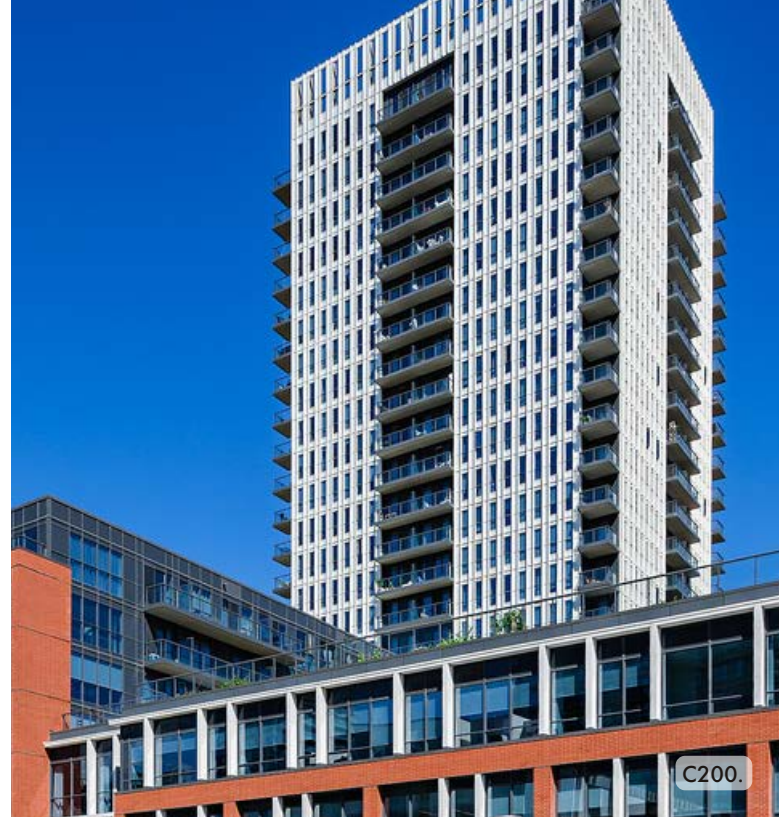
(I) Mandatory Design Requirements

- a. Provide visual interest in the tower design through the incorporation of balconies, *façade* articulation, and a thoughtful play of materials and colours. These design elements will add depth and character to the building while contributing to the overall aesthetic appeal.
- b. Ensure compatibility between the architectural character of the proposed towers and the design of the *podium*. The towers should harmonize with the overall development, creating a cohesive and integrated architectural expression.

(II) Expected Design Standards

- c. Enhance building energy performance through the thoughtful design of the tower element, such as optimizing orientation for daylight, using high-performance glazing, and incorporating natural ventilation and shading devices.
- d. Select building materials that are high quality, durable, and help reduce the carbon footprint. The thoughtful arrangement of materials should contribute to the long-term integrity of the development and align with sustainable building practices.
- e. Apply a thoughtful mix of materials, including glass, to create a balanced and visually appealing design.

C200. *High-rise building with compatibility between the architectural character of the proposed tower and design of the podium.*



(III) Encouraged Practices

- f. Consider the use of material to articulate unique components of the tower *façades*. These materials can add visual interest and texture to the design, complementing the overall aesthetics.
- g. Consider varying the design and articulation of select tower *façades* to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, *fenestration*, and other aspects of the tower design to manage passive solar gain and improve building energy performance.
- h. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements.
- i. Design balconies to be an extension of interior living space and consider the following:
 - i. Balconies greater than 1.5-metres in depth and rectangular in shape are generally preferred for more usability.
 - ii. Inset or partially inset balcony arrangements may offer greater privacy and be more comfortable, particularly on upper floors.

9.5.3 Building Top (Cap)

Many tall buildings will serve as an urban backdrop and frame existing landmarks or public open spaces. Under these circumstances, the design of the top of tall buildings can make a positive contribution to the character and quality of the Town's skyline by supporting the overall architectural vision of the tower and *podium* design.

9.5.3.1 Height & Massing

Guidelines:

(I) Mandatory Design Requirements

- a. *Step-back* the *mechanical penthouse* appropriately from the edge of the floor below, ensuring integration into the built form and providing adequate screening.

(II) Expected Design Standards

- b. Differentiate the top of the building from the tower and minimize the building profile by incorporating *step-backs*, material variations, and unique articulation in the design of upper floors.

C202. Rooftop mechanical equipment is positioned away from public view on this *high-rise* building.



C202.



C201. *Building tops* are differentiated with *step-backs* and unique articulation at the top level.

9.5.3.2 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- c. Design the top of tall buildings to achieve architectural symmetry for the whole building and to make a positive contribution to the quality and character of the Town's skyline.
- d. *Step-back* rooftop mechanical equipment, on all sides, no less than 3-metres from the edge of the floor below.
- e. Position or screen the rooftop mechanical equipment away from public view to protect and enhance views from the surrounding area and neighbouring towers, and maintain the architectural intent of the design.

(II) Expected Design Standards

- f. Design tower caps visible at *terminating* views within the community to be an appealing contribution to the overall architectural vision of the building.
- g. Where possible, consider wrapping rooftop mechanical equipment by residential units, or other occupiable space (e.g. amenity areas).

(III) Encouraged Practices

- h. Consider incorporating signature features into the tower cap, such as energy-efficient decorative lighting, terraces, or rooftop gardens, to enhance visual appeal.
- i. For shorter stature towers, where micro-climate impacts may be mitigated, consider integrating rooftop amenity spaces into the design, if feasible, to promote activity and engagement in the upper levels of buildings.

9.6 MID-RISE & HIGH-RISE BUILDING TRANSITIONS

Transitions in building heights and massing should be evaluated comprehensively, considering a range of contextual factors, to ensure a net benefit to the community and surrounding environment.

9.6.1 Context Evaluation

The introduction of *mid-rise* and *high-rise* buildings into an established context requires careful consideration to ensure compatibility with the surrounding environment and a positive contribution to the community. This evaluation should encompass a thorough analysis of the existing built form, planned growth, and potential impacts on neighbouring properties and public spaces

Guidelines:

(I) Mandatory Design Requirements

- a. At a broad level, inform considerations for *mid-rise* and *high-rise* building locations by future planned development zoning, growth areas, and *Major Transit Station Areas (MTSAs)* to ensure that the resulting higher density contributes to the intended land use vision of these areas.
- b. Identify the predominant housing land use types, open spaces, views, and overall character to ensure the new building is compatible with its surroundings.
- c. Evaluate existing building(s), their *setbacks*, orientation, and relationship to adjacent properties and open spaces to determine appropriate *setbacks*, orientation, and massing for the new building.
- d. Analyze alternative placement and massing concepts for individual *mid-rise* and *high-rise* building sites at the block scale to secure the greatest amount of sunlight and sky view, where applicable in the surrounding context.

Transition & Integration

Mid and *high-rise* buildings should transition smoothly to adjacent areas through built form variations (height, massing), *setbacks* and *step-backs*, buffer zones, and appropriate *separation distances*.



C203.

C203. A conceptual diagram showing *mid-rise* and *high-rise* building transitions.

- e. Conduct a thorough *shadow study* to understand potential impacts on adjacent properties and public spaces. Design the new building(s) to mitigate these impacts and align with minimum Town standards for sunlight access, as outlined in the **Terms of Reference: Sun and Shadow Study**.
- f. Assess potential impacts on privacy of neighbouring residents, and design the new building with appropriate heights, *setbacks*, and window placement to maintain privacy.
- g. Evaluate proposed building heights in relation to the existing context and planning objectives to ensure the new building is appropriate in scale and massing.

(II) Expected Design Standards

- h. Consider the cumulative effect of multiple towers on resulting shadowing.
- i. Utilize proximity to transit and community services to inform decisions about appropriate residential densities and building typologies.

9.6.2 Building Transition Tools

When developing *mid-rise* and/or *high-rise* buildings in a designated growth area, particularly as it relates to existing lower storey dwellings, it is important to assess and balance a variety of considerations to achieve an overall net benefit. Considerations include limiting shadow impacts, protecting privacy, providing a diversity of built form types, achieving height and massing appropriate to the context, including the right-of-way width and function, existing neighbourhood characteristics, existing site or lot characteristics (dwelling characteristics, orientation of the site or lot), sun access and sky views, and strategic density in close proximity to transit and services, etc.

9.6.2.1 Separation Distances

The minimum horizontal distance required between buildings to help ensure adequate light, air, and privacy.

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure a minimum tower *separation distance* of 25-metres with existing and/or proposed *mid-rise* and *high-rise* buildings.

9.6.2.2 Stepping Height Limits

A design strategy where building heights are reduced in a gradual, tiered fashion towards the edges of a development site, typically to transition between areas of different heights and densities, and minimize the visual impact of taller buildings on surrounding lower-scale contexts.

Guidelines:

(II) Expected Design Standards

- a. Generally design building massing with progressively lower heights towards the property limits, situating the taller buildings central to the development site.
- b. Where adjacent to a shared property line and existing lower storey residential, the stepping down of height limits will create a smoother transition between areas of different densities and minimize the visual impact of taller buildings on surrounding lower-scale neighbourhoods.

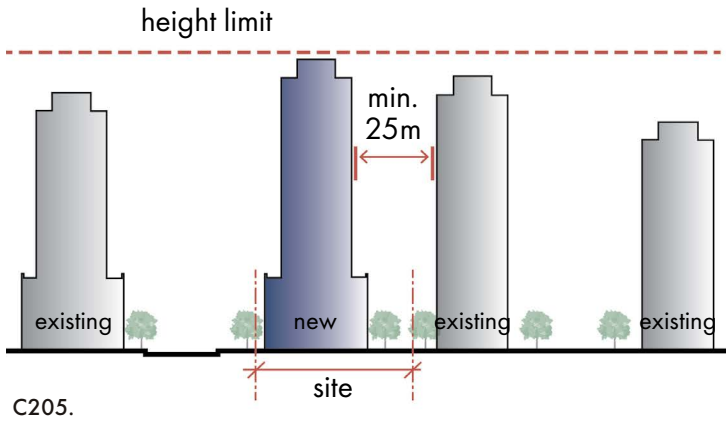
- C204. Stepping down of building heights minimizes the visual impact of tall buildings on surrounding lower-scale neighbourhoods.



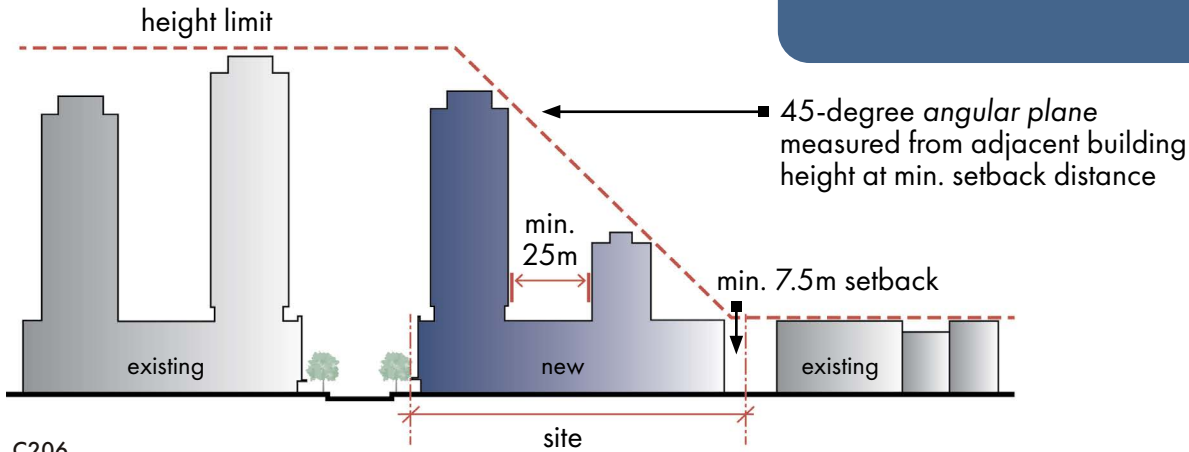
C204.

45-Degree Angular Plane

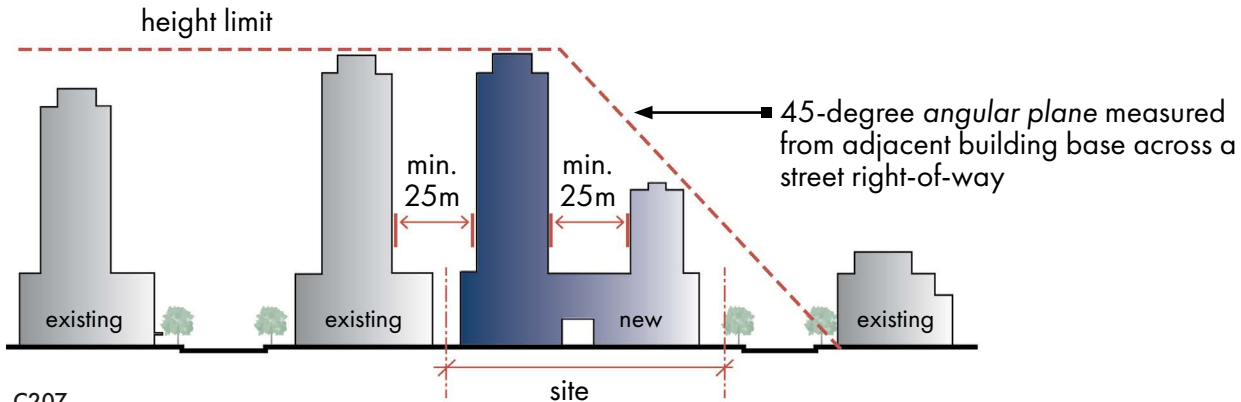
The application of a 45-degree *angular plane* is one of several considerations for assessing how a proposed development massing may appropriately transition from an existing area, particularly where greater height is desired adjacent to lower storey dwellings. However, the *angular plane* is not the sole determinant for devising an appropriate height and massing response, which should consider a variety of other contextual factors and planning objectives important to achieving a well-balanced response to new development.



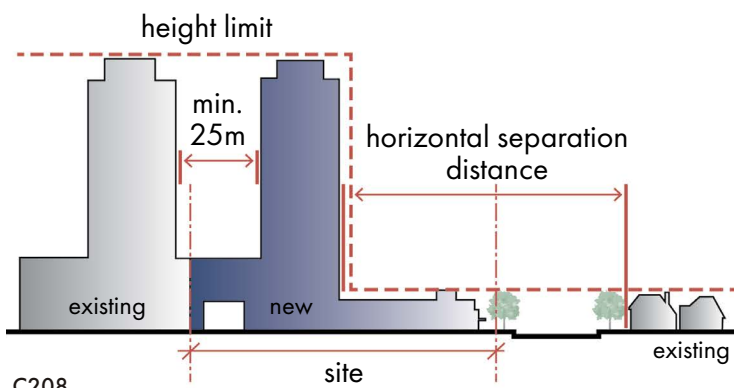
C205.



C206.



C207.



C208.

C205. Cross section demonstrating a new tall building in a mixed-use area fitting within other existing tall buildings.

C206. Cross section demonstrating a progressive transition in the height and scale of tall buildings from a mixed-use growth area down to a lower-scale area, applying a 45-degree *angular plane* from the height of an adjacent building.

C207. Cross section demonstrating tower setbacks and base building height that transitions from mixed-use towers to a lower-scale mixed-use building, applying a 45-degree *angular plane* from the base of an adjacent building.

C208. Cross section demonstrating horizontal *separation distance* and a change in base building height to transition from mixed-use to an established *low-rise* neighbourhood.

9.6.2.3 Setbacks

The required distance between a building and a property line, intended to ensure privacy, manage overshadowing, and provide space for landscaping or access.

Guidelines:

(I) Mandatory Design Requirements

- c. Provide a minimum rear property setback of 7.5-metres which may include a public or private laneway, as well as landscape features.
- d. Setback balconies at least 10-metres from the rear property line to minimize overlook.
- e. Increase setbacks, as needed, based on the land configuration, parks and open space features, and significant existing vegetation.

- C209. Cross section demonstrating the rear transition for deep properties abutting neighbourhoods. Where applicable, the angular plane is measured from the height equal to the neighbouring building, at a setback of 7.5m from the rear lot line.
- C210. Cross section demonstrating the alternative transition for shallow properties abutting neighbourhoods, utilizing larger step-backs and terracing to increase the separation distance. Where applicable, the angular plane is measured from the height equal to the neighbouring building, at a setback of 7.5m from the rear lot line.

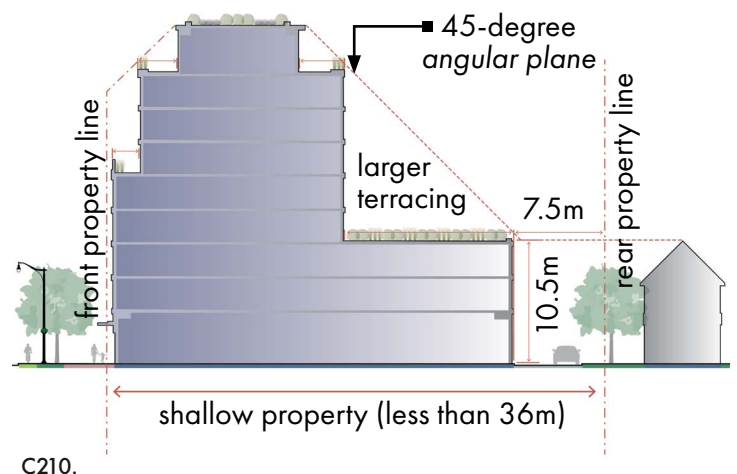
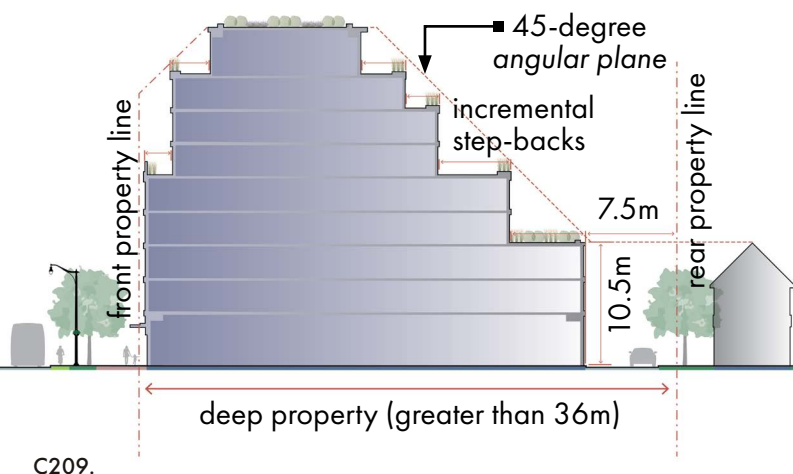
9.6.2.4 Step-backs

Recessed portions of a building's façade at upper levels, creating a terraced effect that reduces the overall mass of the building, provides opportunities for outdoor amenity spaces, and can enhance the building's visual appeal.

Guidelines:

(II) Expected Design Standards

- a. Incorporate step-backs at increasing heights to reduce the mass of a building as it relates to and impacts adjacent land uses. Step-back distances should allow for green roofs and/or functional amenity spaces (e.g. seating and gathering terraces with planted areas).
- b. Align step-backs with the heights of nearby buildings or important skyline features.
- c. Apply step-backs on all sides of the building, where applicable, to respond to views, daylight, and shadows.
- d. Combine step-backs with changes in façade materials and textures.
- e. Deep properties (greater than 36-metres): Provide incremental step-backs above the podium. Integrate green roofs and terraces within step-backs.
- f. Shallow properties (less than 36-metres): Provide terraced upper floors with larger step-backs. Integrate green roofs and landscaped terraces.



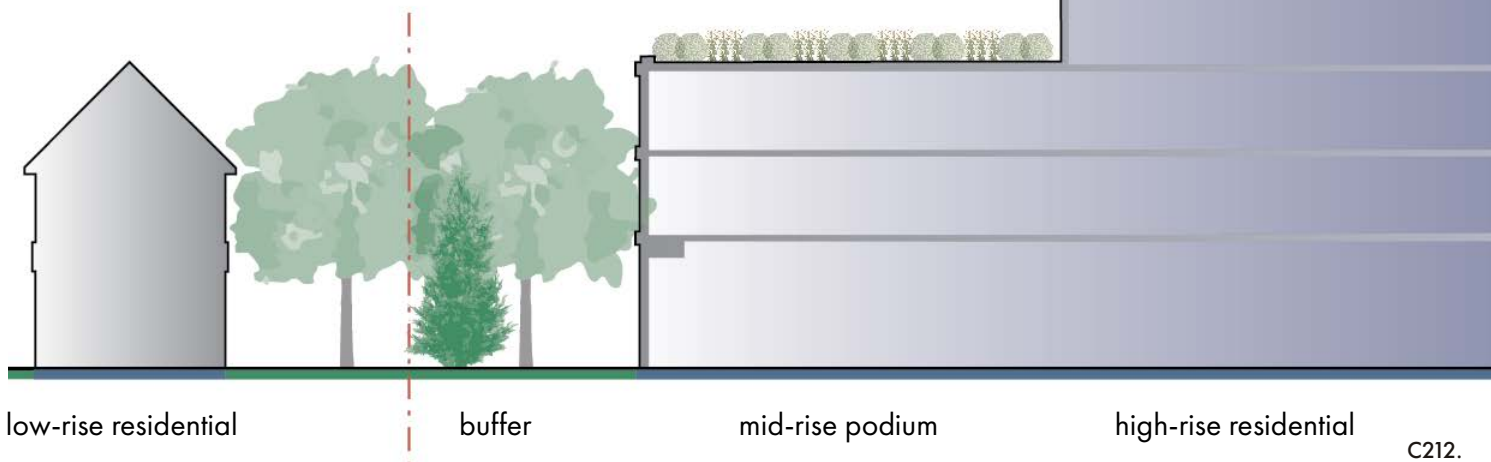
9.6.3 Landscape Transition Tools

A comprehensive landscape design strategy is essential for successfully integrating *mid-rise* and *high-rise* buildings into their surroundings, and when transitioning to lower-density residential areas. These tools help mitigate the visual impact of taller structures, create a more human-scaled environment at the ground level, and enhance the overall quality of the urban fabric.

Guidelines:

(I) Mandatory Design Requirements

- Provide human scale landscape elements to assist in buffering and transitioning *mid-rise* and *high-rise* buildings from adjacent *low-rise* residential.
- Provide the minimum distance between buildings and trees: 3.0-metres for small trees, 5.0-metres for medium trees, and 7.0-metres for large trees, in areas where trees are planted close to buildings.
- Provide appropriate *setbacks* from the curb to the *façade* that allow for the defining of private and *public realms*, while integrating appropriate *setback* increases where more substantial landscape transition buffers are warranted. Provide canopies, articulation, and *fenestration* to building *façades* at lower levels to provide human scale interest and animation.



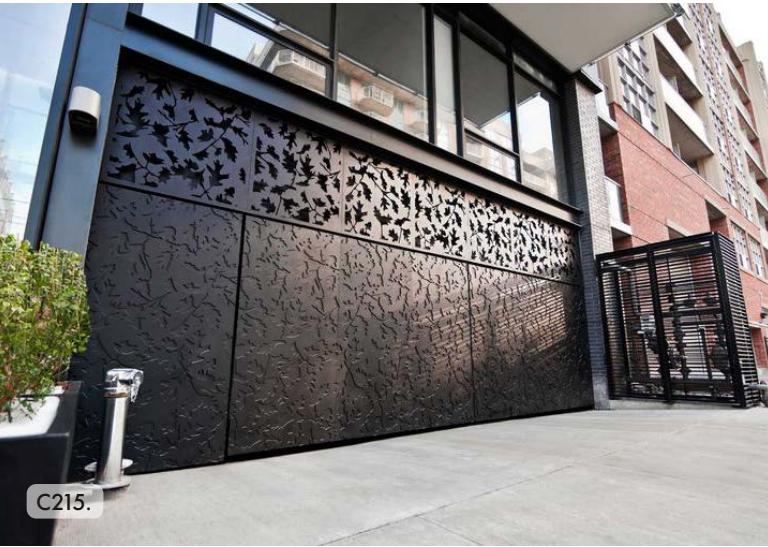
- C211. Appropriate *setbacks* allow for landscape buffers between built form and natural areas.
- C212. Cross section demonstrating a landscape transition between *low-rise* and *mid to high-rise* residential.



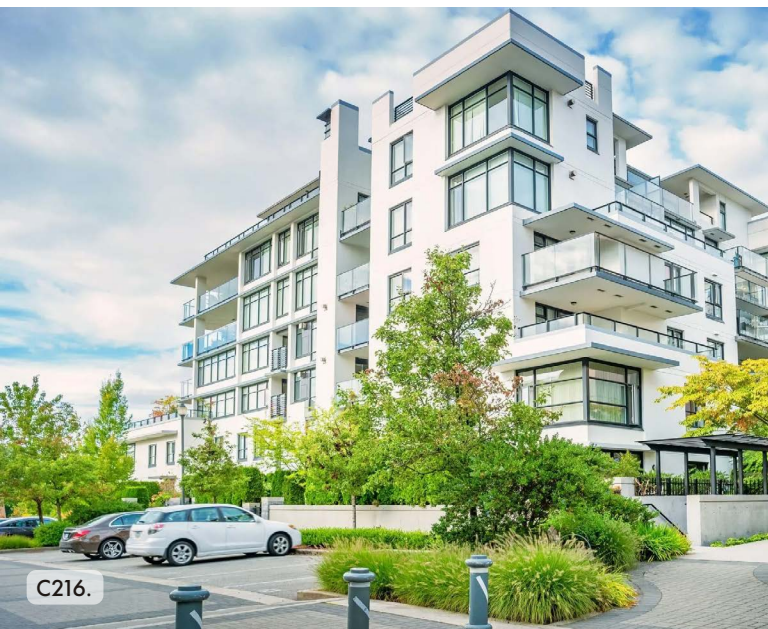
C213.



C214.



C215.



C216.

- C213. Underground parking entrance integrated into the building design.
- C214. Surface parking areas located at the rear of the building.
- C215. High-quality doors on the parking /servicing area.
- C216. Parking area screened through landscape elements.

9.7 PARKING & SERVICING FOR MID-RISE & HIGH-RISE BUILDINGS

Guidelines:

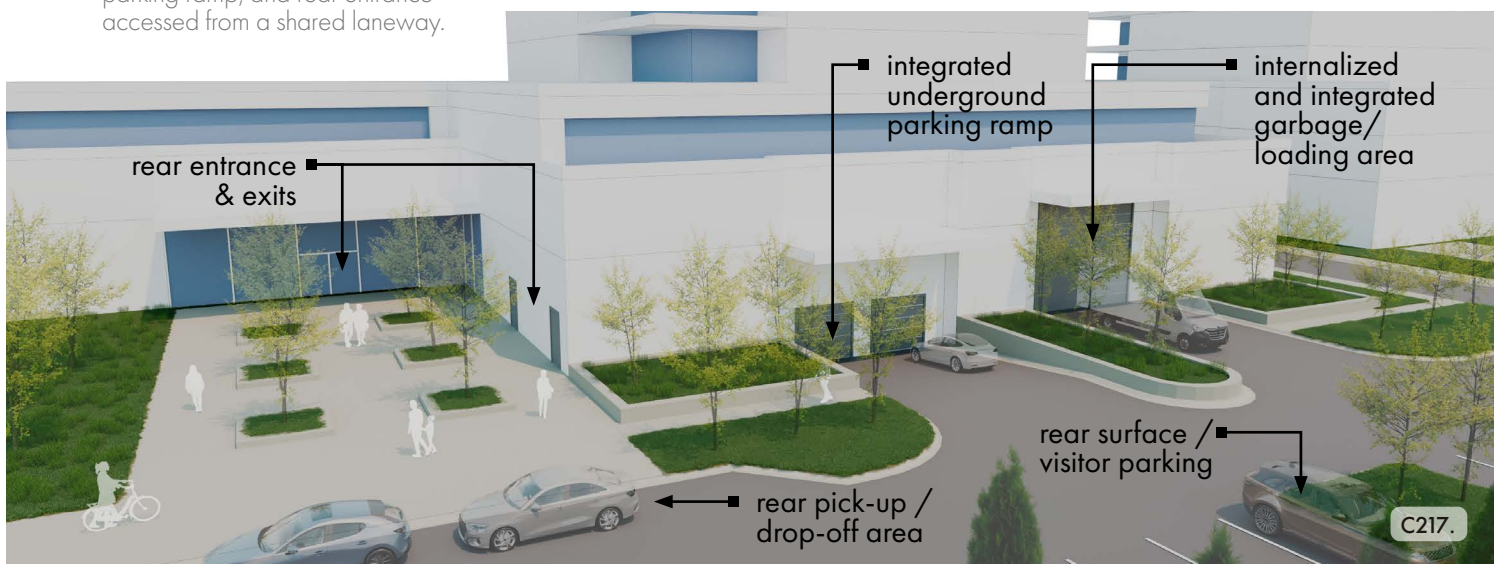
(I) Mandatory Design Requirements

- a. Prioritize underground parking and/or some rear surface parking to avoid unsightly large expanses of parking.
- b. Minimize the extent of site area dedicated to servicing and vehicular access through the use of shared infrastructure and efficient layouts.
- c. Organize drop-off areas into the side or rear of the site. When located at the rear, provide direct visual and physical pedestrian access to the primary street frontage.
- d. Provide pedestrian and cyclist access to and from parking areas that is clearly visible, well-lit, convenient, and easily accessible from the street.
- e. Where underground parking structures are permitted to encroach beyond the front face of the building, position the top slab (roof deck) below grade to the extent that it allows for a minimum of 1-metre depth of soil to support opportunities for tree planting and other soft landscaping along the building frontage.
- f. Locate underground garage doors and ramps away from the public view, screening as much as possible.

(II) Expected Design Standards

- g. Provide underground parking to enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors and young children.
 - h. Provide access to underground parking garages from side streets and less visually prominent interfaces, using ground-related signage to aid in visitor parking *wayfinding*.
 - i. Avoid mid-block vehicular access along higher order roads or those where there are increased impacts to pedestrian connections, streetscape character, and vehicular movements. For mid-block sites without rear lane or side street access, a front driveway may be permitted, provided the driveway is located an appropriate distance from the nearest intersection or to other driveways or side streets that ensures there are no conflicts with existing road functions.
 - j. Recess, screen, and minimize the prominence of garage doors and service openings visible from public streets and public or private open space. Use high-quality doors and finishes.
 - k. Integrate underground parking ramps and loading service entrances into the building design to minimize their impact on *public realm* and space needs, avoiding freestanding underground
- l. Integrate parking ramps, garbage, loading, servicing, and utility functions into the design of the building whenever possible, with access from a rear lane or side street.
 - m. Avoid or limit surface parking areas between buildings and the street, where possible, and screen from public view if permitted.
 - n. Locate surface parking for visitors at the rear or side of the building.
 - o. Screen surface parking areas from street views through the use of landscape elements (hard and softscape materials) and/or building siting to provide appropriate screening.
 - p. Locate ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, away from the public sidewalk (especially the pedestrian clearway) and public or private open spaces.
 - q. When parking cannot be located underground, consider parking structures with active, grade-related uses that contribute to the *public realm* character by separating the above-grade parking from streets and public or private open spaces. Design above-grade parking structures to be consistent with the architecture of the building and ensure adequate shading with trees or structures.

C217. Diagram illustrating internalized garbage/loading area, underground parking ramp, and rear entrance accessed from a shared laneway.





C218.

C218. Landscape treatment for a mid-rise building provides visual interest to the open space and enhances the *public realm*.



Key Reference Documents

- Future Caledon Official Plan
- Relevant Area Specific Guidelines (UDGs/ACGs)
- Caledon Landscape Guidelines

9.8 LANDSCAPE DESIGN FOR MID-RISE & HIGH-RISE BUILDINGS

Private landscape treatments and amenity areas enhance the public realm and should be compatible in design with the architectural style of the proposed built form.

General Guidelines:

(I) Mandatory Design Requirements

- Ensure installation of plantings and hardscaping materials withstand weather conditions and traffic impacts, and have regard for maintenance requirements and capabilities.

(II) Expected Design Standards

- Provide landscape design that is complementary to the design and function of the building.
- Use a combination of hard and soft landscape elements to create effective outdoor amenity spaces that cater to the needs of residents.
- Reinforce safe pedestrian routes, and accommodate on-site circulation and maintenance.

- Frame, accentuate, or reinforce desired views through hardscape and softscape materials, as well as add visual interest to blank walls.
- Utilize planting and built landscape features to create comfortable outdoor micro-climates for year-round use.
- Balance safety, sustainability, accessibility, maintenance, and aesthetic considerations.
- Incorporate **CPTED** principles into the design of landscape features.
- Provide sufficient room for private landscape treatments, exclusive of setbacks and encroachments. Hard and soft landscape features can be used to distinguish between private and public space, particularly when the two spaces are adjacent and may be otherwise indistinguishable.

(III) Encouraged Practices

- Where possible, use recycled or sustainable materials.
- Refer to **Section 6.2 Sustainable Landscape Design Strategies** for recommendations to support green building initiatives.

C219. Landscape designed with a character / palette that is complementary to the architecture.



C220. An accessible, shared outdoor amenity area that is central to residents.

9.8.1 Grade-Related Amenity Spaces & Courtyards

The design and programming of these spaces will be informed by the configuration of the framing buildings, their ground floor uses, the architectural design theme, access and circulation, programming opportunities, and relationship with adjacent public realm.

Guidelines:

(I) Mandatory Design Requirements

- a. Design shared outdoor amenity areas and courtyards as *accessible* spaces that are an integral component of the residential lifestyle.

(II) Expected Design Standards

- b. Maximize the availability of high-quality landscaped open spaces, incorporating both hard and soft landscape features to create functional and attractive environments for residents.
- c. Where existing natural features, such as topography or water, are prevalent, consider incorporating these features into the site.

- d. Locate amenity spaces with direct views and easy access for residents to promote casual surveillance, and in areas with maximum exposure to sunlight, where feasible.
- e. Do not locate shared amenity spaces in residual areas that are inaccessible, isolated, or inappropriately shaped. Coordinate building sitings with landscaped outdoor amenity areas and open space to animate and frame these spaces through appropriate massing, articulation, and placement of building entrances and windows.
- f. Incorporate children’s play areas and seating in developments that exceed 20 units, if no backyards are provided, and in development sites that are 1.0-hectare or greater.
 - i. *Tot Lot*: 150m² or less
 - ii. *Tot Lot & Play Area*: 151 to 400m²
 - iii. *Tot Lot, Play Area & Hard Surface Court*: More than 400m²
- g. Strategically locate children’s play areas and other open spaces in locations that promote casual surveillance and overlook from residents.
- h. Include dog facilities on site where they are not already accommodated within neighbourhood parks.
- i. Ensure that parking, mechanical equipment and other servicing features are located away from amenity areas through effective site planning.
- j. Accommodate snow loading areas, accounting for a minimum of 10% of the overall street and visitor parking area, that are compatible with the overall design and function of the amenity space and do not impact circulation routes.

(III) Encouraged Practices

- k. Where beneficial, provide pedestrian links from private open space features to adjacent public open spaces or parks.
- l. Coordinate the location of interior amenity facilities, where possible, to enhance visual and physical access between interior and outdoor amenity areas.

9.8.2 Rooftop Amenity Areas

Rooftop amenities can provide a unique opportunity for integrating private open space into a building or development.

These spaces are predominantly intended for passive use as comfortable private and shared outdoor amenity areas. Green roof infrastructure generates a wide range of social, wellness and mental health, and environmental benefits.

Guidelines:

(II) Expected Design Standards

- Ensure *accessibility* for common rooftop amenity areas.
- Position rooftop amenities to maximize sunlight exposure.
- Maximize the availability of high-quality landscaped open spaces, incorporating both hard and soft landscape features into the terrace area.
- Minimize noise and air quality impacts from site servicing, mechanical equipment, etc.

(III) Encouraged Practices

- Programming may include a range of design elements and features, such as, but not limited to:
 - Shade structure with seating as primary focus and gathering area.
 - Pattern of paths that helps frame the spaces and their uses.
 - Unprogrammed lawn areas for flexible passive recreation use that may include picnic and seating areas
 - Predominantly formal layout of trees to provide shade.
 - Areas for naturalized planting and wildflower gardens as functional green roof features.



C221. A combination of hard and soft landscape features in a rooftop amenity area.

C222. A rooftop amenity area positioned to maximize sunlight.

C223. Rooftop programming with an integrated shade structure and a range of design elements.



C224.

C224. Mixed-use buildings combine residential with commercial and office uses to create a vibrant, walkable, and complete community.



9.9 MIXED-USE BUILDINGS

Mixed-use buildings, typically combining residential with commercial and/or office uses, are key to creating vibrant, walkable, and complete communities. This integrated approach fosters economic growth and sustainability by increasing density and bringing together essential amenities and services within close proximity. Residents benefit from the convenience of accessing daily needs, employment opportunities, and recreational spaces within a short walk or bike ride, aligning with 15-minute city principles. Ultimately, mixed-use developments contribute to a strong sense of place, bolster a town's economic vitality, and encourage a dynamic and interconnected community.

C225. Mixed-use buildings that contribute to a strong sense of place and bolster a town's economic vitality.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  URBAN SYSTEM
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
 - Major Commercial / Mixed-Use Area
 - Major Institutional Area
-  RURAL SYSTEM
 - Villages and Hamlets



Mixed-use development is vital to accommodating Caledon's growth and creating complete, sustainable communities. Integrating residential, commercial, and employment uses offers numerous benefits, including efficient land use, enhanced walkability, reduced car dependency, and a vibrant *public realm*. This approach supports local businesses and strengthens the overall economic vitality of the community.

Caledon will prioritize *mixed-use developments* in designated growth areas, focusing on Urban and Neighbourhood Centres, Urban Corridors, and Major Commercial / Mixed-use Areas near transit. This aligns with the 15-minute city concept, where daily necessities are easily accessible within a short walk or bike ride, furthering the Town's commitment to healthy, connected communities.

In addition to the guidelines outlined in **Section 9.4 Mid-Rise Buildings** and **Section 9.5 High-Rise Buildings**, the following provisions specifically address the unique considerations of mixed-use buildings with ground floor retail. **Section 10.1** provides guidelines for commercial development, however, many of its guidelines are relevant to mixed-use projects where different uses are spread out horizontally rather than vertically integrated.



- C226. Mixed-use buildings contribute to a community's vibrant *public realm*.
- C227. Mixed-use buildings with ground floor retail.

Mixed-Use

Mixed-use is defined as an integrated development or redevelopment project that incorporates a diverse range of compatible land uses within a single site or building. These land uses may include, but are not limited to, residential, commercial, office, institutional, etc. The integration of these uses can be achieved horizontally, with different uses distributed across the site at the same level, or vertically, with different uses stacked on top of each other within a single building.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Development Standards Manual
- Caledon Green Development Standards Guidebook
- Relevant Area Specific Guidelines (UDGs/ACGs)

9.9.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Integrate compatible land uses, such as residential, commercial, office, and retail spaces, within the same building for mixed-use projects.
- b. Designate residential uses to upper floors above the ground floor where commercial and employment uses are planned.
- c. Create a welcoming and engaging pedestrian experience at the building's sidewalk interface, prioritizing *walkability*, opportunities for social interaction, and high visibility for retail spaces.
- d. Incorporate design elements that provide adequate shade for pedestrians, such as trees, awnings, or architectural features.
- e. Establish distinct and easily identifiable entrances for ground-floor commercial spaces and upper-level residential/office units, ensuring clear separation and visual differentiation between the two.
- f. Minimize barriers between the sidewalk and retail spaces to provide easy access, maximize visibility, and support the operational needs of tenants.
- g. Design retail display windows with non-reflective, clear glass to showcase merchandise and provide clear views into the retail space, maximizing transparency.
- h. Ensure the *podium* design offers flexibility for future retail tenants to customize their storefronts and express their brand identities in a variety of ways. Refer to **Section 8.4.1 Signage & Wayfinding** & **Section 10.1.7 Commercial Signage & Outdoor Displays**.
- i. Screen loading docks and service areas from public view to maintain a visually appealing streetscape.



- C228. Retail windows with non-reflective glass provides clear views into the retail space.
- C229. Residential uses are designated to the upper floors of this mixed-use building
- C230. A welcoming and engaging pedestrian experience at the building's sidewalk interface provides opportunities for social interaction.



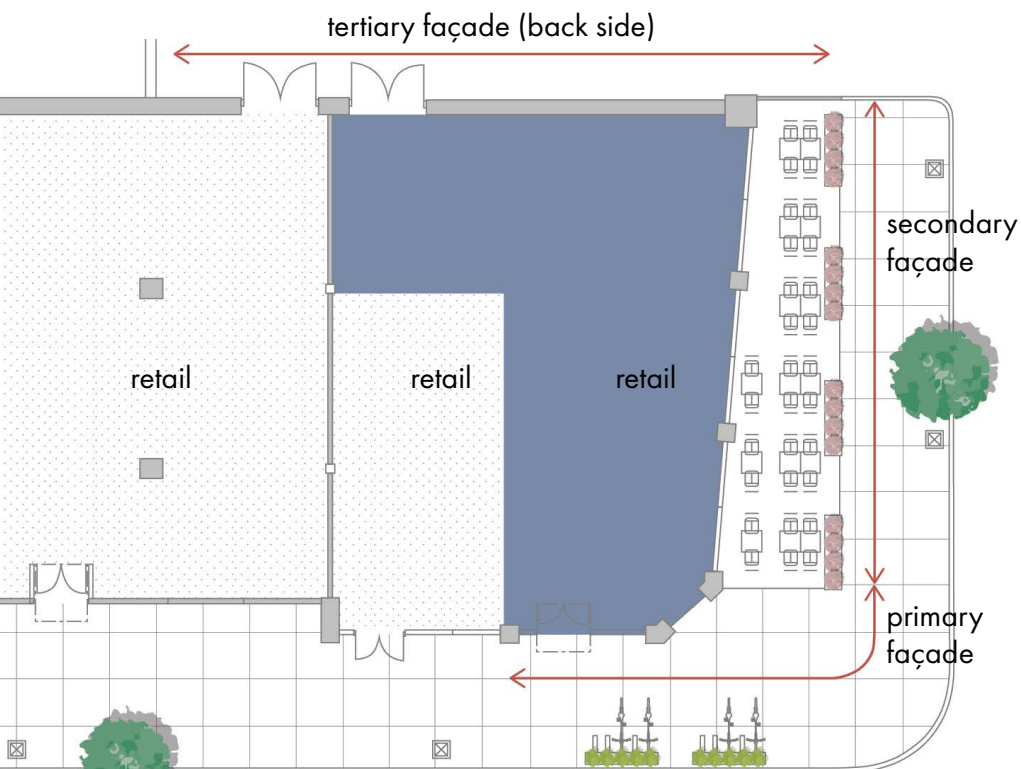
C231.



C232.

(II) Expected Design Standards

- j. Designate a primary building frontage dedicated to retail activity, maximizing visibility and providing convenient access. Locate retail entrances along this primary frontage.
- k. Promote a cohesive retail presence along the street, ensuring a continuity of storefronts that supports retail vitality while maintaining the distinct identity of individual businesses.
- l. Encourage a variety of sizes for commercial and mixed-uses.
- m. Wherever possible, ensure vehicular access to on-site parking, loading, and servicing facilities is provided from local side streets or rear lanes, and not arterial or collector streets. Refer to **Section 9.7 Parking & Servicing for Mid-Rise & High-Rise Buildings** for detailed parking guidelines.
- n. Where surface parking is provided between the building and the street, sufficiently screen from public view through a coordinated combination of berms, fences and landscaping.



C233.

- C231. A podium design that offers flexibility for retail tenants with entrances located along the primary frontage.
- C232. Loading provided from a rear lane and integrated into the building.
- C233. Plan view diagram demonstrating the primary, secondary, and tertiary façades of a mixed-use building.



9.9.2 Height & Massing

Guidelines:

(I) Mandatory Design Requirements

- Provide taller first floors (min. 4.5-metres) than upper floors, and combine first floor heights with canopies, storefront windows, and details for an animated pedestrian-scaled frontage.
- Ensure changes in building heights are transitioned to be sensitive to adjacent *low-rise* residential neighbourhoods. More information on such transitions is provided in **Section 9.6 Mid-Rise & High-Rise Building Transitions**.

(II) Expected Design Standards

- Emphasize the retail floor(s) by using horizontal design elements like cornices, continuous balconies, frames, projections, and *step-backs* to visually separate them from the upper floors.
- Clearly define retail spaces and individual tenants by incorporating vertical architectural elements such as projections and *step-backs* on the retail *façades*. This will create a dynamic and visually interesting retail experience.

C234. A mixed-use building with canopies, storefront windows, and details, provide an animated pedestrian scaled frontage.

9.9.3 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure the mixture of architectural styles/ influences in the streetscape is compatible through massing, materials, and colours. Refer to **Section 9.6 Mid-Rise & High-Rise Building Transitions** for more detail regarding context-sensitive development.
- b. Design adaptable retail units that can accommodate future changes in tenant needs while effectively meeting the current functional requirements of retail spaces.
- c. Position gas lines, meters, ventilation louvers, and similar equipment away from main retail entrances and prominent storefront *façades*. Utilize secondary or less visible *façades* for these elements. On corner units, avoid placing such equipment within the first 6-metres of either street frontage.

C235. A mixture of architectural styles and influences in the streetscape with compatible massing, materials, and colours.



(II) Expected Design Standards

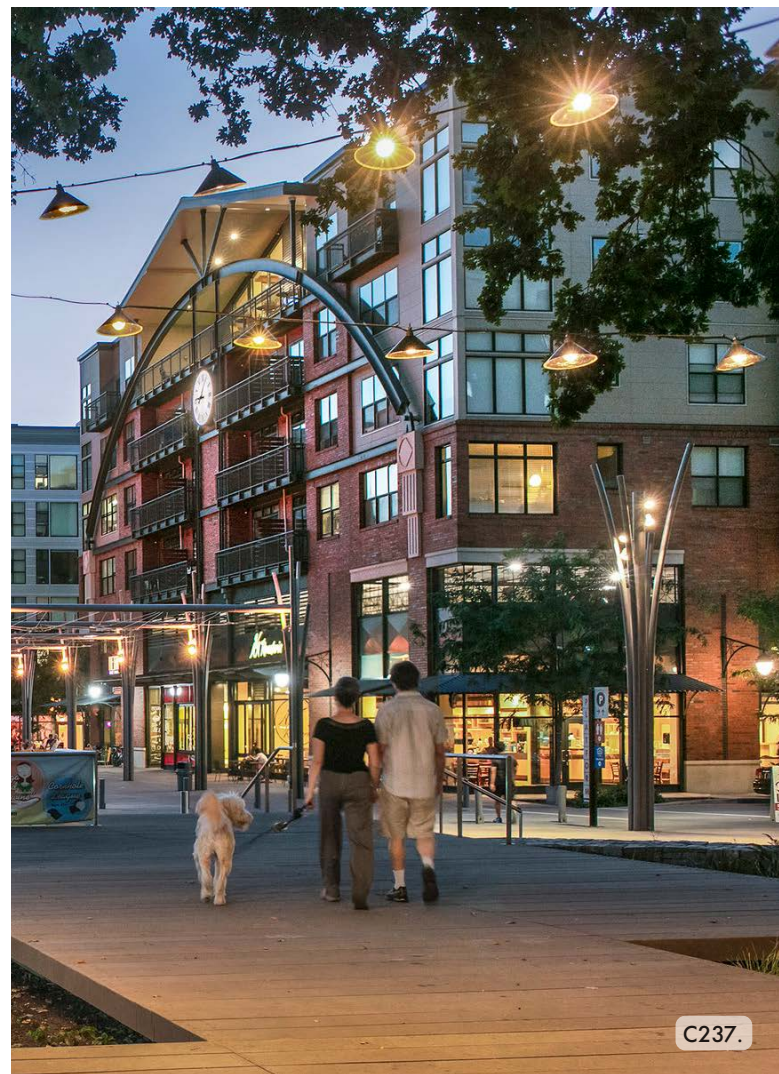
- d. For the majority of retail units, design a storefront to depth ratio of 1:3 in a rectangular configuration to optimize interior space and window display potential.
- e. Use a distinct combination of colours and materials to clearly differentiate the commercial base of the building from the residential levels above. This approach helps to visually break down the building mass and create a sense of human scale.
- f. Utilize high-quality materials and architectural detailing to accentuate the primary retail *façade*, particularly at entrances and within the first 4.5 to 6-metres above sidewalk level. This creates a visual focal point and enhances the street presence of the retail spaces.
- g. Incorporate expansive storefront windows to provide clear views into the retail activity within, capturing the interest of passersby and establishing a visual connection between the street and the interior spaces.
- h. Fully integrate exterior lighting and high quality signage with the architectural detailing of the storefront, treating it as an essential element of the overall design.
- i. Lighting should reflect the architectural styles of the community in scale and profile. For example, heritage light fixtures may be incorporated within a *Heritage Conservation District (HCD)* or village setting.

(III) Encouraged Practices

- j. Support the nighttime activation of retail streets by considering a program to illuminate shop interiors and display windows at a reduced level after business hours, fostering a sense of safety and encouraging pedestrian activity.

C236. Architectural detailing accentuates the storefront *façades*, creating a visual focal point and enhancing the presence of the retail spaces.

C237. Nighttime activation of retail streets fosters a sense of safety and encourages pedestrian activity.





C238.

C238. A mixed-use infill development that integrates a modern building into a historic streetscape by maintaining the street wall and cornice line while incorporating contemporary design elements.

9.9.4 Mixed-Use Infill

The Town's Future Caledon Official Plan encourages a wide range of forms of intensification, including infill of vacant and underutilized lots.

Guidelines:

(I) Mandatory Design Requirements

- Ensure that where new buildings are proposed to exceed the average height of existing buildings within a *HCD*, or adjacent contributing *façades*, a *Cultural Heritage Impact Assessment (CHIA)* is prepared by a qualified professional to demonstrate the compatibility of the development and the absence of adverse impacts on the surroundings, in accordance with the applicable *HCD* Plan and guidelines.
- Provide connections and integrate *infill* development and alterations into the surrounding pedestrian, bike, and vehicular circulation networks.
- Set buildings in line with adjacent existing buildings to help maintain a consistent *streetwall*. New development should not be set further back from, or ahead of, the street line established by existing buildings.
- Review any *UDGs*, *ACGs*, or *HCDs* for character/massing/materials.

(II) Expected Design Standards

- Consider existing vertical and horizontal queues in massing:
 - Ensure compatibility with the massing and scale of surrounding buildings, contributing to the existing rhythm in the streetscape.
 - On wider lots, *infill* development may be designed to appear as multiple storefronts at grade to reflect the pattern of the existing streetscape.
 - Align floor-to-ceiling heights with neighbouring buildings and be consistent with adjacent buildings.
 - Infill* development should complement and be compatible with existing roof forms and lines of adjacent buildings.

APPLICABLE LAND USE TYPOLOGIES:



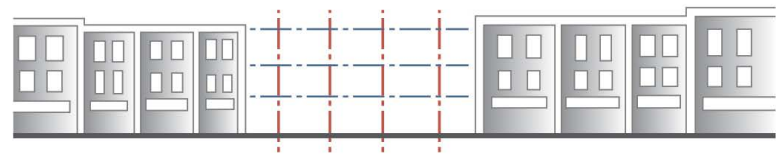
URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Major Commercial / Mixed-Use Area

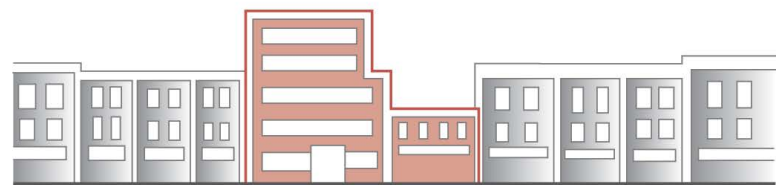


RURAL SYSTEM

- Villages and Hamlets



Desirable



C239.

Undesirable

C239. Diagram example demonstrating the compatible integration of an *infill* building into an existing *mixed-use* block.

Key Reference Documents

- Relevant *HCD* Plans
- Relevant Area Specific Guidelines (*UDGs/ACGs*)



Visual Datum

A prominent architectural element, either a point, line, or plane, that establishes a clear visual reference for organizing and aligning other elements within a space or composition. It acts as an anchor, guiding the eye and creating a sense of order, balance, and hierarchy.

- f. Window and Door treatment:
 - i. Maintain compatible design, rhythm, alignment, and proportions in new windows and doors with existing buildings within the streetscape for redevelopment and *infill* development.
 - ii. Select appropriate doors and windows that reflect the traditional architectural style for buildings proposed in that style, and where possible, replicate original or traditional styles.
 - iii. Position windows on upper floors to create a *visual datum* line in the streetscape.
- g. Incorporate display windows on front elevations of *infill* development that are consistent in size and proportion to adjacent buildings and the streetscape where appropriate.
- h. Design *infill* development and alterations to complement the materials used in surrounding buildings. For example, if brick is predominant, incorporate it into new building design.
- i. Ensure *infill* development and alterations complement the existing colour palettes of the street.
- j. Create a consistent datum line on front elevations of *infill* development for signage placement, aligning with adjacent buildings.
- k. Utilize consistent materials and colour on all building *façades* that are complementary to the streetscape.
- l. Integrate signage into *infill* development and alterations that complements the community character and the overall design of the building elevation.
- m. Add *cornice lines* where the architectural style permits, designing them to complement adjacent buildings. Avoid adding detailing that contrasts the architectural style.
- n. Design *infill* development and alterations on corner lots with an equal level of detail on all *façades* visible to the public from public streets.

Refer to [Section 7.2.4 Development Adjacent to Cultural Heritage](#) for other heritage considerations.

C240. Alterations to an existing *mixed-use* building provides a compatible design and maintains the original street wall.



- C241. Mixed-use building *infill* reinforces a consistent datum line on front elevations, aligning with adjacent buildings.
- C242. Conceptual diagram illustrating how *infill* development can maintain the existing rhythm in the streetscape.



C243.

C243. A non-residential building with thoughtful design and visual appeal positively contributes to the community.





SECTION 10: NON-RESIDENTIAL BUILT FORM & SITE DESIGN GUIDELINES

Non-residential built form in Caledon encompasses a wide array of uses, including commercial, employment, and institutional typologies. These diverse developments play a vital role in shaping Caledon's urban fabric, contributing to its economic vitality and overall quality of life. As Caledon continues to grow, thoughtful design will be essential to ensure these non-residential typologies are well-integrated, visually appealing, and contribute positively to the community. This section outlines guidelines for the various non-residential built form types, listed below, to achieve these objectives.



Non-Residential Built Form Types:

- **Commercial Development**
 - Retail
 - Office
- **Employment Areas**
 - General Employment
 - Prestige (Office) Employment
 - Knowledge & Innovation Employment
- **Community Facilities**
 - Institutional Buildings
 - Community/Recreation Centres
 - Police/Fire/EMT Stations

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  **URBAN SYSTEM**
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Neighbourhood Area
 - Major Commercial / Mixed-Use Area
 - Major Institutional Area
 - General Employment Area
 - Prestige Employment Area
 - Knowledge and Innovation Corridor
-  **RURAL SYSTEM**
 - Villages and Hamlets

10.1 GENERAL COMMERCIAL DEVELOPMENT

Commercial developments should contribute to dynamic and prosperous commercial areas that enhance the economic and social well-being of Caledon residents while respecting the distinct character of each development context.

Caledon's commercial areas are located throughout the Town within a variety of settings, from historical villages, to large format retail and planned *Major Transit Station Areas*. The following guidelines are intended to generally apply to all commercial areas. These guidelines may also apply to neighbourhood-scale *mixed-use developments*.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

10.1.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- Locate buildings close to the street edge, orienting the building massing and height to architecturally address the street and key intersections.
- Provide enhanced architectural features at corners closest to major intersections (e.g. taller building forms, a covered entry).
- Promote seamless transitions between different densities and heights. Where relevant, use *step-backs* to minimize the impact of larger buildings on adjacent low rise residential neighbourhoods.
- Accentuate all public entries by integrating intuitive signage, effective architectural features (e.g. canopies, change in building massing), and hard and soft landscaping elements.
- Clearly articulate building entrances through signage and pavement markings, making visible pedestrian walkway connections to the street and designated vehicular drop-off areas. Provide weather protection at all public entry locations.
- Support commercial activities at grade along main streets to activate the streetscape, providing vibrant storefronts along the *public realm* to add interest and promote pedestrian activity.
- Ensure all major commercial entrances are *accessible*.
- Integrate cultural and natural heritage assets through sensitive site planning and opportunities for *adaptive re-use*.

C244. A commercial area with articulated building entrances and a combination of hard and soft landscaping elements enhancing the *public realm*.

Key Reference Documents

- Caledon Development Standards Manual



C244.



C245.

(II) Expected Design Standards

- i. Occupy at least 70% of the street frontage with building frontages in more compact areas (e.g. Urban Centre, transit hub, etc). Does not apply to large format retail (see **Section 10.1.8 Large Format Commercial & Retail Development**).
- j. Address the street with commercial buildings and exhibit a high degree of visual appeal on all exposed frontages. Incorporate corner specific details such as corner entrances or corner glazing at corner lot locations.
- k. When designing commercial sites with multiple buildings, integrate pedestrian paths, utilize corner siting to maximize visibility and views, and break up parking lots with landscaping or pedestrian plazas to improve the overall site design.
- l. Front commercial development onto the *public realm* to activate the streetscape, courtyard, or open space.
- m. Locate parking, servicing and loading facilities to the rear of the building, screening them through the use of architectural elements and landscaping from public view (e.g. low walls combined with planting).
- n. Provide adequate room for snow storage particularly in parking areas.

(III) Encouraged Practices

- o. Encourage building entrances to open onto an exterior area suitable for gathering and waiting.
- p. Consider front yard building setbacks to accommodate potential patios for commercial uses.
- q. Enhance commercial areas by creating inviting squares and plazas for community gathering and activity with comfortable seating, amenities, public art and other *placemaking* elements.
- r. Encourage the incorporation of *LID* techniques in commercial site planning. Refer to **Section 6.2.1 Low Impact Development Strategies (LID)** for detailed guidelines.
- s. Consider incorporating underground parking when seeking to maximize available surface area for green space, pedestrian plazas, or building footprints, especially in dense urban environments or where surface parking is limited.
- t. When at-grade parking is necessary, prioritize sustainable design by integrating *LID* strategies, shade structures, and innovative solutions like *solar parking lots*.

C245. An inviting public square with pedestrian friendly design provides opportunities for community gathering and activity.

10.1.2 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Create visual interest through design, articulation and *fenestration* in building elevations. Prohibit large unarticulated wall surfaces.
- b. Where the commercial site is proposed with more than one building, consider the collective architectural composition of the buildings in terms of massing, rooflines, street relationship, and visual impact on adjacent buildings. Stand alone buildings should be allocated additional height and massing at intersections and focal points.
- c. Set back and screen all rooftop mechanical units from the building edge by incorporating parapet walls. Ensure mechanical units are not visible from the public street line.
- d. Incorporate vents and exhaust elements into the design of the *façades* in a way that does not adversely impact the aesthetic of the *public realm*.

C246. A commercial elevation with articulation and *fenestration* that defines the corner of the building and creates visual interest.

C247. A canopy creates a sheltered pedestrian entry and adds depth to the *façade*.

C248. The corner of this commercial building is defined through architectural design.



(II) Expected Design Standards

- e. Maintain visual cohesion by cladding primary *façades* with a dominant material (covering over 50% of the surface). Vary cladding materials and textures to define building forms, accentuate architectural features, and create visual interest. Consider transitions at corners, around windows, or along floor lines.
- f. Design elevations that are pedestrian friendly, providing appropriate *setbacks* and human scaled articulation, detailing, and *fenestration*.
- g. Use awnings, canopies, and other overhangs to create sheltered pedestrian entries and routes to add depth to the appearance of *façades*.
- h. Divide and vary long continuous roofscapes to provide visual interest and variety. Rooflines and parapets should be designed to facilitate the integration and screening of all roof top mechanical units.
- i. Provide increased *fenestration* with clear glazing along the street. Spandrel glass is subject to design merit and may only be located in limited areas.

(III) Encouraged Practices

- j. Encourage elevations with changes in plane and relief to break up long, continuous stretches.
- k. Encourage the architectural elements, colour, and material treatment of individual buildings to be compatible with adjacent buildings and the overall streetscape.
- l. Incorporate architectural elements, such as visual markers or muted reflections, into the design of the *façades* for bird-friendly elevations.

C249. A corner store with prominent corner architecture within a *low-rise* community.

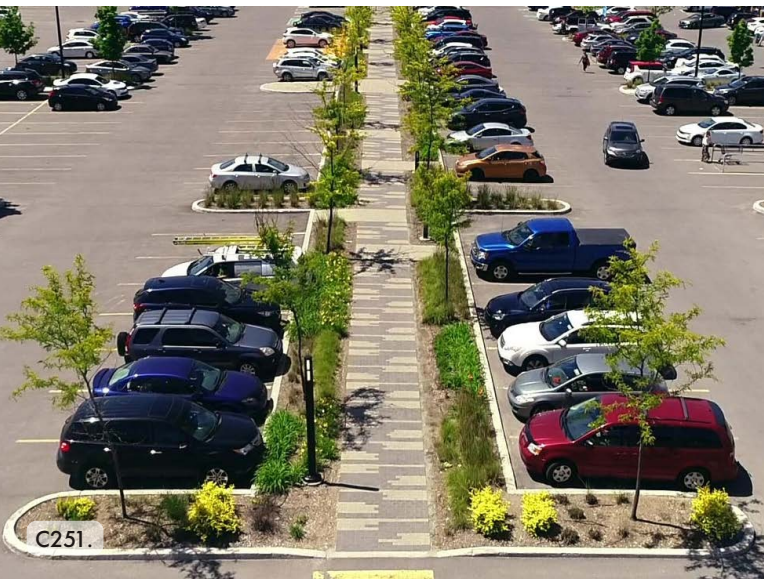


10.1.3 Pedestrian Circulation

Guidelines:

(I) Mandatory Design Requirements

- a. Design pedestrian walkways to ensure a safe, comfortable and attractive environment for walking, accommodating movement from and through parking areas to building entrances.
- b. Incorporate **CPTED** principles to enhance natural surveillance, access control, and territorial reinforcement throughout pedestrian walkways and their surrounding areas.
- c. Design walkways in concert with parking areas and drive aisles for pedestrian safety, and ensure compliance with the **AODA**.
- d. Mark and identify major pedestrian access points and routes clearly using pavement markings and signage, ground-oriented and upright hard and soft elements.
- e. Provide an enhanced pedestrian realm along the street and at focal points throughout the development.
- f. Connect on-site pedestrian walkways directly to the streets and sidewalks of adjacent neighbourhoods, wherever possible.
- g. Design enhanced pedestrian areas to facilitate meeting and gathering by incorporating *street furniture*, seating areas, displays, trash receptacles, public art, and landscaping.
- h. Ensure entrances used by the public are fully *accessible*, and should not limit their access to steps or other conditions which would create a barrier to *accessibility*.



- C250. A pedestrian sidewalk and crosswalk designed in compliance with the AODA.
- C251. A walkway designed with a safe, comfortable, and attractive pedestrian environment, accommodating movement from the parking area to a building entrance.
- C252. A fully accessible retail entrance with a wide sidewalk to accommodate pedestrian flow.

(II) Expected Design Standards

- i. Design pedestrian connections to accommodate high volumes of unencumbered movement at peak times, minimizing the incidence of short-cutting across drive aisles and landscaped areas.
- j. Incorporate sidewalks on both sides of the private retail street, with a minimum width of 2-metres.
- k. To ease pedestrian flow, particularly in the vicinity of entrances, commercial buildings that abut the street should integrate paving from building edge to sidewalk.
- l. Facilitate access to existing and planned transit stops through pedestrian connections.

C253. An enhanced pedestrian area that incorporates seating, pedestrian scale lighting, and landscaping.

(III) Encouraged Practices

- m. Provide site furniture (benches, waste receptacles, bicycle parking, etc.) and pedestrian scale lighting on primary pedestrian routes and gathering spaces.

Key Reference Documents

- Caledon Development Standards Manual
- Caledon Green Development Standards Guidebook
- Accessibility for Ontarians with Disabilities Act



10.1.4 Landscape Design

Guidelines:

(II) Expected Design Standards

- a. Identify, accentuate, complement, and unify key areas, including site and building entrances, pedestrian and vehicular access points, circulation systems, signage, parking areas, and the *public realm* (street, parkette, courtyard, etc.), through hard and soft landscaping and special paving to establish an identifiable character and sense of place.
- b. Incorporate site landscape treatment along the property edge to sensitively integrate commercial developments with the *public realm* and provide for an inviting pedestrian experience through enhanced landscape features and high quality fencing design that frames and screens views.
- c. Design or specify permanent site furnishings, including tree grates, guards, lighting, bollards, benches, bus shelters, trash and recycling receptacles, lighting, and street signage to contribute to a consistent and compatible community style.
- d. Consider a formal landscape design approach conducive to commercial functions and maintenance capabilities to ensure an attractive, orderly appearance and plant health are sustained in the long-term.
- e. Ensure hard and soft landscaping elements allow for clear sight lines and reinforce the principles of **CPTED**, eliminating places to hide. Avoid obscuring building fronts and entrances, and pedestrian walkways by landscaping elements.
- f. Strongly encourage the inclusion of *street furniture* or other hardscaping intended to provide seating adjacent to building entrances and within amenity areas.
- g. Plant shade trees on parking islands, along street edges, and at other locations, wherever feasible, to minimize heat island effects.
- h. Screen utilities, servicing, storage, and loading areas using a combination of architectural and landscape elements, in consultation with utility providers to ensure operational access is maintained.
- i. Provide a landscape separation island with a minimum of 3.0-metres for every 20 parking stalls in parking lots.

(III) Encouraged Practices

- j. Incorporate *LID* measures and effective stormwater treatment, such as bioswales/bio-retention areas or planters, permeable pavers, etc., as part of the overall landscaping strategy for mixed-use streets and commercial sites. Refer to **Section 6.2.1 Low Impact Development Strategies (LID)** for detailed guidelines.



C254.

- C254. A commercial area accentuated with special landscape elements create an identifiable character and sense of place.

Key Reference Documents

- Caledon Development Standards Manual
- Caledon Landscape Guidelines
- Accessibility for Ontarians with Disabilities Act

10.1.5 Vehicular Access, Parking & Servicing

Guidelines:

(I) Mandatory Design Requirements

- a. Utilize **Dark Sky** compliant lighting fixtures for all site and parking lot lighting, in accordance with **Section 10.1.6 Lighting**.

(II) Expected Design Standards

- b. Screen parking areas from view using plantings and high quality fencing.
- c. Pave all parking areas with a hard surface material that will withstand snow removal requirements.
- d. Screen loading and service areas from public view through placement of buildings, screen walls, and landscaping.
- e. Utilize planting and fencing to buffer residential lots from service areas, waste storage and loading service areas. These functions should be integrated into the building envelope, where possible, to screen from view.

C255. Commercial frontage with on-street parking provides convenient links.

- f. Integrate utility structures into the design of mixed-use and commercial buildings, wherever feasible. Where not feasible, these structures should be screened from view from surrounding areas by landscaping, screen walls and/or other architectural features, in consultation with utility providers to ensure operational access is maintained.
- g. Provide bicycle parking racks with convenient access to main building entrances.

(III) Encouraged Practices

- h. For direct commercial frontage along streets, encourage on-street parking to provide convenient links.
- i. Encourage internal waste areas to mitigate impacts to outdoor spaces.
- j. Where possible, provide clearly marked circulation routes for pedestrians, cyclists, and vehicles.



C255.



10.1.6 Lighting

Lighting styles can reinforce the character and function of the commercial site, guiding pedestrian and vehicular connections, and helping to ensure safe passage throughout the site, including more secluded areas. This is achieved through the strategic implementation of a variety of lighting types, including site, street, pedestrian, and architectural/landscape lighting, to create a commercial environment that is safe, functional, and aesthetically pleasing.

Guidelines:

(I) Mandatory Design Requirements

- a. Design and aim lighting fixtures to minimize light spillage and distribution onto adjacent residential properties. This may involve the use of shields, careful fixture placement, and lower mounting heights to direct light downward and within the site boundaries.
- b. Lighting shall be **Dark Sky** compliant, positioned to minimize glare, and improve visibility, whilst providing an efficient source of light.
- c. Utilize architectural lighting to highlight building *façades*, signage, and landscape features. This will enhance the visual appeal of the commercial spaces and attract customers.

Key Reference Documents

- Caledon Outdoor Lighting Standard Manual
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act

(II) Expected Design Standards

- d. Lighting for outdoor areas should be strategically placed on site to coincide with intended routes and gathering areas, while illuminating less exposed areas to reinforce safe use.
- e. Integrate landscape lighting with plantings, walkways, and seating areas to create inviting and functional spaces in the evening hours. Consider using a variety of techniques such as path lighting, uplighting, and silhouetting to add visual interest.

C256. Conceptual rendering demonstrates the use of architectural lighting to highlight the building *façade* features and signage.

C257. Integrated lighting illuminates a gathering space and reinforces the character of a commercial area.



10.1.7 Commercial Signage

Commercial signage should be aesthetically pleasing, functional, and well-integrated with the building and site, encompassing various types such as storefront signage, awning signage, freestanding signs, and *wayfinding* signage.

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure signage is aesthetically pleasing and complementary to the architectural style of the building.

(II) Expected Design Standards

- b. Integrate display windows, at-grade glass doors, accent lighting, and business signage into the front face of the building along the commercial street edge.
- c. Integrate ground-related signage (e.g. *wayfinding* signage) into the site and landscape plan, and contribute to the overall *wayfinding* strategy of the site.
- d. Utilize ground-related signage at key vehicular access points to direct vehicular traffic into the site.

C258. Commercial signage that is aesthetically pleasing and complementary to the architectural style of the building.

C259. Ground-related signage integrated into the landscape contributes to the overall *wayfinding* strategy of the site.

- e. Utilize ground-related commercial signage at key vehicular access points to direct vehicular traffic into the site.
- f. Ensure signage compatibility with the style (design, colour, material) of the building, and design it as an integral element of the building's *façade*.
- g. Integrate ground signage into an effective planted treatment to create a holistic landscape feature.

(III) Encouraged Practices

- h. Consider integrating commercial signage directly above the storefront glazing, ensuring it complements the overall design.
- i. Discourage tall, freestanding pylon signs. Freestanding signs should be ground-related with a horizontal form and consist of materials complementary to the building design. They should be integrated with a landscape treatment.

Refer to **Section 8.4.1 Signage & Wayfinding** for additional signage considerations.

Key Reference Documents

- Applicable Sign By-law & Standards



10.1.8 Large Format Commercial & Retail Development

In addition to the previous sub-sections in **10.1**, the following guidelines are intended to inform the design of large format retail sites within the Town of Caledon. The goal is to ensure these developments are designed for future flexibility, allowing for potential intensification and a mix of uses that can adapt to the evolving needs of the community.

Guidelines:

(I) Mandatory Design Requirements

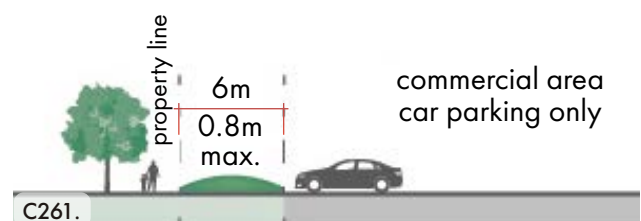
- Provide a sufficient separation distance and/or mitigation measures (e.g. walls, enclosed loading facilities, etc.) between residential uses and commercial waste and loading areas to avoid adverse impacts.
- Conduct a traffic impact study, where appropriate, to determine the optimal location for access points that minimizes disruption to both major and residential streets, considering factors such as traffic volume, speed limits, and pedestrian activity.
- Incorporate frequent entrances and transparent (clear glazing) on shop front windows.

C260. An elevation with human scaled articulation and clear glazing along the street.

C261. Diagram cross section demonstrating an appropriate berm scale to buffer commercial uses.

(II) Expected Design Standards

- Design large format commercial sites with future intensification in mind. This includes flexible site layouts that can accommodate increased density and building heights, as well as adaptable building designs with features such as flexible floor plates and structural systems that can be easily converted to accommodate a mix of uses (e.g. residential, office, institutional) in the future.
- Occupy at least 50% of the street frontage with building frontages (the remaining may be used for parking areas).
- Avoid false building entries, while still ensuring visually prominent *façades* receive the appropriate architectural treatment.
- Incorporate enhanced landscaping, using both fencing and planting, to buffer commercial uses from residential areas. Provide noise-attenuating fencing between commercial and residential uses, where required.



C261.



C262.

- h. Provide vehicular and service access points from adjacent side streets, where it will impact movements on major streets.
- i. Break up large parking areas with landscaped parking islands at a rate of one peninsula for every 20 parking stalls. A 5.0-metre minimum width is ideal to allow for ample soil volume for healthy tree growth and an increase in canopy coverage.
- j. Provide parking islands that are curbed, landscaped and located at the ends of all rows of parking stalls. Parking islands should include walkways where required to support a system of pedestrian routes. Refer to **Section 9.9.4 Pedestrian Circulation** for additional guidance.

- C262. A parking area with landscaped parking islands that support healthy long-term tree growth.
- C263. Rendering example of parking lot plan view with integrated parking islands.

(III) Encouraged Practices

- k. Consider designing large format commercial buildings to incorporate smaller shops wrapped around their edges.
- l. Consider including other uses above large format commercial buildings to better integrate these buildings and provide a greater density of uses and destinations.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Landscape Guidelines



C263.



Key Reference Documents

- Caledon Development Standards Manual

C264.

10.2 EMPLOYMENT LANDS

Delivering high quality employment built form design and expressions related to the planned variety of uses is a critical component of the urban fabric of the Town. The objective is to create attractive employment areas that are safe and comfortable for people to work in, and that respond to the needs and functions of the industry, while positively contributing to the character of the public realm.

A coordinated approach shall be adopted for the design component elements, combining site planning/built form design with the design of streetscape and open space elements. Employment lands may include built form typologies ranging from manufacturing, processing, warehousing, logistics/distribution (*general employment area*), prestige employment and offices, to facilities that support business and research.

Refer to **Section 2.2.1.3 New Employment Area** for the complete list of permitted uses in each of the *Employment Area* designations.

C264. A strong employment district identity is achieved through the development of attractive, well-designed buildings and landscape features.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- General Employment Area
- Prestige Employment Area
- Knowledge & Innovation Employment Area
- Institutional Area

In general, design objectives for Caledon's *employment areas* are:

- A strong employment/commercial district identity through the development of attractive, well-designed sites and buildings.
- Well-landscaped and visually pleasing streetscapes and landscape features.
- Attractive focal areas at entrances into and along the edges of the employment district.
- Compatibility with adjacent lands uses and high quality streetscapes in visible locations.
- High quality design and materials in both private and public lands.
- Benefits to support employee wellbeing, such as but not limited to, access to *active transportation* options, outdoor amenity areas, and ample windows for natural light.

10.2.1 General Guidelines

These guidelines aim to ensure Caledon's employment neighbourhoods are compatible with surrounding areas, and provide attractive, efficient, safe, and economically viable environments with high-quality streetscapes, building design, and site design.

Guidelines:

(I) Mandatory Design Requirements

- a. Provide enhanced buildings and streetscapes through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress, and egress.
- b. Develop lands adjacent to residential zones in a compatible manner, locating parking, loading, and storage areas away from residential uses. Utilize provisions such as landscaping, berming, site design, and on-site open space and landscaping features to ensure adequate buffering between the two uses.
- c. Develop lands adjacent to employment uses to enhance and be compatible with adjacent road patterns, land uses, landscaping/streetscape, and site design.
- d. Orient building frontage and siting to address major roads (e.g. highways, regional roads, and arterials).
- e. Integrate landscaped employee amenity areas with pedestrian, cycling routes, and potential trail connections. Create walkways that link key destinations like parking lots and transit stops to building entrances, ensuring year-round *accessibility* and maintenance.

(II) Expected Design Standards

- f. Orient parking, loading, and storage areas away from highly visible or pedestrian linkages, and utilize such provisions as landscaping, berming, site design and on-site open space and landscaping features to provide adequate buffering along these edges, in accordance with the guidelines provided in **Section 10.2.5 Landscape Design**.



C265. High quality design and enhanced landscape features integrated into an employee amenity area.

- g. Ensure open storage is not permitted on lands with prominent visual exposure from highly visible pedestrian routes, streetscapes, major thoroughfares, and non-employment uses.
- h. Provide a landscaped outdoor space for employee use, sheltered from wind, where possible, using building features, fencing, or landscaping. Include picnic tables, benches and waste receptacles in outdoor amenity areas where beneficial to employee use.

(III) Encouraged Practices

- i. Encourage innovative building forms.
- j. Encourage walking and cycling linkages and supportive elements (e.g. bike racks, shaded walkways, etc.) to promote *active transportation* connections.

APPLICABLE GUIDING PRINCIPLES:



Design Great Places



Create Healthy and Complete Communities



10.2.2 Site Planning

10.2.2.1 Building Relationship to Street

Site planning within employment lands must balance principles of urban design with function to ensure the development of economically viable and successful industries that also reinforces comfortable and safe pedestrian connections. The following sections are intended to guide site planning in a manner that provides a desirable building presence and streetscape condition, whilst accommodating effective operations.

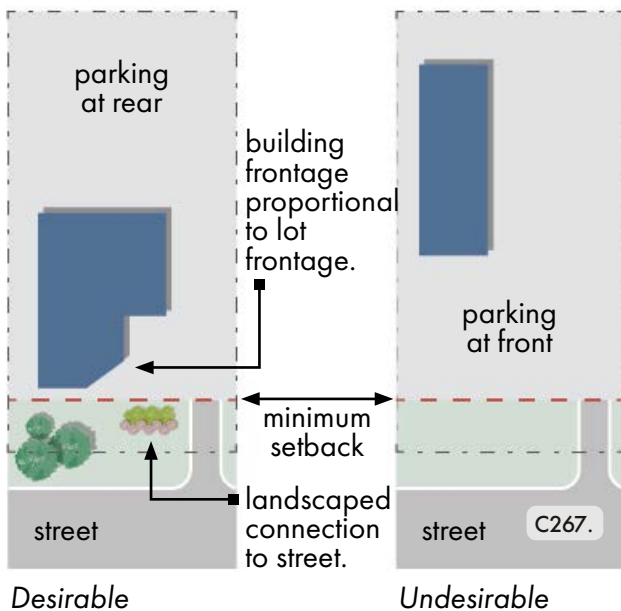
Guidelines:

(I) Mandatory Design Requirements

- a. Locate buildings to provide good sight lines for both vehicular and pedestrian traffic.

(II) Expected Design Standards

- b. When siting buildings, consider the location of buildings on abutting properties to ensure compatibility. In order to promote compatibility to neighbouring buildings, site plans should show existing or approved building footprints on abutting lots.
- c. Position the office/sales component (active uses) of the building to face the street and be clearly visible, with the plant/warehouse component located in the back, where possible.
- d. Place intensive uses that result in heavier traffic and noise along arterial roads. Building frontage and siting should be oriented to address major roads (e.g. highways, regional roads, and arterials).
- e. Create a strong building presence on all major and minor streets. The building's primary *façade* should be sited parallel to the street, if there are no site constraints, and should be located close to the *minimum setback* to establish a defined street edge.



C266. Minimum setbacks establishes a strong building presence and a desirable streetscape condition.

C267. Conceptual diagram illustrating a desirable and undesirable building siting.



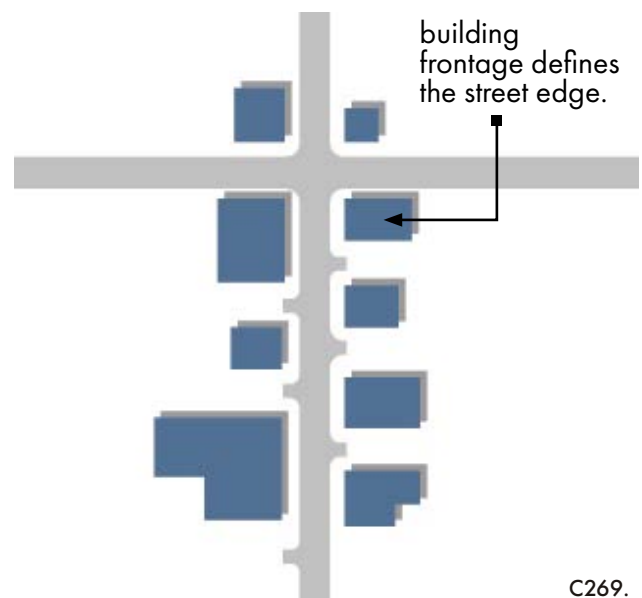
C268.

- f. Maximize the length of the building *façade* exposed to street view. Building frontage should be proportional to lot frontage – the percentage of building frontage should increase proportionally as lot widths increase. Likewise, if the building is *setback* further on the lot, the proportion of building frontage to lot frontage should increase. In dual-frontage conditions, the building should be located to address the higher order street, and buffering should be used to screen loading and servicing on secondary streets, in accordance with **Section 10.1.2.4 Loading & Servicing**.
- g. Maintain a continuous landscape connection between the building and the street, uninterrupted by large parking areas.

- h. Design corner lot buildings to address both street frontages, locating the office/sales component at the corner, and providing enhanced quality in building design and landscaping treatment.

(III) Encouraged Practices

- i. Incorporate green building technologies and on-lot stormwater management techniques.
- j. Orient parcels, buildings and associated landscapes to optimize the use of natural light, natural ventilation, and passive solar gain to improve thermal performance.



C269.

C268. SWM features incorporated into an employment building's landscape design.

C269. Conceptual diagram of an employment / industrial area with buildings positioned close to the street and intersection to establish a defined street edge.

Preferred relationship to the street

10.2.2.2 Site Circulation

Guidelines:

(I) Mandatory Design Requirements

- Ensure access points to each site are clearly visible from the street, marked with low-profile signage and landscaping that are integrated into the building and site.
- Ensure landscape and signage design provides a clear view of vehicular traffic at entry points.
- Locate vehicular access for corner lot buildings away from the intersection.
- Ensure vehicular routes are well-defined to avoid conflict with pedestrian routes. Pave all driveways and primary site vehicular routes with hard surface materials.
- Ensure applicable fire and emergency access requirements are accommodated within parking areas and vehicular routes.

C270. A network of pedestrian routes with clearly defined pedestrian sight lines and minimal interruptions.

C271. Conceptual diagram demonstrating a consolidated vehicular entrance for multiple buildings.



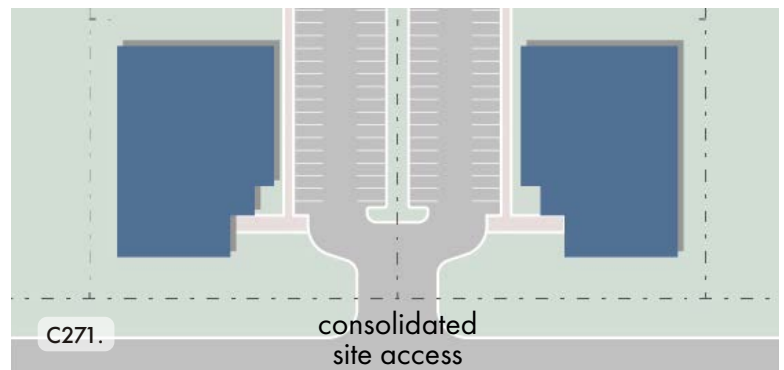
C270.

(II) Expected Design Standards

- Prioritize locating pedestrian entrances/egress into buildings for visitors and employees such that they are set back from primary traffic routes. Entrances should face the street.
- Ensure fire routes are designed in accordance with Caledon's Development Standards Manual to prevent conflict between Fire Department access routes and parking spaces.
- Align driveway entrances with access points on the opposite side of the street, where possible.
- Design pedestrian routes to provide clearly defined pedestrian sight lines with minimal interruptions.
- Connect pedestrian and bike paths to parking areas, building entrances, municipal sidewalks (where applicable), buildings on adjacent lots, and from the building to outdoor amenity areas. Use distinctive paving where primary pedestrian routes cross vehicular areas to reinforce visibility.
- Locate truck access to loading and service areas away from any pedestrian routes, where possible.

(III) Encouraged Practices

- Consolidate access points with adjacent developments, wherever feasible, along road frontages to reduce the number of access points and maximize uninterrupted extents of sidewalks and streetscape features.
- For multi-tenant buildings, pair or centralize entries to optimize landscape features.



C271.

consolidated
site access

10.2.2.3 Parking

Guidelines:

(I) Mandatory Design Requirements

- Utilize buffer landscaping and architectural screening features, such as tree planting, berming, low walls, decorative fencing and/or hedging where parking areas are visible from the street.
- Break large parking areas into smaller blocks defined by landscaping. Such landscaping should be designed to avoid potential hiding places.
- Ensure all parking areas are well lit, in accordance with **CPTED** principles.
- Include snow storage areas in the design and layout of parking areas.

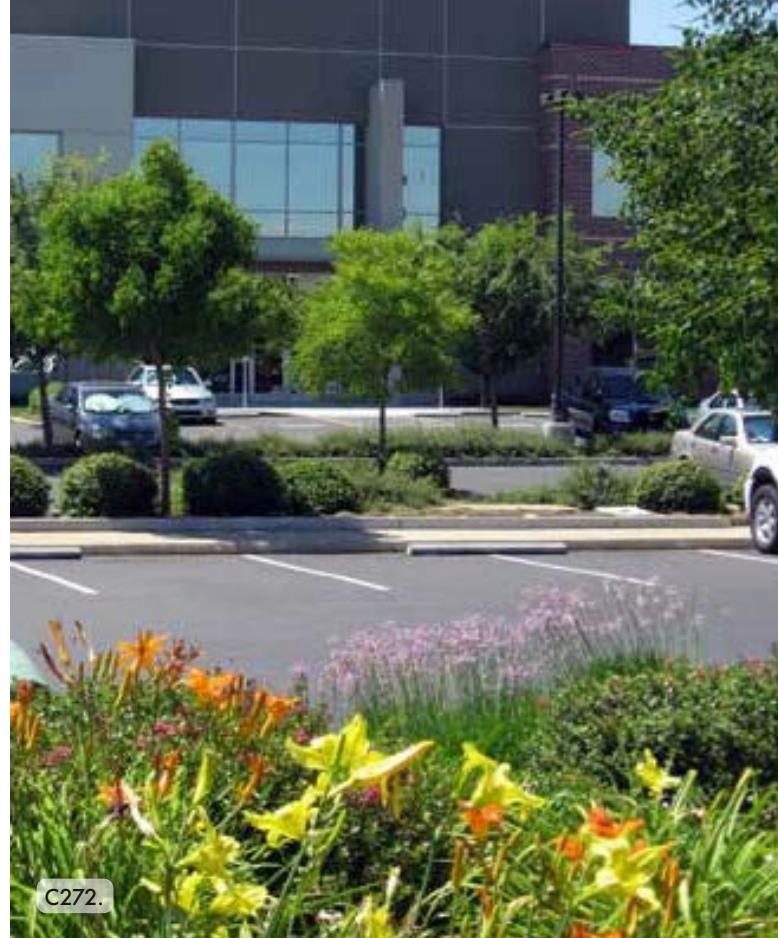
(II) Expected Design Standards

- Situate main parking areas at the side and/or rear of the building. Avoid locating main parking areas between the building and the street in order to lessen the visual impact of parking areas within the streetscape. Use the building shape and projections to define parking along building edges so that it does not dominate the site's frontage.
- Provide an adequate planting buffer where preferred condition cannot be met. Refer to **Section 10.2.5.4 Site Frontages & Buffer Areas** for more information.
- Where parking cannot be avoided between the building and the street, provide a 6.0-metre minimum landscaped strip between the street and the parking and a 2.0-metre minimum landscaped strip between the parking area and the building. Refer to the applicable **Zoning By-Law** for site-specific provisions, where relevant. Refer to **Section 10.2.5 Landscape Design** for more information on required landscape strip treatment and width.

C272. Tree planting and soft landscaping provides a visual buffer along a parking area.

C273. A parking area with integrated landscaped islands and light standards.

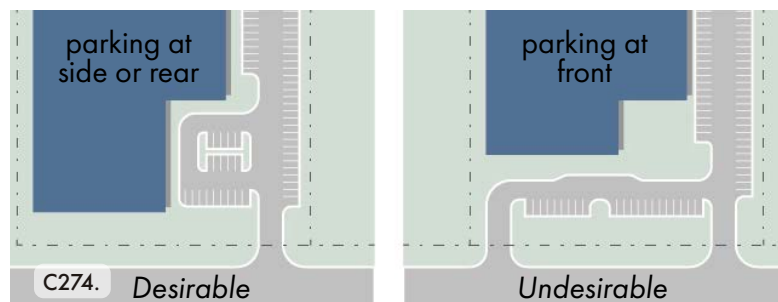
C274. Conceptual diagram demonstrating parking located to the side of a building to lessen the visual impact of parking areas within the streetscape.



C272.



C273.



C274. Desirable

Undesirable



C275.

- h. Incorporate landscaped peninsulas at the rate of one peninsula for every 20 parking stalls to avoid continuous strip parking where parking areas are located between the building and the street, or are perpendicular and visible from the street. A 5.0-metre minimum width is ideal to allow for ample soil volume for healthy tree growth and an increase in canopy coverage.
- i. Provide preferential parking for carpool, car-share, and E-vehicles.

(III) Encouraged Practices

- j. Avoid locating visitor parking and passenger drop-off areas between the building and the street along principle frontages. If visitor parking or drop off area must be provided in this location, it should be limited to a single-loaded row.

- k. Reduce the number of parking spaces provided based on the availability and probability of planned and proposed transit and *active transportation* routes (e.g. Metrolinx SmartCommute).
- l. Reduce parking ratios for sites within 400-metres of a high order transit stop.
- m. Incorporate *LID* measures within landscape strips and buffers throughout the parking lot and consider the potential for rain water harvesting.
- n. Include permeable pavers and perforated under drains in parking lots, where suitable.
- o. Use light coloured hardscaping in parking lots to reduce the *urban heat island effect*, in accordance with **GDS** requirements.

C275. A landscaped peninsula with trees and low planting provides a visual buffer between the industrial building, parking areas, and the street.

10.2.2.4 Loading & Servicing

Guidelines:

(I) Mandatory Design Requirements

- Orient loading, service and waste areas away from the street or highly visible areas (e.g. through building wall and architectural features).
- Contain outdoor waste storage facilities in an enclosure, unless in a fully screened outdoor storage area not visible from the street or prominent views.
- Account for the proximity and relationship to uses on adjacent properties when designing loading, service, and waste areas to avoid conflict.

(II) Expected Design Standards

- Integrate these facilities into the footprint of the building or adequately screen them by a combination of fencing, walls, and/or landscaping.
- Where possible, limit loading docks to one wall to minimize their visual impact.

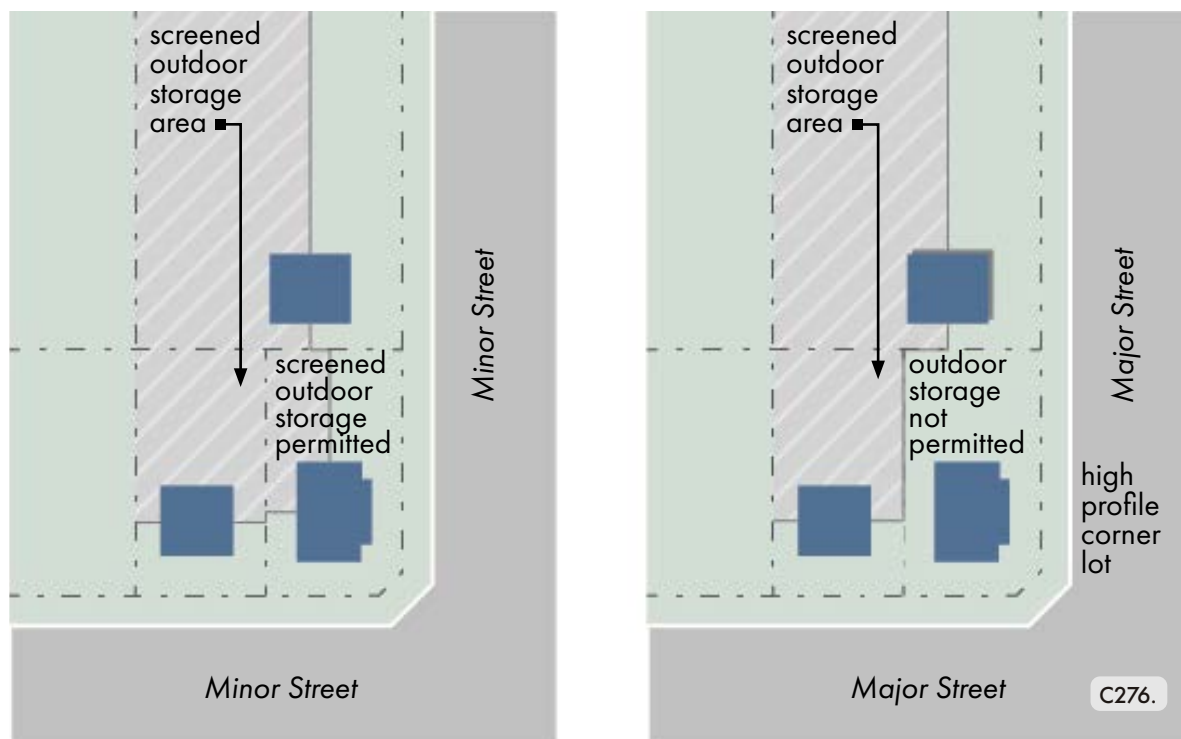
10.2.2.5 Outdoor Storage

Guidelines:

(I) Mandatory Design Requirements

- Locate outdoor storage areas, where permitted, only within rear yards and interior side yards and screen them from street view using landscape features and/or unobtrusive fencing.
- Set back outdoor storage areas located within an interior side yard adequately from the front of the building.
- Screen outdoor storage on lots adjacent to a corner lot (e.g. the 2nd lot in from the corner) from view from the flanking street. Acceptable screening includes: solid fencing, architectural walls, buffer landscaping, or a combination of these.
- Prohibit chainlink fencing with fabric or other types of inserts.

C276. Conceptual diagram demonstrating ideal location for screened outdoor storage along major and minor streets.





C277.



C278.

- C277. Specialty lighting that directs downward and illuminates a pedestrian walkway.
- C278. Ground-related lighting coordinated with a high-quality landscape treatment along a streetscape.
- C279. Lighting illuminates an employee amenity area.

10.2.2.6 Site Lighting

Guidelines:

(I) Mandatory Design Requirements

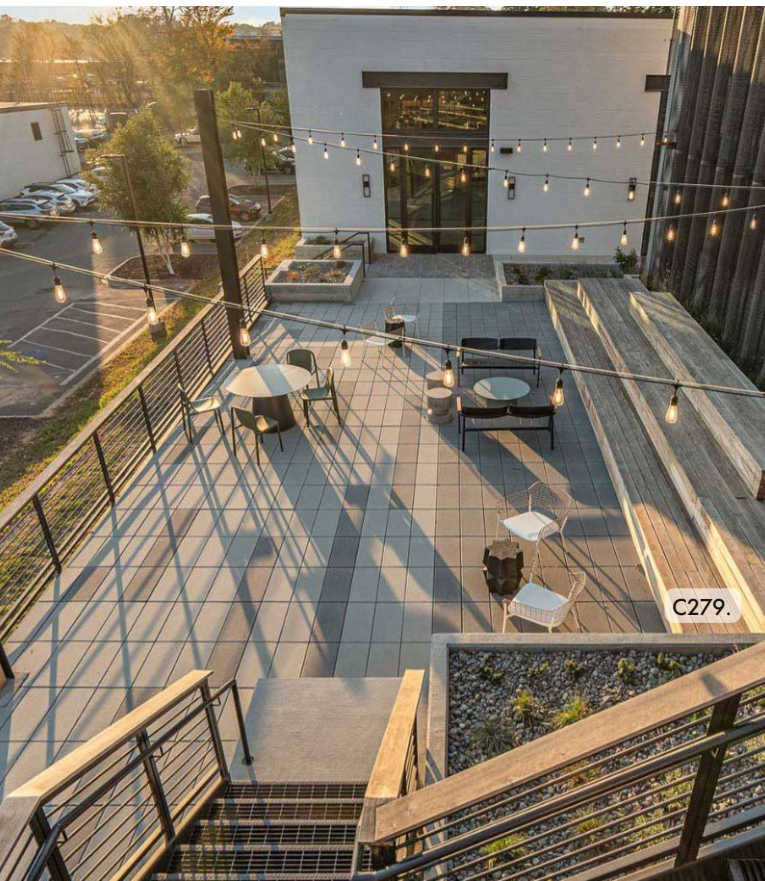
- a. Prioritize high-efficiency (LED or solar) lighting to further reduce energy consumption.
- b. Ensure adequate illumination for pedestrian walkways, bike paths, entrances, and parking areas. Provide security lighting around the building perimeter.
- c. Direct lighting downward and inward, using **Dark Sky** compliant fixtures.

(II) Expected Design Standards

- d. Organize lighting design plans for parking areas to avoid a clutter of light standards, particularly where these are highly visible from the street.
- e. Relate lighting to the pedestrian scale.
- f. Coordinate ground-related lighting with the landscape plan.

(III) Encouraged Practices

- g. Highlight *façades* and architectural features through well conceived lighting strategies, particularly for buildings in priority locations.
- h. Implement photo-voltaic (PV) powered pedestrian and street lighting to enhance night and seasonal visibility while reducing light pollution and night sky lighting.
- i. Consider the integration of micro-wind turbines and solar PV lighting to further reduce energy consumption, while ensuring visibility at night.



C279.

Key Reference Documents

- Caledon Outdoor Lighting Standard Manual
- Caledon Development Standards Manual
- Accessibility for Ontarians with Disabilities Act

10.2.2.7 Signage & Display Areas

Guidelines:

(I) Mandatory Design Requirements

- Ensure the building address is clearly identifiable from the street.
- Utilize fascia signage to identify individual tenants in multi-tenant buildings, maintaining a unified size, material, colour, and style.
- Incorporate a directory sign integrated with landscape treatment at the main access from the street for multi-tenant buildings
- Position unit address numbers at the front entrance of multi-tenant buildings, ensuring they are clearly identifiable from the internal road, walkway, or parking lot.

(II) Expected Design Standards

- Design signage to be compatible in scale and design with the design, colour, and material of the building, treating it as an integral element of the building's *façade*.
- Integrate building-mounted signage and light fixtures into the design of the building.
- Discourage tall, freestanding pylon signs. Opt for ground-related freestanding signs with a horizontal form and materials complementary to the building design, integrating them with landscape treatment.
- Integrate the design of the display area into the front yard landscape, ensuring it does not dominate.
- Set back display areas 4.5-metres from the street line and define them using pavers, etc., illustrating them on the landscaping plan.

(III) Encouraged Practices

- All proposed ground signage should be coordinated with the landscape plan. Building signage should be co-ordinated with architectural design and materiality.



C280. A landmark entrance sign with building address clearly identifiable from the street.

C281. Building-mounted and ground-related illuminated signage integrated into the building design and landscape treatment.

Key Reference Documents

- Applicable Sign By-law & Standards



10.2.3 Built Form

10.2.3.1 Building Massing & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Orient primary the building frontage and siting to address the principal road frontage. Break long façades with architectural elements, materials, colour, and/or change in parapet height.
- b. Highlight main entrances with projected canopies and cantilevers.
- c. Locate intensive uses that result in heavier traffic and noise along arterial roads. Orient building frontage and siting to address major roads (including highways, regional roads, and arterials).
- d. Individually design each building on a site specific basis to have its own distinct identity. This will ensure variety among building façades within the streetscape.

(II) Expected Design Standards

- e. Consider the locations of buildings on abutting properties to ensure compatibility when siting the proposed building. Show existing or approved building footprints on abutting lots in site plans to promote compatibility to neighbouring buildings.
- f. Locate the office/sales component (active uses) of the building to face the street and make it clearly visible, with the plant/warehouse component located in the back, where possible.
- g. Provide ample *fenestration* facing the street, as much as possible, to allow for some transparency and activity in the building to be visible. Windows should be large, well proportioned and compatible in scale with the building mass.
- h. Provide a strong building presence on all major and minor streets. Site the building's primary *façade* parallel to the street and locate it close to the minimum *setback* to establish a defined street edge.



C282. A building's main entrance is articulated with a distinct building design and architectural features.

C283. Ample clear windows facing the street allows transparency and activity in the building to be visible.



C284.

- i. Optimize the length of the building *façade* exposed to street view. Make building frontage proportional to lot frontage – increase the percentage of building frontage proportionally as lot widths increase. Likewise, increase the proportion of building frontage to lot frontage if the building is *setback* further on the lot.
- j. Locate the building to address the higher order street in dual-frontage conditions, and use buffering to screen loading and servicing on secondary streets, in accordance with **Section 10.2.5 Landscape Design**.
- k. Maintain a continuous landscaped connection between the building frontage and the street, uninterrupted by large parking areas. Alternatively, a landscaped walkway through the parking area may fulfill this requirement.
- l. Address both street frontages for corner lot buildings, locate the office/sales component at the corner, and provide enhanced quality in building design and landscaping treatment.

(III) Encouraged Practices

- m. Incorporate green building technologies and on-lot stormwater management techniques.
- n. Orient parcels, buildings, and associated landscape to optimize the use of natural light, natural ventilation, and passive solar gain to improve thermal performance.

Key Reference Documents

- Caledon Development Standards Manual



C285.



C286.

- C284. Active building uses face the street with loading facilities positioned at the side of the industrial building to mitigate the view from the *public realm*.
- C285. The architecture of a corner lot building addresses both street frontages.
- C286. An enhanced landscape treatment between an employment building entrance and the street.



10.2.3.3 Exterior Materials & Colours

Guidelines:

(I) Mandatory Design Requirements

- a. Utilize wall cladding materials appropriate to the architecture and function of the building, such as brick, precast panels, manufactured stone, architectural metal, architectural glass, and textured architectural block. Prohibit the use of plain concrete block as an exterior wall material.
- b. Ensure compatibility where exterior materials used on the plant/warehouse component differ from those used on the office/sales component.

(II) Expected Design Standards

- c. Select exterior materials that are low maintenance, durable and appropriate to the function of the building.
- d. Apply main wall cladding materials consistently on all elevations of the building that are visible from the street.

(III) Encouraged Practices

- e. Encourage the use of energy efficient and sustainably sourced building materials.
- f. Encourage colours for material choices along the front façades.

C287. Exterior building materials and wall cladding that is appropriate to the architecture.

C288. Conceptual diagram of a flat roof parapet designed to screen mechanical equipment.

10.2.3.4 Exterior Equipment

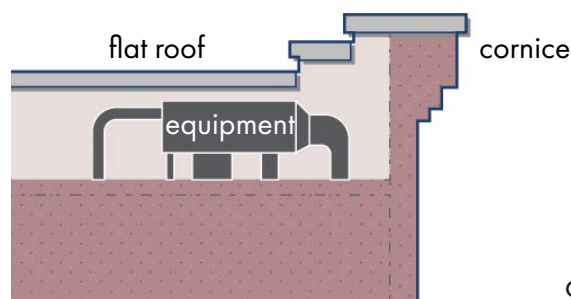
Guidelines:

(I) Mandatory Design Requirements

- a. Screen rooftop mechanical equipment from public view.
- b. Integrate the organization of rooftop mechanical units, flues, stacks, and vents into the design of the building.
- c. Integrate screening into the building design that is complementary to the principal structure, through the use of a parapet wall, roof well, or a raised roof feature.
- d. Show the approximate location and size of rooftop mechanical equipment, along with the proposed method of screening, on proposed elevations and plans as part of the design development process and when submitting for Site Plan Review.
- e. Integrate mechanical equipment located on the side of the building or on the ground architecturally into the building or otherwise screen it from public view.
- f. Accommodate utilities below grade, where possible.

(III) Encouraged Practices

- g. Group utility systems to promote synergies and waste exchanges between different infrastructure systems, minimizing utility lot dedications.
- h. Consolidate services corridors for adjacent properties to minimize trenching costs, equipment run time/fuel use, and avoid disruptions to the pedestrian realm.



C288.



10.2.4 Priority Lots

Priority locations are lots, which by virtue of their location, are subject to increased exposure in the *public realm*. These *priority lots* will play a key role in establishing the character of an employment district area and its impact on the *public realm*. A positive image and effective operations will encourage new businesses to locate in the employment district. It is also important to cater elements of the *public realm* to support activities of employees who work in the business/industrial park.

10.2.4.1 Corner Buildings

High Profile Corner Buildings are located on corner lots at the main entrances to an industrial area from the external road network. These buildings will serve as gateway features and shall exhibit the highest level of architectural quality within the employment district.

Corner Buildings are located at the intersections of internal streets. These buildings shall be designed to take into consideration their prominence and importance in defining the streetscape by appropriately addressing both street frontages.

C289. Employment corner building with a high quality design and architectural detailing on both sides.

Guidelines:

(I) Mandatory Design Requirements

- a. Locate main parking areas at the side and/or rear of the building.
- b. Orient main building entries to the primary street frontage or corner.
- c. Avoid blank wall faces. Where a large portion of a plain industrial type building *façade* exposed to a street is unavoidable, incorporate robust landscape features and/or architectural elements to provide interest.
- d. Consider using banding in a colour harmonious to the main wall material, dividing the wall into a series of 'structural bays', by means of masonry piers or pilasters; or through reveals or recesses in the wall surface.

(II) Expected Design Standards

- e. Increase building massing/height at the corner in recognition of the greater prominence.



C290.

10.2.4.2 Major Road & Edge Buildings

Employment area edges and *major roads* are typically identified as priority locations as they exhibit the greatest amount of exposure due to their nature as highways, regional roads and arterial roads. These locations adopt a similar role to gateway locations, in that they provide visitors with a first impression of the employment lands. They are also often passed en-route to other destinations across the Town, and should therefore reflect the Town’s high design standard, and be sensitive to their context. Adhering to a higher standard of design in these locations will help to attract high profile prestige industrial uses to these areas, such as company headquarters, research and development facilities, and commercial recreational uses, among others.

C290. A high standard of design with architectural interest along street facing *façades* enhances an employment building's streetscape presence and attracts high profile prestige industrial uses.

Guidelines:

(I) Mandatory Design Requirements

- a. Locate main parking areas at the side and/or rear of the building.
- b. Design buildings with high quality and durable materials, and prominent architectural elements to enhance its presence.

(II) Expected Design Standards

- c. Incorporate superior design qualities such as increased building massing/height and architectural interest for *façades* facing the street.
- d. Utilize enhanced landscaping to improve the streetscape condition along these major roads and edges.
- e. In dual-frontage conditions, position the building to address the higher order street, and employ buffering to screen loading and servicing on secondary streets, in accordance with **Section 10.2.5 Landscape Design**.

10.2.4.3 T-Intersection Buildings

T-Intersection Buildings occur at the top of a T-intersection. Buildings in these locations are highly visible since they terminate the view.

Guidelines:

(I) Mandatory Design Requirements

- a. The building massing and architectural treatment should dominate the *terminating view*. Locate driveways away from the central axis of the intersecting street.
- b. Prohibit parking between the building and the street at *terminating vistas*.
- c. Design building *façades* in these locations with enhanced architectural features and materials.

(III) Encouraged Practices

- d. Punctuate street-end views with enhanced landscaping, amenity and interest, including public art, water features, and special planting.

C291. A water feature and landscaping punctuates a street-end view in an *employment area*.

10.2.4.4 Buildings Adjacent to Natural Areas

Where properties are adjacent to publicly accessible or visually prominent open space, such as SWM ponds or natural heritage features, proposed buildings will receive special design consideration.

Guidelines:

(I) Mandatory Design Requirements

- a. Integrate landscaping on the building site with the landscaping of the open space/pond area.
- b. Where parking, loading, servicing, and garbage areas are permitted adjacent to open spaces, ensure they are screened through a combination of elements on both the public lands (SWM pond) and private lands.
- c. Where views and connections to adjacent natural features are beneficial, consider integrating outdoor amenity areas within the employment lands to facilitate these links.

(II) Expected Design Standards

- d. Incorporate wall articulation, *fenestration*, decorative banding and/or other similar design features on building elevations exposed to open space/pond areas to avoid large blank *façades*.

(III) Encouraged Practices

- e. Where buildings are adjacent to public open spaces / pond areas, consider increasing *setbacks* so that a more robust planting can be integrated into the lot to provide additional buffer.



10.2.5 Landscape Design

10.2.5.1 Typical Internal Streetscapes

Guidelines:

(I) Mandatory Design Requirements

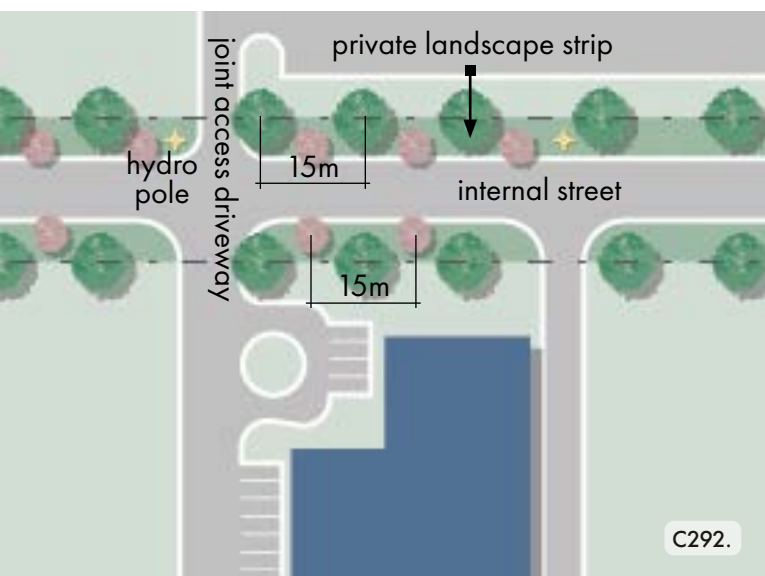
- Incorporate *universal design* and *accessibility* standards into all pedestrian connections.
- Maximize tree planting opportunities throughout the site, including along internal vehicular and pedestrian driveways, to create a more attractive environment and decrease the heat island effect.

(II) Expected Design Standards

- Provide a pedestrian sidewalk on at least one side of internal driveways.
- Consider the perspectives of pedestrians and motorists when designing a visually appealing streetscape treatment, including a robust street tree effect that utilizes colour, texture and crown characteristics to distinguish the streetscape.

(III) Encouraged Practices

- Where appropriate, integrate buffer and/or robust landscape planting features along streetscapes to create attractive environments that promote infiltration and reduce *urban heat island effect*.



10.2.5.2 Major Road Streetscapes

Guidelines:

(I) Mandatory Design Requirements

- Incorporate *universal design* and *accessibility* standards into all pedestrian sidewalks within the employment district.
- Maintain a manicured look for the roadsides of major roads. Accommodate and complement the lots fronting onto these major roads with their edge treatments.
- Treat the ends of culverts with decorative head walls to present an upgraded frontage where driveways straddle drainage ditches running parallel with a major road.

Major Roads include:

- Provincial Highways
- Regional Roads
- Town Arterials

C292. Conceptual diagram of a robust tree planting plan along an *employment area's* internal road.

C293. A decorative headwall on the end of a culvert.



Key Reference Documents

- Caledon Landscape Guidelines
- Caledon Development Standards Manual



C294.

10.2.5.3 Site & Building Entrances

Guidelines:

(I) Mandatory Design Requirements

- a. Enhance all site entrances with accent areas that include decorative features and planting. The style, theme and materiality of the landscape treatment shall be complementary to the architectural design and function.

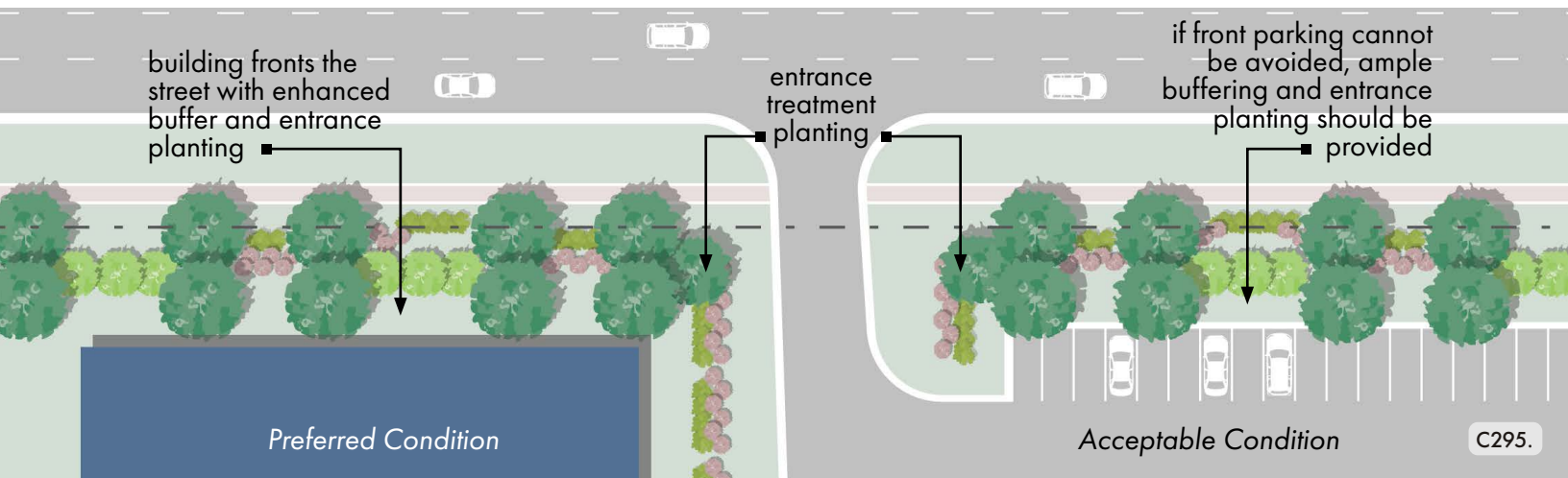
(II) Expected Design Standards

- b. Enhance entrance driveways and walkways with tree and shrub planting.
- c. Integrate signage with landscape, including planting and other features that help embed the sign into the overall landscape composition.

C294. A soft landscape treatment with a manicured aesthetic along the roadside edge condition of an industrial building.

C295. Conceptual plan illustrating preferred and acceptable site entrance conditions, enhanced with tree and shrub planting.

- d. Design landscape elements to maintain appropriate visibility into the site and of *façade* signage.
- e. Incorporate landscape features to enhance and reinforce the main entrance as the primary architectural element and link.
- f. Complement any special architectural features with plantings.
- g. Group trees and shrubs to frame the building. Use a limited palette of species to help soften the visual impact of building foundations and establish character.



10.2.5.4 Site Frontages & Buffer Areas

Guidelines:

(I) Mandatory Design Requirements

- a. Screen front yard parking areas and views into storage areas from the front of each site with plant material and other landscape elements.
- b. Provide a diversity of hard and soft landscape elements to create character and an attractive outdoor environment.

(II) Expected Design Standards

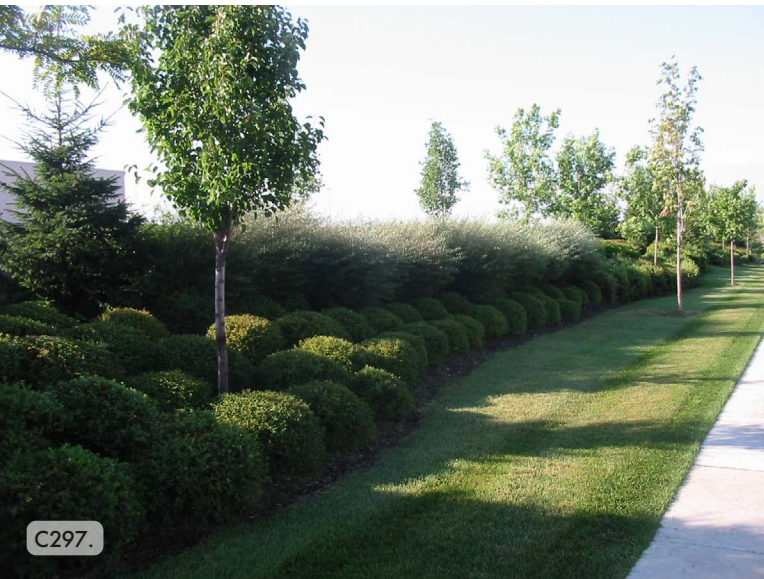
- c. Where parking cannot be avoided between the building and the street, provide a 12-metre wide landscape zone for all industrial frontages along major roads that include truck parking and loading; otherwise, provide a 9.0-metre wide landscape zone.
- d. Provide a landscape strip (1.5-metres wide minimum) along all interior side lot lines to form a combined landscape strip a minimum of 3.0-metres wide with the abutting property. Tree planting from the street line to the rear lot line or outdoor storage area should be provided within the strip, unless restricted by drainage swales, fencing, parking areas, or other constraints.

(III) Encouraged Practices

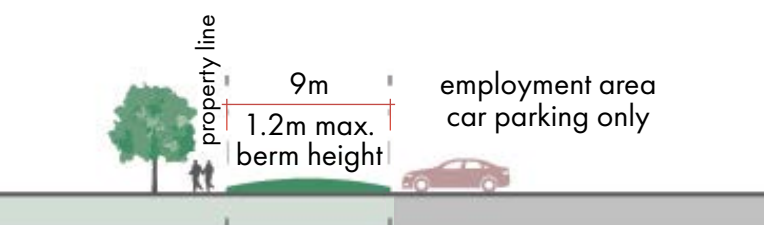
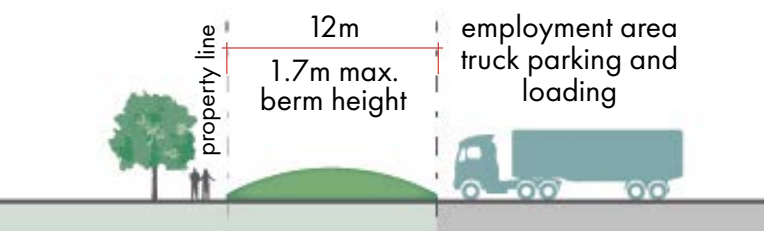
- e. Encourage the integration of natural-looking elevated landforms (berms) along property frontages, where appropriate, to help provide an effective screen of undesirable elements (e.g. parking, outdoor storage).



C296.



C297.



C298.

C296. A diversity of hard and soft landscape elements create an attractive outdoor environment.

C297. An integrated landscape berm and a variety of planting along a property frontage provides an effective buffer.

C298. Diagram cross sections demonstrating an appropriate berm scale depending on employment type and adjacent use.



10.2.5.5 Outdoor Storage, Perimeter Screening & Fencing

Guidelines:

(I) Mandatory Design Requirements

- a. Site outdoor storage uses behind buildings or solid fencing and away from prominent views from adjoining roads or properties as much as possible. In addition to building placement, screen outdoor storage areas with landscape planting and/or fencing, as needed.
- b. Ensure screening between outdoor storage areas of industrial lots and roadways, commercial lands, SWM ponds, and other incompatible land uses has the effect of screening the full height of the open storage area as set out in the **Zoning By-law**.

C299. Fencing combined with landscape planting used to screen unsightly areas from the street.

C300. A combination of fencing, planting, and a solid wall softens the visual impact of screening to the public.

(II) Expected Design Standards

- c. Place trees and shrubs in combination with architectural screening features to soften the visual impact of such screening to the public.
- d. Use solid opaque screening, in combination with mixed plantings, to help conceal unsightly elements (including garbage areas) from the street and neighbouring commercial properties. Prohibit chain link fencing with fabric or any type of insert. Require gates to be opaque if visible from the *public realm*.
- e. Allow the placement of fencing for the upkeep and maintenance of bioswales and privately landscaped areas.
- f. Provide landscape planting and/or fencing to screen truck parking areas or other outdoor uses not conducive to views from adjacent roadways or more sensitive land uses (e.g. prestige employment, publicly accessible areas such as stormwater ponds).

(III) Encouraged Practices

- g. Encourage adjacent open storage lots with equivalent zoning to consider adequate screening that combines fencing with landscape planting, although they may have a 1.8-metres high chain-link fence between them along their shared side property line.



10.2.5.6 General Site Enhancements

Guidelines:

(II) Expected Design Standards

- a. Provide landscaping and planting in a manner that assists in the definition of pedestrian and vehicular circulation routes and to enhance the sense of human-scale in outdoor pedestrian areas.
- b. Provide landscaping and planting to screen unattractive views, buffer adjacent land uses and assist in making a satisfactory transition between different land use areas.
- c. Organize views and screen parking, loading and servicing from the street in your general site planning.
- d. Provide additional landscape emphasis to create special interest along the street or focal points within the site.

(III) Encouraged Practices

- e. Use natural looking elevated landforms to screen parking areas to ensure required sight lines are provided, and is appropriate to the street interface.

- C301. Landscaping and planting defines the pedestrian circulation route and enhances the sense of human-scale.
- C302. An outdoor amenity area with seating for employees to take breaks during the workday.

10.2.5.7 Outdoor Amenity Areas

Guidelines:

(I) Mandatory Design Requirements

- a. Conveniently locate outdoor amenity areas for use at each site as they are essential for providing employees with enjoyable places to take breaks during the workday.
- b. Ensure amenity areas are sheltered from wind and defined by building facades, fencing, or landscaping.
- c. Provide picnic tables, benches, and waste receptacles in outdoor amenity areas.



10.2.5.8 Walkways

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure all walkways and paths are clearly defined and meet all applicable *accessibility* requirements (minimum 1.5-metre width).
- b. Where internal walkways or sidewalks abut vehicular zones, particularly for primary connecting routes, consider the intensity of use and safety in determining the width, with the expectation that the width will be increased from the minimum (from 1.5-metre to 2.0-metre plus).

(II) Expected Design Standards

- c. Construct walkways from hardsurface materials and link various desire routes throughout the site, including:
 - i. Routes from parking areas to building entrances.
 - ii. Routes from a site to one or more municipal sidewalks (where applicable).
 - iii. Routes between buildings.
 - iv. Routes from buildings to feature patios, outdoor seating areas and landscaped amenity areas for employees.
 - v. Routes from building entrances to planned or proposed transit stops.
- d. Use hard and softscape elements to define pedestrian routes; consider the use of *LIDs* or *permeable paving*, where appropriate.

10.2.5.9 Lawn Areas

Guidelines:

(I) Mandatory Design Requirements

- a. Sod the following areas:
 - i. All boulevards;
 - ii. All high-profile landscaping areas (excluding shrub beds) situated anywhere from a rear building line to a front property line including front and flank yards, on all lots;
 - iii. All swales (to prevent erosion); and
 - iv. A 1.0-metre strip of sod should be laid next to all landscaped areas (to prevent erosion and to provide a good patch of grass next to the hard surface).

(II) Expected Design Standards

- b. Landscaped areas that are to become lawn, or require stabilization, and do not fall into one of the categories noted above are encouraged to be sodded, but shall at a minimum be hydroseeded.

- C303. A walkway constructed with a hardsurface material links a desire route between buildings on a site.
- C304. A combination of sod and soft planting provides an attractive outdoor environment.



C305.

10.2.6 Considerations for Prestige Employment

Prestige Employment Areas, typically consisting of business and office parks, should be situated in areas of high visibility such as along major roads and highways, at key intersections, at gateway locations into the Town, adjacent to commercial or residential uses, and in areas that are currently or planned to be served by public transit.

The preceding guidelines for General Employment Areas apply to *Prestige Employment Areas*, with the following additional design requirements and encouraged practices applicable to the prominent location of this land use type. The following guidelines may also relate to Knowledge and Innovation Employment Areas.

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Prestige Employment Area
- Knowledge & Innovation Employment Area

Key Reference Documents

- Caledon Development Standards Manual

C305. High-quality landscaping and enhanced building design characteristic of a *Prestige Employment Area*.

Guidelines:

(I) Mandatory Design Requirements

- a. Locate buildings within *Prestige Employment Areas* to optimize their highly visible location and orient buildings to front onto the street, with primary building entrances from the primary access street.
- b. Place loading bays and storage areas away from primary access streets.
- c. Minimize the visual impact of parking and loading bays to the greatest extent possible to ensure a high quality, prestige employment presence in these areas.
- d. Provide high quality landscaping, coordinated with an enhanced building design, particularly along prominent street frontages.
- e. Ensure all functions are internalized in prestige employment districts and avoid outdoor storage uses.

(III) Encouraged Practices

- f. Encourage prestige employment uses to occupy prominent locations along major roads and highways, with high visibility.
- g. Encourage *Prestige Employment Areas*, including business and office parks, to locate in high visibility areas to promote an appealing character for the district through design emphasis.

C306. Enhanced site design and primary building entrances in a highly visible location.

C307. Functions in a *Prestige Employment Area* are internalized to ensure a high quality *public realm*.

C308. Parking and loading bays are located away from primary access streets.





Key Reference Documents

- Caledon Development Standards Manual

C309.

10.2.7 Considerations for Knowledge & Innovation Employment

Knowledge and Innovation Employment Areas are typically higher density districts that are designed to attract employees through excellence in site and building design. These districts may comprise a campus-like environment with multiple buildings and amenities to blocks with single building functions. In either variation, there shall be an emphasis on design excellence to attract employees and related industries and reinforce the Town’s objective as an ideal location for business. The preceding *employment area* guidelines apply, however, the guidelines provided in the following **Section 10.3 Institutional Uses** should also be referenced.

- C309. An institutional building that serves as landmark in the community and provides opportunities for social interaction.
- C310. Lawn areas provide a passive use space.

APPLICABLE LAND USE TYPOLOGIES:



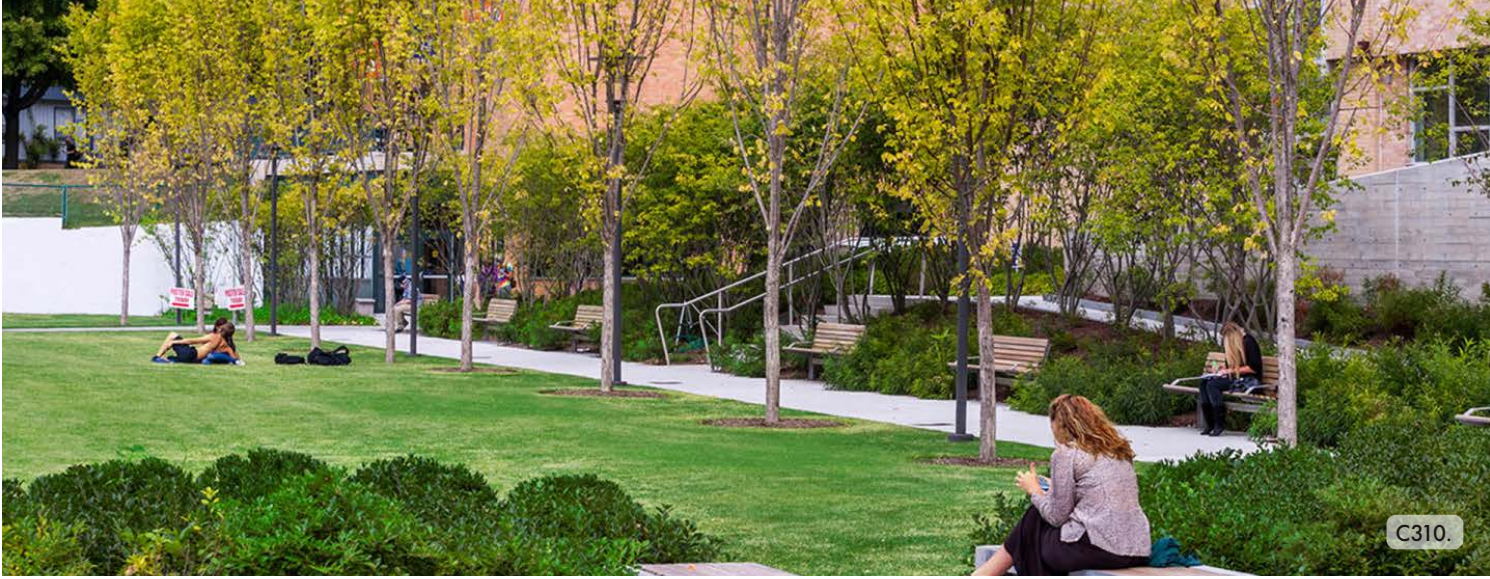
URBAN SYSTEM

- Knowledge & Innovation Employment Area

As outlined in **Section 2.2.1.3 New Employment Area**, the following built form types are permitted in the Knowledge and Innovation Employment Areas:

- Prestige office buildings
- Hotels
- Trade and convention centres
- Research/development facilities
- Institutional uses (e.g. schools, research stations)
- Limited retail, service, and restaurant space within office buildings of ground floor retail spaces
- Financial institutions/daycares within office buildings

- C311. Ecological functions integrated into the landscape.
- C312. Walkways designed to accommodate larger volumes of people.
- C313. A site designed to encourage social interaction.
- C314. Accessible pedestrian routes that follow desire lines.



C310.



C311.



C312.



C313.



C314.

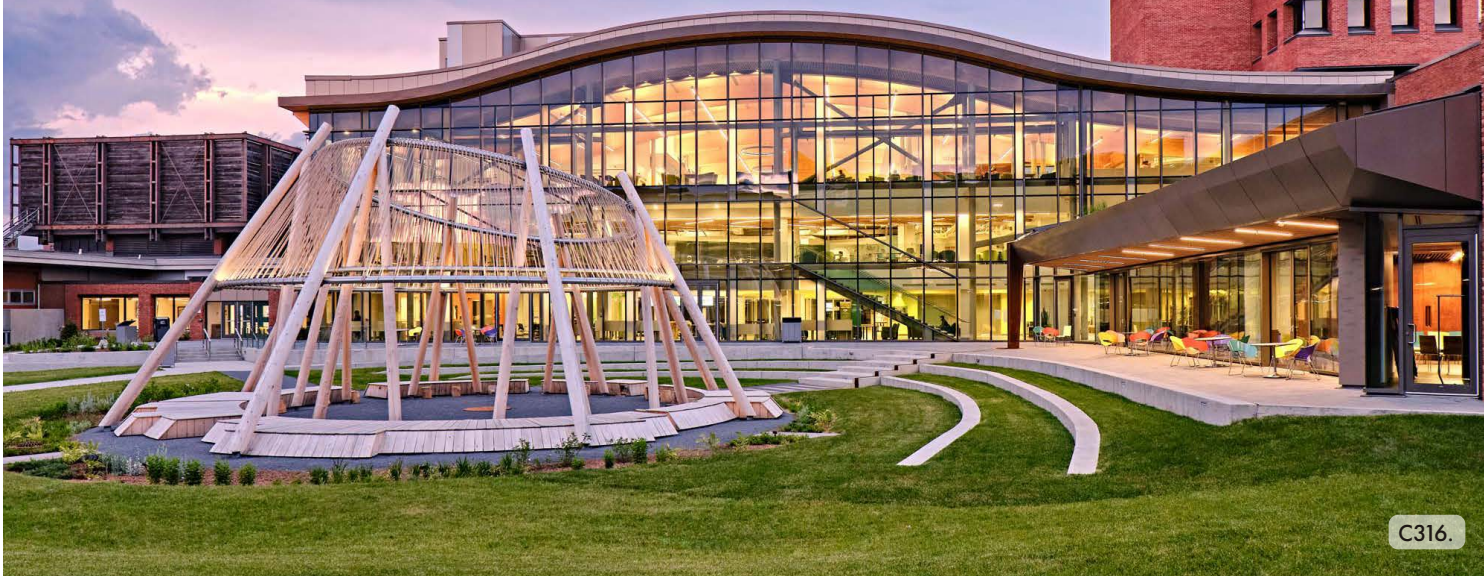


Institutional Uses

- Schools
- Places of worship
- Hospitals
- Medical offices
- Government buildings
- Libraries
- Seniors residences
- Day care centres
- Community centres
- Fire stations

C315. An institutional building's site design utilizes hard and soft landscape elements to create a comfortable and attractive pedestrian environment.

C315.



C316. Indigenous Commons is an outdoor Indigenous Gathering place at Algonquin College.



10.3 INSTITUTIONAL USES

Institutional uses are community serving facilities that provide a broad array of functions in a variety of formats and scales. Given the objective of serving residents, these uses should be situated in conveniently accessible locations, prioritizing areas with existing or planned transit service, active transportation routes and in combination with other community facilities to create hubs of services.

The following objectives are intended to guide the design of institutional facilities in Caledon:

- Support the developmental needs of children by providing opportunities for physical activity, mental stimulation, and social interaction;
- Provide safe and accessible facilities, integrating them into the local community and ecology;
- Encourage outdoor learning opportunities, incorporating trees and plantings into play structures for all ages and abilities, where possible;
- In designing institutions and shared spaces, incorporate flexibility, playfulness, scale, and diversity of space;
- Act as a landmark in the community and provide opportunities for social interaction; and
- Encourage the reuse of heritage buildings for institutional use.

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities

APPLICABLE LAND USE TYPOLOGIES:



URBAN SYSTEM

- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Neighbourhood Area
- Major Commercial / Mixed-Use Area
- Major Institutional Area



RURAL SYSTEM

- Villages and Hamlets

10.3.1 Building Placement, Massing & Orientation

Institutional uses typically provide educational, recreational, and cultural amenities to communities and include schools, libraries, places of worship, government buildings, and community centres, among others. The distribution of these uses is often central to the community, and as such, their overall design should reflect their landmark character and prominent function.

Guidelines:

(I) Mandatory Design Requirements

- a. Design buildings to reinforce their landmark status within the community by orienting them towards the street edge and architecturally addressing street intersections.
- b. Locate institutional uses that will conveniently connect users to transit and/or *active transportation* routes. Institutional uses should be located adjacent to *transit-supportive* land uses.
- c. Ensure prominent massing and high quality architectural design and materials to enhance their presence.
- d. Highlight main entrances with enhanced architectural elements such as canopies and projections.
- e. Locate parking to the side or rear of the site.



C317. An institutional building's main entrance highlighted with architectural elements and an integrated canopy.

C318. Institutional buildings oriented toward the street edge.



(II) Expected Design Standards

- f. Given the visual impact and an enhanced design emphasis, maximize view corridors to institutional buildings from the surrounding neighbourhood.
- g. Ensure building scale and size is compatible with and sensitive to the scale and size of adjacent buildings. Institutional buildings should appropriately transition with adjacent lower storey land uses (e.g. residential).
- h. Buildings should have a strong relationship with the primary street frontage through minimized setbacks and strong architectural design and massing that is appropriate to the scale of the street. Where a larger setback is proposed or beneficial, incorporate high quality landscape design that is balances the function of the building use and the street.
- i. Site buildings, especially schools, in a manner that is coordinated with their outdoor spaces, including areas for gathering, adjacent parks, gardens, and playgrounds.

(III) Encouraged Practices

- j. Consider locating buildings in priority locations (such as at terminal views or corners) to strengthen their street presence. Refer to **Sections 9.3.7 Priority Lots and 10.2.4 Priority Lots**.
- k. Where relevant, locate compatible facilities in publicly-accessible open spaces.

C319. A high-quality landscape and architectural design along a primary street frontage.

C320. A firehall integrated with *affordable housing*.



10.3.2 Site Circulation & Parking

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure accessible and *barrier-free* access for all users (pedestrian, bicycles and motorists).
- b. Provide safe direct paths of travel that do not conflict with vehicular movement on site, from municipal sidewalks to main building entrances.
- c. Design pedestrian connections to accommodate high volumes of unencumbered movement at peak times.
- d. Provide pedestrian walkways, entrances, parking areas that are adequately illuminated to ensure safe and secure access.
- e. Clearly identify major public access points and routes using both ground oriented and upright hard and soft elements.
- f. If required, integrate queuing areas so as to not impede the normal flow of traffic.

C321. An integrated outdoor meeting and gathering space to accommodate the needs of employees and visitors.

C322. A dedicated lane for a school buses in front of an institutional building.

- g. Provide convenient drop off and pick up zones, and ensure that they do not impede Fire Access Routes, or other safe access requirements.
- h. Dedicated lanes for school buses are required.
- i. Balance parking requirements with an emphasis on promoting and planning for *active transportation* and transit connections, as well as car-share and carpooling strategies.

(II) Expected Design Standards

- j. Provide safe, attractive, and accessible pedestrian pathways to ensure comfortable walking environments. Facilitate access to present and planned transit stops.
- k. Where feasible, provide on-street parking lanes along street edges fronting the institutional building (excluding elementary and secondary schools) to facilitate convenient passenger pick-up and drop-off, separated from other traffic on site.
- l. Where the site allows, integrate outdoor meeting and gathering spaces such as plazas and seating areas to accommodate the needs of employees and visitors and reinforce the function as a community gathering space.
- m. Provide adequate bicycle parking, EV parking spaces, and storage located near building entrances. Provide bicycle path connections to existing bicycle networks.



(III) Encouraged Practices

- n. Ensure the design site elements, including site furniture, lighting and landscape elements are complementary to the architectural style.
- o. Screen parking areas from the *public realm* through strategic siting and configuration of building form, additional architectural elements (extending walls and screens) and landscape features (planting, berming and built elements).

- p. Implement photo-voltaic (PV) powered pedestrian and street lighting to enhance night and seasonal visibility while reducing light pollution and night sky lighting.

- C323. The Springdale Library site provides accessible and *barrier-free* access to the sidewalks with parking located at the rear, away from the primary street.
- C324. A library's outdoor space features landscape elements that are complementary to the architecture.
- C325. A police headquarters site designed with a safe drop off and pick up zone.

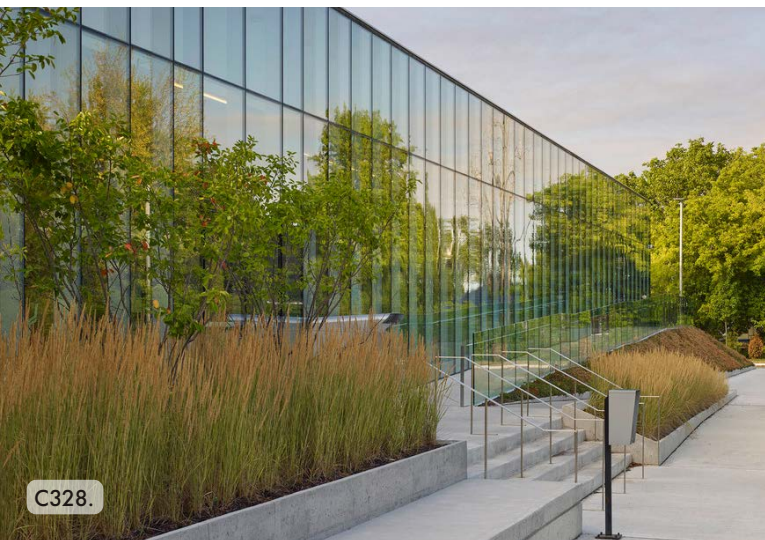




C326.



C327.



C328.

10.3.3 Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure prominent massing and high quality architectural design and materials to enhance building presence.
- b. Highlight main entrances with enhanced architectural elements, such as canopies, and projections.
- c. Ensure massing and height is compatible with the local context and reflects appropriate transitions with adjacent land uses.
- d. Ensure that major entrances comply with accessibility standards.
- e. Design building *façades* to ensure casual surveillance on adjacent amenity spaces.
- f. Accentuate and clearly define public entrances for intuitive *wayfinding*, ensure that these entrances address the street or primary access route. Porticoes, awnings and other entryway features that are integral to the building design are encouraged to provide pedestrian comfort and architectural definition.

(II) Expected Design Standards

- g. Respond to and complement significant or desirable characteristics of adjacent buildings in the surrounding neighbourhoods.
- h. Orient main entrances as focal features that are directly visible from the primary street access.
- i. Allow for ease of movement through all major entrances and include an overflow and waiting space for pedestrians at all major entrances.
- j. Provide weather protection for all public entries.

C326. Rendering example of a high-quality architectural design that enhances the building presence.

C327. A Community Centre and Library designed with a building *façade* that ensures casual surveillance of adjacent amenity space.

C328. The reflective glass *façade* of Waterdown Library mirrors the surrounding landscape.



10.3.4 Landscape Design

Guidelines:

(I) Mandatory Design Requirements

- a. Use vertical and horizontal landscape elements and ground-related signage to clearly define access points
- b. Provide ground-related signage as the preferred type of wayfinding for institutional sites
- c. Integrate ground related signage into the site plan and landscaping, and contribute to the overall wayfinding strategy of the site
- d. Ensure that signage is complementary and contributes to the design vision for the building, site and surrounding neighbourhood.

(II) Expected Design Standards

- e. Combine ground signage with the overall landscape design theme, using hard and soft materials to highlight the sign as an attractive for the site.

(III) Encouraged Practices

- f. Incorporate *LID* measures, such as bioswales and rain harvesting cisterns, where appropriate.



- C329. A combination of hard and soft landscape elements create an attractive *public realm* at a building entrance.
- C330. Adaptable native species incorporated into the landscape strategy of an institutional building.
- C331. Police building with landscape designed to manage stormwater infiltration.



C334.



C332.



C333.

- C332. Large trees, safe walkways, and a drop off area incorporated into a school site.
- C333. A building façade designed to ensure casual surveillance.
- C334. Natural materials incorporated into a playground.

Key Reference Documents

- Peel District School Board
- Dufferin-Peel Catholic District School Board

10.3.4.1 Landscape Guidelines for School Sites

(I) Mandatory Design Standards

- a. When designing outdoor play areas, ensure that the microclimate of these areas will promote outdoor play throughout various seasons in the year, providing shelter from extreme sun, wind or precipitation. Where relevant, refer to **Sun and Shadow Study Terms of Reference**.
- b. Surface parking between the building and street edge is discouraged, although with schools, bus drop-off areas with limited parking between the building frontage and the street may be considered.
- c. Design building *façades* to ensure casual surveillance on playgrounds and gardens, while accounting for the potential for children to use walls for play on school sites (e.g. to play wall ball, basketball, and other games that may impact *fenestration*).

(II) Expected Design Standards

- d. Incorporate natural materials in playgrounds, where possible.
- e. Plant abundant large crown trees in clusters to maximize shading and reduce heat island effect, particularly in areas where people may gather, such as near playgrounds or spectator areas by sports fields.



- f. Where possible, provide diverse native tree plantings and incorporate them into the school site. Trees have numerous positive impacts on health and behaviour, and they play a vital role in providing shade, curbing climate change, and improving energy conservation.
- g. Incorporate educational outdoor gardens such as rain gardens, pollinator gardens, food gardens and *green roofs*.
- h. Conduct a physical and environmental analysis of the school site to determine potential locations for tree or shrub planting that would protect from extreme sun, wind or shade.
- i. Examine play and use patterns on existing and proposed school sites to identify suitable locations for planting trees and shrubs and creating shade where it will be most effective. Play areas include gathering spaces, active play areas, asphalt play areas (e.g. basketball courts), passive or quiet spaces, and areas that should be out of reach for children.
- j. Use a variety of elements and materials to form spaces, including trees, shrubs and ornamental planting, paving patterns, walls, windows and doors.

(III) Encouraged Practices

- k. Incorporate nature play elements, shade structures and garden plots for a more unique landscape design.

10.3.5 Loading & Servicing

Guidelines:

(I) Mandatory Design Requirements

- a. Provide adequate room for snow storage.
- b. Screen all rooftop mechanical units from public view through strategic design of roofscapes (including parapet walls, set backs from the building edge, or architectural screening).
- c. Locate outdoor storage and waste areas to the rear of buildings.
- d. Locate waste services a sufficient distance from residential lots to avoid adverse impacts on neighbourhood residents.

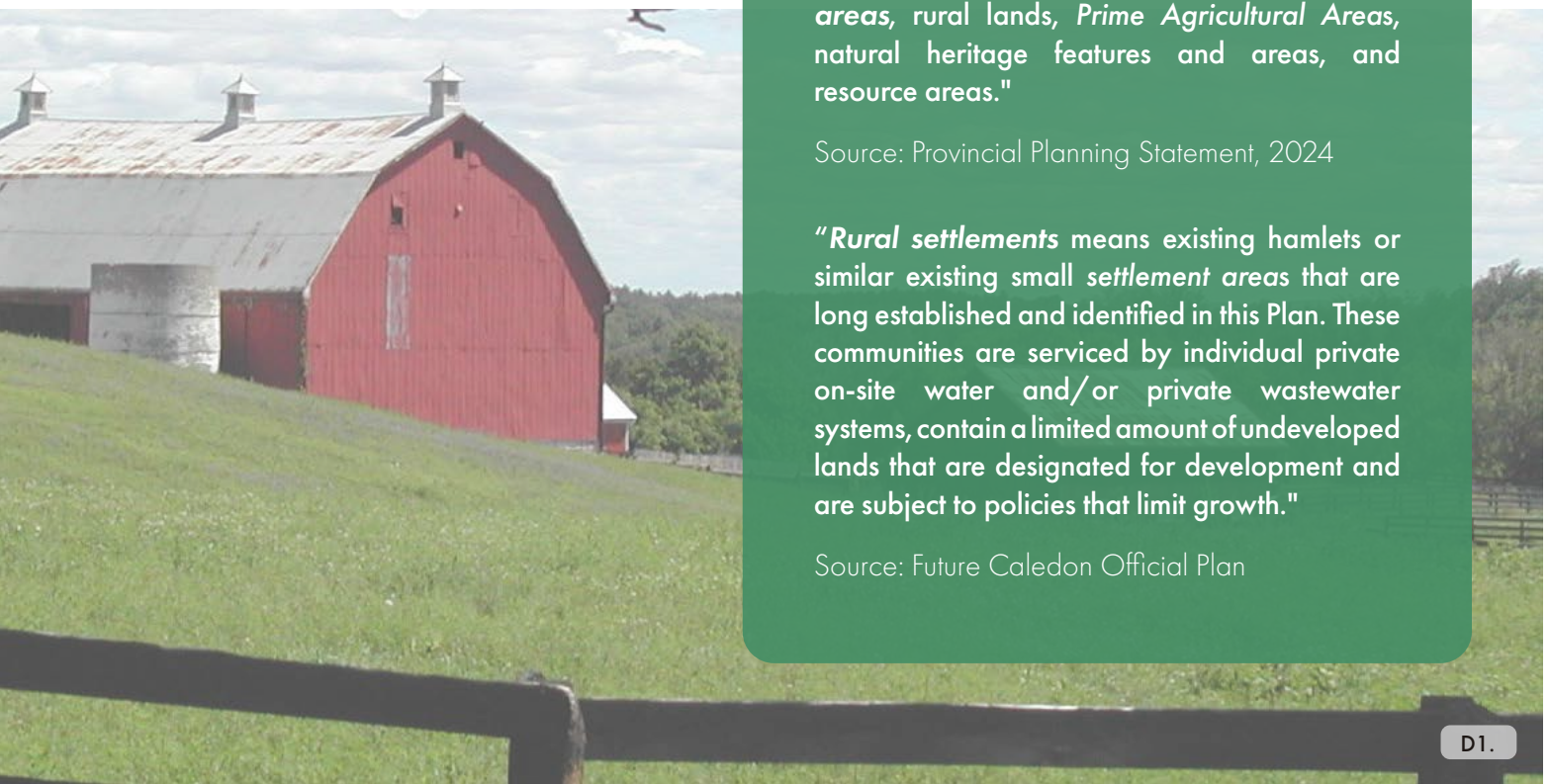
(II) Expected Design Standards

- e. Integrate all waste, storage, and loading service areas into the building envelope, where possible, and adequately buffer and screen them from adjacent residential areas, parks, and open space.
- f. Integrate utility structures into the design of institutional buildings, where feasible, and alternatively, screen them from the surrounding areas through building design, screen walls or landscaping, in consultation with utility providers to ensure operational access is maintained.

C335. Natural materials and stormwater infiltration measures integrated into a playground design.

C336. A university residence with loading at the rear, screened and integrated into the building design.

PART D



*“Rural areas means a system of lands within a municipality that may include **rural settlement areas**, rural lands, **Prime Agricultural Areas**, natural heritage features and areas, and resource areas.”*

Source: Provincial Planning Statement, 2024

*“**Rural settlements** means existing hamlets or similar existing small **settlement areas** that are long established and identified in this Plan. These communities are serviced by individual private on-site water and/or private wastewater systems, contain a limited amount of undeveloped lands that are designated for development and are subject to policies that limit growth.”*

Source: Future Caledon Official Plan

D1.

RURAL SYSTEM GUIDELINES

SECTION 11: RURAL AREAS

Caledon's *Rural Lands* play an integral role in establishing the Town's identity. The Town's various communities are interconnected by open countryside, scenic vistas, agricultural activities, and *cultural heritage landscapes* and structures that define the **Rural System**. These areas, encompassing *Prime Agricultural Areas*, *Rural Lands*, *Villages*, *Hamlets*, *Rural Employment Centres*, and other rural residential and recreational areas beyond the existing urban and *New Community Areas*, are vital to preserving Caledon's unique character.

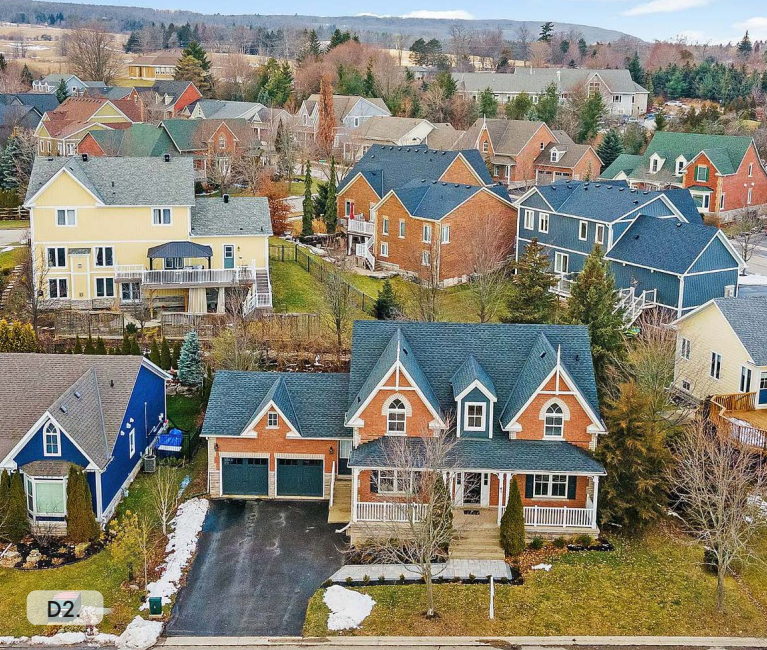
The Future Caledon Official Plan establishes the following guiding principles for the *Rural System*:

"Protect Prime Agricultural Areas and rural areas and support the future viability of farming operations."

"Recognize the Town's rural roots, and protect and nurture the character, economy, and quality of its rural communities."

Source: Future Caledon Official Plan, Section 2.3 Guiding Principles

D1. An agricultural property in Caledon's *Rural System*.



11.1 RURAL RESIDENTIAL DEVELOPMENT

11.1.1 Villages & Hamlets

Development in Caledon’s villages and hamlets should preserve their unique character and rural way of life while accommodating limited, compatible growth.

Caledon’s villages and hamlets, including Alton, Belfountain, Caledon Village, Cheltenham, Inglewood, Mono Mills, Palgrave, and the hamlets of Albion, Campbell’s Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, Victoria, and Wildfield, are cherished for their distinct identities, strong sense of community, and connection to the surrounding rural landscape. These settlements offer a unique mix of residential, commercial, and community uses that contribute to their economic and social vitality. To ensure their long-term prosperity, future development will prioritize *infill* and sensitive integration with existing character and infrastructure capacities.

APPLICABLE LAND USE TYPOLOGIES:

-  RURAL SYSTEM
- Villages and Hamlets

APPLICABLE GUIDING PRINCIPLES:

-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

Key Reference Documents

- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Caledon Development Standards Manual
- Relevant HCD Plans

Guidelines:

(I) Mandatory Design Requirements

- a. Maintain compatibility with the existing built form scale, massing, *setbacks*, and landscaped open spaces of the village or hamlet.
- b. Ensure development is appropriate for existing or planned infrastructure to avoid the need for uneconomical expansion of services.
- c. Construct *infill* dwellings consistent with or complementary to the front yard *setbacks*, height, and depth of existing dwellings on the street. Refer to **Section 9.3.4 Neighbourhood Infill Dwellings, Alterations & Custom Homes** for detailed guidelines.
- d. Ensure *infill* development complements the existing character of the village or hamlet in massing, architectural style, and *setbacks*.
- e. Where new lots may be integrated, configure the size and shape of the lot to be consistent with or complementary to the existing lot fabric.

D2. A neighbourhood in Inglewood that complements the existing heritage character of the village.



D3.

(II) Expected Design Standards

- f. Accommodate rural growth primarily through *infill* development within existing settlement boundaries.
- g. Permit limited lot creation, provided new lots are compatible with the prevailing lot frontages and do not negatively impact drainage, views, or vegetation.
- h. Design *additional residential units (ARUs)* to be subordinate in size to the primary dwelling and have adequate well and septic capacity. Refer to **Section 9.3.6 Additional Residential Units** for detailed guidelines.
- i. Consider the impact of non-residential development on adjacent residential uses, including lot depth, orientation, dwelling location, height, windows, parking, access, yard uses, trees, and fencing. Refer to **Section 9.9.4 Mixed-Use Infill** for detailed guidelines.
- j. Preserve the existing tree canopy and landscape features on new lots, where possible.
- k. Contribute to the re-establishment of a mature tree canopy along streets with new development. Refer to **Section 9.3.4.5 Landscape Design** for detailed guidelines on landscape for *infill* development.

(III) Encouraged Practices

- l. Create a distinctive *public realm* along main streets, with consideration for special pavement treatments, *street furniture*, signage, and on-street parking to enhance character and pedestrian experience.
 - m. Along main streets, encourage ground floor uses that will engage the street and contribute to the character and vitality of the village or hamlet, subject to the local context (e.g. restaurant patios). Refer to **Section 8.1.2 Main Streets** for detailed guidelines.
- D3. An example of lot level *infill* development that respects the surrounding established massing, architectural style, and setbacks.
- D4. A development in Inglewood, created within the existing settlement boundaries.



D4.



D5.



D6.

APPLICABLE GUIDING PRINCIPLES:

-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities
-  Address Housing Affordability and Choice

APPLICABLE LAND USE TYPOLOGIES:

-  RURAL SYSTEM
- Estate Residential

11.1.2 Estate Residential

New estate residential development in Caledon should be sensitive to and consistent with the rural character, natural environment, and servicing capacities, while contributing to the diversity of housing types that characterize Caledon.

Estate housing is a distinct type of built form in Caledon, typically located within designated estate residential zones characterized by low density and larger lot sizes. The design of estate housing requires special considerations in order to ensure that new development is true to the aesthetic and character of the existing estate lots in these areas. In addition to the following guidelines, refer to **Section 9.2 General Guidance** for *low-rise* built form design direction.

- D5. The Palgrave Estate Residential Community incorporates significant landscape buffering to minimize the visual impact of residential development.
- D6. An estate dwelling in Palgrave that incorporates an unobtrusive garage and a variety of roofscapes.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Relevant Area Specific Guidelines (UDGs/ACGs)

Guidelines:

(I) Mandatory Design Requirements

- a. Maintain the rural character of the landscape and community as new development occurs. Lotting patterns should respond to the existing topography and natural features.
- b. Ensure *estate residential* development adjacent to woodlands, wetlands, watercourses, or other ecologically significant areas and *hazardous lands* incorporates environmental protection measures including, but not be limited to:
 - i. Maintaining appropriate *setbacks* and buffers between buildings, ancillary structures, and sensitive environmental features.
 - ii. Implementing sustainable stormwater management practices to minimize runoff and protect water quality.
 - iii. Maximizing the retention of existing trees and incorporating comprehensive tree planting strategies.
- c. Ensure visually appealing and diverse streetscapes by adhering to the following standards:
 - i. No single *façade* design can be used for more than 20% of the homes in a streetscape.
 - ii. The same elevation must be separated by at least one different elevation. Within a block, the same elevation cannot be repeated more often than every 5th house. A “block” is a group of homes between significant visual breaks. These breaks include intersections, 90-degree turns in the road, and parkettes.
- d. Ensure high quality of design, including architectural details and materials that complement the development.
- e. Provide unobtrusive garage treatments, considering massing, orientation and architectural detailing of the garage and limiting the extent of garage projection from the main front wall of the house. Garage doors shall be limited to a maximum of three and compatible with the massing of the main house.
- f. Ensure that adequate water, wastewater, and stormwater infrastructure is available to support the development.

(II) Expected Design Standards

- g. Provide adequate buffering to minimize the visual impact of *estate residential* neighbourhoods on the rural countryside. This may include the use of berms, fences, and landscaping.
- h. Ensure the design of fencing and landscape elements contribute to or are consistent with the established character.
- i. Maximize the visual appeal of the natural and rural setting, where possible, and sensitively integrate new development into their natural setting.
- j. Limit building heights to 2-storeys, with the possibility of a 3rd-storey within a pitched roof form.
- k. Use premium roofing materials such as cedar shingles or shakes, standing seam metal, copper, heavy shadow asphalt and synthetic slate, where feasible and consistent with the architectural style.
- l. Strongly encourage natural stone and clay brick, and permit manufactured stone products with discretion based on their realistic appearance, durability and compatibility with the architectural theme. Restrict simulated wood paneling and stucco boards, and vinyl sidings to minor detailing only (e.g. over dormers).
- m. Avoid the use of noise barriers, where possible.

(III) Encouraged Practices

- n. Encourage a variety of roofscapes within the context of the established architectural theme.
- o. Preserve the tree canopy and natural landscaping within the front yard to provide screening from the road and lessen the impact of the residential development on the natural landscape

Rural Commercial Area

"The *Rural Commercial Area* designation recognizes areas that provide commercial services which serve the shopping needs of rural communities. These areas will continue to provide commercial services and are not anticipated to change significantly or redevelop within the horizon of this Plan."

Source: Future Caledon Official Plan



APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities

APPLICABLE LAND USE TYPOLOGIES:

-  RURAL SYSTEM
 - Villages and Hamlets
 - Rural Commercial Area

Key Reference Documents

- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Caledon Development Standards Manual
- Applicable Sign By-law & Standards

11.2 NON-RESIDENTIAL RURAL DEVELOPMENT

11.2.1 Rural Commercial Areas

Rural Commercial Areas should evolve as vibrant and pedestrian-friendly hubs that serve the daily needs of Caledon's rural communities while respecting the established character and surrounding natural environment.

Rural Commercial Areas in Caledon play a vital role in providing convenient goods and services to residents while contributing to the unique identity of our rural communities. These guidelines aim to ensure future development within these areas enhances their existing character, prioritizes pedestrian safety and access, and promotes high-quality design that complements Caledon's rural landscape and built form.

In addition to the following guidelines, [Section 9.9.4 Mixed-Use Infill](#) may also apply.

- D7. A cafe in Belfountain that provides outdoor patio space, accommodating seasonal activities like festivals and farmers' markets.



11.2.1.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Locate buildings close to the street with entrances oriented towards the sidewalk.
- b. Accommodate outdoor space for patios, sitting areas, farmers' markets, tents, and kiosks for seasonal activities.
- c. Design safe, accessible, and convenient connections, such as ramps, sidewalks, crosswalks, trails, and bike lanes (where feasible) linking the site to surrounding areas and amenities.
- d. Include bike racks and other amenities to encourage active linkages and more sustainable living.

(II) Expected Design Standards

- e. Locate loading areas away from residential areas and ensure they are adequately screened to reduce noise and visual impact.
- f. Consolidate driveways, break up large parking areas with landscaping and pedestrian walkways throughout the site
- g. Locate parking primarily to the rear or interior side of the lot.

D8. The historic Belfountain General Store and Cafe incorporates a compatible and complementary building addition.

11.2.1.2 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Provide commercial building heights of 1 to 2-storeys to ensure compatibility with existing commercial and appropriate transitions with adjacent residential.
- a. Step building heights towards adjacent residential areas to minimize visual impact and shadowing.

(II) Expected Design Standards

- b. Design new buildings to be compatible with the scale and character of existing structures in the area, utilizing similar or complementary building materials, roof forms, and architectural details.
- c. Ensure proposed architectural styles and materials are compatible with the prevailing existing character, typically reminiscent of early Ontario or a rural aesthetic. Faux architectural treatments are discouraged.
- d. Utilize durable, high-quality materials that require minimal maintenance and contribute to a sense of permanence and visual appeal.
- e. Consider *adaptive re-use* of any heritage buildings on site. Refer to [Section 7.2.4 Built Heritage Resources & Heritage Conservation Districts](#).

11.2.1.3 Landscape Design

Guidelines:

(II) Expected Design Standards

- a. Where applicable, incorporate generous landscaping throughout the site, including street trees, planted buffers, and green spaces to soften the built environment, enhance the pedestrian experience, and complement the existing natural features and rural character of the area.
- b. Screen parking and loading areas from public view with naturalized landscape and berms.

(III) Encouraged Practices

- c. Consider incorporating *green infrastructure* such as permeable surfaces and landscaping to manage stormwater and enhance the rural setting.

D9. The Terra Cotta Country Store is surrounded by generous landscaping with ample space for community events. Signage reflects the surrounding rural character.

11.2.1.4 Lighting & Signage

Guidelines:

(I) Mandatory Design Requirements

- a. Utilize **Dark Sky** compliant lighting fixtures to minimize light pollution.
- b. Incorporate signs on new buildings as an integral element of the building design, ensuring compatibility with the design features, attributes, colour, and materials of the building.

(II) Expected Design Standards

- c. Locate signs at site entrances within the rural landscape, encouraging ground-related and horizontal forms.
- d. Reflect the surrounding rural character, open landscape, and heritage features in the design of all signs.
- e. Employ downlighting for all lit signs to ensure compatibility with the rural character.
- f. Prohibit electronic and flashing signs.



11.2.2 Rural Employment Centres

Caledon's Rural Employment Centres should promote economic growth, environmental sustainability, and harmonious integration with the surrounding rural landscape.

Caledon's *Rural Employment Centres* provide opportunities for industrial and commercial growth while maintaining the unique rural character of the area. These centres, to be strategically located near major transportation routes and growing markets, are intended to offer a diverse range of employment options.

The **Future Caledon Official Plan** currently identifies one *Rural Employment Centre* in the Sandhill area, however, the **TWDGs** include guidelines for future centres to ensure planned and balanced rural development across Caledon.

11.2.2.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- Minimize traffic impact by consolidating driveway access, potentially from an internal secondary access lane.
- Ensure convenient pedestrian walkways from all parking areas to the main building entrance, with specific attention to *accessible* parking spaces and paths that meet *accessibility* requirements.

(II) Expected Design Standards




- Provide appropriate *setbacks* from existing buildings adjacent to shared property lines.
- Provide parking in locations compatible with adjacent land uses to minimize negative impacts.

Rural Employment Centre

"Rural Employment Centres are small, mixed-use settlements that provide small-scale industrial and commercial development. These areas may be located in the southern part of the Town in close proximity to the rest of the Greater Toronto Area and growing markets and are located at the intersections of Provincial or Regional transportation routes."

Source: Future Caledon Official Plan

APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Create Healthy and Complete Communities

(III) Encouraged Practices

- Encourage *permeable paving* to reduce stormwater runoff.
- Provide safe and convenient pedestrian and cycling connections within the development and to surrounding areas, incorporating sidewalks, multi-use trails, and bicycle parking.

APPLICABLE LAND USE TYPOLOGIES:

RURAL SYSTEM

-  - Villages and Hamlets
- Rural Employment Centre



11.2.2.2 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- Minimize visual impact by clustering buildings with existing farm structures, strategically positioned to reduce visibility from roadways and neighbouring properties.
- Building and structure renovations and additions shall be consistent and complementary in massing form, and scale with the existing structures.
- Limit building heights to 2 to 3-storeys and vary rooflines.

(II) Expected Design Standards

- Design new buildings and structures so that they are complementary to the existing structures in terms of massing, roof forms, architectural materials and colours.
- Prioritize the *adaptive re-use* of existing buildings, including both historic structures and farm buildings, through sensitive design renovations and improvements that comply with relevant heritage policies. Where applicable, expand upon existing structures with additions that respect the original building's character and heritage value.
- Locate storefronts and destination-type buildings within view from the road.
- Design storefronts and destination-type buildings to fit into the existing landscape and complement the rural character.

(III) Encouraged Practices

- Use natural materials, earth tones, and green design features.
- Consider integrating compatible *mixed-use development* that can serve multiple functions in a single location.
- Consider incorporating green building technologies.



- D10. The Inglewood Antique Market adaptively reuses a barn to fit into the existing landscape.
- D11. A warehouse designed with earthtone colours and a timber entranceway that complements the rural character.
- D12. An agricultural employment office designed with natural materials.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Landscape Guidelines
- Caledon Development Standards Manual
- Applicable Sign By-law & Standards

11.2.2.3 Landscape Design

Guidelines:

(I) Mandatory Design Requirements

- a. Maintain and enhance existing cultural heritage and farm features such as silos, stone/brick walls and pillars, farm fences, hedges, tree-lined driveways, etc. in the existing and new landscape.
- b. Screen outdoor storage areas and utility infrastructure from public view.

(II) Expected Design Standards

- c. Screen parking and loading areas, and any outdoor storage from public view with native planting and berms.
- d. Incorporate landscaping to break up large parking areas into smaller groupings of cars.

(III) Encouraged Practices

- e. Enhance views to destination buildings with landscaping (e.g. a tree-lined driveway).
- f. Where appropriate, provide public spaces, such as parks or plazas, within the development to encourage social interaction and create a sense of place.
- g. Consider incorporating *LID* measures.

D13. A rural employment property that has maintained existing farm features, such as farm fences, hedges, and tree-lined driveways in the landscape.

11.2.2.4 Lighting & Signage

Guidelines:

(I) Mandatory Design Requirements

- a. Utilize **Dark Sky** compliant lighting fixtures to minimize light pollution.

(II) Expected Design Standards

- b. Incorporate signs on new buildings as an integral element of the building design, ensuring compatibility with the design features, attributes, colour, and materials of the building.
- c. Locate signs at site entrances within the rural landscape, encouraging ground-related and horizontal forms.
- d. Reflect the surrounding rural character, open landscape, and heritage features in the design of all signs.
- e. Employ downlighting for all lit signs to ensure compatibility with the rural character.
- f. Prohibit electronic and flashing signs.



D13.

On-Farm Diversified Uses

"means uses that are secondary to the principal agricultural use of the property and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, and uses that produce value-added agricultural products."

Source: Future Caledon Official Plan

Agri-Tourism Uses

"means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation."

Source: Provincial Planning Statement, 2024


11.2.3 On-Farm Diversified Uses

On-farm diversified uses should support the long-term viability of agriculture in Caledon while minimizing impacts on the rural environment and surrounding agricultural operations.

On-farm diversified uses are activities that complement primary agricultural practices and generate additional income streams for farm owners. These uses provide economic benefits to the agricultural community and offer unique rural experiences to residents and visitors. The intent is to ensure compatibility with Caledon's rural character and the preservation of agricultural lands.



APPLICABLE GUIDING PRINCIPLES:

-  Address the Changing Climate
-  Conserve our Cultural Heritage
-  Design Great Places
-  Create Healthy and Complete Communities



- D14. Cambium Farms has grouped new buildings together with existing farm buildings to maintain existing views associated with the typical openness of the rural character of farms, and driveway access has been consolidated.
- D15. Spirit Tree Estate Cidery can be viewed from the road and complements the surrounding rural character. Parking is broken up with landscape and fencing.

11.2.3.1 Site Organization & Design

Guidelines:

(I) Mandatory Design Requirements

- a. Ensure diversified uses are secondary and complementary to the primary agricultural activity on the property.
- b. Minimize the amount of land removed from agricultural production.
- c. Ensure compatibility with the scale and intensity of surrounding agricultural operations.

(II) Expected Design Standards

- a. Prioritize the re-purpose and renovation of existing farm buildings and structures, as required, to maintain the character of the property.
- b. Group new buildings and structures together with existing farm buildings and structures to maintain existing views associated with the openness that is typical of the rural character of farms in the area.
- c. Consolidate driveway access and provide parking in locations that are compatible with adjacent land uses.
- d. Ensure sufficient on-site parking to accommodate both the primary agricultural use and any diversified uses, while also considering compatibility with the surroundings.

(III) Encouraged Practices

- e. Locate new main destination-type buildings with a view from adjacent roads, while maintaining views to residential dwellings.

Key Reference Documents

- Future Caledon Official Plan
- Caledon Zoning By-law
- Caledon Landscape Guidelines
- Caledon Development Standards Manual
- Applicable Sign By-law & Standards

The following uses are considered to be *on-farm diversified uses*, subject to meeting the criteria set out in the Future Caledon Official Plan and conformity with Provincial Plans:

- *Agri-tourism uses*, such as bed and breakfast establishments, farm machinery and equipment exhibitions, farm tours, petting zoos, hay rides and sleigh rides, processing demonstrations, and small-scale farm theme playgrounds for children;
- Animal kennels;
- Farm event venues that are used for weddings and other celebrations and corporate events;
- Farm experience and education activities;
- Farm wineries, farm cideries, farm microbreweries, farm distilleries and ancillary uses such as processing, bottling, storing and retail sales, tours, and hospitality rooms, provided the majority of the product is produced on the lands;
- Home industries, including small-scale manufacturing, fabrication and/or processing;
- Home occupations;
- Retail uses (such as farm gate sales) where the majority of the commodities for sale are produced or manufactured on the farm;
- Uses that produce value-added products; and,
- Veterinary clinics.

Source: Future Caledon Official Plan

APPLICABLE LAND USE TYPOLOGIES:



RURAL SYSTEM

- Agricultural Area
- Rural Lands



D16.

D16. Cambium Farms incorporates existing historic buildings and landforms through sensitive design renovations and improvements that address accessibility.

11.2.3.2 Architectural Design & Built Form

Guidelines:

(I) Mandatory Design Requirements

- a. Design destination-type buildings to fit into the existing landscape so that they are compatible with the surrounding agricultural and rural character.
- b. Address *accessibility* requirements, for example, by the provision of *accessible* parking and pedestrian connections.
- c. Conserve *built heritage resources* and *cultural heritage landscapes*.

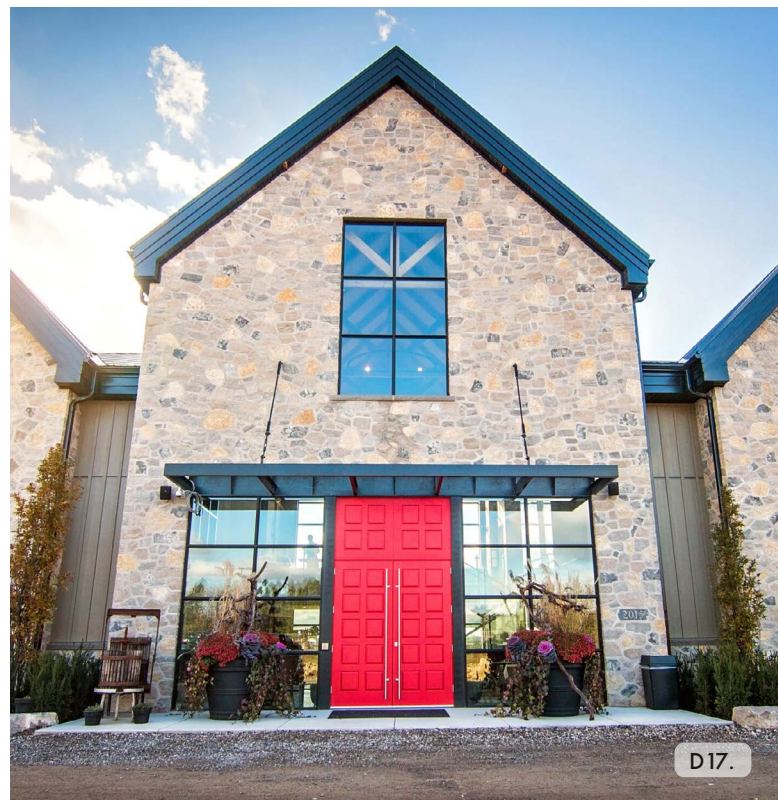
(II) Expected Design Standards

- d. Ensure building and structure repairs and additions are consistent and complementary in massing, form, and scale with the existing structures.
- e. Maintain the massing, form, and scale of all new buildings in keeping with existing buildings and structures on the farm and surrounding farmlands.
- f. Incorporate consistent materials and colours to ensure compatibility when blending contemporary and traditional design styles.

(III) Encouraged Practices

- g. Incorporate existing heritage and historic buildings and landforms through sensitive design renovations and improvements.

- D17. A new winery designed with sustainable building products to ensure an energy efficient building envelope.
- D18. The design of the winery fits into the existing landscape and uses natural materials to ensure compatibility with the surrounding agricultural and rural character.
- D19. The Albion Orchards' storefront maintains similar massing, form, and scale of the existing buildings and structures on the surrounding farmlands.



11.2.3.3 Landscape Design

Guidelines:

(I) Mandatory Design Requirements

- a. Enhance the agricultural and rural character of the area through the integration or rehabilitation of landscape features.

(II) Expected Design Standards

- b. Maintain and enhance existing cultural heritage and farm features such as silos, stone/brick walls and pillars, farm fences, hedges, tree-lined driveways, etc. in the existing and new landscape on the farm.
- c. Screen parking lots from adjacent rural roads with groupings of coniferous trees and naturalized landscaping.

(III) Encouraged Practices

- d. Incorporate landscape upgrades, including farm fencing, tree planting and/or naturalized landscaping, and landscape features like rockery where agriculture-related tourism or *on-farm diversified uses* are located directly adjacent to rural roads and are highly visible from the *public realm*.
- e. Break up large groups of permanent car parking with landscaping.
- f. Locate parking beside publicly-accessible buildings, where possible, without impacting the character and function of the building.
- g. Provide landscaped pedestrian walkway connections from large parking lots to the main building entrance.
- h. Encourage enhanced entrances to agri-tourism and *on-farm diversified uses* to utilize existing cultural heritage features and/or newly designed farm features that are integrated within the landscape design.
- i. Incorporate green building technologies and *LID* measures.
- j. Encourage the use of permeable materials, such as granular and stone, for parking and access routes.



- D20. Downey's Farm is screened from the adjacent rural road with hedges and tree-lined driveways.
- D21. A ropes course that integrates silos into the design.
- D22. A playground designed to reflect the agricultural uses on the site.



D23.

11.2.3.4 Lighting & Signage

Guidelines:

(I) Mandatory Design Requirements

- a. Downlight all lit signs to be compatible with the rural character.

(II) Expected Design Standards

- b. Maintain and enhance existing built and cultural heritage.
- c. Design signs on existing buildings to complement the proportions, size, design, colour, and construction detail of the building. Proportion signs to fit within wall areas on the *façade* and complement architectural features and elements.
- d. Design signs on new buildings as an integral element of the building design, compatible with the design features, attributes, colour, and materials of the building.

(III) Encouraged Practices

- e. Integrate signs at site entrances within the rural landscape. Encourage signs that are ground-related and horizontal in form. Provide foundation planting for ground signage.
- f. Discourage electronic, flashing signs.



D24.



D25.

- D23. A wooden sign within a sunflower field that enhances the cultural heritage experience.
- D24. A simple building sign, compatible with the barn and rural character of the area.
- D25. A ground related sign integrated with the rural landscape.



The updated Comprehensive Town-Wide Design Guidelines empower Town staff, developers, consultants, and the public to shape a distinctive “made in Caledon” future through bold, innovative approaches to urban design. This ensures that Caledon’s growth is visionary, responsive to community needs, and rooted in the principles of the Future Caledon Official Plan.

Section 1.2 Role of the Guidelines

E1.

IMPLEMENTATION



SECTION 12: APPLYING THE TOWN-WIDE DESIGN GUIDELINES (TWDGs)

12.2 OVERVIEW

As outlined in **Section 1.2 Role of the Guidelines**, the updated **TWDGs** offer a comprehensive guide for developing complete, mixed-use neighbourhoods in Caledon, balancing the design of vibrant employment districts, commercial/retail areas, and open spaces while preserving and promoting the Town's unique character. The updated **TWDGs** incorporate best practices and address evolving Provincial, Regional, and Municipal legislation and policy changes that are essential for the Town to effectively plan for significant growth expected over the next 30 years. Refer to **Section 1.2.3 How to Use This Document**.

In order to maintain a high quality of architectural, streetscape, and landscape design in the Town, all new developments are to review, reference, and meet the requirements of the **TWDGs**. The success of the **TWDGs** is dependent on its effective application through a design-oriented development approvals process that is applied consistently over time. **Part E** will outline the review process for the **TWDGs**, present the role of supporting design guidelines and briefs, and provide an overview of related studies that may be required in support of development applications, as identified through the recommended Pre-Application Review Committee (**PARC**) Pre-Consultation process.

- E1. A public consultation meeting empowers the public to help shape a policy document to respond to community needs.

12.2 UPDATING THE TWDGs

For clarity and ease of use, all guidelines contained in the **TWDGs** have been carefully structured into a 'Mandatory,' 'Expected,' and 'Encouraged' design standards hierarchy. With an expectation that a development will conform to 'Mandatory' and, in most cases, 'Expected' guidelines, these categories should be utilized as a checklist for developers, consultants, and the Town during the application review process. As described in **Section 1.2.3.3 Guideline Hierarchy**, while compliance for Expected Design Standards is generally anticipated, under special circumstances, where a site specific solution is required, an alternative design approach may be considered. Written justification shall be provided in the form of Community Design Guidelines or an Urban Design Brief, supported by the opinion of Town staff. These documents are further described in **Section 13.2 Relevant Terms of Reference**.

The **TWDGs** are intended to be a 'living document,' updated by the Town as needed where there is a change in policy, reference, or additional specific guidelines, images, or diagrams required.

In addition to periodic updates, a 5-year review is recommended for the **TWDGs** to account for an evolving policy context and development framework. It is intended that the Town of Caledon use this review to both evaluate any recent policy and framework changes against the **TWDGs** and assess the continued applicability of the guidelines.

Through this review process, the Town is provided with the opportunity to:

- Identify opportunities for the adaptation or creation of new guidelines that address an evolving and growing Caledon.
- Review the relevance of each guideline and identify unsuitable guidelines that may be amended or removed from the document.
- Introduce new building forms or development practices not yet addressed in the **TWDGs**.
- Update and add new policy and guideline references that would assist applicants throughout the application process.

Development Application Notes

- The CDG, ACG, and UDB should be strictly area specific and not duplicate any guidelines from TWDGs. Detailed guidelines on built form should refer to relevant sections of the TWDGs, and if any new built form is introduced, it should only be elaborated on.
- One of the main purposes of the TWDGs is to be thorough and comprehensive and reduce duplication in subsequent documents required for various stages of planning approvals. This will save considerable time in preparing and reviewing the documents, and, as a result, expedite the approval process.
- Architectural Control Guidelines are required for Draft Plans of Subdivision for buildings with 10 or more units and 3 or more buildings or developments of 4-hectares or larger. Refer to the Town's website for the up-to-date Terms of Reference.
- Applications must also conform with the Region's Healthy Development Assessment (HDA).
- The Caledon Green Development Standards (GDS) Guidebook Checklist must be submitted for any development comprising 10 or more units, as per the requirement.

SECTION 13: APPROVALS PROCESS

13.1 DEVELOPMENT APPLICATIONS

With the Town overseeing various types of development from minor variances to larger subdivisions, most projects require review to ensure that they meet various guidelines, by-laws, and plan requirements. Prior to a formal application submission to the Town, a Pre-Application Review Committee (**PARC**) meeting is recommended to confirm which approvals, drawings, studies and reports are needed. Additional materials may be required through the formal application process.

Development applications shall specifically demonstrate compliance with the **TWDGs** through the preparation of Community Design Guidelines (CDGs), Architectural Control Guidelines (ACGs), and/or Urban Design Brief (UDB).

A Terms of Reference for each of these documents is available on the Development Services page

of the Town’s website. Subject to the site specific application, Urban Design staff may provide additional requirements for the respective studies.

Prior to the submission of the required application, and in alignment with the Town’s commitment to reconciliation, meaningful consultation/engagement with Indigenous communities is required. To help with a consultation/engagement strategy, refer to the Town’s website for the **Indigenous Engagement Protocol** and the **Expectations for Indigenous Engagement for Proponent Led Development**.

Refer to **Figure E2 Development Applications** for a list of typical documents required for the submission of various development applications. The applicant should consult with the Town's Urban Design staff before preparation of such documents.

Development Applications

E2.

E2. Example of development applications and the typical documents required for submission to the Town. Requirements will be confirmed by Town staff following the PARC or DART meeting(s).

Document	Description	Official Plan Amendment	Zoning By-law Amendment	Draft Plan of Subdivision	Site Plan Application
Community Design Guidelines	Describes how the land use, streets, parks, open spaces, public facilities, buildings, built form, and landscape elements of a new community work together to support the overall goals defined by the Official Plan and guidelines in the TWDGs.	X			
Architectural Control Guidelines	Provides architectural design direction that reflects the built form and <i>public realm</i> policies contained in the Built Form sections of the Official Plan and the TWDGs.			X	
Urban Design Brief	A detailed analysis of the proposed plan design that demonstrates compliance with Town policy, the TWDGs, Area Specific Guidelines (CDGs) and other applicable design guidelines specific to the type of development.	X	X	X	X

13.1.1 Urban Design Compliance

CDGs will outline and illustrate how the **Future Caledon Official Plan** and the **TWDGs'** goals and objectives for the public and private realm, and built form will be achieved within the specific site and its relationships to the surrounding area. They will also provide specific, actionable, and measurable directions for development to achieve these goals

Using plans, elevations, sections, (3D models if necessary), and accompanying explanatory text and diagrams, UDBs should provide a detailed analysis of the proposed design and demonstrate compliance with the **TWDGs**, Area Specific Guidelines (such as Town approved CDGs and ACGs), and other applicable design guidelines specific to the type of development. They should also illustrate the proposed development's compliance with the **Future Caledon Official Plan** and other relevant Provincial, Regional, and Municipal policies.

13.1.1.1 Non-Compliance with Guidelines

Where the development proposal deviates from the guidelines in the **TWDGs** or area specific CDGs/ACGs, a rationale must be provided explaining how the development proposal nevertheless satisfies the design principles articulated in these guidelines. This rationale must be supported by the *Control Architect* and Town staff for approval.

In the case of non-compliance with specific 'Mandatory' or 'Expected' guidelines in the **TWDGs**, it is recommended that the applicant provide a summary of the non-compliance guidelines with an explanation/commentary of the proposed design, and the urban design response, where applicable.

Refer to **Figure E3** for an example of a guideline non-compliance summary chart.

Non-Compliance Summary Example

E3.

E3. Example of chart provided by Applicant outlining non-compliance with specific TWDG guidelines for Mid-Rise & High-Rise Building Transitions, Tools, and Setbacks.

Section & Guideline #	Guideline	Explanation For Non-Compliance	Urban Design Response
Setbacks 9.6.2.3 (I) a.	Provide a minimum rear property setback of 7.5-metres which may include a public or private laneway, as well as landscape features.	<ul style="list-style-type: none"> Limited site area for the proposed mid-rise building restricts the opportunity for a rear property setback of 7.5-metres. Proposed rear property setback is 6.5-metres (this does not include a laneway). Abutting property has an existing single detached dwelling with a rear property setback of 10-metres. 	<ul style="list-style-type: none"> Large step-back / terrace incorporated above the 3rd storey to ensure a 45-degree angular plane and reduce the mass of the proposed building. Proposed balconies setback at least 10-metres from the rear property line, above the terrace, to minimize overlook. Ample landscape buffer with deciduous trees and understorey planting provided within the 6.5-metre setback.

13.1.2 Architectural Compliance

13.1.2.1 Architectural Control Review Process & the Role of Control Architect

All plans of subdivisions are subject to an Architectural Control Compliance Review Process.

The Design Review and approval process for all ground related residential developments will be performed by the *Control Architect* selected from the Town's list of approved *Control Architects*.

The *Control Architect* will review the Builder's submissions in a fair and timely manner to ensure that they are in compliant with the approved area specific CDGs. To ensure the Town plays a greater role in overseeing the architectural control process, regular progress reports will be shared with Town's Urban Design staff. Prior to any sales occurring, the *Control Architect* and the Town Urban Design staff will arrange an information meeting with developers, builders, site superintendent, and sales staff to ensure that all stakeholders are familiar with the expectations for housing design and construction quality. The *Control Architect* will also conduct periodic site visits with Town Urban Design staff to monitor the progress and resolve any issues arising from noncompliance with the guidelines.

For further information regarding the Architectural Control Compliance Review Process, please check the Town's Urban Design webpage.

In addition to these Architectural Control Compliance Review Process requirements, all housing proposed for "Non-Standard Built Form Types" and "Special Character Areas" within the community will be reviewed by the *Control Architect* in conjunction with Town's Urban Design staff. A Site Plan Control Process is required for all non-residential uses. The *Control Architect* may review and comment for general coordination with the CDGs and ACGs.

The *Control Architect* must be a licensed member of the Ontario Association of Architects with such responsibilities as:

- Ensuring, amongst other matters, the development of each lot with respect to siting, built form, materials, colours, and landscaping is in compliance with the approved CDGs and ACGs and in accordance with the **Zoning By-law**;
- Providing dispute resolution relating to design and compliance with the guidelines by builders. If matters cannot be resolved, a letter to the Planning Division of the Town from the *Control Architect* shall be issued informing the Town of the dispute. The Planning Division of the Town will work to provide a resolution and provide guidance and opinion on a dispute; and
- Certifying, through stamping and signing, all drawings for the development of each lot and or block subject to the architectural guidelines prior to the issuance of any building permit(s).

13.1.2.2 Site Plan Process

A Site Plan Control Process is required for all non-residential uses, mixed-use buildings, apartment buildings, *multiplexes*, and may apply for some townhouses in designated medium density blocks.

Town Urban Design staff will review all Site Plan drawings, check whether its complying with the approved CDGs or area specific UDBs and provide clearance. Any change in street/block layout, land use, and new building typology may require a UDB for that area. The *Control Architect* may review and comment for general coordination with the CDGs.

13.2 ZONING BY-LAW REVIEW

The Town of Caledon will initiate a review and update of the Comprehensive **Zoning By-law 2006-50**. The **Zoning By-law** review will be aligned and informed by the updated **TWDGs** for ease of understanding and implementation.

Refer to **Figure E4** for a list of zoning shifts that may be considered, compared to the traditional zoning approach.

Shifts in Zoning Approaches

E4.

E4. Example of chart provided by Applicant outlining non-compliance with specific TWDG guidelines.

Zoning Technique	Shift in Approach	vs. Traditional Zoning
Outcome-Oriented Zoning	Defines the desired results (e.g. <i>walkability</i> , density, green space) and provides flexibility in achieving them. This encourages innovation and context-specific solutions.	Prescriptive, focusing on specific uses and rigid standards.
Form-Based Codes	Prioritize the physical form and character of development (building placement, street design), creating more pedestrian-friendly and aesthetically pleasing environments.	Segregates land uses, leading to sprawl and car-dependency.
Inclusionary Zoning	Requires a percentage of new developments to include <i>affordable housing</i> units, promoting mixed-income communities.	Often contributes to housing affordability issues.
Performance-Based Zoning	Sets measurable performance standards (e.g. environmental impact, traffic generation) allowing for flexibility and innovation while ensuring desired outcomes.	Relies on fixed standards that may not be appropriate in all situations.
Adaptive Zoning	Incorporates mechanisms for flexibility, allowing for adjustments based on community feedback, technological advancements, and evolving priorities.	Can be slow to adapt to changing needs and hinder innovative solutions.

13.2.1 Community Planning Permit System

The Community Planning Permit System (CPPS) provides a framework within which various zoning techniques, including those listed in **Figure E4**, can be applied to achieve specific community planning and urban design goals.

The CPPS is a land use planning tool that Caledon can utilize to implement the vision for the Town and its communities. As outlined by the Province (ontario.ca), this tool has plans to:

- Make development approval processes more streamlined and efficient;
- Get housing to market quicker;
- Support local priorities (for example, community building, developments that support public transit, and greenspace protection); and
- Create certainty and transparency for the community, landowners and developers

As part of the **Zoning By-law** review process, a CPP by-law may be preferred to replace a traditional **Zoning By-law** to meet local needs in specified areas. The CPPS combines zoning, site plan, and minor variance processes into one application and approval process with shorter approval timelines (45 days vs. 90 for traditional zoning).

A CPPS has the ability to integrate more design guidance within itself to support decision-making. CPP by-laws shall build upon the **TWDGs** by enforcing guidelines. The **TWDGs** are structured to accommodate and enable a possible future alignment with the CPPS.

All developments within a CPPS defined area shall conform to the **TWDGs**, and a design framework and regulation document may be required for context related guidelines.



E5.

E5. Old Caledon Township - Hall

SECTION 14: GLOSSARY OF TERMS

Accessibility/Accessible: The design of products, devices, services, or environments for people who experience disabilities. Ontario has laws to improve *accessibility* for people with disabilities, including the Accessibility for Ontarians with Disabilities Act, the Ontario Human Rights Code, and the Ontario Building Code.

Active Transportation: Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adaptive Re-use: *Adaptive re-use* is the process of repurposing an existing building for a new function different from its original intended use. It involves renovating and modifying the structure while often preserving its historical or architectural features.

Additional Residential Units (ARUs): A self-contained residential dwelling unit with its own kitchen, sleeping quarters and sanitary facilities, that either forms part of the same building as a detached dwelling, *semi-detached dwelling*, or a townhouse dwelling, or is located within an accessory building as a *garden suite* dwelling on the same lot as a detached dwelling, *semi-detached dwelling*, or a townhouse dwelling. These may also be referred to as **Secondary Suites** or **Garden Suites**.

Affordable Housing: A residential unit that is either owned or rented that meets the following criteria:

- a. For ownership - In the case of a residential unit not intended for use as a rented premises, the less expensive of the following will be considered to be an affordable residential unit:
 - i. The price of the residential unit results in an annual accommodation cost that is no greater than 80 percent of the gross annual household income for low and moderate-income households.
 - ii. The purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
- b. For rental - In the case of a residential unit intended for use as a rented residential premises, the less expensive of the following will be considered to be an affordable residential unit:
 - i. The rent is at or below the average market rent of a unit in the regional market area.
 - ii. The rent is no greater than 30 percent of the gross annual household income for low and moderate-income households.

Aging in Place: Older adults and seniors have the health and social supports and services needed to live safely and independently in their home or community for as long as they wish and are able.

Agri-Tourism Uses: Farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Angular Plane: The application of a 45-degree *angular plane* is one of several considerations for assessing how a proposed development massing may appropriately transition from an existing area, particularly where greater height is desired adjacent to lower storey dwellings.

Archaeological Resources: Artifacts, archaeological sites and marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act. *Archaeological resources* may include the remains of a building, structure, activity or cultural feature or object which, because of the passage of time, is on or below the surface of land or water and is of significance to the understanding of the history of a people or place.

Back-to-Back Townhouses: Multi-story units sharing a common demising wall along the rear, in addition to the traditional interior side walls, and typically featuring front-facing garages and outdoor amenity spaces like terraces or balconies.

Barrier-Free: *Barrier-free* design in the *public realm* can be accessed, entered, and used by people with physical or sensory disabilities. The goal of barrier-free design is to make all spaces *accessible* to people with disabilities by removing physical barriers and making design choices that don't limit use.

Base (Podium): The first few storeys of a *mid-rise* or *high-rise* building, including the ground floor and any additional floors with direct relationship to the street and *public realm*. Generally, this would include those storeys forming the *streetwall* and not those stepped back from the *streetwall*.

Bird-Friendly Design: A building designed or retrofitted to reduce the threat of birds fatally colliding with its *façades*.

Building Middle / Tower: The *building middle*, or *tower*, being the central and visually commanding element of a tall building, plays a pivotal role in shaping the skyline. As the most substantial and visually prominent component of a tall building from a distance, the tower should be designed to enhance the skyline and provide a defining landmark for the townscape.

Building Top / Cap: An integrated part of a tall building above the middle portion of the building.

Built Heritage Resources: *Built heritage resources* are one or more buildings, structures, monuments, installations, or any manufactured or constructed part of remnant – designated under Parts IV or V of the Ontario Heritage Act – that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

Bump-outs: A traffic calming measure used at the corners of an intersection to extend the raised curb and sidewalk into the roadway, narrowing the street and minimizing pedestrian crossing distances. It may also be referred to as a curb extension.

Cap End Units (or End Cap Units): The units or dwellings on the end of a residential block turned to front the flanking street.

Compact Built Form: A land use pattern that encourages the efficient use of land, walkable neighbourhoods, proximity to transit, and reduced need for infrastructure.

Compact Streets: Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles, less stormwater, and less construction material to build.

Compatible/Compatibility: The development or redevelopment of uses which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

Complete Streets: A complete street is designed for all ages, abilities, and modes of travel. On complete streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature.

Control Architect: A licensed member of the Ontario Association of Architects enlisted with the Town, responsible for ensuring compliance with architectural control and urban design guidelines, resolving design disputes, and certifying all development drawings before building permits are issued and complying with the Town's Architectural Control Compliance Review Process.

Corner Lot Dwellings: Characterized by their location on the corner of two streets, allowing for flexible entry and garage configurations, and require careful design to create active and engaging frontages on both public streets.

Cornice Line: The uppermost horizontal line or edge of a wall or building where the wall meets the roof, typically decorated with molding.

Crime Prevention Through Environmental Design (CPTED): *CPTED* is a proactive design philosophy built around a core set of principles that is based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime as well as an improvement in the quality of life. *CPTED* goes well beyond conventional approaches to safeguarding the environment by exploiting natural forms of surveillance, access control and territorial reinforcement in a deliberate attempt to present a psychological deterrent for the purpose of positively influencing human behaviour as people interact with the environment (*CPTED Ontario*).

Cultural Heritage Impact Assessment (CHIA): A study to determine if any *cultural heritage resources* (including those previously identified and those found as part of the site assessment) or any areas of archaeological potential, are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural heritage resource will be conserved in the context of redevelopment or site alteration.

Cultural Heritage Landscape (CHL): A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, Zoning By-law, or other land use planning mechanisms.

Cultural Heritage Resources: *Built heritage resources, cultural heritage landscapes and archaeological resources* that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some *cultural heritage resources* may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Dark Sky Compliance: The practice of using outdoor lighting that reduces light pollution and minimizes its negative effects on the environment.

Dropped Garage: A garage that is built at a lower level than the rest of the house, typically used in response to sloped grade conditions.

Dual Front Townhouses: Attached residential dwelling units featuring rear-facing garages and attractive design on both the front and rear facades to enhance the streetscape.

Elbow & Curved Street Dwellings: Those where the interior side elevation of a dwelling becomes partially visible due to the street's curvature, increasing its exposure to public view.

Employment Area: Areas designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Entry Feature: Enhances the visual appeal of key, high-visibility locations within the Town through landscape and architectural elements. These features are located on private land and are the responsibility of the property owner to install and maintain. *Entry features* are generally discouraged for residential subdivisions unless the ongoing maintenance will be managed privately, such as through a condominium corporation.

Estate Residential: Designated within the Future Caledon Official Plan and typically located within designated *estate residential zones* and characterized by low density and larger lot sizes.

'Eyes on the Street': The design of buildings and public spaces that provides casual or natural surveillance of the *public realm*, contributing to a sense of safety and community.

Façade: The exterior walls of a building.

Fenestration: The arrangement of windows and doors on the elevations of a building.

15-Minute Neighbourhood: Where daily needs are available within a 15-minute walk or bike ride.

Floor Plate: The total area of a building storey as defined by the exterior walls.

Garden Suite: A dwelling unit that is located in an accessory building, either partially or wholly, on the same lot as a detached dwelling, *semi-detached dwelling*, or a townhouse dwelling.

Gateway Dwellings: Prominently located homes at neighborhood entrances or key points, designed with distinctive architectural and landscaping features to create a strong sense of arrival and reflect the community's character.

General Employment Area: Designated within the Future Caledon Official Plan, industrial zones characterized by large tracts of land with primarily pad construction buildings for manufacturing, processing, and warehousing.

Green Infrastructure: Natural and human-made elements that provide ecological and hydrologic functions and processes. *Green infrastructure* can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Green Roofs: A roof that is partially or completely covered with vegetation and a growing medium.

Grid Street Pattern: Streets intersecting at right angles to form square or rectangular blocks.

Hazardous Lands: Property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

Heritage Conservation District (HCD): A *Heritage Conservation District* – defined under Part V of the Ontario Heritage Act – is a geographically defined area within a municipality that is noted for its distinct heritage character. Through the adoption of a district plan, guidelines and policies, a municipality is able to guide future change.

Heritage Designation: The formal recognition of a property's cultural heritage value or interest through a by-law passed by a municipality or the province. This designation provides a degree of legal protection to the property and its significant heritage attributes, guiding future alterations or developments to ensure their preservation.

High Exposure Side & Rear Elevations: Lots that require upgraded rear and side architecture because they are exposed to prominent public view, such as those backing or flanking onto roads, parks, walkways, and public open space areas.

High-Rise: Generally categorized in Caledon as 13-storeys and above.

Infill: Housing development in existing residential neighbourhoods within settlements, on vacant or underutilized land.

Liner or Podium Townhouses: Attached residential units that wrap around the base of a building or parking structure, often enhancing the pedestrian realm by creating a street-level façade.

Live-Work Townhouses: Attached units that combine a ground-floor commercial space with upper-level residential living, each with separate entrances and parking.

Low Impact Development (LID): An approach to *stormwater management* that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater.

Low-Rise: A *low-rise* building is generally no taller than 4-storeys in height.

Major Commercial / Mixed-use Area: Designated within the Future Caledon Official Plan, intended to apply to areas where higher order retail uses and complementary medium and high density residential uses are located in a mixed-use setting. *Major Commercial / Mixed-use Areas* are intended to be strategically located destinations where a range of commercial, personal service and professional service uses are located to serve adjacent community areas.

Major Institutional Area: Designated within the Future Caledon Official Plan, to be applied to larger institutional uses such as hospitals, colleges and universities, secondary schools and larger places of worship. The *Major Institutional Area* designation will be applied to locations that can accommodate large amounts of traffic, are well connected to transit, and are in close proximity to complementary uses that can offer the daily goods and services that employees need.

Major Transit Station Areas (MTSAs): Designated within the Future Caledon Official Plan as the area including and around any existing or planned higher order transit station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major Transit Station Areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Mechanical Penthouse: A structure on the roof of a building enclosing mechanical, ventilation, plumbing, utility and electrical equipment.

Micro-Mobility: A range of small, lightweight vehicles that are typically used for short-distance travel, often within urban areas. These vehicles are usually designed for individual use and can be human-powered, electric-powered, or a combination of both.

Mid-Block Connection: A pedestrian route through the middle of a block to improve permeability and pedestrian connectivity by shortening walking distances.

Mid-Rise: A *mid-rise* building in Caledon is generally considered five to 12-storeys in height.

Mixed-Use Development: An integrated development or redevelopment project that incorporates a diverse range of compatible land uses within a single site or building. These land uses may include, but are not limited to, residential, commercial, office, institutional, etc. The integration of these uses can be achieved horizontally, with different uses distributed across the site at the same level, or vertically, with different uses stacked on top of each other within a single building.

Multi-Modal: A system that seamlessly integrates various modes of travel like driving, public transit, walking, cycling, and new options like e-scooters and autonomous vehicles to provide flexible and convenient choices for everyone.

Multiplex: A single, *low-rise*, building with two, three or four dwelling units built at a scale similar to a detached dwelling. This type of housing is also referred to as a duplex, triplex, or fourplex, but can also include five- and sixplexes.

Natural Environment System: A key organizing element of the Town structure, comprising a natural heritage system and water resource system.

Natural Heritage System: Designated within the Future Caledon Official Plan as a system made up of natural heritage features and areas, and linkages in-tended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and are-as, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

Neighbourhood Area: Designated within the Future Caledon Official Plan as areas that are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more *compact built form* than older established neighbourhoods in the Town. In addition to housing, *Neighbourhood Areas* will be planned to accommodate the schools, parks and other institutional uses needed to support the development of complete communities along with mixed-use areas that will accommodate a range of neighbourhood-scale retail, commercial, personal service and professional service uses in a mixed-use setting with residential uses.

Neighbourhood Centre: Designated within the Future Caledon Official Plan as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. Development within *Neighbourhood Centres* will take the form of *mid-rise* mixed-use buildings that can incorporate a mix of residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling infrastructure.

New Community Area: Designated within the Future Caledon Official Plan to be developed as future residential/mixed-use communities. As secondary planning is completed for each secondary plan area, new land use designations and policies will replace the *New Community Area* designation.

New Employment Area: Designated within the Future Caledon Official Plan to be developed for employment uses in the future. Development will not be permitted on these lands until a secondary plan is approved. Through the approval of a secondary plan, land use designations will be applied to replace the *New Employment Area* designation.

On-Farm Diversified Uses: Uses that are secondary to the principal agricultural use of the property and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, and uses that produce value-added agricultural products.

Open Space Facing Dwellings: Dwelling requiring high-quality design and detailed architecture due to their prominent location facing public open spaces.

Passive Solar Design: A strategy for using the sun's energy to heat, cool, and light a building without relying on mechanical systems. It involves strategically designing and orienting a building to make the most of natural sunlight and thermal mass.

Pedestrian Perception: Considers the impact of a building's design elements on the pedestrian experience, including perceived scale and visual interest, to create a comfortably scaled and attractive pedestrian environment.

Permeable Paving: A type of pavement with a porous surface that allows water to pass through it, reducing runoff and filtering pollutants.

Placemaking: A people-centered approach to the planning, design, and management of public spaces that aims to create vibrant, welcoming, and inclusive places for everyone.

Prestige Employment Area: Designated within the Future Caledon Official Plan as prestige industrial and office development, frequently in larger buildings located on large properties. *Prestige Employment Areas* provide prime business locations that help attract new business and support the retention of existing businesses in Caledon.

Prime Agricultural Area: Designated within the Future Caledon Official Plan, includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime Agricultural Areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A *Prime Agricultural Area* may also be identified through an alternative agricultural land evaluation system approved by the Province.

Priority Lots: *Priority lots* are those located prominently within the community. These lots require that the building siting, architectural design, and landscape treatment is appropriate to the level of exposure from the *public realm*.

Privately Owned Public Spaces (POPS): Publicly accessible spaces that remain privately owned and maintained.

Public Realm: All of the visible components of our daily environments and includes our community streets, parks and open spaces, natural areas, and the portions of private developments that are visible from areas with public access.

Rear Lane Townhouses: Attached residential dwelling units with garages accessed from a back lane, promoting a cohesive streetscape and urban character.

Rural Commercial Area: Designated within the Future Caledon Official Plan to provide commercial services which serve the shopping needs of rural communities.

Rural Employment Centre: Designated within the Future Caledon Official Plan as small, mixed-use settlements that provide small-scale industrial and commercial development.

Rural Lands: Designated within the Future Caledon Official Plan as lands that are located outside of both *settlement areas* and *Prime Agricultural Areas*.

Rural Settlements: Designated within the Future Caledon Official Plan as existing hamlets or similar existing small *settlement areas* that are long established and identified in the Town. These communities are serviced by individual private on-site water and/or private wastewater systems, contain a limited amount of undeveloped lands that are designated for development and are subject to policies that limit growth.

Rural System / Rural Area: Designated within the Future Caledon Official Plan as a system of lands that may include rural *settlement areas*, *Rural Lands*, *Prime Agricultural Areas*, natural heritage features and areas, and resource areas.

Semi-Detached Dwelling: A building divided vertically by a common wall above finished grade into 2 separate dwelling units, each such dwelling unit having an independent entrance either directly from outside the building or through a common vestibule.

Separation Distance: The minimum horizontal distance required between buildings to help ensure adequate light, air, and privacy.

Setback: The required distance between a building and a property line, intended to ensure privacy, manage overshadowing, and provide space for landscaping or access.

Settlement Area: Designated *urban areas* and *rural settlements* within municipalities (such as cities, towns, villages and hamlets).

Single Detached Dwelling: A building containing only one principal dwelling unit.

Solar Parking Lot: Parking areas that use photovoltaic (PV) panels to generate solar energy while providing shade and protection for vehicles.

Stacked Back-to-Back Townhouses: Multi-level units arranged both vertically and horizontally in blocks, combining stacked and back-to-back designs, with parking typically provided in separate structures or underground.

Stacked Townhouses: Multi-level condominium units vertically arranged with rear-accessed parking options like garages, surface, or underground parking.

Step-back: Recessed portions of a building's *façade* at upper levels, creating a terraced effect that reduces the overall mass of the building, provides opportunities for outdoor amenity spaces, and can enhance the building's visual appeal.

Stepping Height Limits: A design strategy where building heights are reduced in a gradual, tiered fashion towards the edges of a development site, typically to transition between areas of different heights and densities, and minimize the visual impact of taller buildings on surrounding lower-scale contexts.

Stormwater Management Facilities (SWM): Engineered facilities designed to capture, treat, and control the flow of runoff from rain or snowmelt in urban areas. These facilities help to mitigate flooding, protect water quality, and enhance the environment by providing habitat and recreational opportunities.

Street Furniture: All functional and aesthetic elements placed in public spaces that contribute to the overall quality of the urban environment, enhancing its usability, *accessibility*, and visual appeal.

Street Townhouses: Attached residential dwelling units with front-facing garages accessed from the street.

Streetwall: Formed when buildings line or front onto a street with largely consistent *setbacks*.

Sun and Shadow Study: A visual model, and typically a written description, of the impact of shadows cast by a pro-posed development on the development site, surrounding streets and buildings, parks, and open spaces including privately owned and publicly *accessible* spaces and surrounding properties throughout the day and during changing seasons. The objective of the study is to assess shadow impacts at various times of day, throughout the year.

Tactile Paving / Warning Surface: Textured ground surfaces to provide guidance and warnings to people with visual impairments.

Terminating View / Terminating Vista: A strategically positioned focal point at the end of a street or axis that visually anchors the view and creates a sense of closure. This focal point can be a building, landscape structure, or natural element.

T-Intersection Dwellings: Dwellings situated at the end of a street vista, framed by two corner lots, and designed with enhanced architecture due to their increased visibility and aesthetic impact on the community.

Transit-Oriented: A specific design approach that focuses on maximizing the amount of residential, business, and leisure space within walking distance of public transit.

Transit-Supportive: *Transit-supportive* development encourages compact development in areas that are well-served by transit, which in turn makes transit projects more viable.

Universal Design: The design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

Upper Building: Above the *podium*, designed to fit with and achieve an appropriate relationship with the lower building, the *public realm*, and neighbouring properties.

Urban Centre: Designated lands within the Caledon GO Primary Major Transit Station and any future primary *Major Transit Station Area*. *Urban Centres* will be developed with the tallest buildings and broadest range of uses within the Town. Planned higher order transit service will provide these areas and broader Caledon with connections to various destinations within the Region and beyond.

Urban Corridor: Designated within the Future Caledon Official Plan to provide a range and mix of activities that meet the needs of residents living within Corridors and also within surrounding neighbourhoods. These corridors are intended to play a major role in providing opportunities for compact forms of development that use land efficiently, provide opportunities for more affordable forms of housing and are *transit-supportive*.

Urban Heat Island (UHI) Effect: Warmer temperatures in urban areas than in surrounding *rural areas*. *Urban Heat Island Effects* occur in areas where humans have altered the land surface through the development of buildings, parking lots, roads, and other infrastructure.

Urban System / Urban Area: Designated within the Future Caledon Official Plan to include the communities of Bolton, Mayfield West, Caledon East, and undeveloped new urban land. It is within this area that most population and employment growth will occur over the next 30 years and beyond.

Visual Datum: A prominent architectural element, either a point, line, or plane, that establishes a clear visual reference for organizing and aligning other elements within a space or composition. It acts as an anchor, guiding the eye and creating a sense of order, balance, and hierarchy.

Walkability: A measure of how comfortable and pedestrian-friendly an area is for walking, considering factors such as pedestrian infrastructure, safety, and proximity to nearby amenities.

Waste Reduction: Preventing or decreasing the amount of waste generated through practices like reducing consumption, reusing materials, and recycling.

Water Conservation: The careful use and management of water resources to reduce unnecessary consumption and ensure its availability for future generations.

Wayfinding: The use of visual cues and information systems to help people navigate and orient themselves within a built environment.

Window Street Dwelling: Dwellings fronting onto *window streets* have high visual prominence and should be designed to positively contribute to the *public realm*.

Window Street: Where a public or private service street is parallel to an arterial or higher order road, creating a framed view into the community.

Xeriscape: A landscaping method that uses drought-resistant plants and water-efficient irrigation techniques to conserve water in dry climates.

