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TOWN OF CALEDON

TOWN OF CALEDON
COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES

November 2017

Contents

PART 1: INTRODUCTION

PART 2: URBAN CALEDON

PART 3: RURAL CALEDON

PART 4: AREA-SPECIFIC GUIDELINES


15637

PART 1

INTRODUCTION

1.0 Caledon: A Community of Communities

The Town of Caledon, located within the Region of Peel at the northwest edge of the Greater Toronto Area (GTA), embodies the best of rural and urban living. A true "community of communities", Caledon comprises a network of rural settlements, each with their own unique character and history, connected by wide expanses of agriculture and open space, rural and environmental land equally as varied. The Caledon Comprehensive Town-Wide Design Guidelines (TWDG) is intended to be a single, consolidated source of guidance for both urban and rural settings in the Town. These guidelines will provide synergy between the Town's diverse places, ensuring that future development and growth contributes to the individuality and sense of place already so integral to the Town of Caledon. The Town's vision as established in the Community-Based Strategic Plan (2010) is provided below:

"Caledon – a safe, green community of communities; desiring a sustainable future by managing and fostering community progress while respecting its heritage."

Community-Based Strategic Plan & Vision (2010)

BACKGROUND ASSESSMENT PAPER (2017)

Since 1975, the MBTW Group has been creating distinctive, innovative "places for people" and is a recognized leader in urban design, landscape architecture, and architectural control (through its sister company, W Architect Inc). In preparing the Town of Caledon Comprehensive Town-Wide Design Guidelines, our 40 years of experience guided an extensive review and assessment of the evolving Provincial, Regional and Municipal policy framework and current best practices, which resulted in the formation of the guiding principles and considerations that will direct development in both urban and rural environments across the Town of Caledon (established in Part 1 of the Comprehensive Town-Wide Design Guidelines). Our review was based on an intimate understanding of the geographic context of the Town of Caledon, and the evolving climate that is influencing development across the Greater Toronto Area, today. A summary of our review and assessment of the relevant policies and guidelines is presented in the Background Assessment Paper for these guidelines, dated April 2017.

1.1 Study Purpose | Background

The Town of Caledon Comprehensive Town-Wide Design Guidelines offer a unique 'Made in Caledon' approach to development that provides comprehensive town-wide and area specific urban design, landscape and architectural solutions. These Guidelines deliver creative and sustainable recommendations for rural and urban areas of the Town that protect and enhance the natural environment, while accommodating future development and design trends.

The document is divided into four parts:

Part 1 – Introduction

A general overview of the purpose and scope of the Comprehensive Town-Wide Design Guidelines (TWDG) is provided in the Introduction, identifying who the anticipated users of the TWDG will be, and providing an explanation of how to use these guidelines. Furthermore, the key design principles that govern the guidelines provided in Parts 2 and 3 are identified. These principles are:

1. Sustainable Design & Compact Development
2. Accessibility & Universal Design
3. Community Safety & Security
4. Complete Streets & Active Transportation
5. Cultural Heritage Conservation

Part 2 – Urban Caledon

Town-wide guidance is provided for various urban settings and conditions throughout the Town, including:

- The Public Realm
- Green Building Initiatives
- Residential Development
- Infill Development
- Mixed-Use & Commercial Areas
- Industrial & Employment Lands
- Institutional Uses

These guidelines replace obsolete documents, as identified in the Background Assessment Paper prepared in support of the TWDG. References are made in each section to direct users to additional relevant policies and documents, as applicable.

Part 3 – Rural Caledon

The TWDG recognizes the role and significance of Caledon's rural areas in establishing the Town's character and actively contributing to daily interactions throughout the Town. In an effort to support diversified uses in the Town's agricultural areas while maintaining the quality and character of these areas, design guidance has been provided for permitted uses, in accordance with the Caledon Official Plan. Part 3 provides guidelines for:

- Commercial and Industrial Uses
- Specialty Destinations
- Estate Residential

Part 4 – Area Specific Design Guidelines

A map is provided, identifying areas throughout the Town that continue to fall within the jurisdiction of other area-specific guidelines. These area-specific design guidelines will be identified or appended to this section of the TWDG for easy reference. It is intended that the area specific guidelines apply along with the TWDG and where there is conflict, the area specific guidelines take precedent.

1.1.1 Users of the Comprehensive Town-Wide Design Guidelines

The TWDG have been carefully prepared to assist and inform various groups, including:

- **Town Council**: The TWDG are intended to implement the Town's vision across various settings in Caledon, implementing the Town's Official Plan and ensuring the development of high quality public environments.

- **Town Staff and Control Architect**: The TWDG will assist staff and the Control Architect in reviewing and facilitating development applications at a time when development pressure is increasing. The TWDG may be used to identify design priorities during pre-consultation Development Application Review Team (DART) meetings and throughout the review of official plan and zoning by-law amendment applications, draft plan of subdivision applications, site plan applications, and other applications.

- **The Development Community**: The TWDG will assist members of the development industry and their consultant teams by providing a clear, comprehensive and concise source of guidance for development, Town-wide. Development applications are required to demonstrate conformity with the Town's design policies and guidelines.

- **External Agencies**: The TWDG will provide references to documents prepared by external agencies, such as conservation authorities and the Region of Peel, requiring clearance or conformity. By identifying documents prepared by external agencies in the TWDG, various users will be aware of the requirements to contact various agencies throughout various stages of the design process. Additional documents may be added through the evolution of the development process. All relevant documents and references will be identified during the Town's DART process.

- **Members of the public**: The TWDG have been prepared with the public interest in mind, to ensure the development of high quality environments for current and future generations to enjoy. The document will be concise and easy to use, providing transparency and clarity relating to development applications and design to members of the public.

Development Application Review Team (DART) meeting: "The purpose of this meeting is to confirm the appropriate planning approvals required for the development of a site. This meeting will also identify required drawings, supporting studies and reports that are necessary for the application(s) to be deemed complete. The applicant is also provided the opportunity to find out what planning policies apply to the site, processing timelines, recent Council decisions which may be of relevance, as well as discover potential areas of concern."

Source: Town of Caledon Website

1.2 Study Scope

The scope of the Comprehensive (TWDG) focuses on establishing design and policy guidance for the built environment in the public, semi-public and private realms. The Guidelines provide design direction at the Town scale and for the range of settlements within the Town, in the areas of urban design, site layout, landscape architecture and architecture. The Guidelines also identify suitable opportunities for development to ensure compatibility and a sense of place. References to policies, regulations, and area specific guidelines and design initiatives will be made, where relevant.

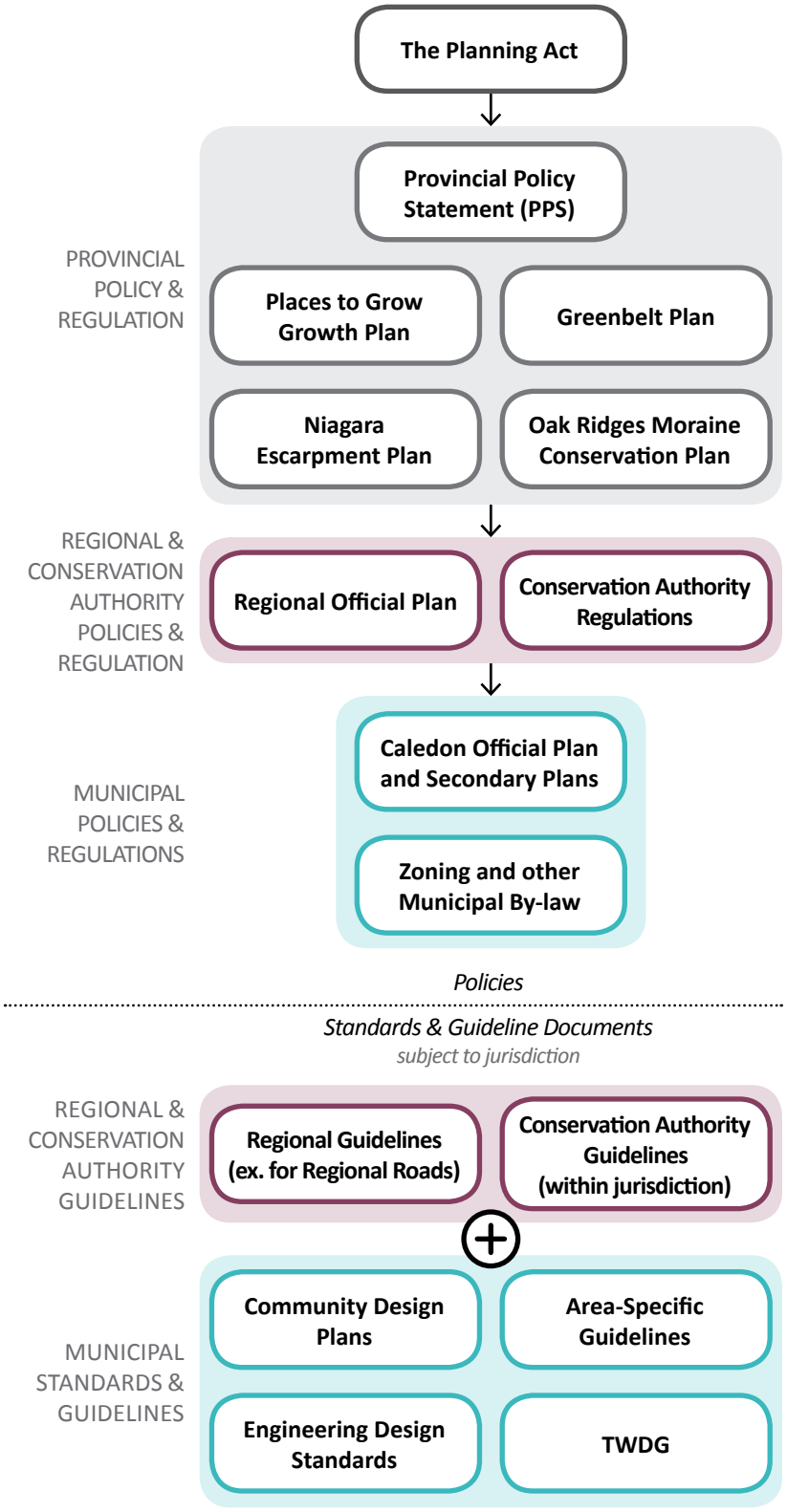
The entrance to the Caledon Trailway in Caledon East provides bicycle parking and signage for trail users.

2.0 How to Use these Guidelines

Five key design principles aimed at achieving the Town's vision (identified in Section 1.0 of these Guidelines) are used to direct the design of urban and rural communities across the Town of Caledon. For each of these principles, a list of objectives is provided, from which the Comprehensive TWDG have been derived. These principles and objectives are provided in Section 3.0 (Part 1). Where there is uncertainty or conflict in the design process, applicants are encouraged to refer back to these design principles and objectives to guide their decision making process.

2.1 The Provincial, Regional & Municipal Framework

The development process in the Town of Caledon is subject to regulations as set out by the various Provincial, Regional and Municipal authorities. Each of these levels of governance have their own policies, regulations and guidelines that must be complied with, or considered, throughout the process of preparing a development application. This hierarchy of governance is summarized in the adjacent figure. Relevant documents have been referenced throughout the TWDG to assist in the coordination of the development application review process. Additional review or consideration by staff may be required to avoid contradictions between the TWDG and existing Official Plan policies and zoning regulations.



Hierarchy of Provincial, Regional and Municipal Policies, Regulations and Guidelines.

2.2 The Role of the Comprehensive TWDG

Through Council endorsement, the Caledon Comprehensive TWDG will be used to direct development at all stages of the development approvals process, as outlined below:

Official Plan

The **Comprehensive Town-Wide Design Guidelines** will operate alongside the Town of Caledon Official Plan, supporting the policies and directives provided at this level. The TWDG reflects Provincial, Regional and Municipal legislation, and ensures the development of high quality environments that reflect the Town vision and guiding urban and rural design principles.

Secondary Plan

An area-specific **Community Design Plan** may be required at the Secondary Plan level that identifies a vision and unique conditions for specific areas throughout the Town. The Community Design Plan should not duplicate guidance provided in the TWDG, and will instead provide additional detail specific to a unique community. The Community Design Plan must also satisfy the design principles identified in Section 3.0 (Part 1) of these guidelines. Where there is conflict between the TWDG and a Community Design Plan prepared for a specific community, guidance provided in the Community Design Plan will take precedence over the Comprehensive TWDG. Existing Community Design Plans that continue to be adopted by the Town are identified in Part 4 of these guidelines. Additional Community Design Plans may be added over time.

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

A **Design Brief** may be required to be submitted as part of the Zoning By-law Amendment, Site Plan and Draft Plan of Subdivision approval processes. The Design Brief will describe the development proposal and identify how it will be integrated within its surroundings. Where the development proposal is inconsistent with the guidelines in the TWDG or an area-specific Community Design Plan, a rationale that explains how the development proposal satisfies the design principles provided in Section 3.0 (Part 1) of these guidelines will be required. This rationale must be supported by the Control Architect and Town staff for approval. More information on the preparation of a Design Brief is provided in Section 5.1 (Part 1) of these Guidelines.

2.3 Hierarchy of Guidance

The TWDG has been prepared to allow for flexibility in design, and promotes the development of high quality public and private spaces throughout the Town of Caledon. The guidelines presented in Parts 2 and 3 have been presented in three categories for clarity and ease of use. Expectations for compliance differ according to the three categories as follows:

Design Standards	▹ **It is mandatory to comply with design standards.** ▹ The words "shall" and "will" are commonly used for design standards.
Design Requirements	▹ **Compliance with design requirements is expected.** ▹ Under special circumstances, where a site specific solution is required, an alternative design approach may be considered through written justification. ▹ Written justification shall be provided in the form of an Urban Design Brief, supported by the expert opinion of the Control Architect and/or Town staff.
Encouraged Practices	▹ **It is desirable to comply with these guidelines.** ▹ The words "may" and "encouraged" are frequently used to identify encouraged practices.

2.4 Structure of the Guidelines

Parts 2 and 3 of the TWDG set out design expectations for development, redevelopment and renovations (subject to site plan approval) in the urban and rural lands of Caledon. Detailed design objectives and criteria 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 following list presents an overview of the information along with an illustrated example of a guideline section:

- **A** An introductory statement and an overview of some of the key design principles, referenced in Section 3.0 (Part 1) of the guidelines;
- **B** Design guidelines, categorized as described in Section 2.3 above, are provided at the bottom of the page, within a clearly marked text box (light blue outline);
- **C** Illustrations and/or images to support these guidelines, are keyed to demonstrate examples of design implementation;
- **D** Reference document information in a red text box (note: this information will need to be updated during the 5-year review of the TWDG; applicants will be notified of all required resources during the DART review process);
- **E** A list of agencies typically involved during this stage of the design process (note: all relevant agencies will be identified during the DART review process);
- **F** Supplementary information, including definitions provided in separate text boxes (grey outline); and
- **G** Clearly marked headers and layout information.

A introductory statement and key relevant design principles (in accordance with section 3.0)

G relevant section of the design guidelines clearly identified

E list of agencies who may be involved

D document references that may provide additional useful information

G reference to part 1, 2, 3 or 4 of the TWDG

November 2017

6.1 Public Open Space & Parks

6.1.1 THE NATURAL HERITAGE SYSTEM

The public open space system consists of a diverse network of woodlands, wetlands and fish habitat that provide wildlife connections and enhance biodiversity throughout both the urban and rural lands in the Town of Caledon.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Environmental sustainability // Social sustainability // Tourism

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to recreational opportunities for all abilities

3.3 Community Safety & Security
Opportunities for casual surveillance

3.4 Complete Streets & Active Transportation
Diverse recreational opportunities // Connected and diverse transportation networks

3.5 Cultural Heritage Conservation
Maintain and enhance cultural heritage landscapes

Example of signage used along Caledon Trailway

Example of appropriate lighting

AGENCIES / CO-ORDINATION
- Community Services Department
- The appropriate Conservation Authority (Toronto & Region Conservation Authority (TRCA); Credit Valley Conservation (CVC); Lake Simcoe Region Conservation Authority (LSRCA); Nottawasaga Valley Conservation Authority (NVCA))

DOCUMENTS TO REFER TO
- Recreation & Parks Master Plan
- Caledon Trails Master Plan
- Caledon Development Standards, Policies & Guidelines
- Peel Region Active Transportation Plan
- CVC and TRCA Low Impact Development (LID) Stormwater Management Guide
- Accessibility for Ontarians with Disabilities Act (AODA)

2 URBAN CALEDON

Example of a trail connection to the Caledon Trailway / Greenbelt Route in Caledon.

Characteristics of the Natural Heritage and Open Space System
- Natural features and habitat that meet significant functional criteria (i.e. woodlands, wetlands, fish habitat, etc.)
- Permanent and seasonal drainage features
- Significant plant, wildlife and bird habitat and species
- Habitat supporting endangered or threatened species
- Hazard lands

Guidelines

Design Standards

a. Promote ecologically diverse, healthy and sustainable, connected natural systems and wildlife corridors.
b. Remediation, restoration and enhancement of the natural heritage system is required.

Buffer Planting

c. Reinforce core areas within buffers and edges.
d. Buffer widths vary, to be determined by the characterization of the adjacent natural feature, conservation authority requirements and the Town.
e. Plant native species indigenous to the CVC and TRCA jurisdictions within buffer plantings, in private rear yards, and adjacent streetscapes.

Trail Design

f. Caledon trails shall support the active living objectives of the Region of Peel.
g. Caledon trails will be designed in consultation with the relevant conservation authority and in accordance with the Town's *Recreation & Parks Master Plan*, the *Caledon Trails Master Plan*, the Town of Caledon Development Standards, Policies and Guidelines and site-specific design criteria.

Signage

h. Provide appropriate signage, in accordance with the guidance provided in Section 6.7.

Design Requirements

i. If deemed appropriate by the relevant conservation authority or the Town, ensure appropriate lighting and overlook from neighbouring residential units in public areas.

30 Caledon Comprehensive Town-Wide Design Guidelines mbtw wai

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F supplementary information, i.e. definitions, descriptions, etc.

B relevant design guidelines, classified as: 'standards', 'requirements' and 'encouraged practices'

C illustration or image, keyed to correspond with and demonstrate examples of key guidelines

Sample spread from Parts 2 and 3 of the document, explaining the general structure and organization of the Comprehensive Town-Wide Design Guidelines.

3.0 Key Design Principles

3.1 Sustainable Design & Compact Development

DESIGN PRINCIPLE:

In the context of a changing climate, new development in the Town of Caledon will implement a holistic approach to planning and design, protecting the natural environment, and balancing social and economic sustainability. New communities in Caledon will be healthy, age-friendly, compact, resilient, connected and walkable, and will respect the existing character of the Town.

DESIGN OBJECTIVES:

Environmental Sustainability

- Preservation of and enhancements to environmental protection areas, natural heritage, open space and the urban tree canopy to promote ecological function and improve biodiversity and wildlife corridors.
- Sensitive development that is resilient to extreme weather events and incorporates green infrastructure and stormwater management practices that effectively promote source control (manage precipitation where it falls) and reduce stormwater runoff while protecting water quality and associated aquatic habitat (including low impact development techniques).
- Responsible use of resources to promote water, energy and waste conservation and reduce greenhouse gas emissions.

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

Sustainable: "the use of land or a resource without the loss or reduction of ecosystem integrity".

Source: Town of Caledon Official Plan

Healthy and Complete Community: "compact, pedestrian-friendly, and transit-supportive; contains a mix of uses that support daily living; and, enables physical activity through active transportation".

Source: Region of Peel Healthy Development Assessment

The Alton Mill Arts Centre in Alton was restored to include energy conservation features.

Social Sustainability

- The development of compact, connected and walkable communities that provide increased mobility options (ie: active and alternative transportation) and support future transit opportunities.
- Inclusive communities that provide a range of housing opportunities for all lifestyles, ages and income levels with access to community amenities, agencies, services, parks, trails and diverse recreational opportunities to promote healthy living.
- Place-making and civic pride as key components of a holistic planning and urban design process.
- Preservation and restoration of cultural and natural heritage assets to maintain the character of the Town and diversity of its settlements.

Economic Sustainability

- Development that promotes infill and revitalization, where appropriate, to stimulate economic and residential growth in centralized and connected communities.
- Access to local food and agriculture by recognizing and integrating diversified agricultural uses as significant contributers to Caledon's economy.
- Designing high quality, accessible, urban and rural environments that can support tourism and agri-tourism industries.

Low Impact Development: "an innovative stormwater management approach with a basic principle that is modeled after the natural way of managing rainfall at the source."

Source: Town of Caledon Official Plan

Compact Form: "a more closely structured pattern of development or redevelopment, created to maximize the effective and efficient use of land and infrastructure."

Source: Regional of Peel Official Plan

Mixed Use Development: is a term commonly used to describe development that integrates a mix of compatible land uses, including residential, retail, offices, institutional or other. Mixed uses may be integrated either horizontally or vertically within the same site.

Place-Making: is a term commonly used to describe a holistic approach to urban design and planning in which a unique identity is established for every day places, promoting wellness, happiness and civic pride.

Low Impact Development in Caledon East.

Cultural heritage assets preserve the character of the Town.

3.2 Accessibility & Universal Design

DESIGN PRINCIPLE:

The Town's urban and rural environments will be designed and retrofitted to promote accessibility to people of all ages and abilities.

DESIGN OBJECTIVES:

- Consistent with Provincial legislation (Accessibility for Ontarians with Disabilities Act, 2005) and the vision of a fully accessible Ontario, as well as the Town of Caledon's Official Plan universal design policies.
- Barrier-free communities that provide integrated and accessible community amenities, services and facilities for people of all ages, abilities and income levels.
- Integrating principles of universal design, including equitable use, flexibility in use, low physical effort, among others, for new residential development, redevelopment and intensification.
- A legible public realm that incorporates clear and intuitive wayfinding.
- Effective maintenance and repair to ensure that access for all is not compromised due to weathering and use.

THE AODA

"The Accessibility for Ontarians with Disabilities Act, or AODA, aims to identify, remove, and prevent barriers for people with disabilities. The AODA became law on June 13, 2005."

Accessibility: "Accessibility refers to the design of products, devices, services, or environments for people who experience disabilities".

Barrier: "A barrier is a circumstance or obstacle that keeps people apart. For people with disabilities, barriers can take many forms including attitudinal, communication, physical, policy, programmatic, social, and transportation".

Disability: "A disability is a physical or mental condition that limits a person's movements, senses, or activities".

Source: Access Ontario (AODA)

Downtown Bolton has a legible public realm for residents.

The Caledon Centre for Recreation and Wellness is accessible to all users.

3.3 Community Safety & Security

DESIGN PRINCIPLE:

The Town of Caledon will provide safe and comfortable environments for all users.

DESIGN OBJECTIVES:

- Adopting the principles of Crime Prevention through Environmental Design (CPTED) principles.
- Well lit environments with limited visual obstructions to ensure safety at all times of the day and night, and through the winter months.
- Communities that encourage opportunities for casual surveillance throughout the public realm.
- Safe streets that set the stage for a variety of active transportation measures through effective design and traffic calming measures.
- Comfortable environments that provide appropriate weather protection and opportunities for rest.

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

Example of ample fenestration on a trailway, providing casual surveillance, in Mayfield West.

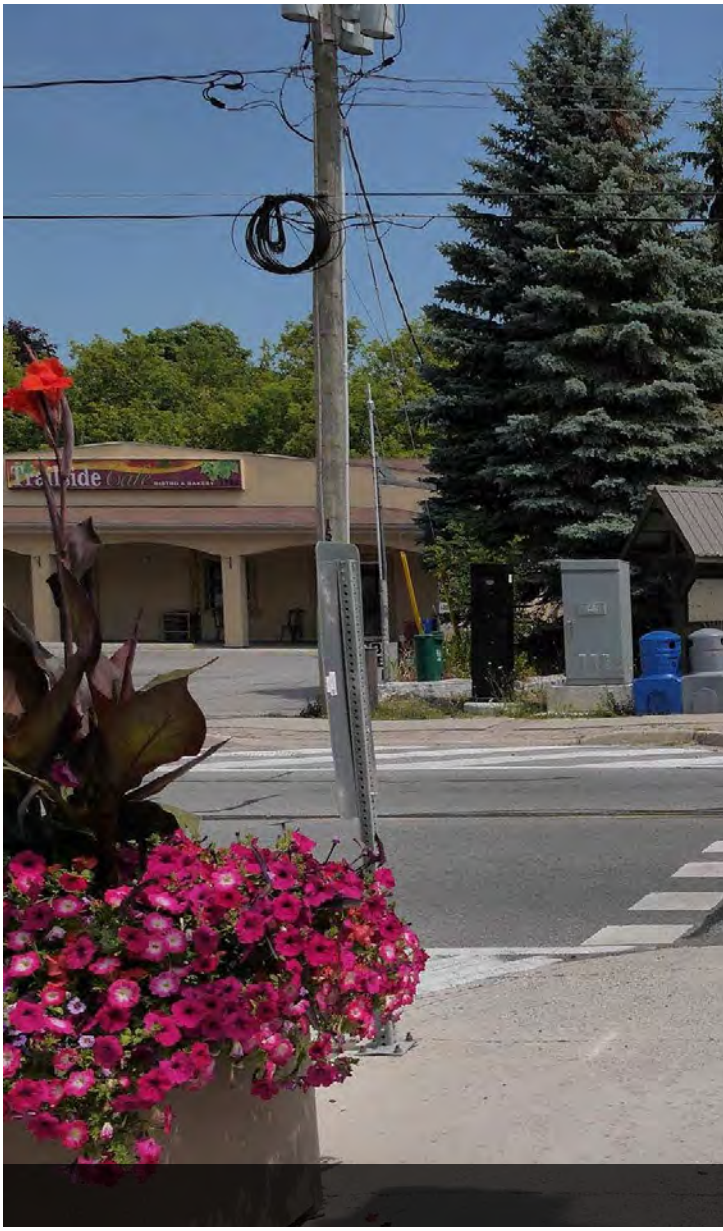
3.4 Complete Streets & Active Transportation

DESIGN PRINCIPLE:

Caledon's communities will provide opportunities for safe active transportation, promoting daily physical activity throughout the Town of Caledon by linking everyday destinations of work, school, business and recreation.

DESIGN OBJECTIVES:

- Form environments that encourage active transportation and provide safe, convenient, appealing and accessible options for all users to walk, cycle and roll.
- Encourage alternative travel modes to the automobile by providing access to effective transit service and opportunities for cycling and walking within the community as practical elements of the transportation system.
- Safe integration of active transportation infrastructure into the broader transportation system, with safe and accessible crossings, separation of pedestrian and cyclists from motorized vehicles and traffic calming and speed control strategies.
- Access to community amenities within a 5- to 10-minute walk (400 to 800 metres) through a connected pedestrian and bicycle network, supported by a legible and connected street network.
- Coordinated and integrated street furniture and infrastructure that support active transportation, including seating, bicycle parking, appropriate parking locations and car sharing opportunities, transit shelters (where applicable), etc.
- Design for compact, connected neighbourhoods with centralized community services and amenities and a mix of land uses that promote walkability and opportunities for future transit use.



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

Active Transportation: "Active Transportation means using human power to get from place to place. It promotes daily activity that links residents to their everyday destinations of work, school, and recreation".

Source: The Region of Peel's Active Transportation Study (2011)

The Caledon Trailway crossing at Airport Road in Caledon East is an accessible and safe environment that allows for all users to cross safely.

3.5 Cultural Heritage Conservation

Adaptive Reuse: "the renovation and reuse of pre-existing structures (such as warehouses) for new purposes".

Source: Merriam-Webster Dictionary

DESIGN PRINCIPLE:

The story and character of the Town of Caledon will be conserved and enhanced through the protection of cultural heritage landscapes, built heritage assets, archaeological resources, and areas with cultural heritage character throughout the Town.

DESIGN OBJECTIVES:

- Maintain, enhance and restore cultural heritage assets.
- A Cultural Heritage Impact Statement (CHIS) may be required to address appropriate conservation measures for development applications affecting identified cultural heritage resources. Conservation measures identified in the CHIS will be implemented through the development process.
- 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.
- Consider opportunities for sensitive adaptive re-use of existing built heritage resources.
- In subdivision design, plan new streets and blocks to ensure physical and visual access to existent cultural heritage features.
- Ensure adjacent development is respectful of and complementary to cultural heritage resources.

Cultural Heritage Landscapes

- Maintain, conserve and enhance cultural heritage landscapes, which include neighbourhoods, townscapes, roadscapes (i.e. heritage roads), farmscapes, or waterscapes that incorporate a group of cultural heritage features that have historic relevance.
- Identify heritage trees. Maintain, conserve and enhance mature tree canopy on public and private property.
- Celebrate the rural landscape and agricultural history of the Town through design.

Built Heritage Resources

- The TWDG complement heritage conservation districts (HCDs) that are in place throughout the Town. Refer to the relevant HCD for development applications within a designated district.
- Ensure that adjacent development is complementary to built heritage resources, particularly in cases of infill development. For example new buildings shall take into consideration existing pattern of building setbacks, qualities and features of neighbouring heritage valued buildings including but not limited to massing, scale, height, roof profiles and horizontal and vertical rhythms, such as building widths, cornice lines, proportions and alignment of windows and doors, and external materials and cladding.
- Where the retention of a structure is not available on the original site, consider relocation within the development.

Archaeology

- Assess and mitigate areas of archaeological potential in accordance with Provincial standards and guidelines.

Areas with Cultural Heritage Character

- Maintain the character of areas with cultural heritage character by retaining and adaptively reusing non-residential land and/or buildings for residential purposes.
- Maintain, conserve and enhance heritage buildings and features that contribute to the character of the streetscape.

Heritage Impact Statement: " 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".

Source: Ontario Heritage Toolkit, Infosheet #5 (2006)

Conserved: "the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development".

Source: Provincial Policy Statement (2014)

One of the many farms that populate Caledon's countryside and give the Town its rural character.

A cultural heritage asset, Cataract Inn was restored as a private residence near the Credit River in Cataract.

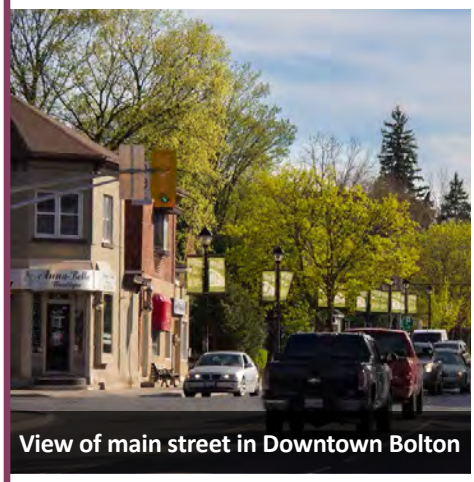
4.0 Community Structure & Anticipated Growth

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

The Town of Caledon is the northern-most municipality in the Region of Peel, and comprises a hierarchy of settlement types, which includes three rural service centres, six villages, nine hamlets, and a number of estate communities. All of the communities are connected by rural lands, which comprise open space, agricultural and environmental areas. New development, including new buildings and additions, is expected to manifest as both greenfields and infill development or retrofits in existing communities. These communities are varied, each possessing unique cultural heritage character and settlement patterns, which warrant preservation and enhancement. More information is provided in the Background Assessment Paper, dated April 2017.

Community structure of the Town of Caledon

URBAN CALEDON (PART 2)



View of main street in Downtown Bolton

RURAL SERVICE CENTRES

Single density dwelling in Caledon Village

VILLAGES

The Belfountain Inn in Belfountain

HAMLETS

Industrial Development in Victoria

INDUSTRIAL SERVICE CENTRES

RURAL CALEDON (PART 3)

Rural farm in the Caledon countryside

LANDS SURROUNDING AND CONNECTED TO URBAN CALEDON

Estate housing in Palgrave Estates

ESTATE COMMUNITIES

4.1 Design Considerations for Infill Development

DESIGN PRINCIPLE:

Infill development throughout the Town of Caledon will be compatible with the established community character and will provide an effective layering of the history of the Town.

DESIGN OBJECTIVES:

Compatibility of Development

- Infill development should allow for a layering of history, whilst ensuring compatibility with existing architectural styles and elements of surrounding buildings. For example, imitations of historic architectural styles should be avoided.
- Compatible development is complementary to adjacent buildings in terms of height, setbacks, massing, colours and materials. This can be achieved through similarities and contrasts to the immediate surroundings. Also refer to Urban Design Principle 3.5 Cultural Heritage.
- Infill development must positively contribute to the image of the streetscape.

Heritage Considerations

- Conserve significant cultural heritage resources and sensitively integrate them into the development.
- Do not obstruct views to culturally significant resources.
- Respect the topography and existing landscape of the site. The Town promotes the preservation of vegetation, including opportunities for transplanting versus complete removal. The preservation of existing trees is given priority over replacement. Trees shall be replanted at a ratio of 2:1 with native species to minimize the amount of trees that are lost overall to preserve urban canopy cover.
- Integrate interpretive signage that speaks to the surrounding heritage assets.
- Infill development will celebrate heritage assets while promoting growth. Preceding any change to a heritage resource or development adjacent to a heritage resource, a Cultural Heritage Impact Statement (CHIS) must be provided to the Town of Caledon (refer to Section 3.5, Part 1 of these guidelines).

Contextual Considerations

- Provide visual breaks between new medium and high density residential buildings to reduce perceived scale and massing.
- Maintain distinctive treatments of individual streetscapes by considering architectural queues from established styles within the streetscape. Respect and enhance the appearance of the established streetscape.
- Locate parking to the side or rear of new buildings to minimize their impact on the streetscape. Provide appropriate landscaping to buffer parking from the streetscape, where possible.
- Restore and incorporate existing heritage structures into the development.
- Create or enhance important views and vistas of existing natural features and heritage resources.
- Employ environmentally-friendly and sustainable building techniques, through energy conservation, green buildings and the use of sustainable materials. Refer to Section 7.0 for more information.

Infill: "shall mean housing development in existing residential neighbourhoods within settlements, on vacant or underutilized land".

Source: Town of Caledon Official Plan

Scale of Development

Infill development may occur at several scales, including individual lots, through the assemblage of lots, through severance, a change of use, etc.

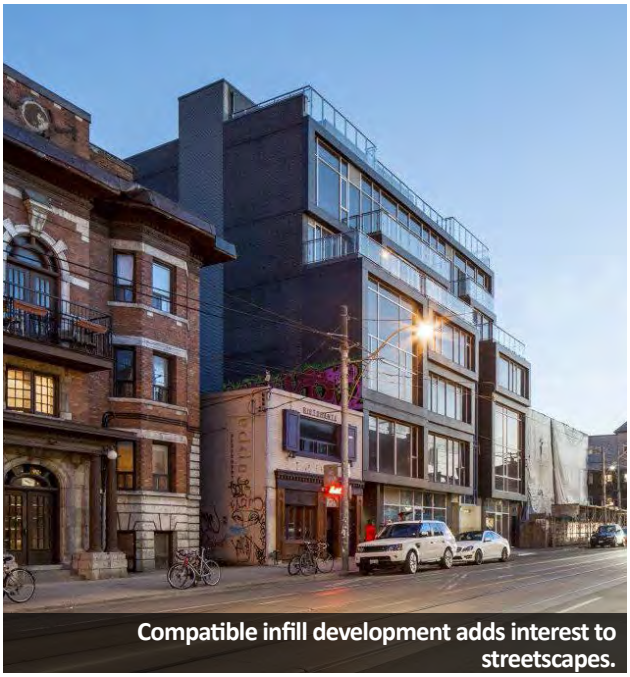
- The subdivision of an existing lot must maintain a compatible lot size and shape with its surroundings.
- Large corner lots with adequate lot depth may allow for the subdivision of lots on the flankage street.
- Lot widths should be compatible with the average lot width along a specific streetscape.

Special Considerations for Commercial Infill Development

In addition to guidelines above:

- Redevelopment of existing commercial sites should incorporate existing buildings and façades of heritage value, where possible.
- Infill commercial buildings should complement existing adjacent buildings in terms of massing, height, cornice lines, visible roofscapes, materials and colours.
- Where it is intended to follow a contemporary adaptation of a traditional style, ensure that architectural details such as trim, window styles, colours and materials, are consistently applied to all elements of the elevation.
- In a traditional main street setting, ensure that new buildings maintain a consistent street wall.

An example of a contemporary infill development in Edmonton.



Compatible infill development adds interest to streetscapes.

4.2 Design Considerations for Greenfield Communities

DESIGN PRINCIPLE:

Greenfield development within the Town of Caledon will create identifiable and unique mixed use communities that support the key design principles established in the Comprehensive Town-Wide Design Guidelines.

DESIGN OBJECTIVES:

Structuring Elements

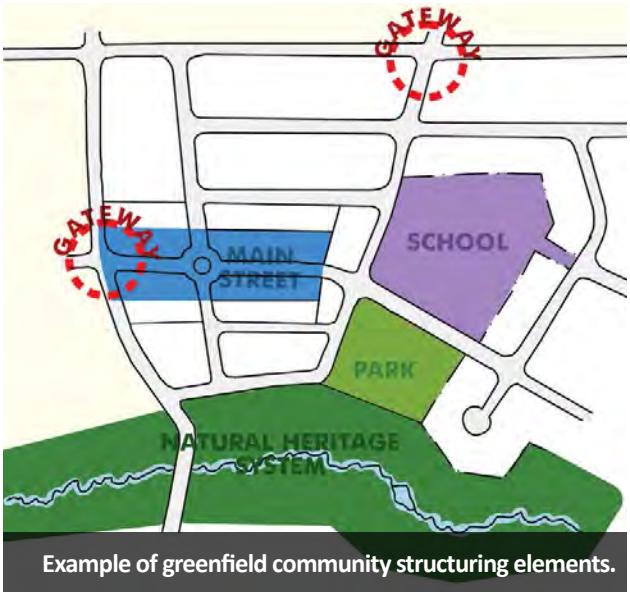
- The open space and park system is the primary structuring element for all new communities.
  - Guidelines are provided in Section 6.1, page 30.
- Community gateways and edges must be identified and celebrated as they provide passersby with a first impression of the community and are essential in establishing the community character.
  - Guidelines are provided in Section 6.2, page 36.
- An interconnected and legible network of streets that is oriented to maximize physical and visual access to community amenities is required. Community streetscapes must be safe and comfortable for all modes of transportation, supporting pedestrian-scaled environments and walkable neighbourhoods.
  - Guidelines are provided in Section 6.3, page 38.
- Neighbourhood blocks must maintain walkable distances and should be oriented to maximize sun exposure.
  - Guidelines are provided in Section 6.4, page 48.
- Priority lot locations are created from the resultant street network and overall structure of the new community. These locations require enhanced architectural and landscape treatments to respond to their high exposure.
  - Guidelines are provided in Section 6.5, page 49.

Distribution of Land Uses

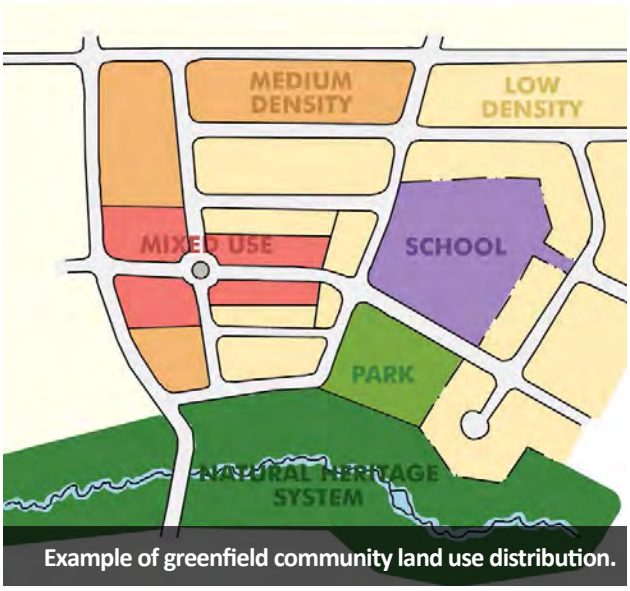
- Distribute community and neighbourhood amenities, including parks, schools, retail uses, etc. in a centralized manner so as to provide access to residents within a 5- to 10-minute walk (400 to 800 metres). Support focal community amenity areas with additional lay-by parking and supportive infrastructure.
- Locate higher densities near potential transit hubs and community amenities, integrating future transit station areas. Provide street level and convenient connections to these areas.
- Provide a mix of housing types, strategically locating high and medium density residential uses with appropriate transitions in scale, height and massing to lower density residences and established neighbourhoods (refer to Section 9.1 for guidelines relating to context-sensitive development).
- Provide a variety of parks and trails with diverse recreational opportunities to support active living.
- The distribution of uses, block sizes and orientations shall ensure community safety and accessibility.

Sustainability Practices

- Adopt a holistic approach to planning and design to ensure that sustainable practices are considered as part of the community structure and design process, and to provide opportunities for current and future application of renewable energy technologies.
- Promote active transportation and healthy living, achieved through a system of interconnected, accessible and legible streets, trails and destinations.
- Integrate sensitive end of pipe stormwater management practices, specifically low impact development. Where possible, stormwater management practices will be located outside of natural features and their minimum vegetation protection zones while being integrated as extensions of the open space system.
- Manage stormwater at the source using uniformly distributed decentralized micro-scaled controls.
- Orient neighbourhood blocks to maximize solar gain, take advantage of solar heating opportunities and coordinate landscaping to assist with the heating and cooling of homes and the public realm.
- Provide opportunities to increase access to local food production, community garden plots, farmers markets, among others.
- Reduce the urban heat island effect through appropriate landscaping, green and white roof technologies and paving treatments.
- Promote tourism and revitalization to ensure economic vitality throughout the various settlements of a growing Caledon.



Example of greenfield community structuring elements.



Example of greenfield community land use distribution.

5.0 Implementation

The success of the TWDG is dependent on its effective application through a design-oriented development approvals process that is applied consistently over time. This section will present the role of supporting design briefs, outline the review process for the TWDG, and provide an overview of related studies that may be required in support of development applications, as identified through the DART process.

5.1 The Role of Design Briefs

As previously mentioned in Section 2.1 (Part 1) of these guidelines, a design brief may be required to accompany a draft plan of subdivision, Official Plan Amendment application, Zoning By-law Amendment application and/or site plan application. Requirement for the design brief will be identified through the DART Process. The exact scope and content of the design brief will be determined through discussions with Town staff. The brief will help facilitate the Town's review of these more complex applications.

In general, the design brief will be required to:

- Be consistent with the TWDG.
- Be prepared by a qualified Landscape Architect, Architect, or Registered Professional Planner (RPP) with demonstrated urban design experience (to the satisfaction of the Town).
- Introduce the development proposal, establishing the vision, objectives and character of the proposed development.
- Demonstrate compliance with applicable Official Plan policies and guidelines.
- Demonstrate the application of context-sensitive design solutions that address potential concerns relating to compatibility. Where the development application varies from the TWDG, the brief provides the designer with an opportunity to offer a rationale for such deviations.

A design brief may be required for various contexts, including:

- Plans of Subdivision;
- More complex site plans;
- Intensification or redevelopment proposals and infill consent applications;
- Context sensitive applications, located in special areas (HCDs, main streets, estate neighbourhoods, etc); or,
- Industrial and Commercial development (refer to Appendix A).

5.2 Architectural Review

A complete architectural review process will support the development of high quality communities in the Town of Caledon. The architectural review process applies to new residential plans of subdivision and requires the review of ground-related housing (single-detached, semi-detached, and townhouse blocks). The review process can be extended to include small subdivisions and context sensitive development proposals (such as infill, intensification and redevelopment applications).

The owner's consulting architect will be responsible to prepare Architectural Design Guidelines specific to a proposed community. These Guidelines will be reviewed by the Town Control Architect and approved by the Town. They will identify:

- A community design vision and guiding principles (in line with any relevant Community Design Plans or policy directives);
- Streetscape design guidelines that address compatibility of development, in terms of building type, height and elevation variety, as well as fencing and streetscape elements;
- Priority lot and community area provisions;
- Guidelines for the proposed built form, including, but not limited to, architectural style, elevations, and details; and,
- Implementation process, specifying responsibilities, review of drawings and site reviews.

5.3 Requirements for Shadow Studies

A shadow study may be required to accompany a Zoning By-law Amendment application or a Site Plan Application for a development proposal that may adversely impact its surroundings by casting prolonged shadows on adjacent streets, parks, residences, commercial uses, among others. A shadow study is mandatory for any structure 4 storeys and higher, where abutting a residential use.

The shadow study consists of two components, a digital model used to demonstrate shadow impacts, and a shadow impact statement that describes the extent of shadows cast on adjacent uses. The document must be prepared by a professional qualified in this field and may be peer-reviewed.

The digital model must assess shadow impacts at various times of the day, across the four seasons. Specifically, the shadow study must model shadow impacts on:

DATE	TIME
March 21	9:00, 11:00, 13:00, 15:00, 17:00, & 19:00
June 21	
September 21	
December 21	11:00, 13:00, & 15:00

The shadow impact statement must demonstrate that:

- There are 5 consecutive hours of full sunlight between the test hours in March, June and September;
- Shadows are not cast on more than 50% of outdoor amenities, including school yards, parks, children's play areas and amenities associated with commercial and employment areas (throughout the seasons); and,
- Shadows are not cast on the opposite sidewalk during the spring and fall.

5.4 5-Year Review of the Guidelines

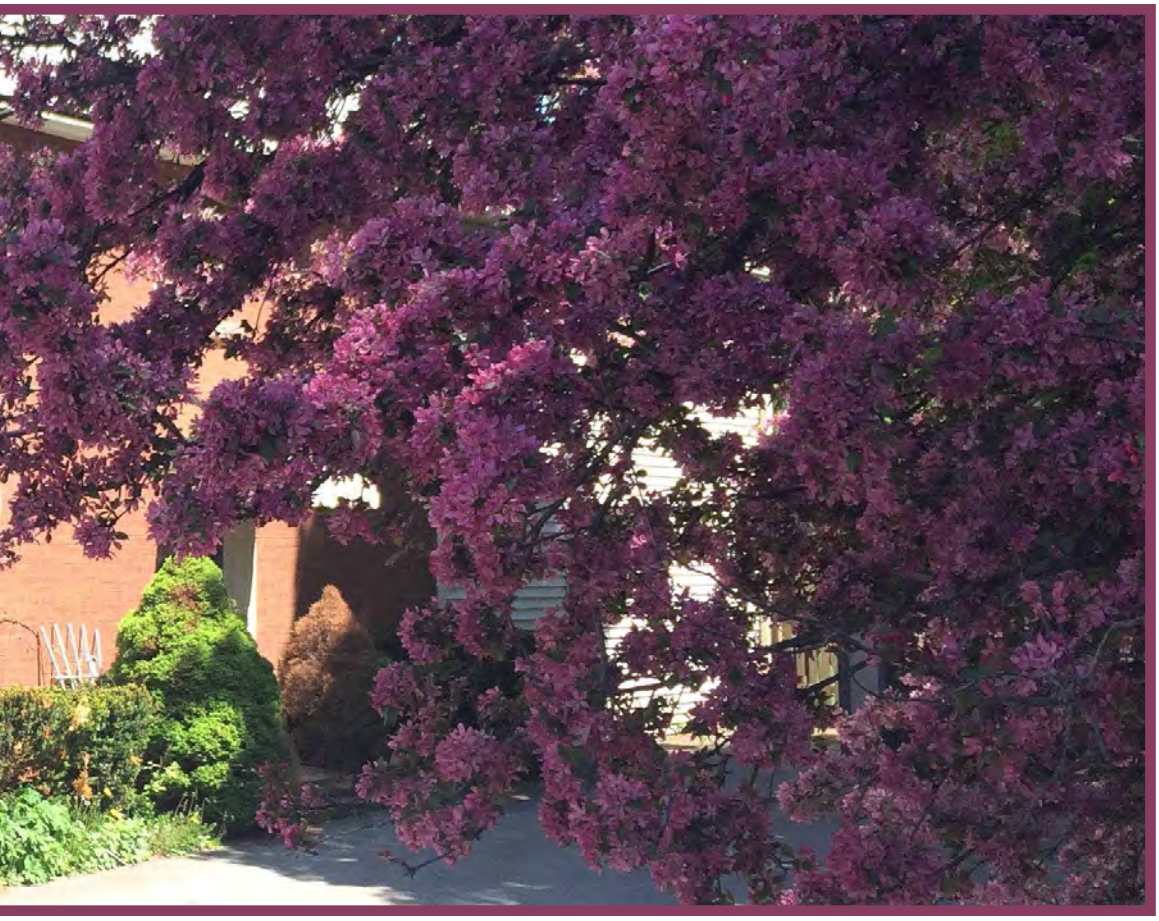
A 5-year review is recommended for the TWDG to account for an evolving policy context and development framework. It is intended that the Town of Caledon use this review to both evaluate any recent policy and framework changes against the TWDG and assess the continued pertinence of the guidelines. Through this review process, the Town is provided with the opportunity to:

- Identify opportunities for the adaptation or creation of new guidelines that address a changing and growing Caledon.
- Review the relevance of each guideline and identify unsuitable guidelines that may be removed from the document.
- Introduce new building forms or development practices not yet addressed in the TWDG.
- Update and add new policy and guideline references that would assist applicants throughout the application process.


CALEDON
MILLS

PART 2

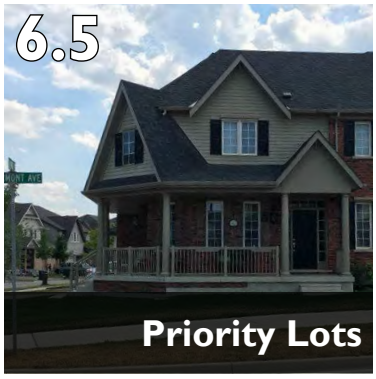
NOTE: Refer to Part 1 for information on how to use this document, a list of key design principles, information on the general structure of the Town of Caledon and implementation. For Area-Specific Guidelines, refer to Part 4.



URBAN CALEDON

6.0 The Public Realm

The public realm is defined as all of the visible components of our daily environments and includes our community streets, parks, natural areas, and the portions of private developments that are visible from areas with public access. Caledon's public realm will provide high quality environments that are socially engaging and support the key design principles identified in Section 3.0 of these guidelines. Guidelines specific to industrial streetscapes or open spaces are provided in Section 11.



6.1 Public Open Space & Parks

6.1.1 THE NATURAL HERITAGE SYSTEM

The public open space system consists of a diverse network of woodlands, wetlands and fish habitat that provide wildlife connections and enhance biodiversity throughout both the urban and rural lands in the Town of Caledon.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Environmental sustainability // Social sustainability // Tourism

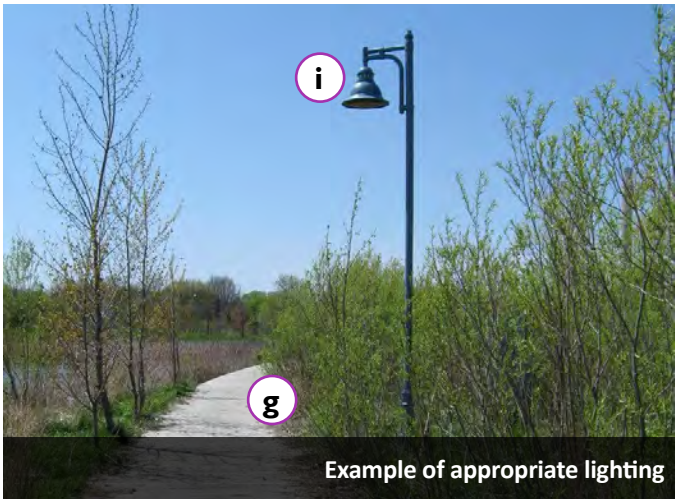
3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to recreational opportunities for all abilities

3.3 Community Safety & Security
Opportunities for casual surveillance

3.4 Complete Streets & Active Transportation
Diverse recreational opportunities // Connected and diverse transportation networks

3.5 Cultural Heritage Conservation
Maintain and enhance cultural heritage landscapes

Example of signage used along Caledon Trailway



Example of appropriate lighting

Characteristics of the Natural Heritage and Open Space System

- Natural features and habitat that meet significant functional criteria (i.e. woodlands, wetlands, fish habitat, etc.)
- Permanent and seasonal drainage features
- Significant plant, wildlife and bird habitat and species
- Habitat supporting endangered or threatened species
- Hazard lands

Guidelines

Design Standards

a. Promote ecologically diverse, healthy and sustainable, connected natural systems and wildlife corridors.

b. Remediation, restoration and enhancement of the natural heritage system is required.

Buffer Planting

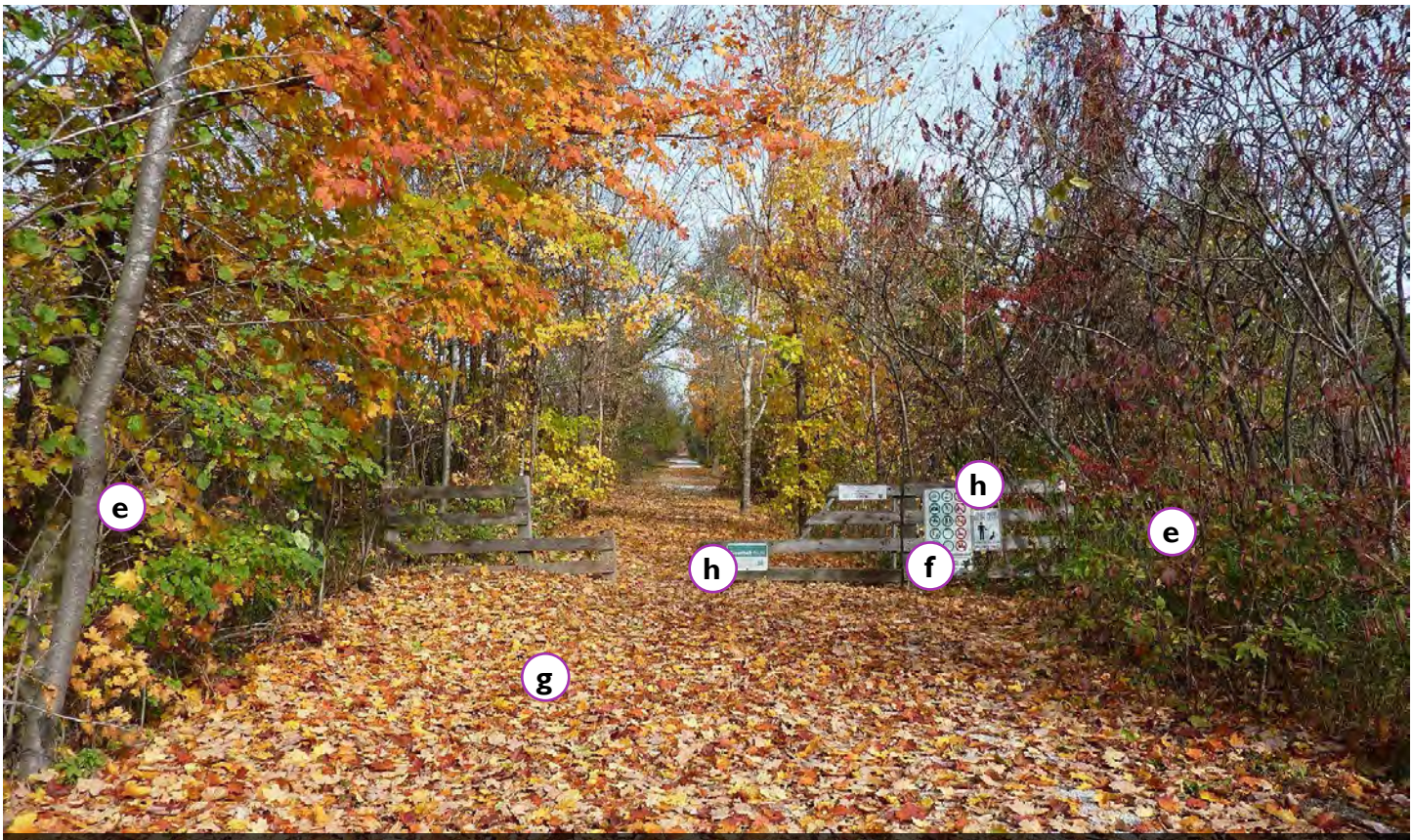
c. Reinforce core areas within buffers and edges.

AGENCIES / CO-ORDINATION

- Caledon's Community Services Department
- The appropriate Conservation Authority (Toronto & Region Conservation Authority (TRCA); Credit Valley Conservation (CVC); Lake Simcoe Region Conservation Authority (LSRCA); Nottawasaga Valley Conservation Authority (NVCA))

DOCUMENTS TO REFER TO

- Recreation & Parks Master Plan
- Caledon Trails Master Plan
- Caledon Development Standards, Policies & Guidelines
- Peel Region Active Transportation Plan
- CVC & TRCA Low Impact Development (LID) Stormwater Management Guide
- Accessibility for Ontarians with Disabilities Act (AODA)



Example of a trail connection to the Caledon Trailway / Greenbelt Route in Caledon.

d. Buffer widths vary, to be determined by the characterization of the adjacent natural feature, conservation authority requirements and the Town.

e Plant native species indigenous to the CVC and TRCA jurisdictions within buffer plantings, in private rear yards, and adjacent streetscapes.

Trail Design

f Caledon trails shall support the active living objectives of the Region of Peel.

g Caledon trails will be designed in consultation with the relevant conservation authority and in accordance with the Town's *Recreation & Parks Master Plan*, the *Caledon Trails Master Plan*, the Town of Caledon Development Standards, Policies and Guidelines, site-specific design criteria and the Acessibility Advisory Committee.

Signage

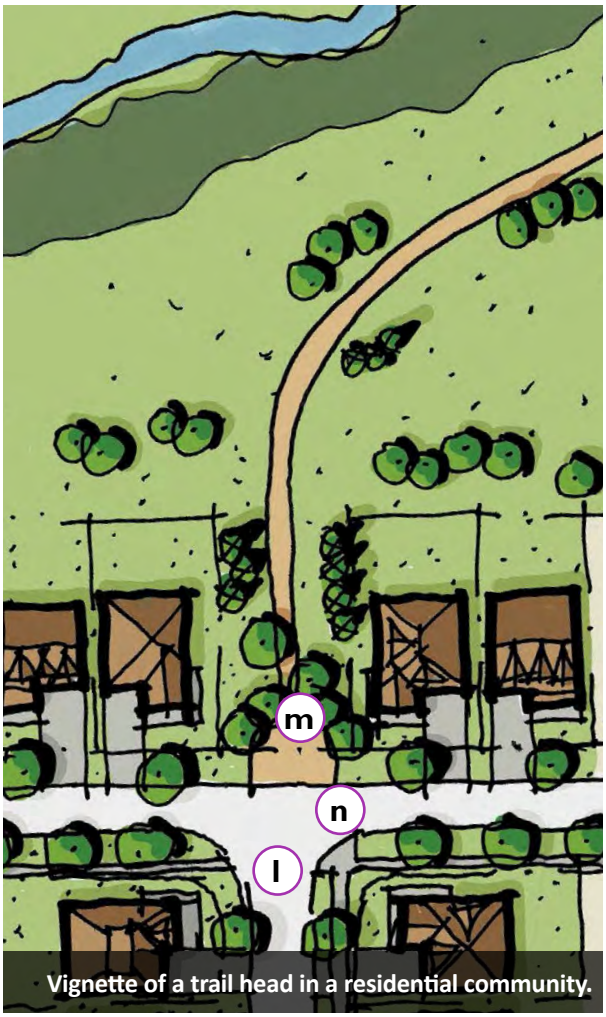
h Provide appropriate signage, in accordance with the guidance provided in Section 6.7.

Design Requirements

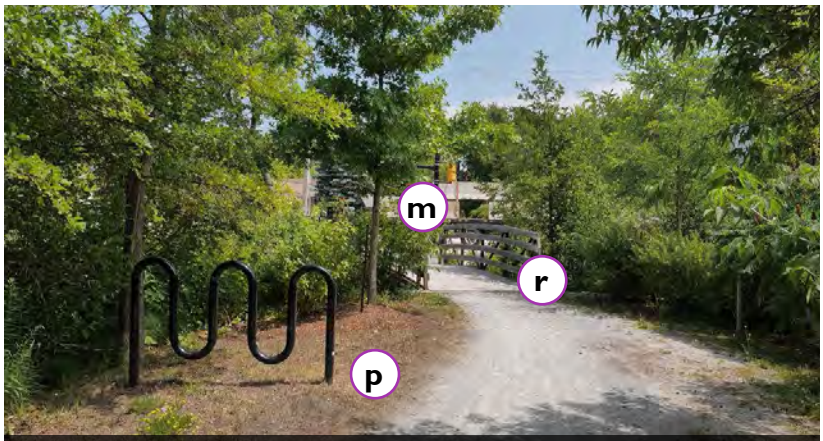
i If deemed appropriate by the relevant conservation authority or the Town, ensure appropriate lighting and overlook from neighbouring residential units in public areas.

Active Recreation: requires special facilities, such as golf courses and tennis courts which usually require large scale modifications of the land surface, often accompanied by the introduction of buildings and structures. *Source: Region of Peel Official Plan*

Passive Recreation: involves low intensity outdoor pastimes, including hiking, picnicking and bird watching requiring minimal modifications of the land surface and relatively few if any buildings or structures. *Source: Region of Peel Official Plan*



Vignette of a trail head in a residential community.



The Caledon Trailway trail connection at Airport Road in Caledon East.

The trail in Mayfield West links residents to a stormwater management pond.

Guidelines (continued)

j. In all community design, ensure that, where appropriate, natural heritage features and the open space system are connected and that they are supported by compatible land uses and ecologically sensitive site design.

k. Encroachment and public access should be avoided where sensitive features are present to avoid potential impact or disturbances (through lot fencing and information signage).

l Orient the street network to maximize opportunities for visual and physical access to open space from nearby streets, schools, and parks, incorporating views and vistas.

m Provide access to trails through the public realm with trail heads and associated facilities. Trail width should be minimized when within a buffer to a natural feature. Winter maintenance should be considered before placing a trail inside a buffer.

n Provide walkway and trail connections to nearby existing and planned trails and sidewalks. The trail and pathway network should be continuous, and inter-connected, providing access through the open space area where appropriate, and linking residential neighbourhoods, schools and employment areas to adjoining external trails, bike routes, sidewalks and destinations.

Naturalized Planting: consists of hardy and native coniferous and deciduous trees, shrubs, grasses and groundcover.

A trail marker along the Bruce Trail indicates the donation of patrons to the preservation of the trail system.

Pedestrian bridges allow for preservation of the environment.

A coordinated signage palette enhances the trail head locations.

o. Provide both passive and active recreation opportunities and link parks to the open space network through trail and sidewalk connections.

p Provide a coordinated palette of street furniture, signage and planting, where relevant. Signage may vary and can include informational signage and directional signage as described in Section 6.7.

q Integrate stormwater management ponds and other low impact development features as an extension of the open space system (located outside natural heritage features), providing trail connections to and from both uses.

r Carefully integrate pedestrian bridge crossings to ensure the least impact on the existing natural heritage features in the open space system.

Encouraged Practices

s. Where possible, encourage buffers adjacent to natural features located within agricultural fields within portions of the Greenbelt.

t. Accommodate informal seating and promote opportunities for social interaction,

u. Consider the appropriateness of lighting along pathways; lit pathways encourage night time use and should be avoided where night time use may be unsafe. Lit and winter trails are discouraged within natural heritage features or buffers.

v. Consider opportunities to further connect trails at the border of the City of Brampton and Town of Caledon to help improve regional trail connectivity.

6.1.2 PUBLIC PARKS

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.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Green infrastructure // Integration with the open space system // Access to recreational facilities // Place-making

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to recreational opportunities for all abilities

3.3 Community Safety & Security
Crime Prevention through Environmental Design (CPTED) // Safe use at various times of the day and year

3.4 Complete Streets & Active Transportation
Diverse recreational opportunities // Walking, cycling and rolling activities // Walking distance

3.5 Cultural Heritage Conservation
Incorporating heritage features and signage, where relevant

Mayfield West integrates park amenities into surrounding uses.

Guidelines

Design Standards

a. Provide parks in centralized locations that are accessible to residents within a 5- to 10-minute walk (400 to 800 metres).

b Locate parks with minimum 50% frontage onto connector streets, ensuring public exposure and proper integration.

c. Accessibility elements shall be incorporated into park design.

Design Requirements

d Provide a variety of recreational amenities for people of all ages, including children's play equipment, garden plots, and seating.

e Provide adequate LED lighting as per the Town Standards to ensure safe use throughout the day and seasons, in coordination with the Community Services Department.

f Contribute to the urban forest canopy by planting hardy, native tree species, shrubs, grasses and groundcovers.

g. Incorporate low impact development (LID) measures, where appropriate and in consultation with the appropriate conservation authorities.

Encouraged Practices

h. Provide on-street parking adjacent to parks, on the park side of the street, where deemed desirable through consultation with Town Staff.

AGENCIES / CO-ORDINATION

- Caledon's Community Services Department
- The appropriate Conservation Authority (Toronto & Region Conservation Authority (TRCA); Credit Valley Conservation (CVC); Lake Simcoe Region Conservation Authority (LSRCA); Nottawasaga Valley Conservation Authority (NVCA))

DOCUMENTS TO REFER TO

- Recreation & Parks Master Plan
- Caledon Trails Master Plan
- Caledon Development Standards, Policies & Guidelines
- Peel Region Active Transportation Plan
- CVC & TRCA Low Impact Development (LID) Stormwater Management Guide
- Accessibility for Ontarians with Disabilities Act (AODA)

The following park typologies are supported in Caledon, in accordance with Section 5.1 of the 2010 Recreation & Parks Master Plan:

District / Special Purpose Park

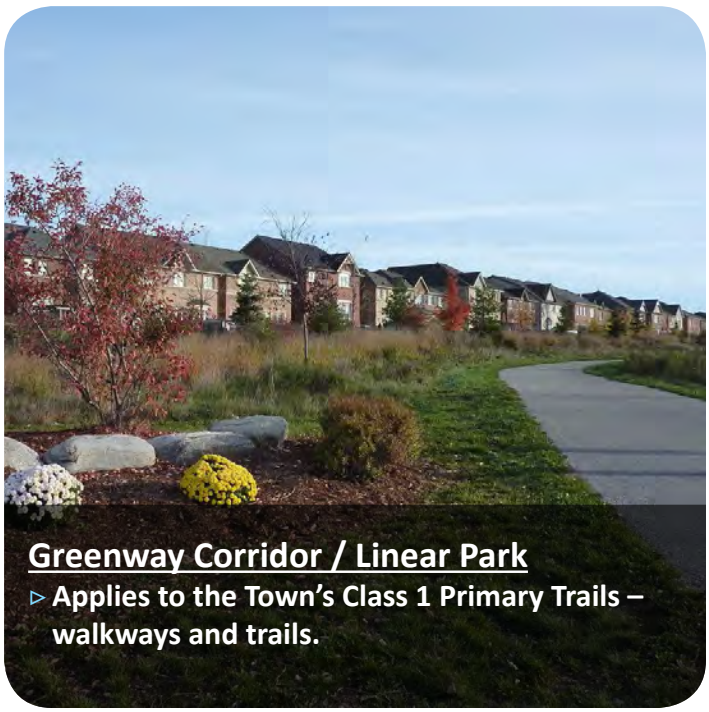
- ▹ Serves an entire community, and is specialized in nature.
- ▹ Varies in size.

Community Park

- ▹ Focuses on active transportation.
- ▹ Has a minimum size of 2.5 hectares.

Neighbourhood Park

- ▹ Centralized and linked to the trail system where feasible.
- ▹ Provides a Neighbourhood Focus with active and passive elements (1 to 2 ha).
- ▹ Includes existing parkettes.



Greenway Corridor / Linear Park

- ▹ Applies to the Town's Class 1 Primary Trails – walkways and trails.

6.2 Edges & Gateways

Community edges and gateways signify entry and provide passersby with the first impression of a community, celebrating what is unique to each individual community. Gateway components must be coordinated and may include signage, overhead structures, columns, etc.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Place-making and civic pride

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding

3.3 Community Safety & Security
Opportunities for casual surveillance

3.4 Complete Streets & Active Transportation
Multi-modal transportation connections

3.5 Cultural Heritage Conservation
Integration and preservation of natural and cultural heritage assets

Gateway signage at the edge of Caledon in Mayfield West.

Gateway features include landscaping and lighting.

Guidelines

Design Standards

a Gateway signage and treatments must be unique to the community or neighbourhood, recognizing and celebrating the unique historical characteristics of urban and rural edges.

Design Requirements

b Gateways and edges should provide enhanced pedestrian and bicycle connections with associated infrastructure and furniture. Primary entrances should be positioned toward the gateway.

c Provide greater building massing at gateway locations.

d Incorporate high quality and low maintenance design into gateway and edge features, including well articulated architectural façades, and high quality landscaping treatments (i.e. special paving, signage, lighting, seating and/or fencing). Strong architectural elements must be coordinated with landscape features (in terms of colours, materials and textures).

e Accent planting including flowering shrubs and native trees, ornamental grasses and perennials are encouraged at these locations.

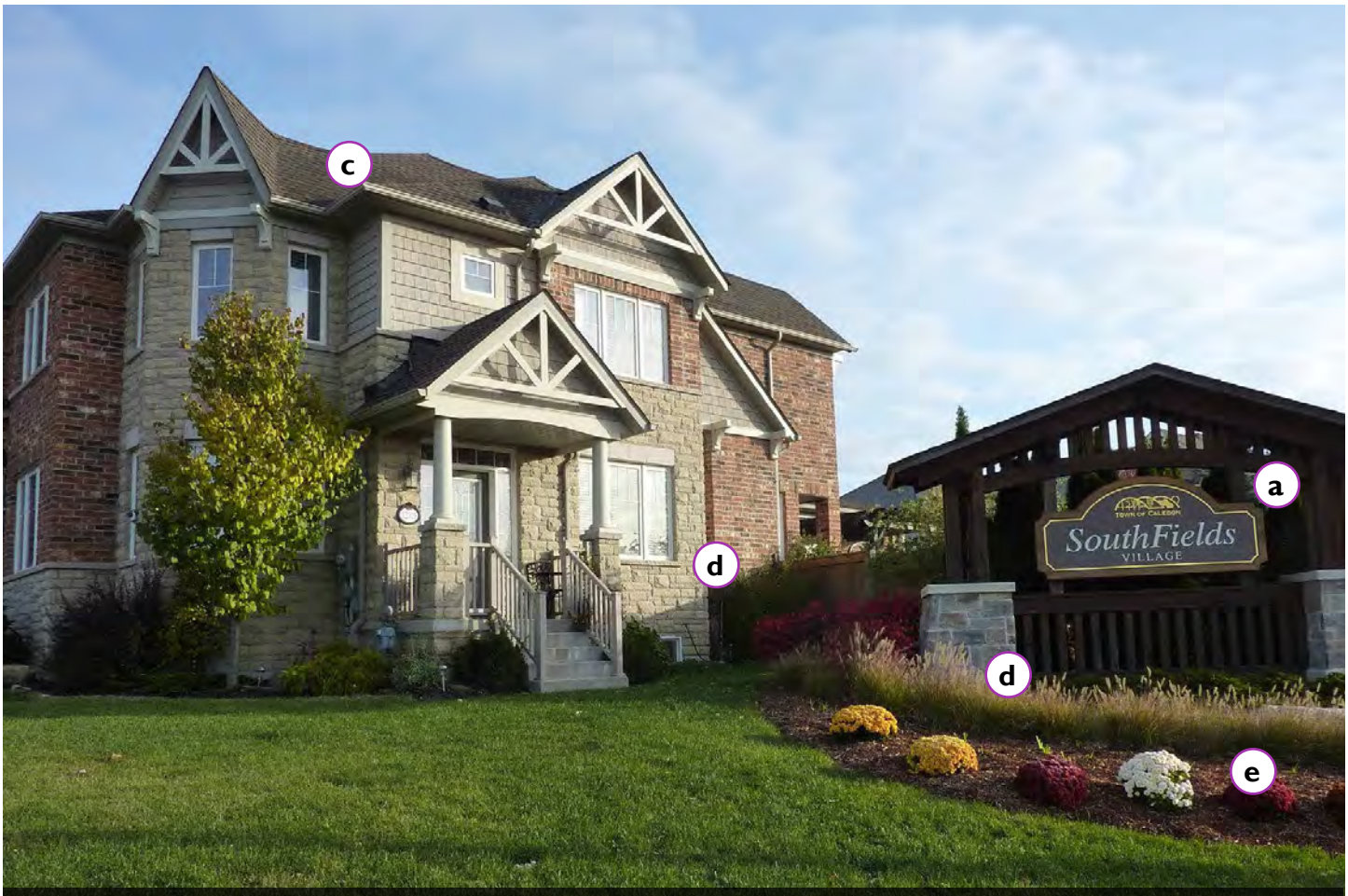
Encouraged Practices

f. Incorporate LID measures, where possible.

g. Pedestrian-scaled gateway features are encouraged.

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- MTO (adjacent to highways)
- Caledon's Finance & Infrastructure Services
- Caledon's Community Services Department



The South Fields gateway feature celebrates the community character through high quality design, landscaping and architectural elements.

Edges identify and reflect community character.

Landscaped edges are used to create a softer edge to the community.

6.3 Community Streetscapes

Transportation Demand Management (TDM): "the use of policies, programs, services and products to influence whether, why, when, where and how people travel."

Source: Improving Travel Options with Transportation Demand Management (TDM), prepared by Green Municipal Funds (2008).

Community streetscapes are the most frequented element of the public realm and should therefore provide high quality environments that are safe and accessible to all users.

Relevant key design principles and objectives:

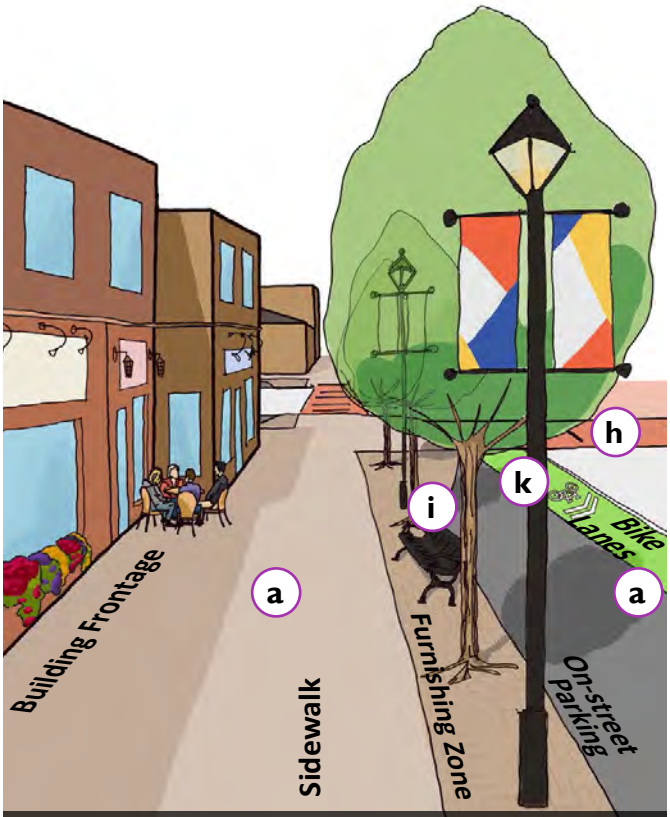
3.1 Sustainable Design & Compact Development
Compact, connected and walkable communities // Mobility options and transit supportive development // Place-making and civic pride // Tourism and economic development

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to recreational opportunities for all abilities

3.3 Community Safety & Security
Healthy communities // Opportunities for casual surveillance // Minimal visual obstructions // Traffic calming // Well-lit environments

3.4 Complete Streets & Active Transportation
Active and multi-modal transportation networks // Comfortable streets, protected from the elements // Coordinated street furniture

3.5 Cultural Heritage Conservation
Preserve streetscape character // Integrate natural and cultural assets, where relevant



Streetscapes shall promote a range of uses throughout the day.

Guidelines

Design Standards

a Provide for an integrated multi-modal transportation system that considers the needs of pedestrians, cyclists, transit-users and motorists.

b Provide a legible and connected network of streets, coordinated with an appropriate mix of land uses. Provide easy connections to centralized hubs and community corridors.

c. Provide frequent intersections, with street blocks decreasing in size as density increases.

d. Provide higher densities and transit supportive, compact development on higher order streets, where appropriate.

Design Requirements

e. For greenfield development, establish a hierarchy of streets within a connected modified-grid network, as discussed in Section 4.2.

f. Provide opportunities for future transit services and connections. Consider appropriate walking distance to future transit stops and stations from amenity areas.

g. Where relevant, and in coordination with the appropriate transit agency, provide supportive facilities for transit use, including waste receptacles, seating, bike storage facilities, etc.

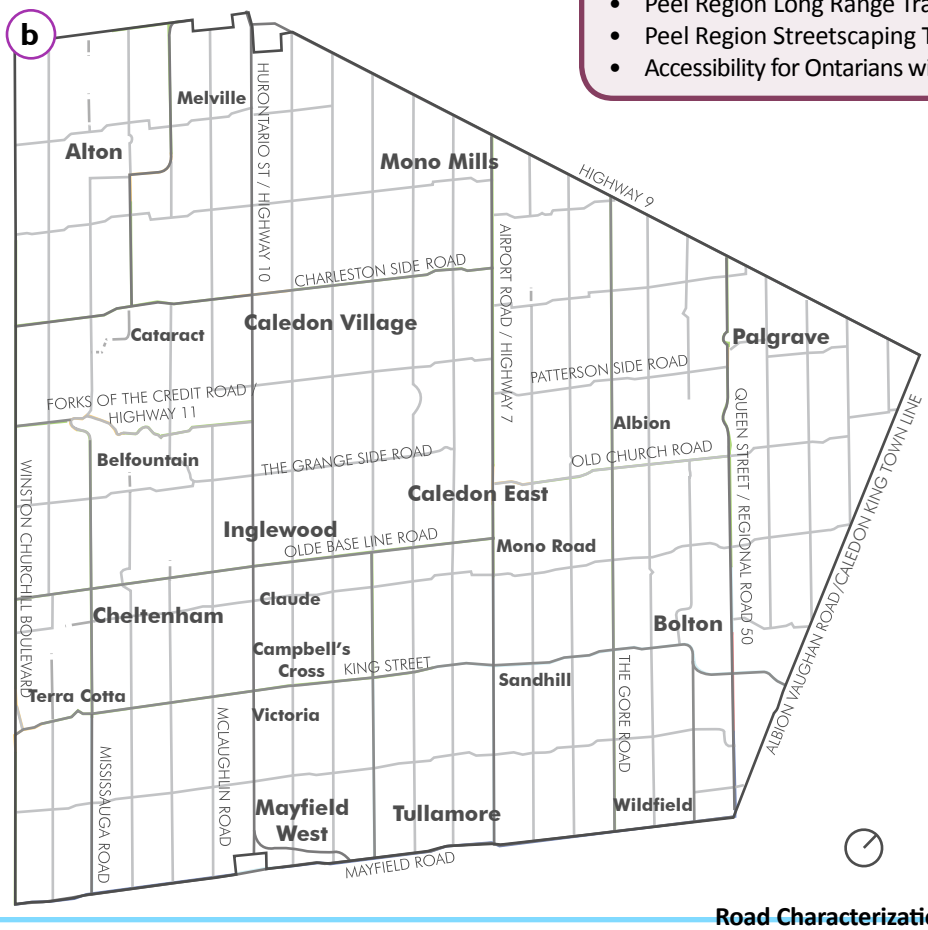
h Integrate appropriate traffic calming measures in areas with greater pedestrian traffic.

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- MTO (adjacent to highways)
- Metrolinx
- Caledon's Finance & Infrastructure Services

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Caledon Transportation Master Plan
- MTO Transit Supportive Guidelines
- Peel's Regional Road Characterization Study
- Peel Healthy Development Assessment (HDA)
- Peel Region Active Transportation Plan
- Peel Region Long Range Transportation Plan
- Peel Region Streetscaping Toolbox
- Accessibility for Ontarians with Disabilities Act (AODA)



Legend

- Municipal Boundary of Caledon

Town of Caledon Official Plan

- Local
- Collector
- Low Capacity Arterial
- Medium Capacity Arterial
- High Capacity Arterial

Regional Roads as classified in the Peel Region Road Characterization Study

- Rural Road
- Rural Main Street
- Urban Main Street
- Suburban Connector
- Industrial Connector

Sources:

Road Classfications from Schedule J - Town of Caledon Long Range Road Network; *The Town of Caledon Official Plan* (November 2016)

Road Characterizations from the *Region of Peel's Road Characterization Study* (May 2013)

Road Characterizations and Classifications for the Town of Caledon

i. Provide consistent and coordinated street furniture throughout the public realm. Materials, colours and styles should be complementary to the architectural style of the community.

j. Connect to a larger, integrated active transportation network that includes sidewalks, bike lanes and multi-use paths, thereby providing more incentives for residents to walk or cycle for their trips.

k. Provide sufficient surface area within the road allowances to accommodate bike travel along planned routes in accordance with current standards.

l. Incorporate curb side or lay-by parking, where possible, especially along commercially-active main streets.

Encouraged Practices

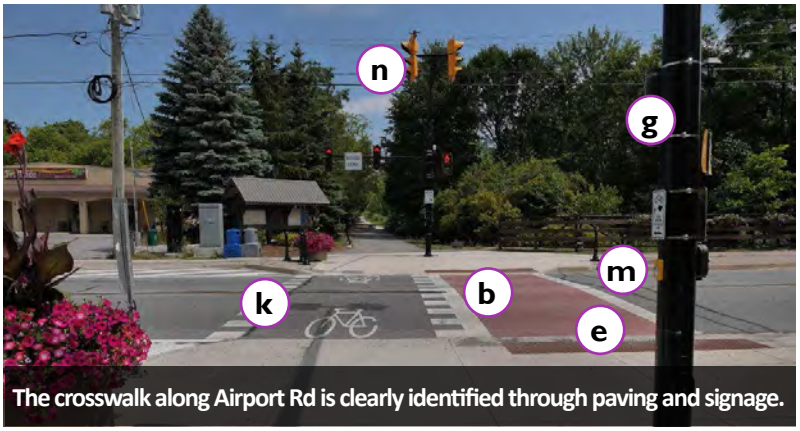
m. Encourage carpooling and the use of electric and hybrid vehicles, and provide parking at transit stations.

n. Consider using LIDs and/or other innovative stormwater management techniques, in line with Ministry of the Environment and Climate Change practices, as a traffic calming measure and/or wayfinding features.

o. Provide priority parking for carpooling, electric and hybrid vehicles, with supportive infrastructure (ie: electric vehicle charging stations).

p. Where possible, apply Transportation Demand Management (TDM) measures to ensure efficient connections between all modes of transportation.

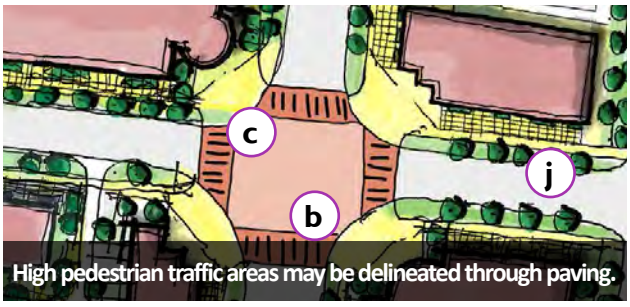
6.3.1 SIDEWALKS & CROSSWALKS



The crosswalk along Airport Rd is clearly identified through paving and signage.

Dwellings front onto the sidewalks in Mayfield West.

Textual enhancements are used to identify a crosswalk in Mayfield West.



High pedestrian traffic areas may be delineated through paving.

Guidelines

Design Standards

a Sidewalks shall be designed to be barrier-free to promote accessibility. Sidewalks shall be continuous, with a minimum clear width of 1.5 metres, and made of a hard concrete pavement that has a non-slip finishing.

b Enhance visibility and minimize conflict between pedestrians and motorists, especially at crosswalks, which shall be highly visible to motorists and include clear, visible signage.

c Maintain crosswalk lines and paving to ensure clarity and pedestrian safety.

d. The design of crosswalks shall not impede snow removal operations.

Design Requirements

e Sidewalks should identify areas along clearways where pedestrians may encounter vehicles through the use of curb ramps, impressed asphalt, pavers, tactile warning strips, accent paving or bollards i.e. at drive aisles, crosswalks and intersections.

f. Sidewalks should provide direct connections to existing and planned transit stops.

g Crosswalks along busy streets should be accompanied by appropriate identification measures (i.e. signage, flashing lights).

h On most local streets, provide sidewalks on one side, being the side with most frontages, least interruptions, and direct access to amenities. Always locate sidewalks along the frontages of laneway homes, parks and trailway connections.

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- MTO (adjacent to highways)
- Metrolinx

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- MTO Transit Supportive Guidelines
- Peel's Regional Road Characterization Study
- Peel Healthy Development Assessment (HDA)
- Peel Region Active Transportation Plan
- Accessibility for Ontarians with Disabilities Act (AODA)

Special paving at a roundabout identifies a pedestrian crossing (Winnipeg, MB).

Potential Crosswalk Treatments

Crosswalks may be made more visible, clearly identifying areas where vehicular traffic may encounter pedestrians, through one of the following measures:

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

i. In higher density residential neighbourhoods, as well as mixed-use and commercial areas, provide sidewalks on each side of the street with a minimum width of 2 metres (in coordination with Town Staff).

j Provide (in coordination with Town Staff) sidewalks on both sides of the street in strategic locations with high pedestrian traffic, or where sidewalks connect to trails or other community amenities.

k Accommodate cyclists at crossings at intersections.

Encouraged Practices

l. Where space allows, sidewalk bump-outs may be considered at the corners of an intersection to minimize crossing distances. Bump-outs also provide an opportunity for additional landscaping and street furniture.

m Consider textural enhancements subject to location – at crosswalks, village centres, transit stops, open space, commercial areas, etc. Textural enhancements may include impressed asphalt or pavers.

n Additional crosswalk locations should be considered in mid-block locations and streets that have long distances without marked pedestrian crossings.

o. Explore opportunities to incorporate LID measures into sidewalks and various components of the streetscape (ex: permeable paving).

6.3.2 CYCLING INFRASTRUCTURE & FACILITIES

DOCUMENTS TO REFER TO

- Peel Region Active Transportation Plan
- Ontario Traffic Manual, Cycling Facilities (#18)
- Peel Healthy Development Assessment (HDA)
- Peel Region Pedestrian & Bicycle Facility Design Guidelines

Bicycle Network Planning Principles

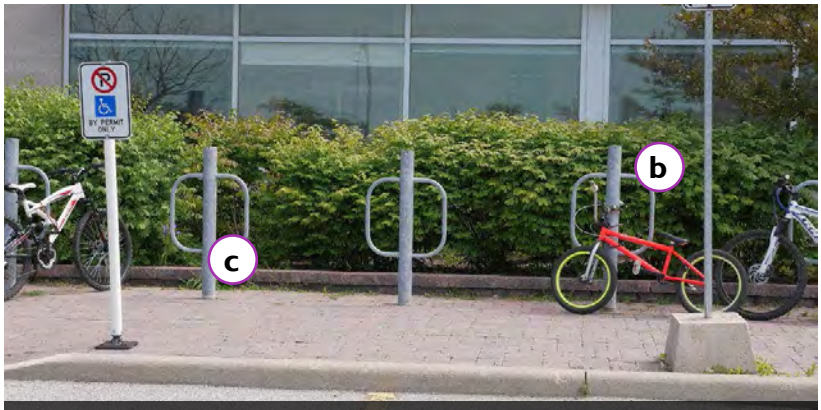
The Region of Peel's *Pedestrian and Bicycle Facility Design Guidelines* recognizes the potential for enhanced bicycle travel throughout the Region resulting from safer and more accessible bicycle facilities. The guidelines identify three key network planning principles (listed in Section 2.1.3 of the *Pedestrian and Bicycle Facility Design Guidelines*), ensuring that the bicycle network is **comfortable**, **connected**, and **complete**.

Types of Bikeway Facility

Six types of on-street and off-street bicycle facilities may be considered:

1. **Off-Street Pathways** – physically separated from vehicles, used by cyclists, pedestrians and other non-motorized users.
2. **Cycle-Tracks** – physically separated from vehicles, but located within the right-of-way.
3. **Local Street Bikeways** – located on streets with low vehicle speeds and range in treatments.
4. **Bicycle Lanes** – separate lanes within the right-of-way, designated exclusively for bicycles.
5. **Shared Use Lanes** – located along the outer lane of the roadway, marked by sharrows.
6. **Shoulder Bikeways** – on-street, without a curb and gutter, located within wide shoulders.

Bicycle parking located at a trail head in Caledon East.



Bicycle racks should be accessible and provided at key locations.

Guidelines

Design Requirements

a Provide appropriate bikeway facilities to create a complete network that presents a viable transportation alternative, in coordination with Town and Regional staff.

b Provide parking and bicycle storage at major public gathering places and key locations throughout the community, in coordination with Town staff and in accordance with the Region's Minimum Bicycle Parking Standards. Bicycle parking should be integrated into the street right-of-way and located near the primary entrances of important community or Town buildings.

c Outdoor bicycle racks, rings or posts should be secure and strategically located in highly visible, easily accessible and well-lit locations, close to building entrances.

d. The location and design of bicycle facilities should be coordinated with other street furniture.

e Bicycle racks should be made out of a strong and durable material to prevent theft or damage; they should be either heavy enough or anchored in place so that they cannot be moved.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines

6.3.3 STREET TREES

Seasonal changes of mature street trees along King St in Bolton.

Young street trees provide interest in Mayfield West.

Guidelines

Design Standards

a Avoid monocultures containing the same street tree species over large areas.

b Plant trees that are hardy, salt-tolerant, and high branching, of deciduous varieties that can tolerate street environments.

c Plant trees in the public boulevard with sufficient room to allow the trees to mature and flourish. Where there are space limitations, plant smaller deciduous tree species.

Design Requirements

d Provide a row of street trees between the sidewalk and the roadside curb or as appropriate. Variations in species may occur to highlight adjacent land use, such as open space, and focal points. Plant native tree species adjacent to the natural heritage system.

e. Provide a double row of trees on higher order or special streets with heavy pedestrian traffic.

f. Where a double row of street trees is proposed (one row in the public boulevard and one row in the private front yards), the front yard areas are to comply with the zoning and unobstructed minimum area to ensure tree vigor and longevity.

g. Use of similar species along local streets is acceptable as long as there is definition and change between various streets.

h. Ornamental deciduous trees and trees with seasonal interest should be used to highlight street intersections and key locations.

i 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.

Encouraged Practices

j. Consider locating native tree species with contrasting colour or foliage in areas of interest to visually distinguish and enhance the built form and soft landscaping in these areas.

k. Consider planting pockets of trees along restricted right-of-ways, rather than the conventional single row of trees, to promote healthy and sustained tree growth.

l. Native species are preferred, where possible. Avoid tree species that are affected by invasive insects.

m. Incorporate water infiltration measures at the tree base, ie. LIDs, and decorative metal gates.

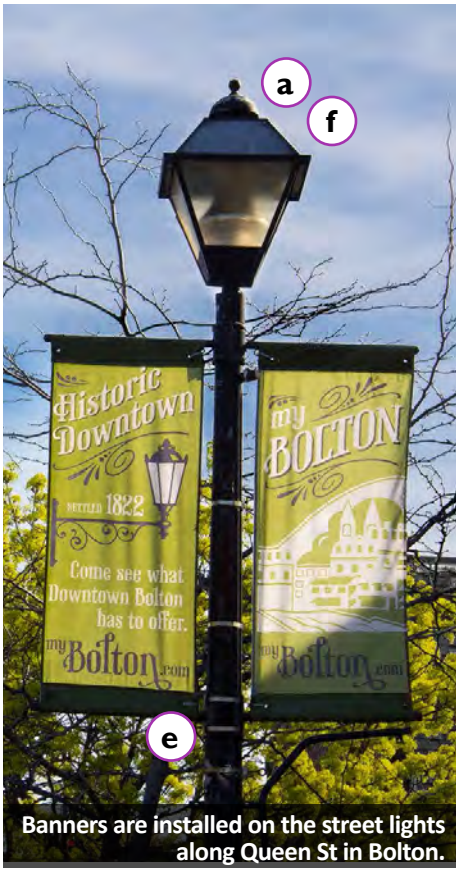
n. On-lot tree planting in the private realm is encouraged in subdivisions.

6.3.4 STREET LIGHTING

DOCUMENTS TO REFER TO

- Ontario Provincial Standards for Roads & Public Works
- Region of Peel Public Works, Design, Specifications & Procedures Manual
- Caledon Development Standards, Policies & Guidelines
- Accessibility for Ontarians with Disabilities Act (AODA)

Street lighting in Mayfield West.



Banners are installed on the street lights along Queen St in Bolton.

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).

Street names and planting on a light pole reflect the heritage character of the community in Kleinburg, ON.

Guidelines

Design Standards

a All street lighting shall be LED (light emitting diode) and Dark Sky compliant, and follow the Town's outdoor LED lighting standards and RP-8, current ANSI/IES RP-8.

b. Coordinate the location of street lighting fixtures to avoid light obstructions and to ensure healthy and sustained tree growth.

c. Install laneway lighting that is consistent with street lighting.

Design Requirements

d. Enhance night and seasonal visibility and safety by ensuring that the placement of street lighting is consistent with the principles of CPTED.

e Ensure that the design of light standards is consistent with the community character and reflects an established theme and style for other street furniture throughout the community.

f Provide pedestrian scaled lighting on streets with sidewalks on both sides of the street, and within walkway blocks. In all other areas street lighting should be of standard local street height.

g. Street lighting should reflect the urban, village or rural character of the community.

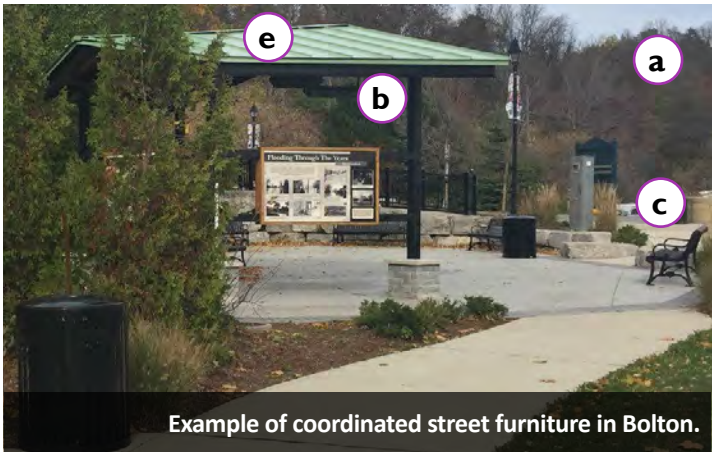
AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- Canada Post

DOCUMENTS TO REFER TO

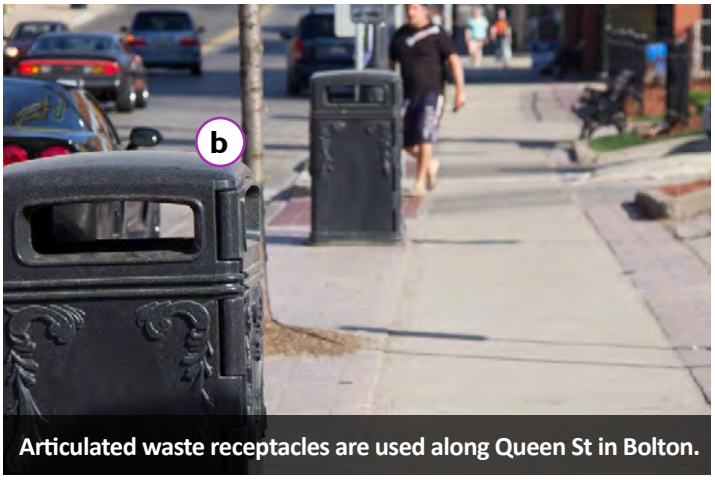
- Caledon Development Standards, Policies & Guidelines
- Peel's Regional Road Characterization Study
- Peel Region Streetscaping Toolbox

6.3.5 STREET FURNITURE



Example of coordinated street furniture in Bolton.

Street furniture along Queen St enhances the pedestrian experience in Bolton.



Articulated waste receptacles are used along Queen St in Bolton.

Benches provide opportunities for rest, and contribute to achieving walkable communities.

Guidelines

Design Requirements

a Provide a coordinated palette of street furniture, including benches, bicycle racks, community mailboxes, street lights, waste and recycling receptacles and newspaper boxes.

b Street furniture should be visually attractive, low maintenance and resistant to seasonal elements.

c Locate street furniture in strategic locations that support pedestrian activity, bicycle and transit use. Street furniture shall not block pedestrian blow or sight lines, and shall not be located in daylight triangles.

d Benches should be provided near bus stops and in major social gathering locations, including commercial areas, trails and parks. They should also be provided at consistent intervals through commercially-active main streets.

e Protection from the elements should be considered in the placement of benches (shade and wind protection).

f. Locate community mailboxes in convenient locations, along the sidewalk edge of streets, and adjacent to or near bus stops. Keep mailboxes out of park block frontages.

g. Coordinate mailbox design both visually and physically with the streetscape.

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- Canada Post

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Peel's Regional Road Characterization Study
- Peel Region Streetscaping Toolbox

6.3.6 LANDSCAPED ROUNDABOUTS

The roundabout in Mayfield West is designed with hard and soft landscape elements.

Guidelines

Design Standards

a Provide 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 (clear zone).

b. Provide clear crosswalks to discourage pedestrians from passing across the roundabout.

Design Requirements

c Design roundabouts and adjacent park spaces (where relevant) with formally arranged hard and soft landscape elements and an appropriate selection of trees, shrubs and perennials plantings.

d Plant high-branching trees to ensure visibility and clear sight lines at the intersection.

e Incorporate LIDs or similar stormwater management techniques within roundabouts, where possible.

Encouraged Practices

f. Consider formal landscaping in the centre of the roundabout, which may include low maintenance conifers and low evergreen shrubs.

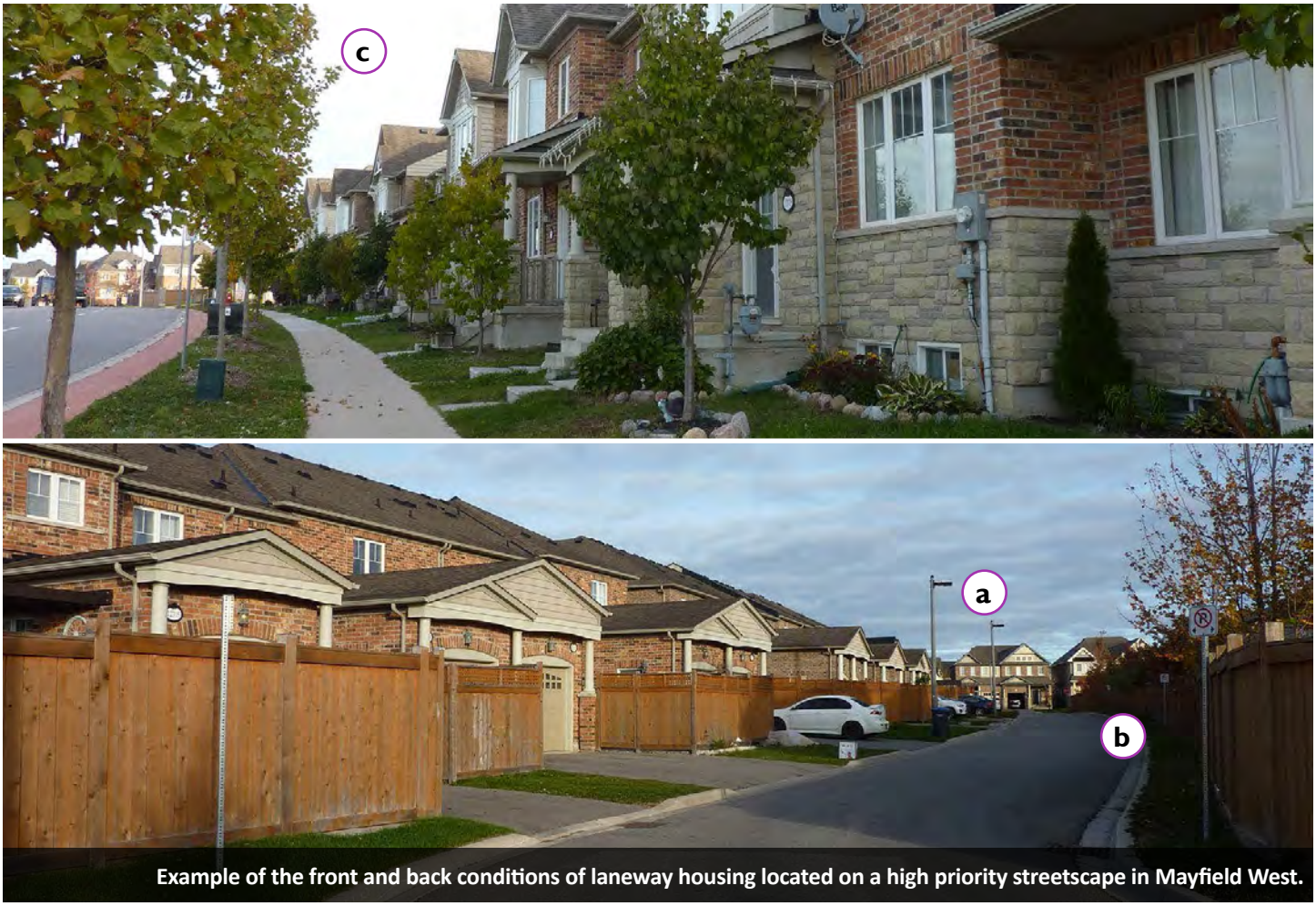
g. Consider opportunities for public art and wayfinding signage that do not obstruct sight lines.

h. Feature elements in the centre of roundabouts are discouraged.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Peel's Regional Road Characterization Study

6.3.7 LANEWAYS



Example of the front and back conditions of laneway housing located on a high priority streetscape in Mayfield West.

Guidelines

Design Standards

a Provide street lighting consistent with Town standards to ensure safety within laneways (refer to Section 6.3.4).

b Design laneways in accordance with Town standards to ensure proper winter care and maintenance.

Design Requirements

c 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.

d. Avoid curved and T-intersection laneways, where possible.

Encouraged Practices

e. Consider incorporating laneways to support housing that directly fronts onto open spaces and parks.

f. Trees located within the public right-of-way of laneways are encouraged, subject to space, engineering and utility requirements.

6.4 Neighbourhood Blocks

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- MTO Transit Supportive Guidelines
- Peel Healthy Development Assessment (HDA)
- Peel Region Active Transportation Plan

Neighbourhood blocks are defined by their streetscapes and should consider walkability, sun exposure, the location of community amenities, and orientation towards natural and cultural heritage amenities.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Compact, connected and walkable neighbourhoods

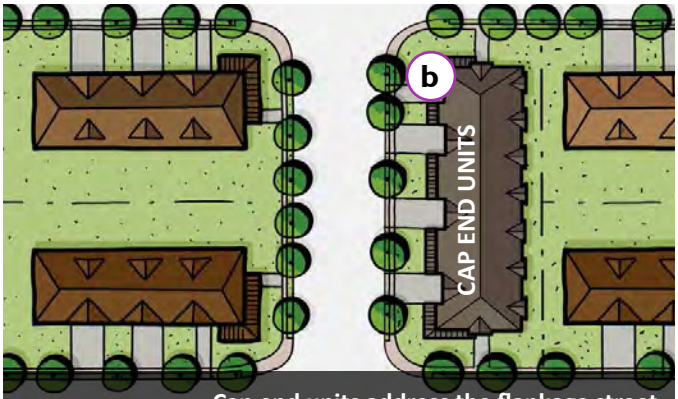
3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to recreational opportunities for all abilities

3.3 Community Safety & Security
Crime Prevention through Environmental Design (CPTED) // Opportunities for casual surveillance

3.4 Complete Streets & Active Transportation
A hierarchy of streets // Multi-modal connections

3.5 Cultural Heritage Conservation
Integrate natural and cultural assets, where relevant

Mayfield West demonstrates a modified block pattern.



Cap end units address the flankage street.

Guidelines

Design Requirements

a Minimize block lengths to support walkability and promote healthy communities. The ideal block size to increase connectivity and provide incentive for walking is 80 x 180 metres.

b Provide cap end units to minimize the perception of long blocks and walking distances.

c Provide active frontages on public streets (or on public open space) to encourage casual surveillance.

d. Orient neighbourhood blocks to maximize sun exposure (refer to Section 7.1) and to facilitate safe and comfortable pedestrian movement, with draws to community amenities and opportunities for view connections.

e Provide a mix and variety of lot sizes to reflect residential densities within neighbourhood blocks.

f 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.

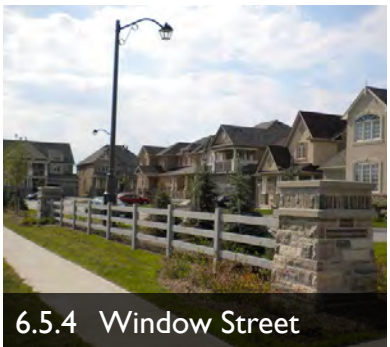
g. Development should incorporate a modified grid pattern, where practical, to encourage multiple outlets and route options for pedestrian and vehicular traffic. As such, discourage the use of cul-de-sacs, crescents and window streets, unless required due to proximity to major infrastructure, including highways, railways, and/or natural features.

6.5 Priority Lots

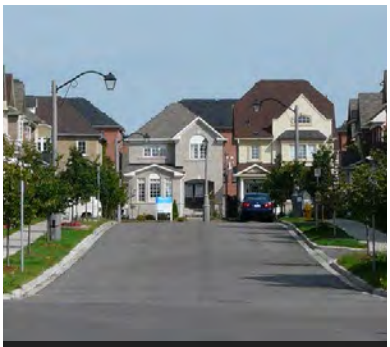
6.5.1 Gateway Dwellings

6.5.2 Roundabout Lots

6.5.3 Corner Lots

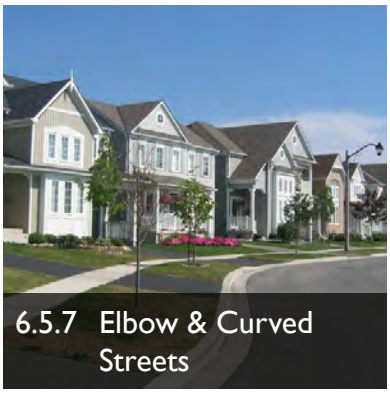


6.5.4 Window Street Dwellings



6.5.5 T-Intersection Lots

6.5.6 Dwellings Abutting Open Space & Parks



6.5.7 Elbow & Curved Streets

Priority lots are lots, which by virtue of their location within the neighbourhood, are particularly prominent or visible from the right-of-way, such as design gateway lots, roundabout lots, corner lots, and lots adjacent to open spaces. These locations also include the areas at the end of view corridors, such as T-intersections, and elbow and curved streets.

Buildings selected for such 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 exposure in the community. These criteria are in addition to the guidance provided in Section 8.0.

6.5.1 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 the high level of public exposure and reflect the architectural character of the community (Refer to Section 6.2). Gateways will be identified through increased architectural detailing and enhanced landscape architecture features.

A gateway dwelling in South Fields in Mayfield West with coordinated architectural and landscape features.

Gateway dwellings incorporate strong architectural elements (Mississauga, ON).

Guidelines

In addition to the guidelines for corner lots (Section 6.5.3, page 52):

Design Standards

a Orient gateway features to address the higher order street at intersections.

b Feature strong and distinctive architectural elements, such as special chimneys, towers, turrets, gable ends, dormers, projecting bays, wrap around porches or other unique forms.

c Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations.

Design Requirements

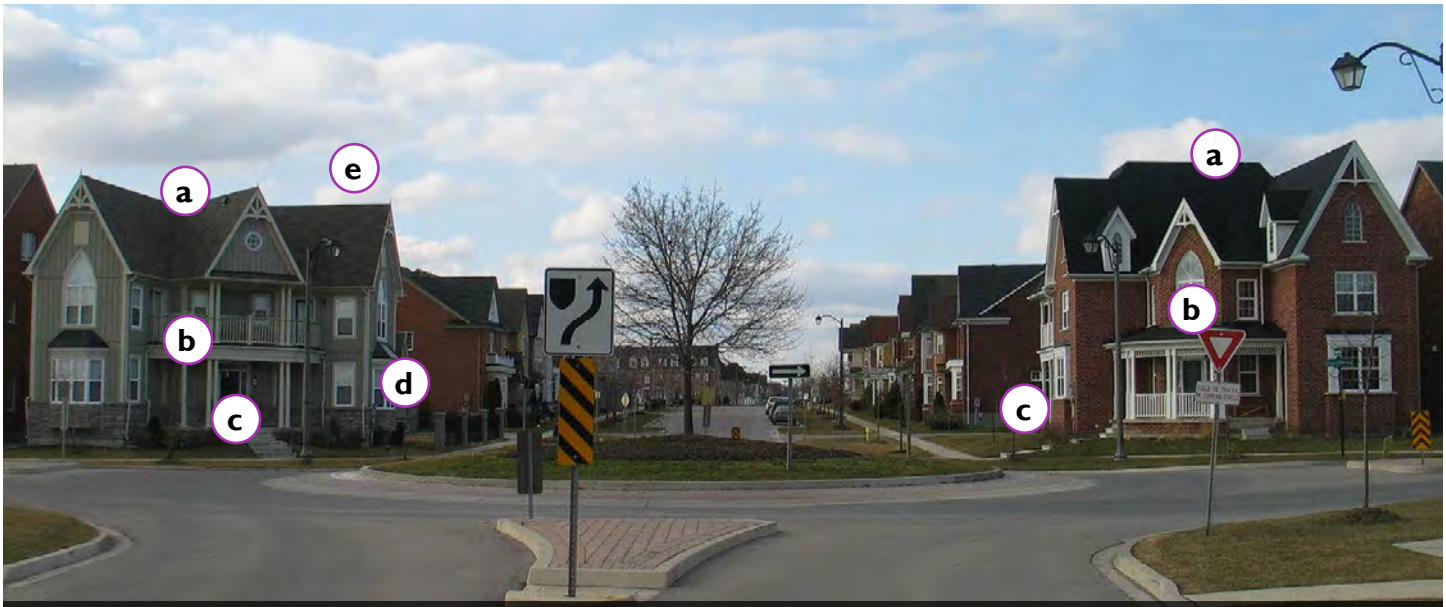
d Where possible, incorporate greater height or massing than is typical in the adjacent streetscapes.

e 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, placement of windows, vernacular, exterior materials and colours.

f. Have regard for changes in grade and ensure direct connections from the sidewalk to main entries.

6.5.2 ROUNDABOUT LOTS

Roundabout lots celebrate unique and recognizable intersections within communities and should incorporate high quality and architectural treatments, addressing the intersection on all three faces of the roundabout lot. Unique architectural treatments are beneficial to assist with intuitive wayfinding.



Example of houses with a main entrance facing the roundabout (Markham, ON)

Guidelines

Design Standards

a Construct dwellings with dominant building massing to address the roundabout and present a strong street edge.

Design Requirements

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 Ensure that the landscape character is compatible with the style and design language of entry features (for example, use naturalized planting to complement the roundabout area within a village setting, reflecting the rural character).

e Provide a unique façade treatment, colour package and elevation design for each dwelling facing the roundabout, while maintaining an architectural compatibility in massing and scale.

Encouraged Practices

f. Provide parking access from the rear to minimize traffic impact and focus on main entrances as focal features (as shown above).

6.5.3 CORNER LOTS

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 attention.

Example of side treatment on a corner lot in Milton, ON.

Example of consistent detailing on exposed elevations.

Main entry faces the flanking street (Mississauga, ON).

Example of corner treatment on a lot flanking a public sidewalk (Keswick,ON)

Guidelines

Design Requirements

a The design of corner lot buildings should provide a consistent level of detailing on all publicly exposed elevations. The flankage and rear elevations should introduce sufficient fenestration displaying balanced proportions, wall plane changes or projecting bays along with gable features to break up the roofline. Increased fenestration will allow for greater light penetration and opportunities for more "eyes on the public realm" (CPTED).

b The main entry of corner lot dwellings should be located on the flankage side to allow for the allocation of habitable space fronting onto the street. Where this is not feasible, the main entry may be oriented to the front lot line, provided that the flankage wall composition incorporates an appropriate amount of design attention and architectural features such as bay windows, secondary entrances, ample fenestration, building projections, distinctive gables, and wrap-around porches etc.

Example of a corner lot addressing both streets through architectural detailing and corner-specific architectural features.

c Break up the roofline by incorporating wall plane changes or projecting bays along with gable features.

d Locate the driveway and garage on the front elevation at the interior property line, as far from the intersection as possible.

e Recess the garage from the front of the building, away from the main entry and intersection.

f Where the main entry is located on the shorter side of the lot, the design of the flankage face should incorporate a secondary entrance, projecting bay, wrap-around porch or other appropriate feature.

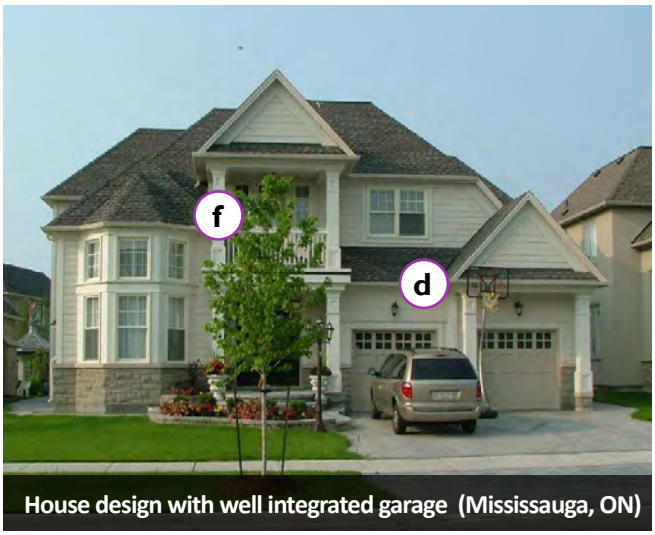
g Privacy fencing should be provided, through consultation with Town, Staff to screen the rear yard amenity space from publicly exposed view.

h 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 8.3, page 90).

6.5.4 WINDOW STREET DWELLINGS

Community Window Streets occur where a public or private service street is parallel to an arterial road. These situations create a framed view into the community. These locations can help make a positive first impression, and convey the overall character of the community to the passerby. Community window locations encourage the coordination of the design of individual buildings and the residential streetscape with the landscaping of the arterial street edge.

Example of a varied colour scheme along a window street in Mayfield West.



House design with well integrated garage (Mississauga, ON)

Guidelines

Design Standards

a Special attention shall be paid to the colour schemes of these houses. A significant variation of exterior cladding colours should be used to ensure streetscape variety at this prominent location along the community's edge.

b Plant primarily coniferous species along the buffer for year-round screening (especially from on-coming headlights).

c. Provide a minimum of one pedestrian walkway connection to the public sidewalk from the arterial road at each window street and in proximity to transit stops.

Design Requirements

d Designs should integrate the garage into the envelope of the building to minimize the dominance of garages along such streets.

e The main entrances should be oriented to face the window street where possible. Where this is not possible, lots flanking onto an arterial road adjacent to a community window street should be designed in a similar manner to corner lots, presenting a front face to the arterial road and enhanced side and rear elevation upgrades (increased fenestration and detailing, to be reviewed by the control architect).

f Dwellings designed with covered porches or porticos are encouraged.

g. Site plans should incorporate a balanced approach between consideration for noise attenuation and landscape treatments.

h. Provide additional tree planting in the boulevard.

6.5.5 T-INTERSECTION LOTS

T-intersection 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.

Example of dense planting used to screen oncoming headlights at a T-Intersection (Mississauga, ON).

Guidelines

Design Standards

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.

Design Requirements

d Plant dense landscaping to screen headlights, where possible.

e. Ensure visual interest, with distinctive roof forms with accent gables or dormers.

6.5.6 DWELLINGS ABUTTING OPEN SPACE & PARKS

Buildings fronting 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. Any buildings flanking or backing onto open spaces, walkways or public thoroughfare shall present a consistent level of architectural detailing and fenestration, in the design of all publicly exposed elevations.

Houses flanking parks present a consistent level of detailing and fenestration on all exposed elevations (Keswick, ON).

Guidelines

Design Standards

a. Present a consistent level of architectural detailing, quality and fenestration in the design of all publicly exposed elevations.

Design Requirements

b Frame views and provide visual connections to the open space, where possible.

c Housing surrounding parks should be sited to face open space and form its visual boundaries.

d Design a complete streetscape that forms a varied and interesting backdrop to open spaces and parks.

e Achieve a balance between diversity of the streetscape and continuity of architectural massing, as shown in the image above.

f. Provide emphasis to the corner of structures and their side elevations, such as corner bay windows, wrap around porches and roof elements at the corner, where possible.

Encouraged Practices

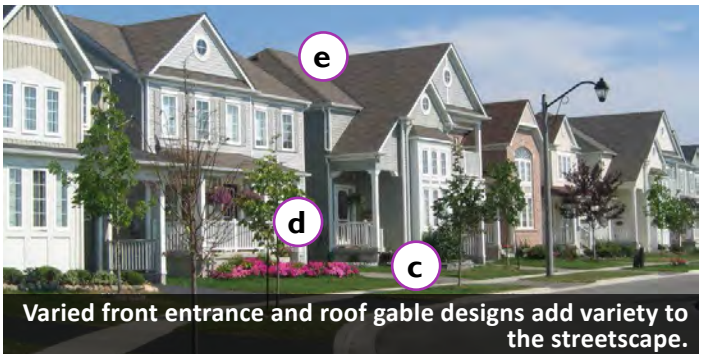
g. Consider constructing upper floor balconies, French windows, and deck terraces in housing that fronts open space and parks to promote casual surveillance.

6.5.7 ELBOW & CURVED STREETS

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.

Example of an exposed side elevation with consistent detailing along a curved street.

Variations in the streetscape at an elbow street.



Varied front entrance and roof gable designs add variety to the streetscape.

Guidelines

Design Standards

a Elbow street and curved lot conditions may require the extension of the detailing treatment, such as frieze board, material transitions, and possibly, additional fenestration. Material transitions occurring near the front corners shall be returned to a natural or logical break point, such as a plane change or jog, and at a minimum distance of 1.2m (4') from the front corner of the dwelling.

b Add fenestration on the sides of garages and solid walls that are exposed to the public.

Design Requirements

c 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.

d Soften the presence of driveways by incorporating low planting material in the boulevard that complements the building design and siting.

e Ensure streetscape variety and interest through varied front entrances and roof lines, among other variations.

f. Coordinate floor plans to avoid situations where public rooms (such as living rooms) are facing blank walls of neighbouring homes.

6.6 Stormwater Management

6.6.1 STORMWATER MANAGEMENT PONDS

The primary function of ponds is the collection, retention and controlled release of urban stormwater. An integrated approach goes further to identify opportunities for visual and recreational amenities, extensions to the Natural Heritage System and potential sources of biodiversity and wild life habitat.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Effective stormwater management // Promote ecological integrity

3.2 Accessibility & Universal Design
Access to recreational opportunities for all ages and abilities

3.3 Community Safety & Security
Crime Prevention through Environmental Design (CPTED) // Limit visual obstructions // Provide clear and effective wayfinding and directional signage

3.4 Complete Streets & Active Transportation
Diverse recreational opportunities // Connected and diverse transportation networks // Trail connections for pedestrians and cyclists // Coordinated supportive furnishings and bicycle facilities

3.5 Cultural Heritage Conservation
Maintain and enhance cultural heritage landscapes

Benches at lookout areas allow for passive viewing (Markham, ON).

Guidelines

Design Standards

a. Locate, design and implement stormwater management ponds to support and enhance the larger open space network. Stormwater management ponds should be located outside of natural heritage features and natural hazards (areas subject to flooding and erosion).

b. Ensure that all species planted within the stormwater management pond are native, in consultation with the relevant conservation authority. Pond planting will follow the governing conservation authorities storm pond planting guide for species and densities.

AGENCIES / CO-ORDINATION

- The appropriate Conservation Authority (Toronto & Region Conservation Authority (TRCA); Credit Valley Conservation (CVC); Lake Simcoe Region Conservation Authority (LSRCA); Nottawasaga Valley Conservation Authority (NVCA))

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- CVC & TRCA Low Impact Development (LID) Stormwater Management Guide
- TRCA Stormwater Management Pond Planting Guidelines

Pedestrian trails along stormwater management ponds support and extend the open space network in Mayfield West.

c. Provide life preserver rings or throw lines at strategic locations for water rescue.

Design Requirements

d Provide grading and vegetation that are controlled to ensure natural transitions that sensitively integrate them into the existing natural environment.

e Provide generous tree planting around the upper perimeter of all ponds in order to harmonize the pond landscape with adjacent natural features and provide a pleasant transitional buffer to the adjacent housing and public streets.

f Plant fast growing wetland species of trees and shrubs along the pond edge to encourage rapid naturalization.

g Arrange tree and shrub planting in significant groups to frame views of the stormwater pond from amenity areas.

h. Provide buffer planting to screen views of engineering structure, headwalls, spillways, etc.

i. Incorporate trails within the stormwater management pond and where possible, integrate the trails into the wider pedestrian network of sidewalks and trails.

Encouraged Practices

j Include seating and lookout areas, providing them where views of natural areas are available, at a distance from arterial road edges. Provide benches, waste and recycling receptacles and plantings for shade as components of the lookout area and to terminate trails, where possible.

6.6.2 LOW IMPACT DEVELOPMENT (LIDS)

Low impact development provides a solution that sensitively and effectively manages stormwater runoff in urban environments in a manner that mimics natural systems.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Promote ecological integrity // A sensitive and integrated stormwater management approach

3.3 Community Safety & Security
Comfortable pedestrian environments

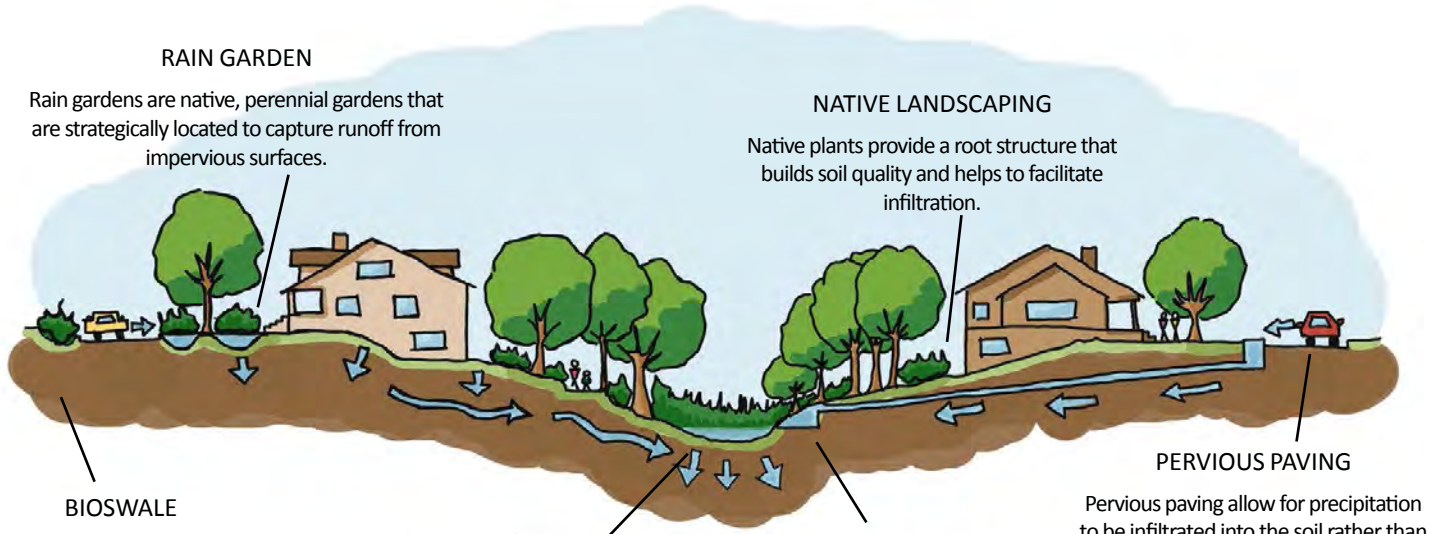
3.5 Cultural Heritage Conservation
Maintain and enhance cultural heritage landscapes, where relevant

Low Impact Development (LID): "An innovative stormwater management approach with a basic principle that is modeled after the natural way of managing rainfall at the source. This is done by using uniformly distributed decentralized micro-scale controls. Low impact development imitates the site's predevelopment hydrology by using landscaping design techniques that infiltrate, filter, store, evaporate, and detain run-off close to its source".

Source: Town of Caledon Official Plan (2016)

Examples of LIDs

- Rainwater Harvesting
- Green Roofs
- Roof Downspout Disconnection
- Soakaways, Trenches, Chambers
- Bioretention
- Vegetated Filter Strips
- Permeable Pavement
- Enhanced Grass Swales
- Dry Swales
- Perforated Pipe Systems



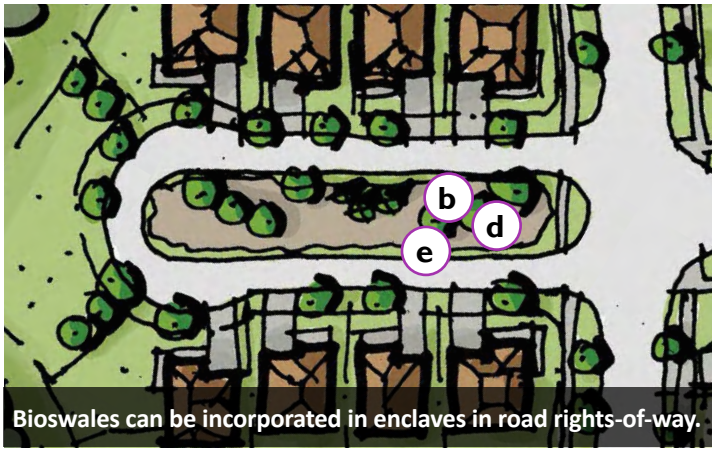
Examples of Low Impact Development Measures.
Source: United States Department of Agriculture (USDA) – Natural Resources Conservation Service

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- The appropriate Conservation Authority (Toronto & Region Conservation Authority (TRCA); Credit Valley Conservation (CVC); Lake Simcoe Region Conservation Authority (LSRCA))

DOCUMENTS TO REFER TO

- Peel's Regional Road Characterization Study
- Caledon Development Standards, Policies & Guidelines
- CVC & TRCA Low Impact Development (LID) Stormwater Management Guide
- Peel Region Streetscaping Toolbox



Bioswales can be incorporated in enclaves in road rights-of-way.

Bioswales may be incorporated into street landscaping (Surrey, BC).

Example of residential rainwater harvesting (Markham, ON).

Green roofs can help to manage rainfall (Peterborough, ON).

Guidelines

Design Requirements

a. Integrate stormwater management practices early in the design stage to ensure that they are taken into account prior to the detailed planning stages.

b Incorporate infiltration facilities located adjacent to natural heritage features without requiring the use of the buffer, and ensuring not to compromise the function and ecological integrity of the feature and slope.

c. Integrate stormwater management techniques, including LIDs in naturalized open space areas and into the landscaping plan of parks and public open spaces in locations where they do not interfere with the intended function of the park.

Encouraged Practices

d Incorporate LIDs within road rights-of-way and at the lot level.

e Incorporate LIDs such as bioretention areas, soakways, or permeable pavement into parking lanes, cul-de-sac enclaves, roundabouts and sidewalks.

f Encourage private on-lot LIDs, and ensure outlet control structures are placed on municipal property, beyond the private property line, to allow for easy maintenance and inspection.

6.7 Signage, Wayfinding & Public Art

6.7.1 SIGNAGE & WAYFINDING

Effective wayfinding and signage are essential to achieving the key design principles of accessibility and community safety, and will also contribute to tourism and economic development. Wayfinding and signage must be intuitive, consistent and concise, staying true to the character of its surroundings. Wayfinding elements may include landmarks, signage and maps or bearings.

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.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Enhancements to trails and open space systems // Place-making and civic pride // Tourism and economic development

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding

3.3 Community Safety & Security
Comfortable and legible pedestrian environments

3.4 Complete Streets & Active Transportation
A coordinated and aesthetically pleasing streetscape

3.5 Cultural Heritage Conservation
Celebrate the history of the Town // Maintain and enhance cultural and natural heritage features

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.

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.

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.

Directional Signage

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

Commercial & Industrial Signage

- Guidelines pertaining to commercial signage and outdoor displays are provided in Section 10.1.7 (page 111).
- Guidelines pertaining to industrial signage and display areas are provided in Section 11.2.7 (page 131).

Backlit Signage: is a term commonly used to describe any print displayed with a light source from behind (typically vinyl, with a lightbox providing the source of illumination).

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- MTO (adjacent to highways)
- Caledon's Community Services Department (for parks and open space).

DOCUMENTS TO REFER TO

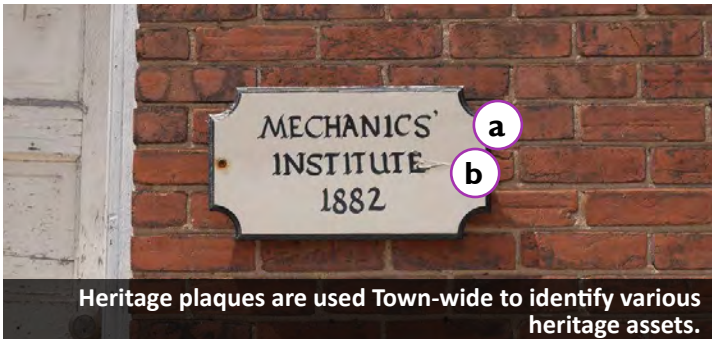
- Applicable Sign By-law & Standards
- Accessibility for Ontarians with Disabilities Act (AODA)

Signage in Caledon that reflects the rural setting.

Banners celebrate the Pan Am Games in Caledon.

Examples of storefront signage in Bolton that reflect a traditional Main Street character.

Ground-related signage in Alton is used at the entrance to the Alton Mill, coordinated with landscaping.



Heritage plaques are used Town-wide to identify various heritage assets.

Guidelines

Design Standards

a Signage shall be context sensitive, minimizing potential adverse impacts on adjacent land uses (including residential and natural heritage uses).

b Signage must be intuitive, consistent and succinct, reflecting the character of its surroundings (for example, using heritage colours or incorporating rural-inspired materials, where relevant).

c Ensure legible signage that is prepared to accessibility standards, such as font size, style and colours .

d. Signage shall reflect HCD Plan guidelines where applicable.

Design Requirements

e Incorporate ground signage into the site plan, coordinated with landscaping.

f Building signage should contribute to the design vision for the building, site and overall community.

Encouraged Practices

g. Heritage-style signage is encouraged, where appropriate.

6.7.2 PUBLIC ART

AGENCIES / CO-ORDINATION

- Peel Region (for Regional Roads)
- MTO (adjacent to highways)
- Caledon's Community Services Department (for parks and open space).

Public art may be used as a landmark and provides opportunities for beautification, reflecting a community's identity and uniqueness.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Enhancements to trails and open space systems // Place-making and civic pride // Tourism and economic development

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding

3.3 Community Safety & Security
Comfortable and legible pedestrian environments

3.4 Complete Streets & Active Transportation
A coordinated and aesthetically pleasing streetscape

3.5 Cultural Heritage Conservation
Celebrate the history of the Town // Maintain and enhance cultural and natural heritage features

Public art in Belfountain is used to buffer utilities.

Guidelines

Design Standards

a. A heritage permit may be required for public art located within an HCD or on heritage properties (especially for art that is installed on sensitive buildings and landscapes, including wall murals).

Design Requirements

b. Public art installations are ideal at gateway locations and along primary entry routes.

c. Public art may be used to screen utilities or other unsightly views.

d. Public art should be context-sensitive, regardless of style, medium or scale. It should not block pedestrian flow or sightlines.

Encouraged Practices

e. Public art is encouraged as a form of beautification and can take the form of wall murals, sculptures, banners and decorations, among others.

f. Public art presents an opportunity to display local heritage through a visualization of history.

g. It is encouraged that public art be implemented by local artists, as a community building exercise.

h. Seasonal decorations and displays are encouraged.

7.0 Green Building Initiatives

The government of Ontario released its Five Year Climate Change Action Plan in 2016, in which it establishes a number of goals and targets intended to combat climate change throughout the Province. The building industry can contribute to these goals by building homes and businesses that effectively conserve energy and water, while reducing waste.

Some of the common practices for Green Building are presented in Section 7.1, on the following pages. Developers and builders are encouraged to utilize innovative, sustainable development techniques, that will assist the Town and Province in combating climate change.

Green roofs help conserve energy, while providing new amenity space to building users (Peterborough, ON).

7.1 Sustainable Building Practices

Sustainable building practices will assist the Town in meeting strategic goals and objectives, such as the Peel Climate Change Strategy, the Corporate Energy Management Plan, and the Community Based Strategic Plan.

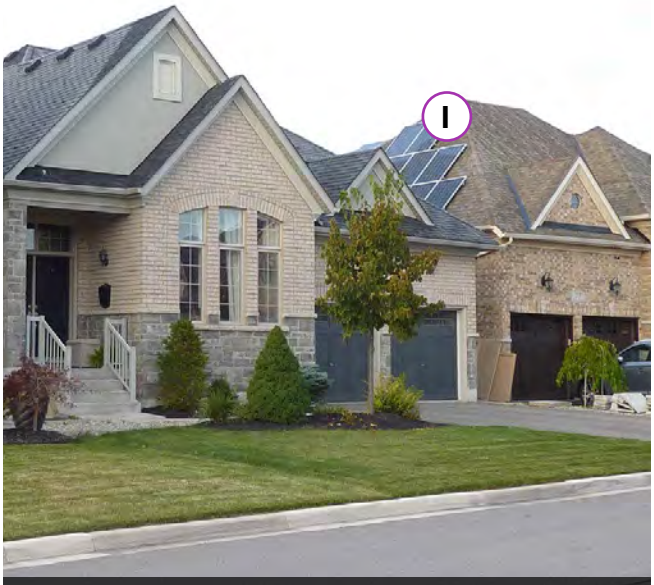
Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Environmental sustainability // Economic sustainability

3.2 Accessibility & Universal Design
Healthy and barrier-free communities

3.3 Community Safety & Security
Comfortable pedestrian environments

3.4 Complete Streets & Active Transportation
Facilities supportive of multi-modal transportation



Example of solar panels being used in Mayfield West.

Guidelines

Design Standards

a. An integrated planning and design process is required to ensure that sustainability is incorporated into new community design from the conceptual stages of development, through details, to construction.

Design Requirements

b. Ensure buildings are set back appropriately from natural systems and existing trees to maximize their use; provide space for hard and soft landscaping features, and allow the sun to penetrate to the sidewalk.

Encouraged Practices

c. Builders are required to provide consumers with an accessible house design, to be posted in the sales office. Sustainable building add-ons and options are also encouraged through this process.

d. Encourage alignment with third party sustainability certification programs, such as but not limited to Leadership in Energy and Environmental Design (LEED), Energy Star or Green Globes.

e Encourage south facing construction to take advantage of passive solar heating, and strategic tree planting on east facing windows to allow for free cooling and shade protection in the summer months.

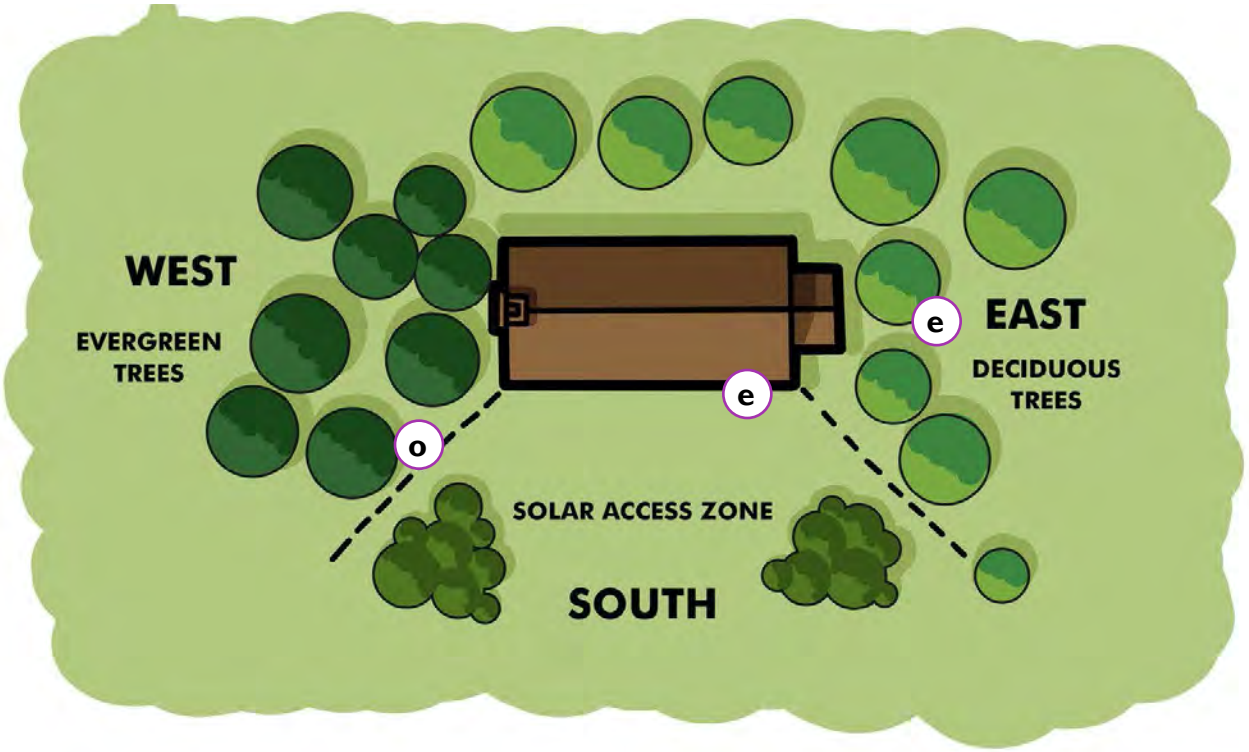
Sustainability: "meeting the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable: "the use of land or a resource without the loss or reduction of ecosystem integrity".

Source: Town of Caledon Official Plan

DOCUMENTS TO REFER TO

- The Ontario Building Code
- Town of Caledon Application for Development Charge Discount – Green Development (authorized under By-law 2008-57)



Example of building siting and landscaping used to maximize solar exposure and protect from cold prevailing winds in the winter.

f. Encourage functional architectural elements to mitigate direct sunlight (i.e. sun louvers).

g. Encourage the incorporation of bird-friendly elevations through architectural elements, such as sun shades, visual markers, or muted reflections, into the design of the façades.

h. Encourage recycled, cradle-to-cradle, refurbished, or locally-sourced materials to reduce waste and life-cycle costs.

i. Encourage materials with high insulating value for energy conservation.

j. Encourage materials that are produced with low or non-toxic compounds to reduce toxic emissions.

k. Encourage the use of roof materials with a high solar reflectance to mitigate the urban heat island effect. Green roofs, for solar reflectivity and thermal emissivity are also desirable.

l Encourage the accommodation of solar panels for power generation, where feasible. Ensure that the installation of panels is discreet and has no adverse impacts on the streetscape.

m. Encourage high quality exterior caulking and sealants for better air distribution.

n. The siting and design of buildings are encouraged to minimize the adverse impacts of wind, without compromising the overall quality of the streetscape.

o Micro climate adjacent to buildings can be improved through strategic tree planting leading to energy cost savings. Coniferous trees on the west and north side of the building help deflect cold prevailing winds in winter. Shade tree planting on the south and west sides of the building help reduce direct sunlight in the summer.

8.0 Residential Development

The Town of Caledon is experiencing tremendous growth pressure, and is guided in managing this growth by Provincial and Regional legislation. Caledon's new communities will promote healthy living and active transportation through the development of compact built form. The proposed built form will provide aesthetically pleasing environments and housing choice for residents of all ages and income levels. All new development will be compatible with its setting, whether in a Rural Service Centre, Village or Hamlet.

The general principle when designing street-related residential buildings is to achieve a consistent quality of design for all proposed built form. The guidelines in the following sections will assist in developing house designs that will individually and collectively contribute to the overall image and unique qualities of the community.

This section of the Comprehensive Town-Wide Design Guidelines is broken down into the following subsections:

8.1 Built Form

It is anticipated that new development in the Town of Caledon will vary in size, density and style, providing a diverse range of housing types to support a growing population. Compatibility of development is the key driving factor in determining the appropriate scale, character and siting of any particular housing type. New development is expected to range from low-density single detached homes, to mid-rise apartment buildings. Housing types vary to reflect the Town's varied demographics including senior housing, housing for developmentally challenged persons and affordable housing.

Relevant key design principles and objectives:

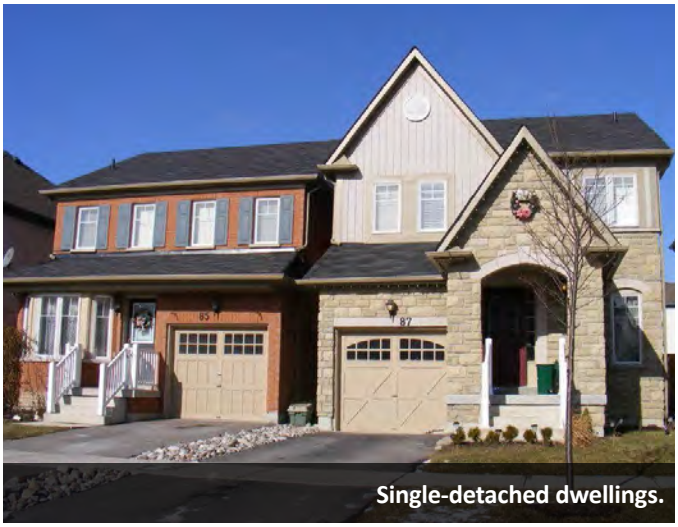
3.1 Sustainable Design & Compact Development
Range of housing options // Compact and walkable development

3.2 Accessibility & Universal Design
Barrier-free communities

3.3 Community Safety & Security
Opportunities for casual surveillance // Comfortable pedestrian environments

3.4 Complete Streets & Active Transportation
Transit-supportive development // 5- to 10- minute walk from neighbourhood amenities

3.5 Cultural Heritage Conservation
Sensitive integration of cultural heritage buildings and any residential development adjacent to natural heritage resources



Single-detached dwellings.

Single-detached dwelling with two-car garage (Keswick, ON).

Laneway single-detached dwellings (Mississauga, ON).

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.


Single-detached dwelling in Mayfield West.


Single-detached dwelling in Bolton.


Back-to-back townhouse dwellings in Mayfield West.


Laneway townhouse dwellings in Mayfield West.


Back-to-back to stacked townhouse dwellings (Etobicoke, ON).


Mid-Rise development in Bolton.


Contemporary conventional townhouse dwellings (Richmond Hill, ON).

8.1.1 GENERAL GUIDELINES

Provide gradual and sensitive transitions in height to lower density neighbourhoods (Toronto, ON).

Guidelines

Design Standards

a. Incorporate crime prevention through environmental design (CPTED).

b. Develop architectural styles and themes in a coordinated manner, in consultation with the Builder/Developer, Designer, Control Architect and Town Staff.

c Enhance priority lot locations in accordance with the design guidance provided in Section 6.5.

d Utilize a variety of high quality materials and details that are consistent or compatible with the character and materiality of existing housing, including but not limited to: masonry, stucco, clapboard, board and batten, fish-scale siding etc., or a combination thereof.

e. Architectural elements are required to maintain existing proportions found prevailing in the assigned architectural style, and should not be excessive.

f Screen utility fixtures (gas and hydro meters, air conditioners, connection boxes for telephone and cable) and located them away from public view, in accordance with the guidance provided in Section 8.3.

g 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.

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.

Architectural details enhance priority lots.

Carefully blend architectural styles for interest.

Alternate elevations contribute to the overall quality of the streetscape (Markham, ON).

Incorporate laneway housing to minimize the impact of garages on the streetscape.

Design Requirements

h Provide varied and compatible architectural styles for a sense of place and to create interesting streetscapes.

i Provide diversity and interesting streetscapes 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.

j 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.

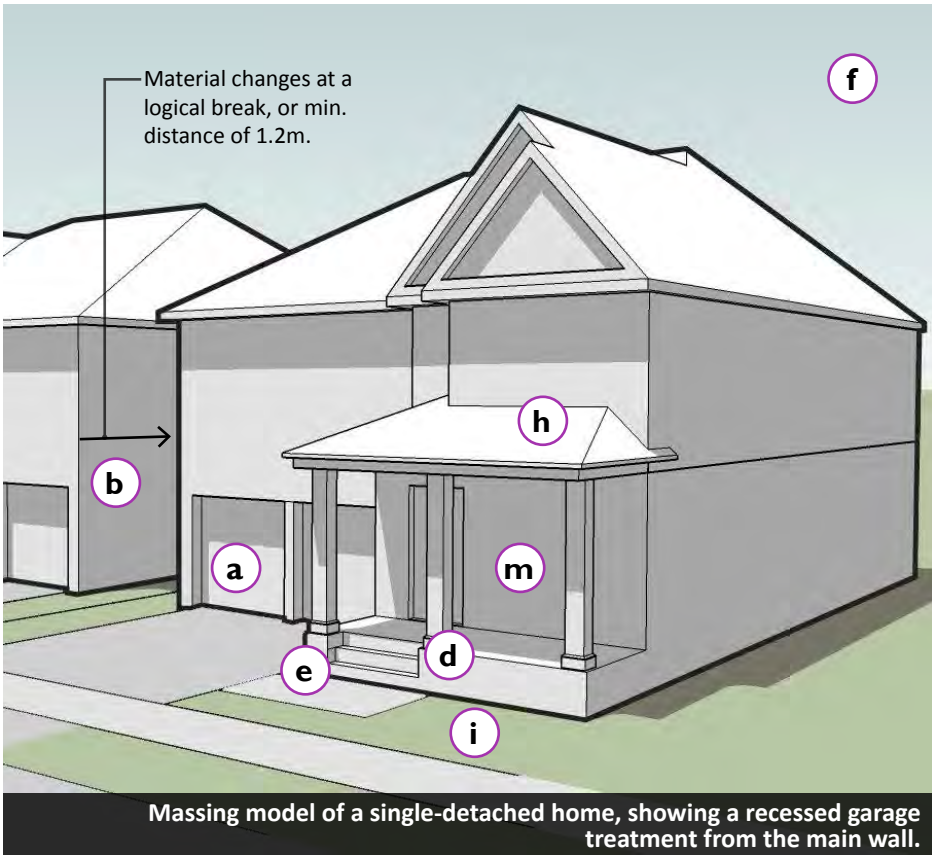
k Where mid-rise buildings or townhouses are proposed adjacent to low-rise residential housing, provide a gentle transition in height, downward to the lower-scale neighbourhoods, and where possible, match the scale and height of the first unit or building with those of the adjacent existing or planned development.

l. Define views and vistas through the appropriate placement of built form and landscaping, orienting fenestration and building entrances to foster casual surveillance.

Encouraged Practices

m. Provide opportunities for garage locations at the rear.

8.1.2 SINGLE-DETACHED & SEMI-DETACHED HOUSING



Massing model of a single-detached home, showing a recessed garage treatment from the main wall.

Examples of single-detached houses.

Guidelines

Design Standards

a Minimize the presence of garages, and encourage the integration of garages into the overall design of houses by providing different garage options, locations and orientations.

b Material transitions occurring near the front corners shall be returned to a natural or logical break point, such as a plane change or jog, and at a minimum distance of 1.2m (4') from the front corner of the dwelling.

c. Exposed poured or parged concrete will not extend more than 250mm above finished grade on all exposed elevations.

d Main entry landing and steps are to be poured in place concrete, and the exposed sides of steps are to be clad to match the main cladding material of the house.

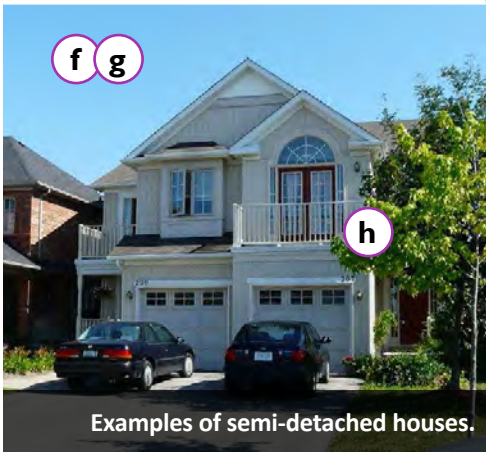
Design Requirements

e Design main entrances to relate to grade, i.e. reduced number of stairs at the porch. Provide covered porches, where possible.

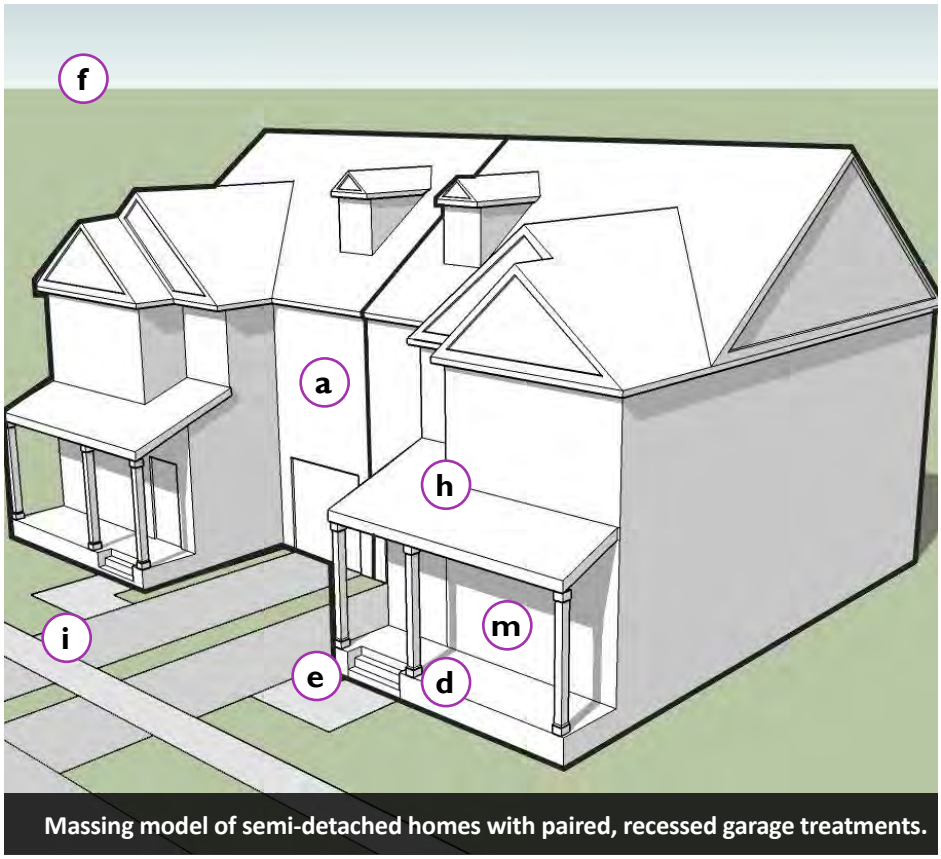
f House designs that are simple in terms of shape or form are encouraged. Over-decorated house designs should be avoided, and rely on varied massing or shapes to achieve variety. Avoid complicated roof forms with excessive peaks, valleys, hips and dormers. Simple roof forms paired with configurations that include accent

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.



Examples of semi-detached houses.



Massing model of semi-detached homes with paired, recessed garage treatments.

gables, dormers and variation of roof ridges parallel and perpendicular to the street should be used.

g Ensure that main entries and ample fenestration are provided visible from the street to foster casual surveillance.

h Projecting elements are encouraged to provide detail and articulation to house designs. This includes elements such as bay, bow, and boxed bay windows, entry stoops, porches, porticoes, roof extensions, cantilevered elements, buttresses, roof dormers, balconies, chimney projections and alcoves appropriate to the architectural style. Flat, unarticulated building planes and walls should be avoided.

i Buildings should be located close to the street to reinforce a strong street edge.

j. False windows and blackened glass are discouraged, but may be considered for small glazed areas above the eavesline (i.e. small dormers, oval windows) where a high quality glass set within a sash is provided.

k. Ensure sufficient room for on-lot, private landscaping, exclusive of setbacks and encroachments.

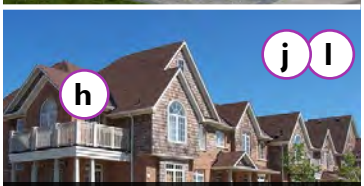
l. Have regard for changes in grade and ensure direct connections from the sidewalk to main entries.

Encouraged Practices

m Provide dominant porch design sizes to allow for seating and promote interactive outdoor spaces.

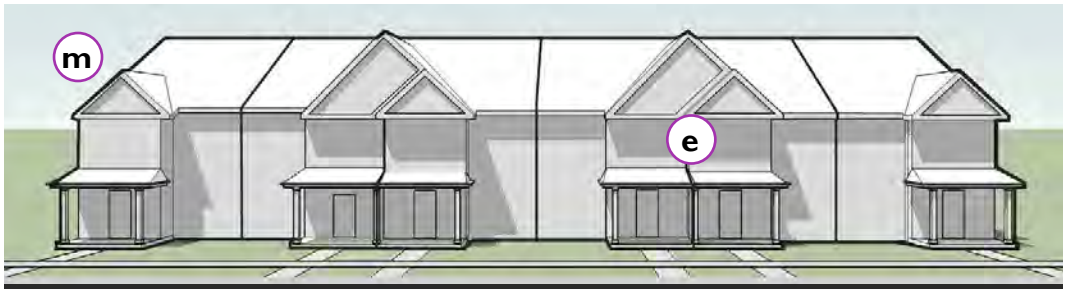
n. Two-car garages are discouraged for semi-detached houses.

8.1.3 TOWNHOUSE DWELLINGS



Examples of townhouses.

Massing model of conventional townhouses.



Massing model of laneway townhouses.

Guidelines

Design Standards

a. Where a single architectural style is selected, the detailing and elements used shall correspond with the style and be applied consistently for the entire townhouse block.

b 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. Refer to figure on page 94 (Section 9.1).

c The design of townhouse elevations shall achieve a level of quality equal to adjacent detached and semi-detached dwellings. Townhouse dwellings shall transition downward in height towards lower-scaled neighbourhoods and provide a variety of rooflines to allow for sun penetration to nearby single- and semi-detached housing.

d The composition of the overall townhouse blocks will be designed to be visually compatible with the surrounding streetscapes through integrating complementary architectural styles, materials and features.

e Townhouse designs are required to provide a variety of visual elements and details, which include front entries, wall articulation, and bay and dormer designs to break up the roof/wall planes and prevent visual monotony.

f The side elevation of exposed corner units shall be specifically designed to respond to its public exposure and the additional light source by means of articulated building faces, fenestration, and detailing equal to that of the front elevation.

g. Large vertical wall elements shall be avoided where changes in grade along the street cause breaks in the roof plane.

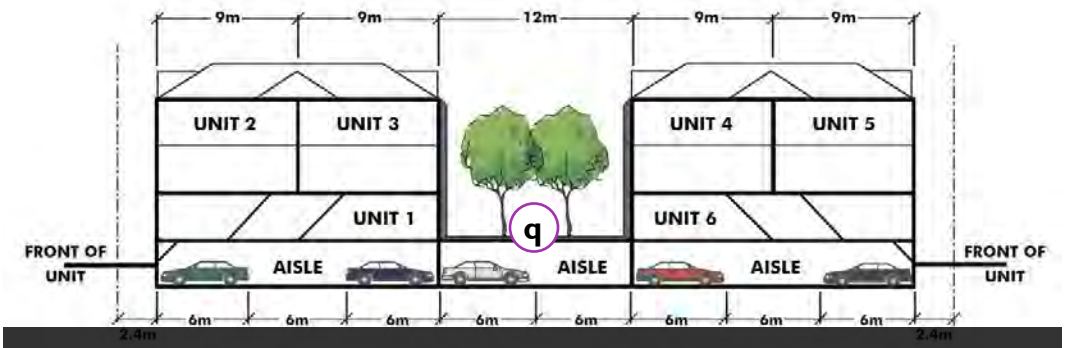
h Outdoor amenity area shall be provided in the form of conventional rear yards or a functional raised terrace / balcony, where possible.

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.

Massing model of stacked-decked townhouses.

Massing model of back-to-back townhouses.



Massing model of stacked, back-to-back townhouses.

Examples of townhouses.

i. Avoid fronting end units onto a main road, where possible. If it is unavoidable, detail end units accordingly.

Design Requirements

j The number of units in a block should maintain the modular rhythm of the streetscape. No more than 8 units should be provided in a single townhouse block.

k End units facing the street should locate the main entrances on the flankage elevation, where possible, to provide a consistent appearance and casual surveillance on the flankage street.

l Roofscapes within individual townhouse blocks should vary, where possible, to contribute to the creation of interesting streetscapes, and maintain compatibility with surrounding buildings.

m "Bookend" (cluster) blocks provide distinct end feature units (tower features, bay projections, 2nd storey balconies, etc.) to create a sense of place.

n. Any firewall should be integrated into the block design, and not be noticeable.

o. Incorporate a predominant cladding material that is high quality and low maintenance (i.e. clay brick, stone or precast stone), with additional materials used in accent areas only beyond the tactile range (including stucco and wood siding).

p Garage doors should be single-car door widths, where possible. Garages and driveways should be paired to maximize on-street parking, where feasible.

q Units should be connected with common walkways above and below ground.

Encouraged Practices

r Units may be designed to appear as a series of larger dwellings, with variations in rooflines and garage treatments.

s. Two-car garages are discouraged.

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.

8.1.4 GARAGES WITH STREET ACCESS

The pairing of garages in Mayfield West maximizes landscaping in front of the dwellings and minimizes the impact on the streetscape.

Recess garages located to the side of the house (Milton, ON).

Guidelines

Design Standards

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. Provide sufficient lighting at entrances and garages for increased visibility.

c Do not project the garage face wall beyond the main building; at a minimum ensure that it is flush with the main wall. Garage projections will only be considered provided that the projection is no greater than 2 metres beyond the main front wall; the main ground floor living area or front porch extends beyond the garage, or is set back no more than 1.0m from the front of the garage; a covered porch substantially extends across the main living area and entry on the ground floor; and a second storey build-over is constructed.

d Driveway slopes between the garage and street shall be as shallow as possible. Reverse slope driveways conditions are not permitted.

Design Requirements

e Pair garages and driveways, where possible, to maximize on-street parking and landscaped areas.

f Locate driveways and garages on the far side of adjacent intersections, transit stops, public walkways, open space and other non-residential uses.

g Where the garage is located to the side of the house, recess behind the main front wall face.

h. Offer a mix of garage door widths, encouraging single-car door widths to minimize the presence of garages in the streetscape.

i Driveway widths should not exceed the width of the garage.

j Where feasible, garages should not occupy more than 50% of the front width of a single-detached dwelling.

Encouraged Practices

k. The use of permeable paving materials for driveways is encouraged.

l. Single-car garages are preferred to two-car garages. Discourage two-car garages for semi-detached house and townhouses.

DOCUMENTS TO REFER TO

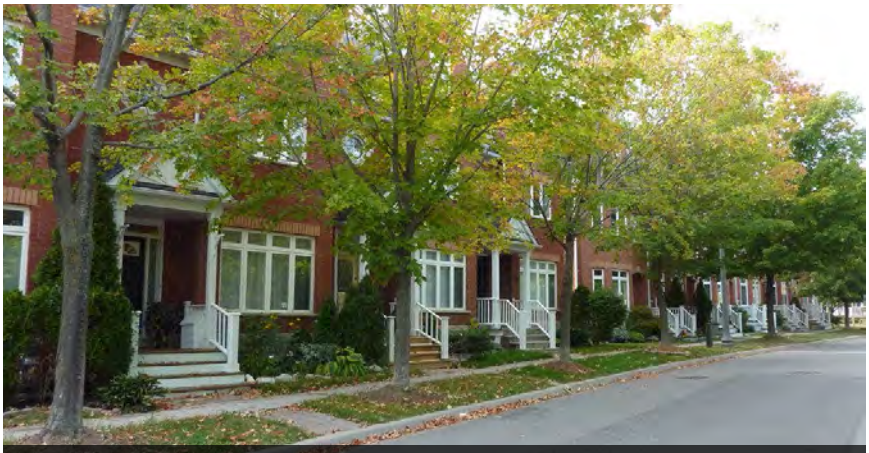
- Area-specific guidelines, where appropriate, as shown on the map in Part 4.

8.1.5 GARAGES WITH REAR LANE ACCESS

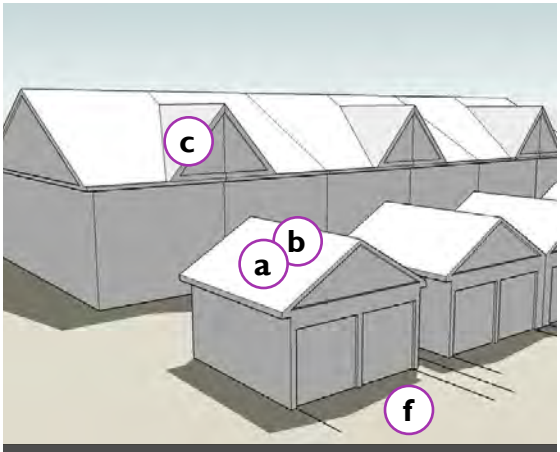
The pedestrian zone is enhanced with the removal of driveways.

Secondary suites located above garages with rear lane access.

Landscaping and articulated roof lines enhance the appearance of laneways.



A pedestrian-oriented and uninterrupted residential streetscape, with rear lane access to garages.



A massing model showing the rears of laneway townhouses.

Guidelines

In addition to the guidelines in Section 8.1.4:

Design Requirements

- **a** Garages will be consistent with the architectural style of the principal dwelling (materials, massing, character, quality)
- **b** Articulate roof lines and other architectural elements to enhance appearance within laneways.
- **c** Provide usable space and fenestration in rear elevations to promote overlook onto laneways.
- d. Refer to Section 6.3.7 (page 47) for guidelines relating to the design of laneways.

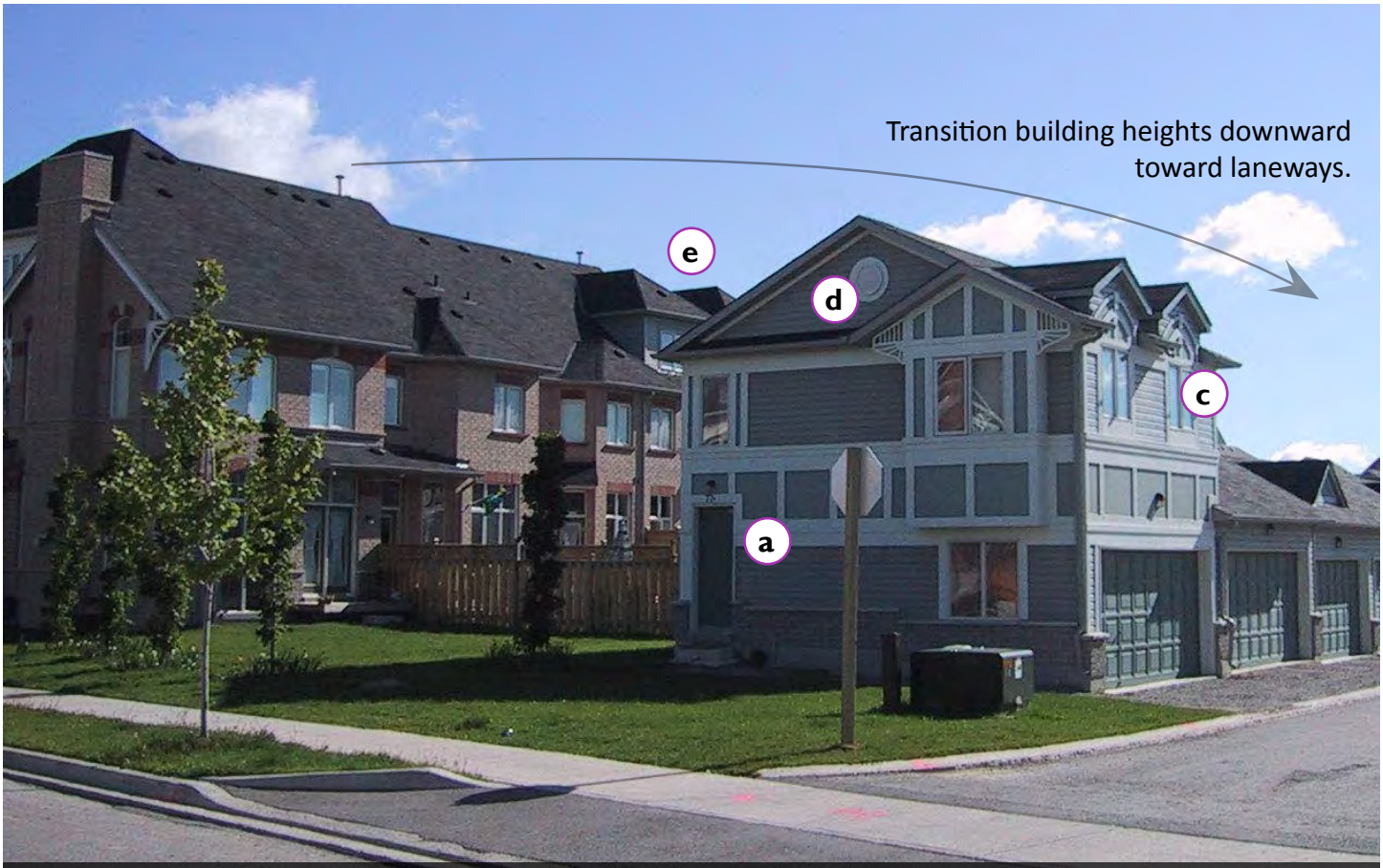
Encouraged Practices

- **e** Secondary/coach housing and amenity space above an attached/detached rear lane garage may be permitted to activate the lane and diversify housing options (refer to Section 8.1.6, page 80).
- **f** For two-car garages, two individual garage doors, separated by a dividing column are encouraged.

Secondary Suites: "self-contained residential units with kitchen and bathroom facilities within dwellings or within structures accessory to dwellings (such as above laneway garages)".

Source: Ministry of Municipal Affairs & Housing

8.1.6 SECONDARY SUITES



Secondary suites continue the rhythm and scale of the surrounding streetscape through their massing and design.

Guidelines

Design Standards

a Provide a separate entrance for the secondary unit, with a separate kitchen, bathroom and living area.

b. Consult the relevant conservation authority, where located in hazard lands.

Design Requirements

c 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.

d Locate habitable space towards the flanking street and laneway to activate the frontage and encourage casual surveillance.

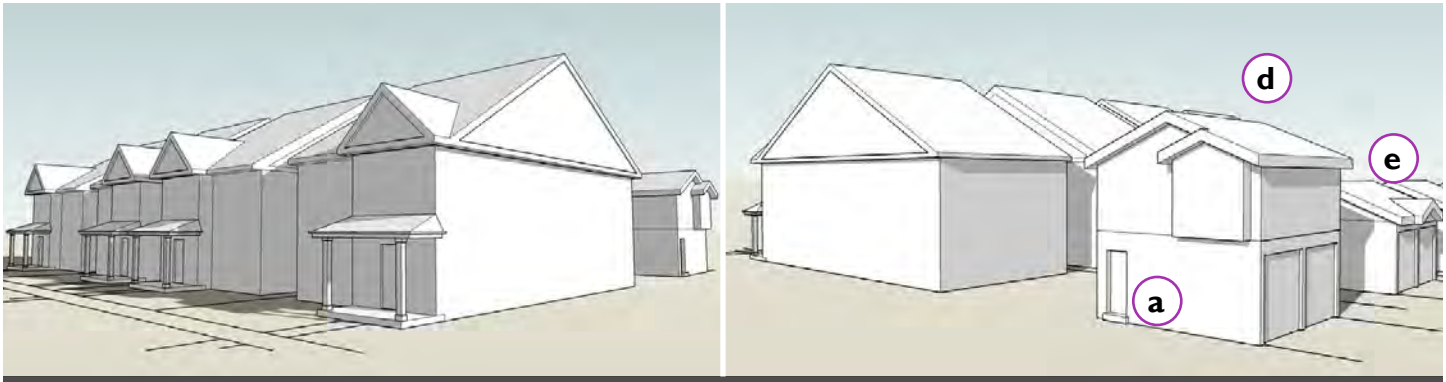
e Provide a complementary rhythm, scale and height to that of the surrounding streetscape. Secondary suites located above a laneway garage should not exceed the height of the primary building.

Encouraged Practices

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

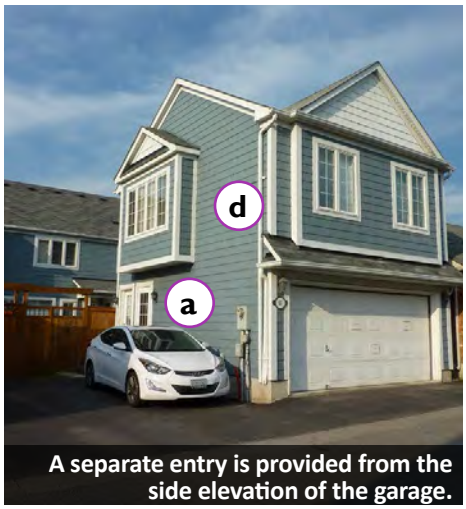
DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.



A massing model, demonstrating the front and rears of laneway housing with secondary suites.

Secondary suites add variety and encourage overlook onto the laneway.



A separate entry is provided from the side elevation of the garage.

Secondary suites add visual interest to the streetscape with articulated elevations and roof forms.

8.1.7 MID-RISE BUILDINGS

This mid-rise building in Bolton incorporates a high quality cladding material that is consistent on all sides of the building.

Guidelines

Design Standards

a Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge.

b Articulate all publicly exposed façades to provide relief and visual definition through the expression of cornices and other architectural elements and details.

c Clearly identify main entrances and orient them to face the street or significant corners.

d. Incorporate vents and exhaust elements into the design of building façades so as not to be visually disturbing.

e Screen rooftop mechanical equipment from public view by setting them back from the building edge and incorporating parapet walls.

f. Provide an adequate buffer zone between waste facilities and adjacent developments and public streets.

g Lighting for outdoor areas should be designed and located to provide safe outdoor space for users at night, and to facilitate crime prevention (CPTED).

h. Lighting for outdoor areas, including signage lighting, should be located to minimize light spillage onto adjacent properties and the sky, and should be cast downward, where possible.

Design Requirements

i Articulate the base, middle and top of buildings to minimize their visual impact on the adjacent low-rise housing.

j Where necessary, step the upper levels of taller buildings back, beyond the 4th floor, to ensure their appropriateness to the scale

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4
- Accessibility for Ontarians with Disabilities Act (AODA)

Balconies add visual interest (Mississauga, ON).

Ground-related signage identifies the entry point (Markham, ON).

Orient buildings to maintain a strong street edges (Oakville, ON).

of surrounding buildings and to maintain a pedestrian scale at the street level. Refer to Section 8.1.1 for additional guidance regarding height transitions to lower-scale neighbourhoods.

k The architectural style of each building should be applied consistently to all elevations. All details should reflect the architectural style selected for the building. The detailing of each building should remain consistent on all elevations, in terms of exterior building materials, window treatment and architectural vernacular. The level of detail may be simplified in areas of reduced public view.

l Incorporate balconies into the overall design and massing of the building

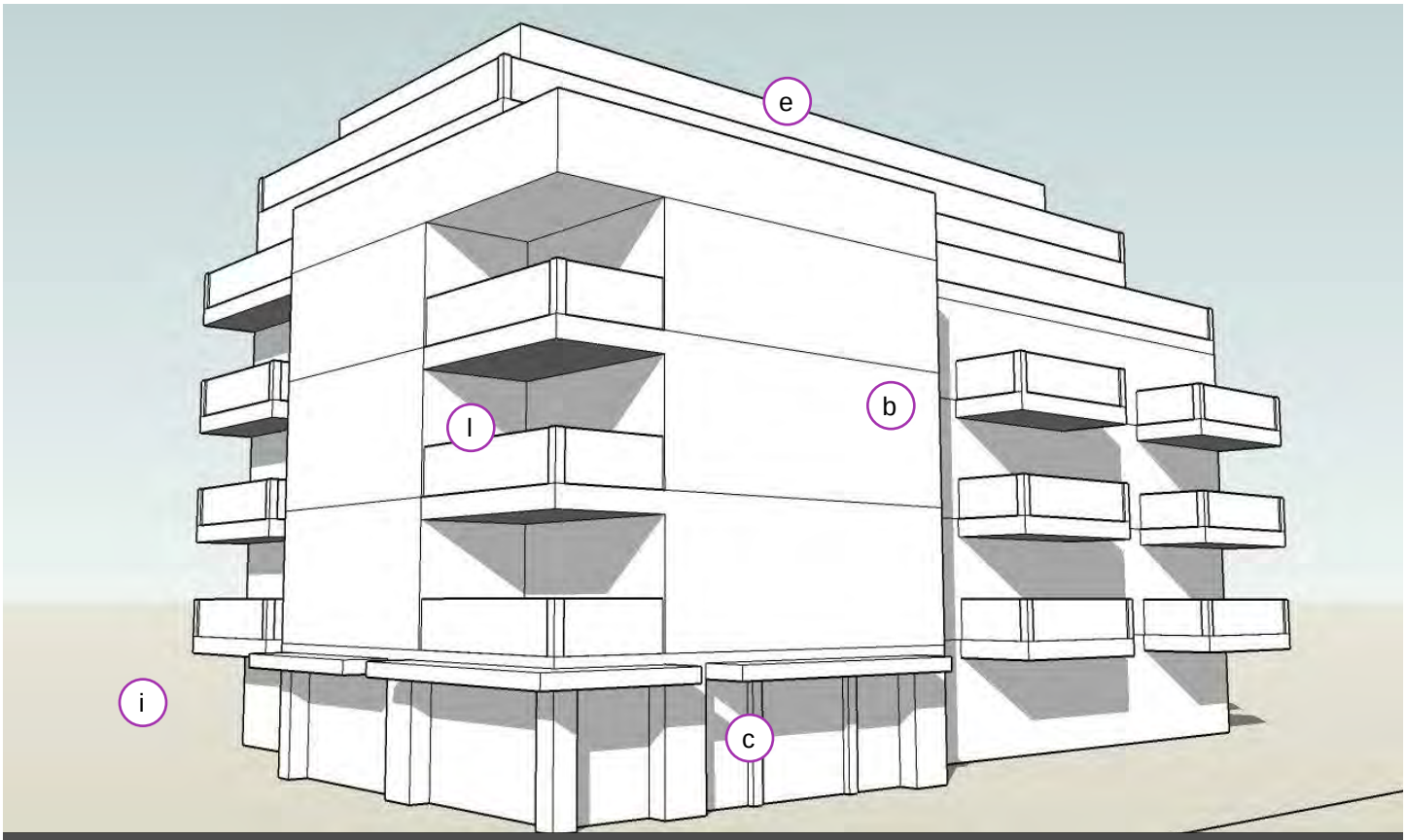
m. Avoid or limit surface parking areas between buildings and the street, where possible, and screen from public view if permitted.

n. Provide access to underground parking garages from side streets, using ground-related signage for wayfinding.

o Locate garages away from the public view, screening them where possible.

p. 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.

q Integrate ground-related signage into the site plan, entry features, architecture and landscape design.



A demonstration of key massing principles for mid-rise buildings.

Guidelines (continued)

Specific Guidance for Site Circulation & Parking:

Design Standards

r Accessible parking spaces must be provided according to AODA standards, on the ground floor and/or on the first level of an underground parking garage.

s Locate pedestrian entrances to underground garages in areas with high visibility such as near main building entrances and along public streets.

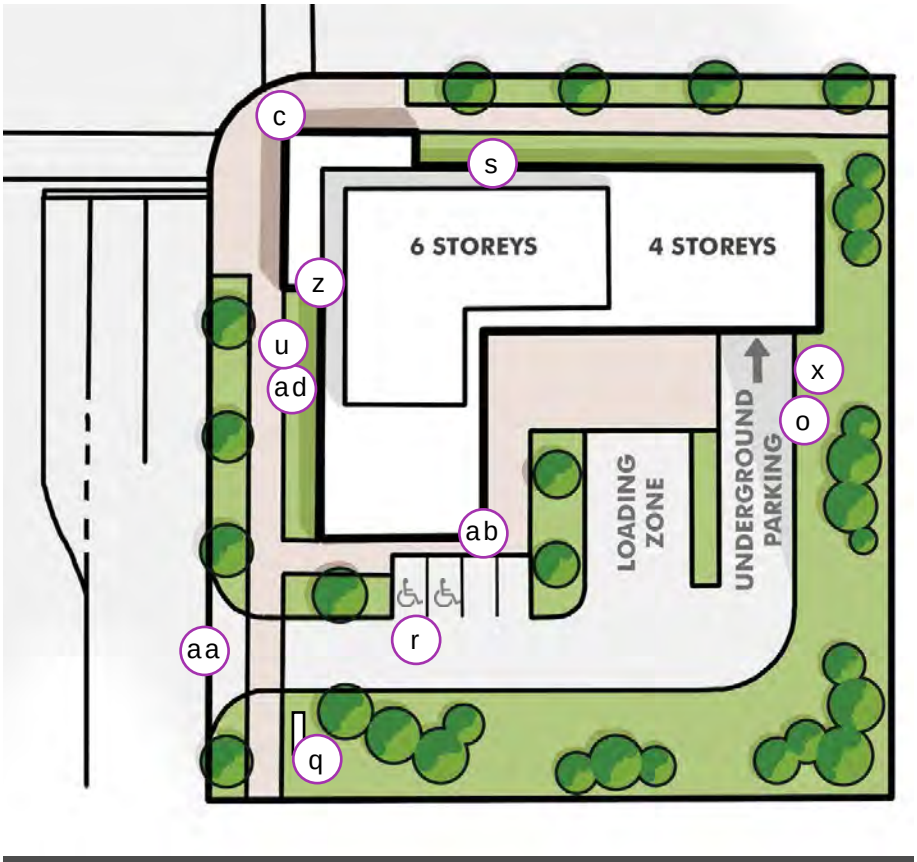
t. Parking shall meet but not exceed zoning by-law requirements.

Design Requirements

u Provide clear and unobstructed pedestrian routes using pavement markings and signage to ensure intuitive wayfinding for all users of the site (including pedestrians, cyclists and drivers). Refer to Section 6.3.1 for more guidance.

v Where feasible, underground parking garages are preferred, allowing for landscaped and enhanced open spaces and amenity areas in place of surface parking areas. Where this is not possible, provide surface parking at the rear of buildings, screened from public view.

A shadow study may be required, depending on the building height, location and orientation relative to adjacent uses. Refer to Section 5.3 (page 25) for additional guidance.



A sample site plan of a mid-rise building.

Private landscaping within a condominium back-to-back townhouse development in Toronto, ON.

w. On-street parking is encouraged, where possible, to support mid-rise developments.

x Enhanced landscaping and detailed fencing should be provided to soften the views to parking areas.

y. Shade trees are encouraged on parking islands, and should be planted along street edges, where feasible.

z Provide secure bicycle parking and storage near entrances with protection from the elements (refer to Section 6.3.2).

aa Provide consolidated driveways and parking garage entrance from the side street or from the rear of buildings.

ab Provide outdoor drop off and waiting areas, with weather protection.

ac. Integrate signage and wayfinding into the design of the structure.

ad Provide a clear hierarchy of circulation routes for pedestrians and vehicles.

Encouraged Practices

ae. Incorporate car-sharing and electrical vehicle (EV) parking spots, where possible.

af. Integrate LID measures and planting in surface parking lots to manage stormwater.

8.2 Landscape Design (Site Planning)

Private on-lot landscaping enhances the public realm and must be compatible in design with the architectural style of the proposed built form.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Sensitive development // Place-making and civic pride

3.2 Accessibility & Universal Design
Barrier-free communities

3.3 Community Safety & Security
Opportunities for casual surveillance // Minimize visual obstructions // Comfortable pedestrian environments

3.4 Complete Streets & Active Transportation
Coordinated and aesthetically pleasing streetscapes

3.5 Cultural Heritage Conservation
Compatible with the heritage character, where relevant

An example of private landscaping using low maintenance native planting in Toronto, ON.

Naturalized, drought-tolerant planting is used, reinforcing pedestrian routes, in this example in Toronto, ON

Guidelines

Design Standards

a. Installation of plantings and hardscaping materials shall be designed to withstand weather conditions, traffic impacts and maintenance.

Design Requirements

b. Provide landscaping with a character / palette consistent with the proposed architecture.

c. Add visual interest to open spaces and blank walls.

d. Reinforce pedestrian routes, and accommodate on-site circulation and maintenance.

e. Frame, accentuate or reinforce desired views.

f. Strategically plant to protect residents and visitors from the elements.

g. Naturalized, drought-tolerant and low maintenance native planting are recommended, where appropriate.

h. Balance sustainability, accessibility, maintenance and aesthetic considerations.

i. Provide sufficient room for on-lot private landscaping, exclusive of setbacks and encroachments.

Encouraged Practices

j. Where possible, use recycled or sustainable materials.

k. Refer to Section 7.1 for landscaping suggestions to support green building initiatives.

DOCUMENTS TO REFER TO

- Applicable Fence By-law
- Caledon Development Standards, Policies & Guidelines

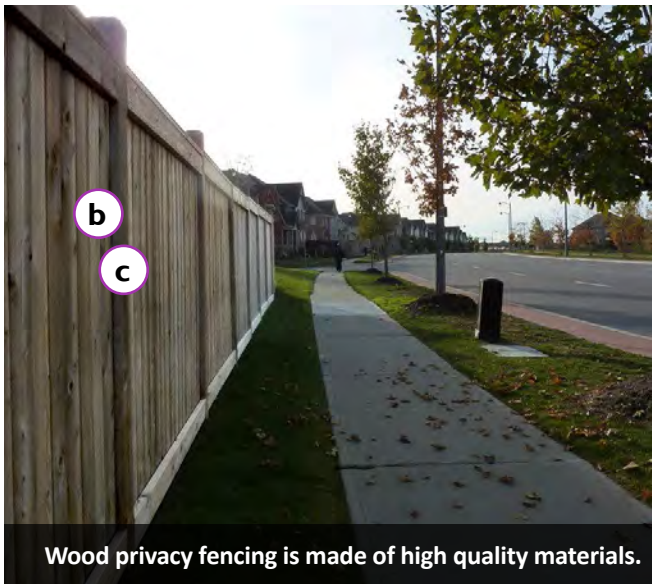
8.2.1 FENCING & SCREENING

Fencing in Mayfield West complements the community character.

The 4 types of fencing common in a residential setting:

- Privacy fencing (cedar),
- Chain link fencing,
- Acoustic fencing, and
- Ornamental fencing.

A black vinyl chain-link fence separates residential uses from natural heritage areas in Milton, ON.



Wood privacy fencing is made of high quality materials.

Guidelines

Design Standards

a A black vinyl chain link fence (or approved equal) will be required to protect the rear yards and side yards of residential lots adjacent to parks, valleylands, woodlots and open space. Soft landscaping treatments are recommended to delineate property boundaries.

b Wood and chain link fencing shall be constructed of high quality materials that contribute to the aesthetic quality of the community. Soft and hard landscaping is encouraged to accent fencing that flanks public rights-of-way.

c Fence designs must reflect the overall community vision in scale and character.

Design Requirements

d. Where space is restricted and screening cannot be accomplished through landscaping, fencing may be used to screen parking and loading areas, and utilities in coordination with the relevant utility providers.

e. Coordinate noise attenuation fences with the overall design of fencing throughout the community to ensure a similar palette of details, materials and colours.

8.2.2 SHARED OUTDOOR AMENITY SPACE (CONDOMINIUM)

A shared walkway link connects condominium townhouses in Toronto, ON.

Guidelines

Design Standards

a Design shared outdoor amenity areas and open spaces as accessible spaces that are central to residents.

b. Preserve and integrate existing healthy trees, where possible. The Town promotes the preservation of vegetation including opportunities for transplanting in place of complete removal. The preservation of trees is given priority over replacement. Trees shall be replanted at a rate of 2:1 with native species to minimize the amount of trees that are lost overall and help to preserve the urban canopy cover.

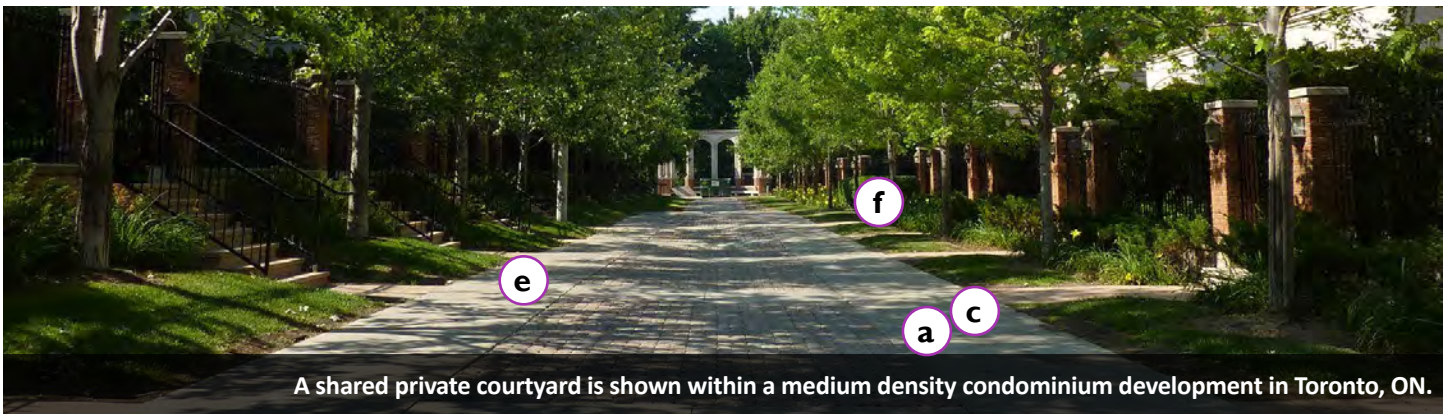
Design Requirements

c Maximize the availability of high-quality landscaped open spaces, incorporating both hard and soft landscape features into the development site.

d. Where existing natural features, such as topography or water, are prevalent, incorporate these features into the site and allow for public access.

e Locate amenity spaces with direct views and easy access to residents to foster casual surveillance, and in areas with maximum exposure to sunlight (where feasible).

Formal, high quality landscaping is provided within a private condominium, mid-rise development in Toronto, ON.



A shared private courtyard is shown within a medium density condominium development in Toronto, ON.

f Shared amenity areas shall not be located in residual areas that are inaccessible, isolated or irregularly 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.

g. 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.

h. Strategically locate children's play areas and other open spaces in locations that foster casual surveillance and overlook from residents.

i. Ensure that parking, mechanical equipment and other servicing features are located away from amenity areas through effective site planning.

j. Incorporate grassed snow load zones within the common element areas, accounting for a minimum of 10% of the overall street and visitor parking area.

Encouraged Practices

k. Where relevant, complement and connect with open space on neighbouring properties, where possible.

l. Coordinate the location of interior amenity facilities, where possible, to enhance visual and physical access between interior and outdoor amenity areas.

8.3 Utilities

Careful utility coordination is required to ensure that streetscapes are viable and visually appealing. Poor utility coordination impacts the growth of street trees, the location of street furniture, and overall appeal of neighbourhood and community streets.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Energy efficiency and water conservation, where applicable

3.2 Accessibility & Universal Design
Integrated and accessible spaces

3.3 Community Safety & Security
Minimize visual obstructions

3.4 Complete Streets & Active Transportation
Aesthetically pleasing and coordinated streetscapes

Where possible, use planting to screen utilities from public view.

Guidelines

Design Standards

a. Place utilities away from the public realm, in underground locations, internally, or in the rear or flankage elevation (within the building mass where feasible), where feasible. Utility providers are to be consulted to determine the appropriateness of locating utilities on private property.

b. Coordinate the placement of below ground utilities with tree roots to ensure viable tree maturity and to prevent interference with stormwater management systems (in accordance with Town standards).

c. In situations where utilities cannot feasibly be accommodated underground, internally or within the building mass, the location of utilities must not detract from the accessibility, safety and comfort of pedestrians, and the overall aesthetic quality of the public realm. In such instances, utility boxes and facilities may incorporate a mix of high-quality architectural and landscape elements to screen these activities from public view, to the extent feasible, in keeping with utility operational access requirements (for example, low walls or recesses into the building, coordinated with landscaping).

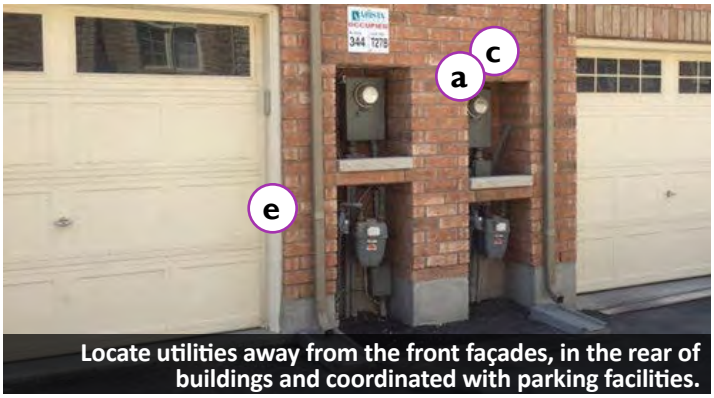
d. Where appropriate, incorporate utility meters discreetly into interior side elevations

AGENCIES / CO-ORDINATION

- Utility Providers
- Peel Region (for Regional Roads)
- Conservation Authorities (where applicable)

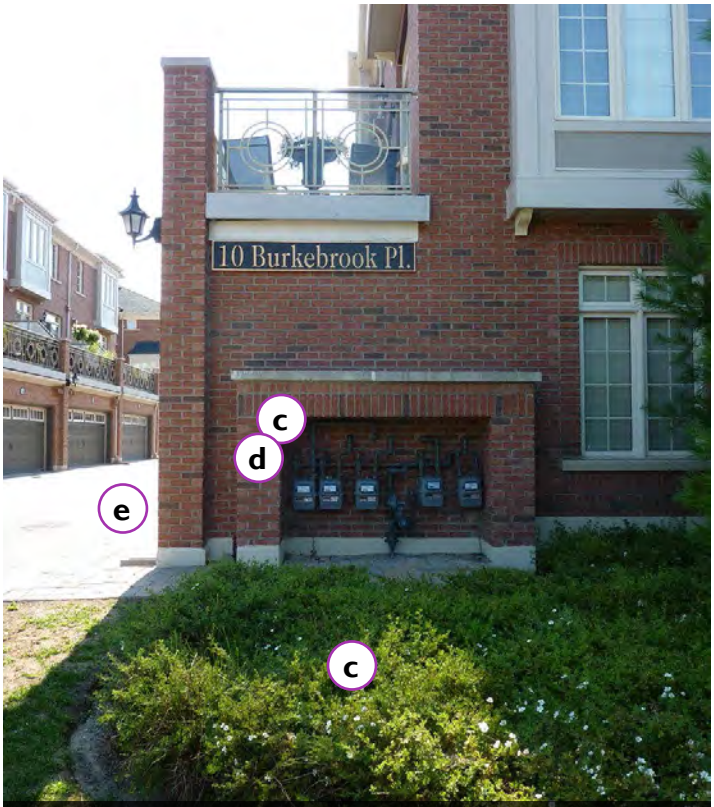
DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Peel's Regional Road Characterization Study
- Peel Region Streetscaping Toolbox



Locate utilities away from the front façades, in the rear of buildings and coordinated with parking facilities.

Pilot Project in Vancouver, BC. Image taken by Wendy Cutler/Flickr.



Architectural and landscape elements are used to screen utilities from public view (Toronto, ON).

of adjacent built form, at least 1.2 metres away from the front of the house, within compliant and recessed gas distribution meter boxes (subject to utility company regulations).

Design Requirements

e Coordinate the location of utilities with parking, servicing and loading areas, consolidating these facilities to maximize high quality open spaces and minimize unsightly views and physical interruptions from the public realm and neighbouring properties.

f. Coordinate the placement of above ground utility boxes and light fixtures with other elements of the streetscape, including street trees, sidewalks, street furniture, and mailboxes (where relevant).

g. Individual HVAC units (Heating, Ventilation, Air Conditioning) should either be located on the roof of buildings, screened from public view, or integrated into the building mass in the rear or flankage, away from the public realm, building entrances, and outdoor amenity space.

h. Screen utility boxes along park and open space edges with landscaping and landscape structures.

Encouraged Practices

i Consider anti-graffiti installations and coverings.


RBC

9.0 Context-Sensitive Development

Infill development is encouraged to centralize densities within Caledon's communities and foster economic vitality within Main Streets. Infill development must be compatible with the existing architectural styles, celebrating the Town's heritage assets while allowing for a layering of history.

Architectural elements to be considered in the design of infill developments include heights, colours, materials, streetwall setback, proportion and massing. New buildings must complement (through either similarities or contrast) their immediate surroundings, making positive contributions to the overall streetscapes.

The infill development in Caledon East complements the surrounding character and architecture.

9.1 Infill Development & Alterations

Infill development must consider architectural cues from its surroundings, including height, massing, setback, scale, proportion, material and colour, in order to appropriately integrate new development within existing settings.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Conservation of natural heritage and significant trees // Compact, connected and walkable communities // Stimulating the economy and centralizing growth

3.2 Accessibility & Universal Design
Integrated and accessible spaces // Barrier-free communities

3.3 Community Safety & Security
Crime Prevention through Environmental Design (CPTED)

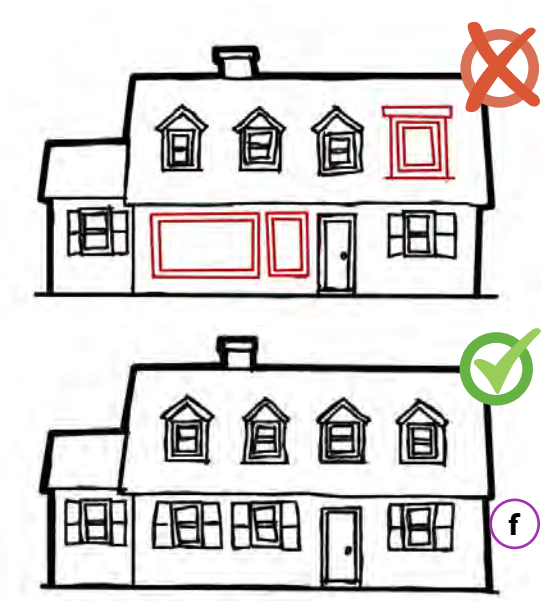
3.4 Complete Streets & Active Transportation
Access to centralized community amenities // Supporting future transit initiatives through compact development

3.5 Cultural Heritage Conservation
Conserve and enhance cultural and landscape heritage assets // Ensure compatibility with the larger heritage streetscape and with adjacent heritage features // Consider opportunities for adaptive re-use and sensitive integration

Infill: "shall mean housing development in existing residential neighbourhoods within settlements, on vacant or underutilized land."

Source: Town of Caledon Official Plan

Visual Datum: A term commonly used to describe a fixed point or line used as a reference to guide the alignment of architectural elements.



Doors and windows should reflect the architectural style in proposed alterations.

Guidelines

Design Standards

a. Architectural detailing shall be true to the proposed architectural style, whether traditional or modern. No detailing should be added if it contrasts the architectural style.

b. Where new buildings are proposed to exceed the average height of existing buildings within a HCD, or adjacent contributing façades, a Cultural Heritage Impact Statement (CHIS) must be 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.

c. Provide connections and integrate infill development and alterations into the surrounding pedestrian, bike and vehicular circulation networks.

d Set buildings in line with adjacent existing buildings to help maintain a consistent street wall. New development should not be set further back from, or ahead of, the street line established by existing buildings.

Design Requirements

e Consider existing vertical and horizontal queues in massing:

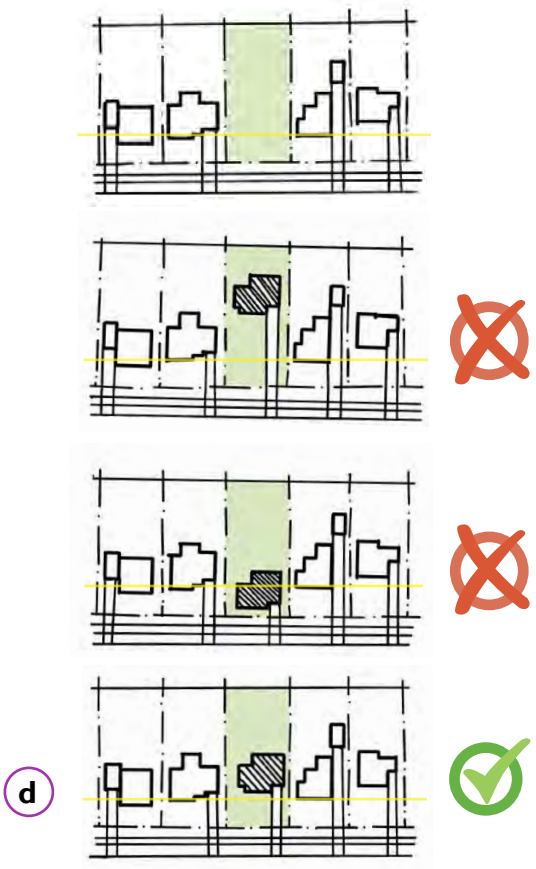
i. Ensure compatibility with the massing and

AGENCIES / CO-ORDINATION

- MTO (adjacent to highways)
- Peel Region (for Regional Roads)
- Conservation Authorities (where applicable)

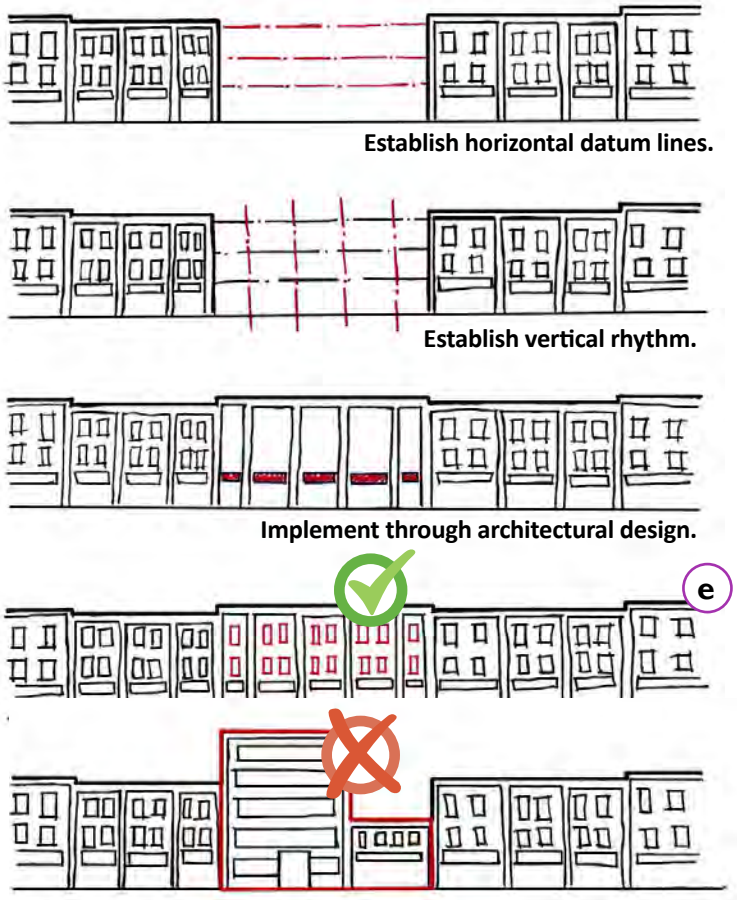
DOCUMENTS TO REFER TO

- Peel's Regional Road Characterization Study
- Caledon Development Standards, Policies & Guidelines
- MTO Transit Supportive Guidelines
- Relevant HCD Plans



d

Provide a consistent setback to maintain the streetwall.



Infill development must be compatible in height, massing and rhythm.

scale of surrounding buildings, contributing to the existing rhythm in the streetscape.

ii. On wider lots, infill development may be designed to appear as multiple storefronts at grade to reflect the pattern of the existing streetscape.

iii. Align floor-to-ceiling heights with neighbouring buildings and be consistent with adjacent buildings.

iv. Infill development should complement and be compatible with existing roof forms and lines of adjacent buildings.

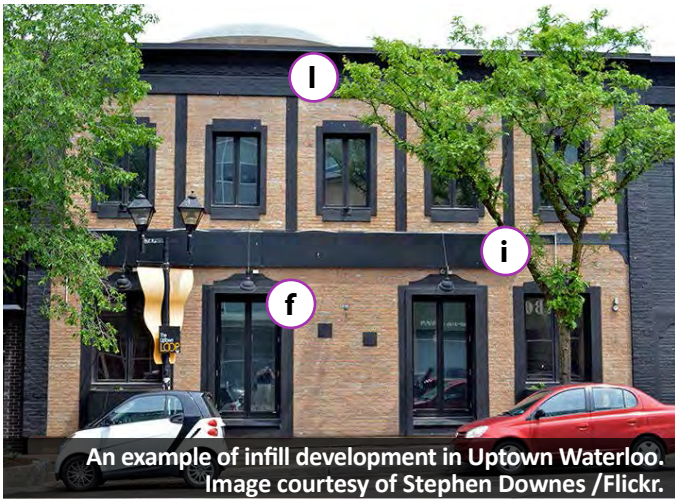
f Window and Door treatment:

i. New doors and windows on redevelopment sites and in infill development should be designed to have compatible design, rhythm, alignment and proportions as exhibited on existing buildings within the streetscape.

ii. Where development is proposed to reflect a traditional architectural style, doors and windows should be chosen appropriate to the architectural style of the building and where possible, should replicate the original or traditional doors and windows.

iii. In modern infill developments, the placement of doors and windows should complement the established streetscape character and rhythm.

An example of modern infill that respects the building massing and floor-to-ceiling heights of existing homes.



An example of infill development in Uptown Waterloo. Image courtesy of Stephen Downes /Flickr.

Infill development that incorporates appropriate storefronts and reflects the rhythm of the streetscape. Image courtesy of Stephen Downes /Flickr.

Guidelines (continued)

iv. Window placement on upper floors should help create a visual datum line in the streetscape.

g Where appropriate, front elevations of infill development should have display windows that are consistent in size and proportion to adjacent buildings and the complete streetscape.

h Infill development and alterations should be designed to complement the materials used in surrounding buildings. For example, if brick is a predominant material within an established streetscape, it should be incorporated into new building design to tie the proposed development into the larger community.

i Infill development and alterations should be designed to complement the existing colour palettes of the street. Front elevations of infill development should create a consistent datum line for the location and placement of signage to adjacent buildings in the streetscape.

j. All building façades should use consistent materials and colour and be complementary to the streetscape.

k Infill development and alterations should incorporate signage that is complementary to the community character and the overall design of the building elevation.

Infill development through lot severances in areas that are targeted for infill, allows for gradual growth and transformation of neighbourhoods into compact communities, and takes into consideration compatibility of lot size with surrounding lot fabric.

l. Where the architectural style permits, cornice lines should be added and designed to complement adjacent buildings. No detailing should be added if it contrasts the architectural style.

m. Infill development and alterations located on corner lots should be designed to have an equal level of detail on all façades visible to the public from public streets.

n. Avoid circular driveways.

o. Protect mature vegetation and land forms, where possible.

p. Review building height and depth to limit potential for an overlook condition.

Encouraged Practices

q. In some instances, the use of a community colour palette may be implemented through the community's Architectural Control Guidelines, HCD, or Community Design Guidelines (for example, heritage colours may be required for new development within a HCD.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4th saturday
downtownbolton.ca
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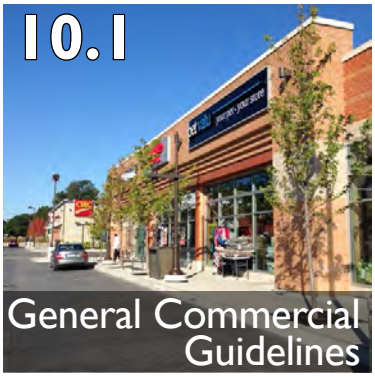
FREE SKIN
FOLLOW US
ROCK SHOP
MYSTICAL CRYSTA

10.0 Mixed Use & Commercial Areas

Mixed use and commercial development is anticipated to take place in a variety of settings throughout the Town of Caledon. These amenities should be easily accessible and centralized and may include a horizontal or vertical mix of uses. Adaptive re-use is also encouraged to promote economic vitality within existing commercial centres and corridors in Caledon's settlements.

This section of the Comprehensive Town-Wide Design Guidelines is divided into the following subsections:



10.1 General Commercial Guidelines

10.1.1 SITE PLANNING

Caledon's commercial areas are contemplated to be within a variety of settings, from historical villages, to planned major transit station areas.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Sensitive development // Green infrastructure and stormwater management // Responsible use of resources // Compact and connected communities

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to neighbourhoods amenities

3.3 Community Safety & Security
Opportunities for casual surveillance // Well lit environments

3.4 Complete Streets & Active Transportation
Access to amenities within walking distance // Connected and diverse transportation networks // Coordinated and integrated street furniture

3.5 Cultural Heritage Conservation
Incorporate and enhance cultural heritage assets

An adaptively reused factory building that integrates cultural heritage into the commercial development (Toronto, ON).

Guidelines

Design Standards

a Locate buildings close to the street edge, orienting the building massing and height to architecturally address the street and key intersections.

b Provide enhanced architectural features at corners closest to major intersections (for example, through increased building massing, or by providing a covered entry).

c. Promote seamless transitions between different densities and heights; where relevant, use stepbacks to minimize the impact of larger buildings on adjacent low-rise residential neighbourhoods.

d. 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.

e All major commercial entrances shall be accessible at grade thresholds.

f Integrate cultural and natural heritage assets through sensitive site planning and opportunities for adaptive reuse.

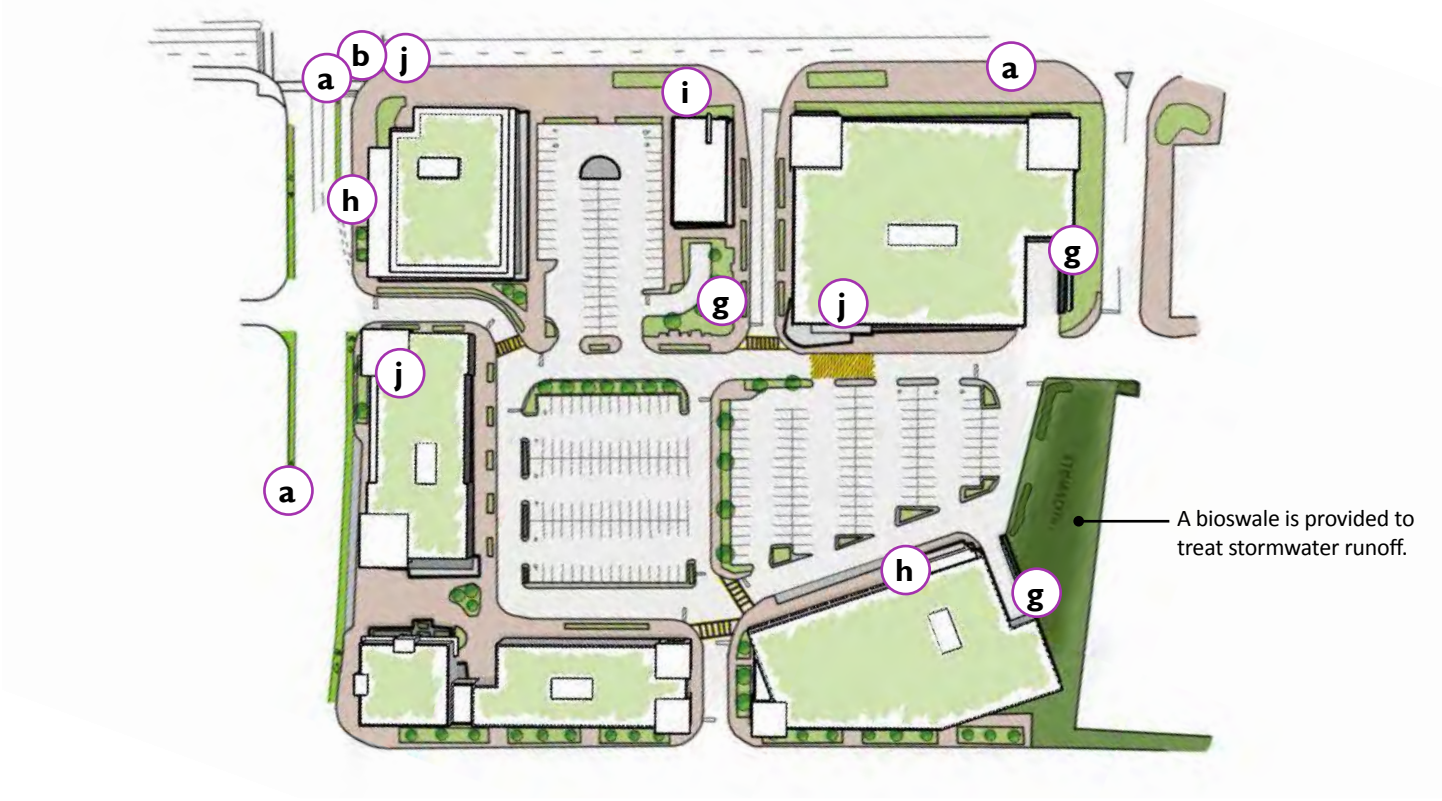
Design Requirements

g 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 (for example, through low walls).

h Front commercial development onto the public realm to activate the streetscape, courtyard or open space. A secondary

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Peel's Regional Road Characterization Study



A demonstration plan of a commercial site that addresses the streetscape and integrates green infrastructure in the form of LIDs and green roofs.

entrance may be provided from surface parking located at the rear of the building.

i. Building frontages should occupy at least 50% of the street frontage (the remaining may be used for parking areas). Building frontages should be increased to at least 70% in more compact areas (for example, in the village centre, transit hub, etc).

j. Commercial buildings should address the street and exhibit a high degree of visual appeal on all exposed frontages. At corner lot locations, corner specific details such as corner entrances or corner glazing should be incorporated.

k. Accentuate all public entries by integrating intuitive signage, effective architectural features (for example, canopies, change in building massing), and hard and soft landscaping elements.

l. 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.

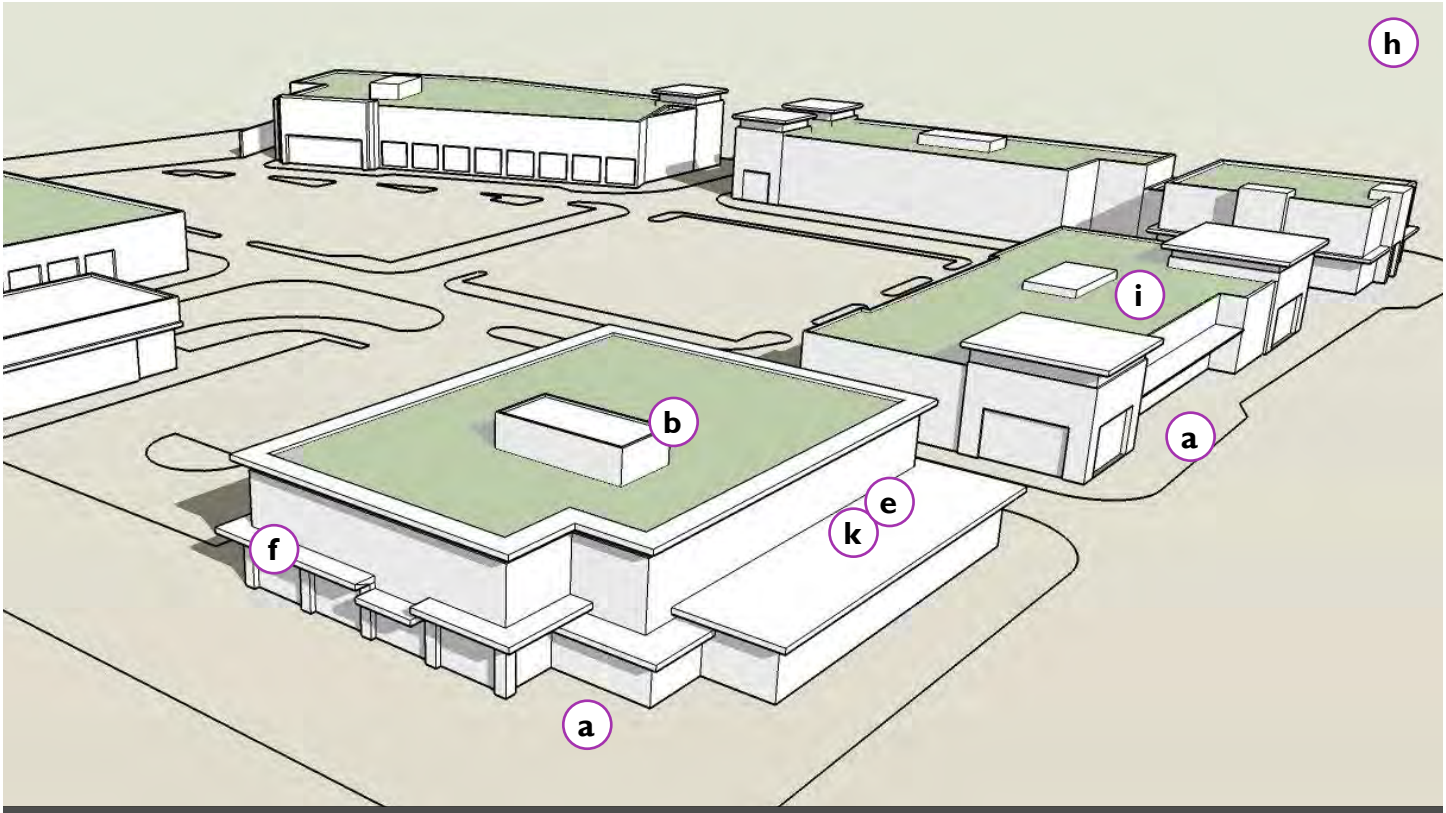
m. Provide adequate room for snow storage.

Encouraged Practices

n. Building entrances are encouraged to open onto an exterior area suitable for gathering and waiting.

o. The use of LID techniques in commercial site planning is encouraged.

10.1.2 BUILDING ELEVATIONS



A demonstration model of a commercial site, illustrating changes in massing that contribute to a pedestrian-oriented public realm.

Guidelines

Design Standards

a Building elevations shall provide visual interest through design, articulation and fenestration. Large unarticulated wall surfaces are not permitted.

b Integrate and screen all rooftop mechanical units by setting them back from the building edge and incorporating parapet walls. Mechanical units shall not be visible from the public street line.

c. Vents and exhaust elements will be incorporated into the design of the façades, so as not to adversely impact the aesthetic of the public realm.

Design Requirements

d All elevations should be clad with the same prominent materials. Where relevant, there should be purposeful termination of building materials.

e Elevations should be pedestrian friendly, providing appropriate setbacks and human scaled articulation, detailing and fenestration.

f Elevations should use awnings, canopies, and other overhangs to create sheltered pedestrian routes and to add depth to the appearance of façades.

g Elevations should not be designed to appear as front façades when they are not.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines

The Royal Bank Building in Bolton incorporates consistent detailing on all exposed elevations.

The TD Bank building in Bolton architecturally accentuates its primary entrance.

Canopies provide shelter for pedestrians (Markham, ON).

h Where the commercial site is proposed with more than one building, the collective architectural composition of the buildings should be considered in terms of massing, roof lines, street relationship, and visual impact on adjacent buildings. Stand alone buildings should be allocated additional height and massing at intersections and focal points.

i Long continuous roofscapes should be divided and varied to provide visual interest and variety. Rooflines and parapets should be designed to facilitate the integration and screening of all roof top mechanical units.

j Increased fenestration should be provided along the street. Spandrel glass is subject to design merit and may only be located in limited areas.

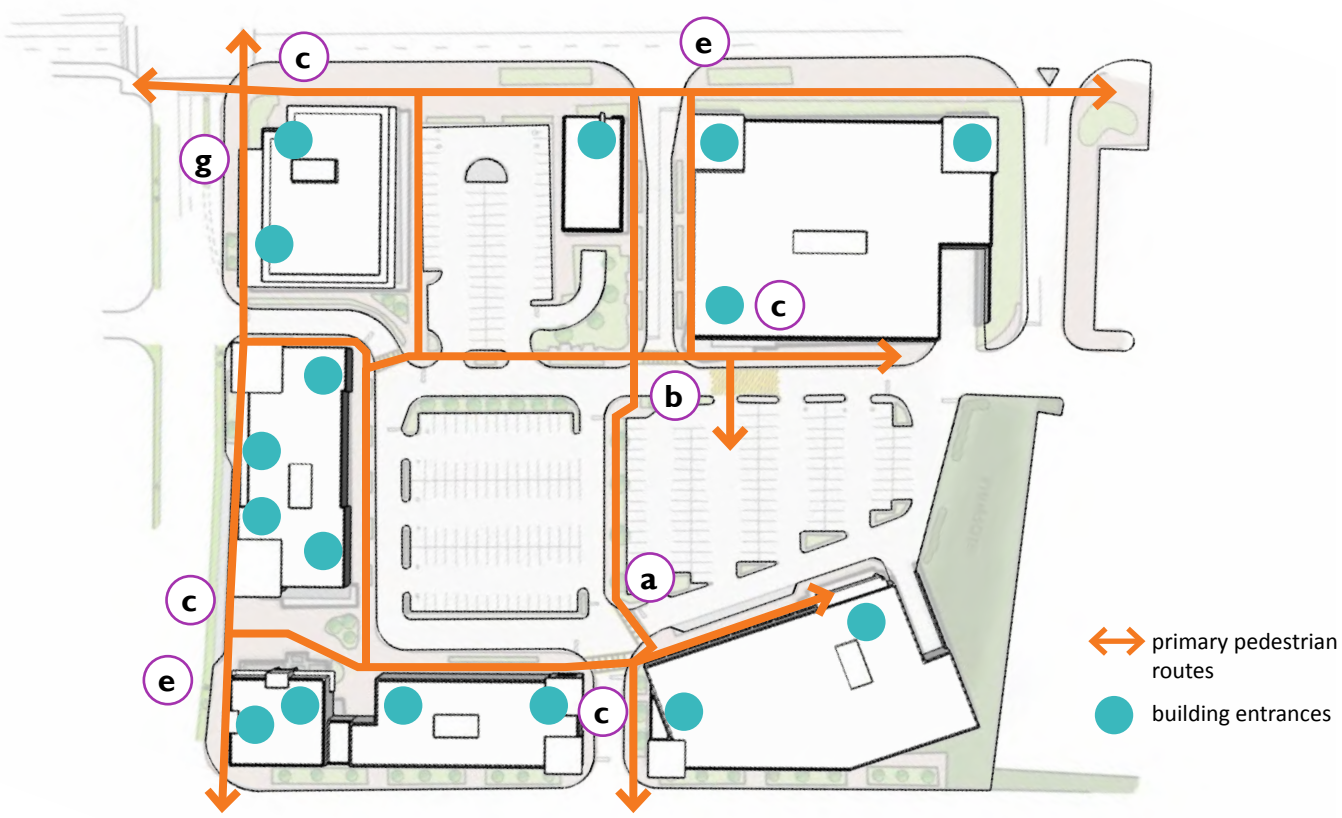
Encouraged Practices

k Elevations may contain changes in plane and relief to break up long, continuous stretches.

l. The architectural elements, colour and material treatment of individual buildings is encouraged to be compatible with adjacent buildings and the overall streetscape.

m. Incorporate architectural elements, such as visual markers or muted reflections, into the design of the façades for bird-friendly elevations.

10.1.3 PEDESTRIAN CIRCULATION



A demonstration plan of a commercial site delineating pedestrian circulation routes.

Guidelines

Design Standards

a Pedestrian walkways shall be designed to ensure a safe, comfortable and attractive environment for walking, accommodating movement from and through parking areas to building entrances. Walkways should be designed in concert with parking areas and drive aisles for pedestrian safety, and shall comply with the Accessibility of Ontarians with Disabilities Act (AODA).

b Major pedestrian access points and routes shall be clearly marked and identified using pavement markings and signage, ground oriented and upright hard and soft elements.

c An enhanced pedestrian realm is required along the street and at focal points throughout the development to accommodate multiple users. Enhanced pedestrian areas should be designed to facilitate meeting and gathering by incorporating street furniture, seating areas, displays, trash receptacles, public art and landscaping.

d. Entrances used by the public must be fully accessible, and should not take their access from steps or other condition which would create a barrier to accessibility.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Accessibility for Ontarians with Disabilities Act (AODA)
- Peel Healthy Development Assessment (HDA)

Planters help create an attractive pedestrian walkway (Toronto, ON).

Walkways in parking areas create safe circulation routes (Toronto, ON).

Design Requirements

e On-site pedestrian walkways should have direct and easy connections to the streets and sidewalks of adjacent neighbourhoods, wherever possible.

f Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times, minimizing the incidence of short-cutting across drive aisles and landscaped areas. Incorporate sidewalks on both sides of the street, with a minimum width of 2 metres.

g Commercial building fronts that abut the street should have hard surface paving along their frontages, and should orient their main entrances towards the public realm.

h. Pedestrian connections should facilitate access to existing and planned transit stops.

i. Provide a greater building setback along major arterials to accommodate landscaping and a pedestrian sidewalk, and orient major public entrances to the flankage elevation, where possible.

Encouraged Practices

j. Provide street furniture, such as benches, waste receptacles, lighting and bicycle parking, on all major pedestrian routes and in areas with wider walkways.

10.1.4 LANDSCAPE DESIGN

Site furnishing in Bolton reflects the character and style of the surrounding character.

Guidelines

Design Requirements

a Landscaping should 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.). These prominent locations may be augmented by hard and soft landscaping and special paving to establish a sense of arrival and create a sense of place.

b Incorporate on-lot landscaping along the property edge to sensitively integrate commercial developments with the public realm and provide for an inviting pedestrian experience by providing enhanced landscaping and high quality fencing to soften views of parking areas.

c Permanent site furnishings, including tree grates, guards, lighting, bollards, benches, bus shelters, trash and recycling receptacles, lighting and street signage should be designed or specified to contribute to a consistent and compatible community style.

d Plant material should incorporate native, non-invasive and drought tolerant perennials with seasonal colour variation and winter interest.

e Landscaping design should be formal, rather than free-form or informal, on commercial sites. Avoid a naturalized or overgrown appearance and incorporate raised planters, where appropriate.

f Hard and soft landscaping elements should allow for clear sight lines and reinforce the principles of CPTED, eliminating places

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines

Landscaping is used to define pedestrian walkways and connections.

Landscaping screens parking from the streetscape (Toronto, ON).

to hide. Building fronts and entrances, and pedestrian walkways should not be obscured by landscaping elements.

g. All site areas not specifically landscaped or paved for pedestrian or vehicular use should be sodded.

h. Street furniture, or other hardscaping intended to provide seating, is strongly encouraged adjacent to building entrances.

i. Shade trees should be planted on parking islands, along street edges and at other locations, wherever feasible.

j. Incorporate enhanced landscaping, using both fencing and planting, to buffer commercial uses from residential areas. Noise attenuating fencing should be provided between commercial and residential uses, where required.

k. A landscape strip of a minimum of 3.0 metres should be provided between parking areas and residential uses.

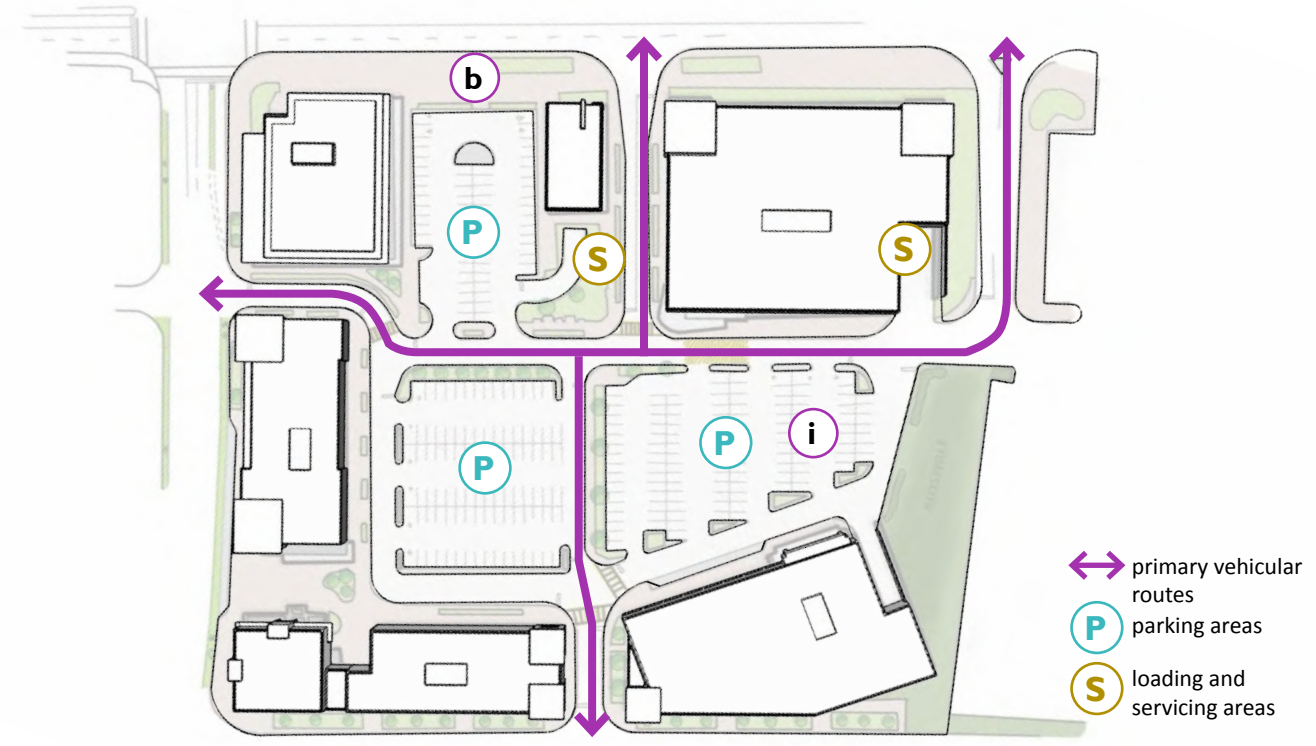
l. Utilities, servicing, storage and loading areas should be screened using a mix of architectural elements (example, low walls) and enhanced landscaping, using evergreen plant material, in consultation with utility providers to ensure operational access is maintained.

m. Buffer incompatible land uses through densely planted landscaping, where they cannot be separated by other means.

Encouraged Practices

n. Incorporate LID measures and effective stormwater treatment as part of the overall landscaping strategy for commercial sites.

10.1.5 VEHICULAR ACCESS, PARKING & SERVICING



A demonstration plan of a commercial site delineating vehicular access, parking and servicing.

Guidelines

Design Standards

a Lighting for buildings and parking will be designed and sited to minimize light spillage and distribution onto adjacent residential properties by incorporating dark sky compliant lighting, in accordance with Section 10.1.6.

b Avoid surface parking areas between the building and the street. Where permitted, sufficiently screen from public view through a coordinated combination of berms, fences and landscaping.

c. Provide a sufficient separation distance between residential uses and commercial waste and loading areas to avoid adverse impacts.

Design Requirements

d Vehicular and service access points should be provided from adjacent side streets, away from major streets, wherever possible

e Vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements.

f Large parking areas should be broken up with landscaped parking islands with a minimum width of 3.0 metres to sustain adequate tree growth and retention.

g Parking islands should be curbed, landscaped and located at the ends of all rows of parking stalls. Parking islands should include walkways where required to support a

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Accessibility for Ontarians with Disabilities Act (AODA)

Vehicular circulation should be clearly identified from pedestrian walkways and circulation routes (Toronto, ON).

system of pedestrian routes (refer to Section 10.1.3 for additional guidance regarding pedestrian circulation).

h Parking areas should be screened from view using plantings and high quality fencing.

i All parking areas should be paved in a hard surface material, and should be able to accommodate snow removal and storage.

j. Loading and service areas should be screened from public view through placement of buildings, screen walls, and landscaping.

k. Planting and fencing should be used to buffer residential lots from service areas, waste storage and loading service areas. These elements should be integrated into the building envelope, where possible, and should screened from view.

l. Utility structures should be integrated into the design of 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.

m. Bicycle storage racks should be provided adjacent to main building entrances.

Encouraged Practices

n On-street parking is encouraged, where possible, to support commercial uses.

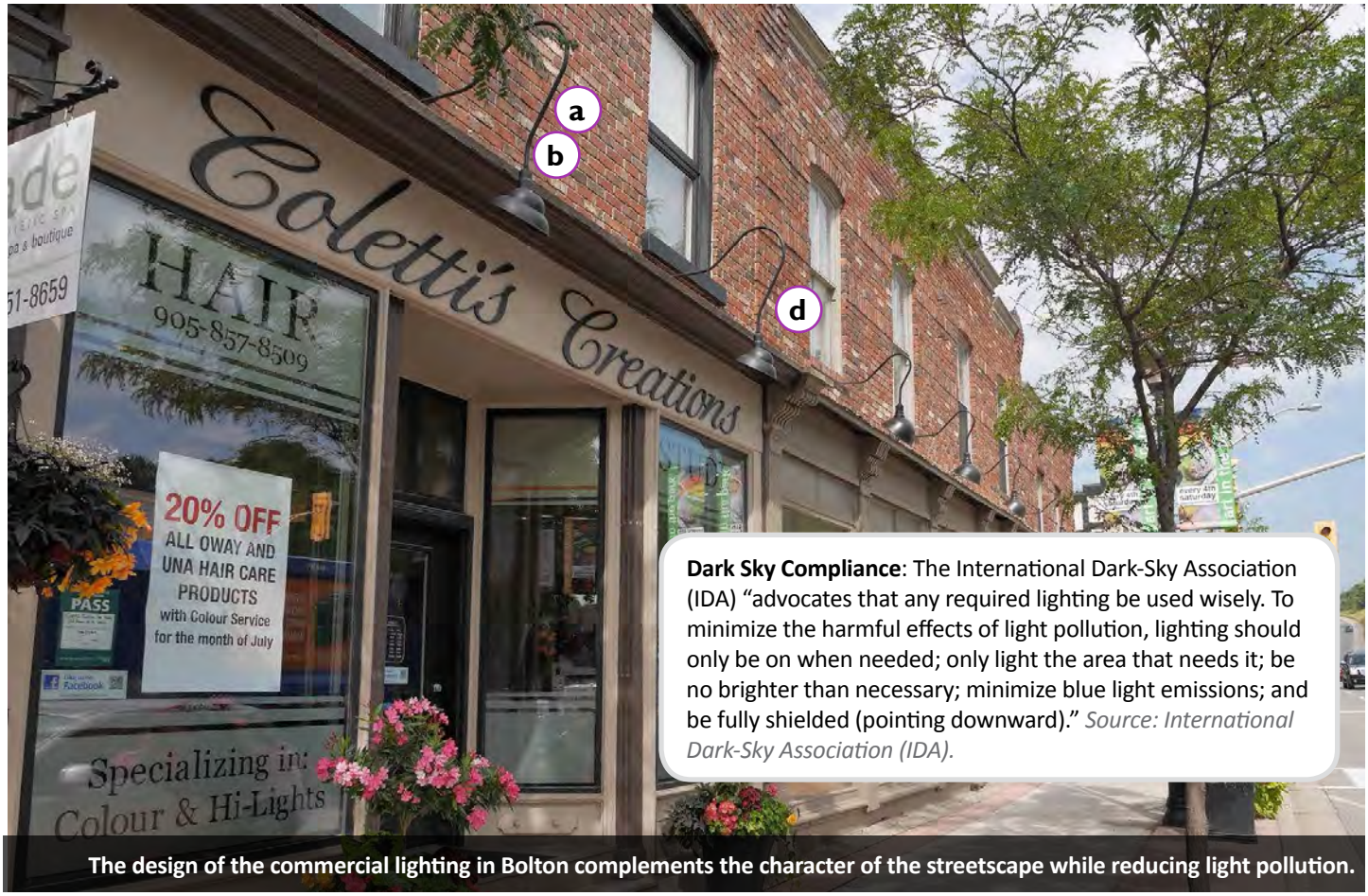
o. Internal waste areas are encouraged.

p. Where possible, provide clearly marked circulation routes.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines
- Peel Region Streetscaping Toolbox

10.1.6 LIGHTING



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).*

The design of the commercial lighting in Bolton complements the character of the streetscape while reducing light pollution.

Guidelines

Design Standards

a Exterior lighting shall be unobtrusive to residential neighbours, minimize light spillage and distribution onto adjacent residential properties.

b Lighting shall be dark sky compliant, positioned to minimize glare, and improve visibility, whilst providing an efficient source of light.

Design Requirements

c. Lighting for outdoor areas should be designed and located to ensure safety for users at night, and to facilitate crime prevention.

d Lighting should reflect the architectural styles of the community in scale and profile. For example, heritage light fixtures may be incorporated within a HCD or village setting.

Backlit Signage: is a term commonly used to describe any print displayed with a light source from behind (typically vinyl, with a lightbox providing the source of illumination).

DOCUMENTS TO REFER TO

- Applicable Sign By-law & Standards

10.1.7 COMMERCIAL SIGNAGE & OUTDOOR DISPLAYS

Signage in Alton reflects it's rural character.

Signage in Cheltenham that complements the historic village.

Guidelines

Design Standards

a Signage shall be aesthetically pleasing, and shall be unobtrusive to residential neighbours.

Design Requirements

b. Ground-related signage should be integrated into the site plan, landscaping and contribute to the overall wayfinding strategy of the site.

c. Ground-related signage located within core areas of existing communities shall be no taller than it is wide, and should be used at key vehicular access points to direct vehicular traffic into the site. Horizontal signage is preferred.

d. Ground-related commercial signage should be used at key vehicular access points to direct vehicular traffic into the site.

e Signage should be compatible in scale and design with design, colour and material of the building and designed as an integral element of the building's façade.

f. Display windows, at-grade glass doors, accent lighting and business signage should be integrated into the front face of the building along the commercial street edge.

g. Display areas should be set back 4.5m from the street line and defined (using pavers, etc). These areas should be integrated into the front yard landscape and illustrated on the landscaping plan.

h. Tall, freestanding pylon signs are discouraged. 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.

i. Accent planting is required for ground signage.

Encouraged Practices

j. Commercial signage that is integrated in the overall design may be provided directly above the storefront glazing.

10.2 Mixed Use Buildings

Mixed use buildings contribute to economic growth and viability by increasing the population density within close proximity to retail, office and other commercial uses, contributing to the principle of compact, walkable communities. Mixed use buildings should be located in the core of the community and/or at key locations, planned to be connected to existing and future transit routes.

The guidelines provided in this section should be considered in addition to the principles and general guidelines provided in Section 10.1.

Relevant key design principles and objectives:

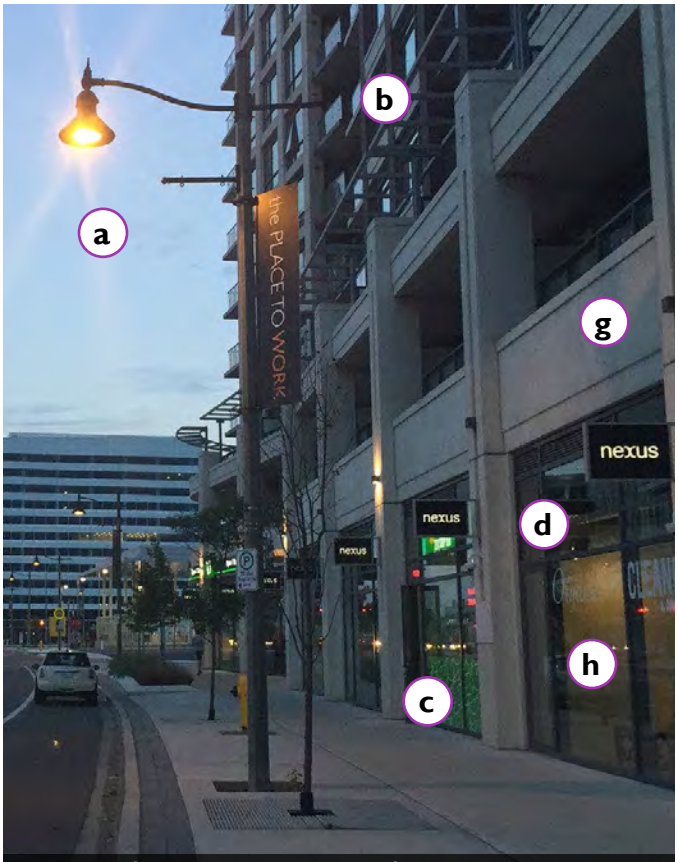
3.1 Sustainable Design & Compact Development
Sensitive development // Green infrastructure and stormwater management // Responsible use of resources // Compact and connected communities

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to neighbourhoods amenities

3.3 Community Safety & Security
Opportunities for casual surveillance // Well lit environments

3.4 Complete Streets & Active Transportation
Access to amenities within walking distance // Connected and diverse transportation networks // Coordinated and integrated street furniture

3.5 Cultural Heritage Conservation
Incorporate and enhance cultural heritage assets



A mix of retail at grade, with offices and residential uses above (Markham, ON).

Guidelines

Design Standards

a Mixed use buildings shall integrate compatible land uses within the same building, including residential, commercial, office and retail space.

b Residential uses shall be confined to floor levels above the first level (completely above finished grade).

c Provide separate entrances for commercial uses at grade and residential/office units above, clearly defining the commercial entrances of the building and differentiating them from residential/office entrances.

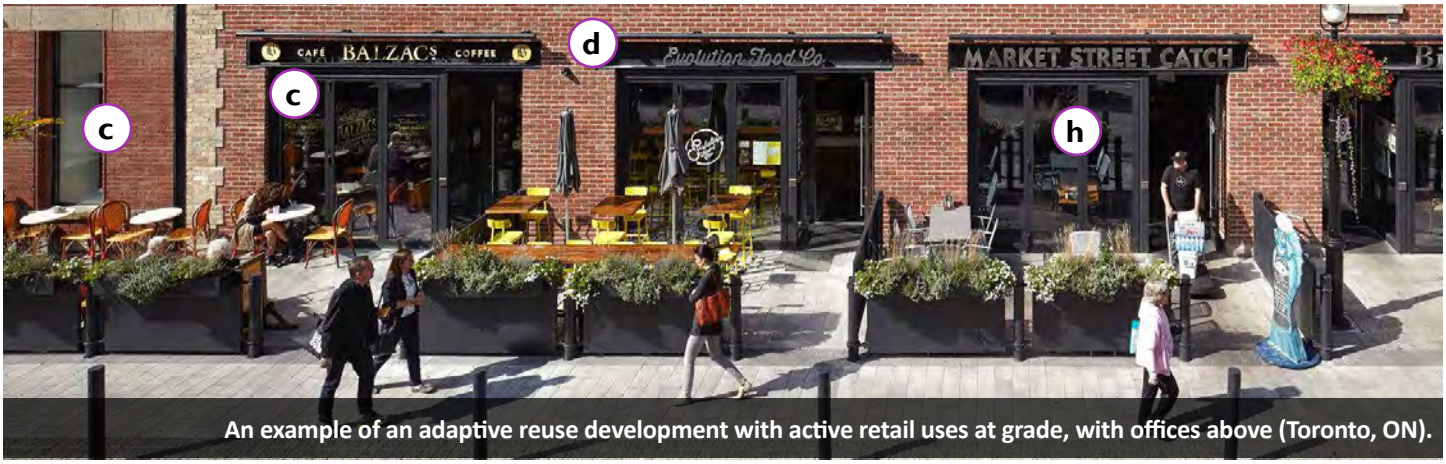
Mixed Use Development: is a term commonly used to describe development that integrates a mix of compatible land uses, including residential, retail, offices, institutional or other. Mixed uses may be integrated either horizontally or vertically within the same site.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines

Mixed use, mid-rise buildings with retail uses at grade and residential uses above (Markham, ON).

Retail uses with residential uses above (Markham, ON).



An example of an adaptive reuse development with active retail uses at grade, with offices above (Toronto, ON).

d Provide taller first floors than upper floors, and combine first floor heights with canopies, storefront windows, and details for an animated pedestrian-scaled frontage

e. The mixture of architectural styles/ influences in the streetscape must be compatible through massing, materials, and colours. Refer to Section 9.1 for more detail regarding context-sensitive development.

f. Changes in building heights shall be transitioned to be sensitive to adjacent low-rise residential neighbourhoods. More information on such transitions is provided in Section 10.2.2.

Design Requirements

g Use colours and materials to clearly define and differentiate the building base (i.e. the commercial component) from the balance of the building and its residential uses, and to convey a sense of scale

h Provide expansive storefront windows for views to activities inside, creating interest for passersby and to serve as a visual connection to the outdoors

Urban Street Edge: is a term commonly used to describe a defined street with little-to-no setbacks and a strong "street wall" presence. Urban streets have pedestrian-scaled, high quality buildings, planned with quality landscaping, lighting and signage.

10.2.1 LIVE-WORK TOWNHOUSES

An example of live-work units in Mayfield West.

Massing of the live-work development in Mayfield West addresses the intersection.

Guidelines

In addition to the guidance in Section 10.2:

Design Standards

a The architectural design, composition, and style of commercial and live/work buildings shall be compatible with the character and style of nearby residential buildings.

b Distinctive architectural features, such as tower features and bay projections shall address these prominent locations.

c. Laneway access to a parking area for the live-work units shall be provided, separate from commercial parking, which will ideally be provided on-street.

Design Requirements

d The retail/work component should face the higher order public streets.

e. The residential side (rear elevation) of live-work units should have a façade, compatible in massing, roofline and detail with the adjacent built form.

f. All units, including ground level units, should have access to an internal corridor that leads to parking, waste storage and mailbox areas.

Encouraged Practices

g Buildings are encouraged to be tight to the street edge, with no front yard setback, to provide a strong urban street edge. A building recess (front yard setback) is permitted where it provides an outdoor seating area and/or landscaping.

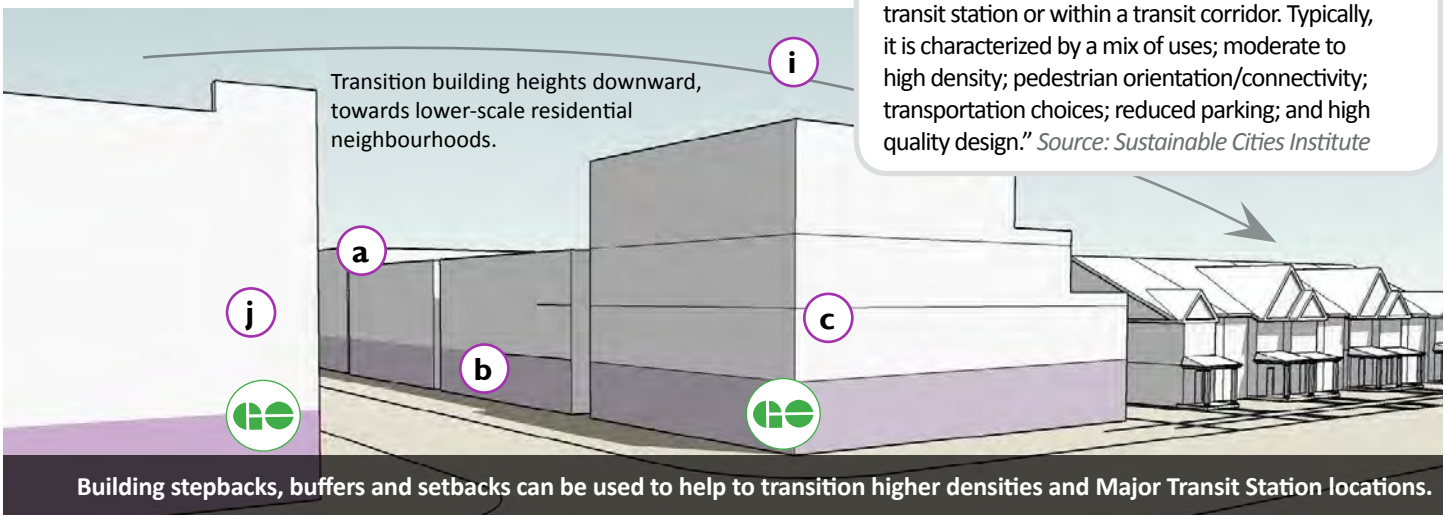
h. Indoor/outdoor amenity space is desirable, providing shared facilities such as meeting rooms, exercise space, courtyards and playgrounds to tenants.

DOCUMENTS TO REFER TO

- MTO Transit Supportive Guidelines
- Peel Healthy Development Assessment (HDA)

10.2.2 MAJOR TRANSIT STATION AREAS

Transit-oriented development (TOD): "an approach to development that focuses land uses around a transit station or within a transit corridor. Typically, it is characterized by a mix of uses; moderate to high density; pedestrian orientation/connectivity; transportation choices; reduced parking; and high quality design." *Source: Sustainable Cities Institute*



Building stepbacks, buffers and setbacks can be used to help to transition higher densities and Major Transit Station locations.

Guidelines

Design Standards

a Prepare a community design plan that includes transit-oriented development principles for new Major Transit Station Areas, promoting a unique and distinguishable community character with higher densities and mixed use development focused within a 5- to 10-minute walk from planned transit stations or hubs. Avoid low-density, auto-dependent forms of development at this location.

b Encourage a mix of land uses with commercial/retail at grade to activate the street (refer to Section 10.2), and distribute services such that they are located close to stations to minimize walking distances and encourage pedestrian activity.

c Establish strong pedestrian and bicycle connections to an integrated transit hub, using a mix of pavement markings, pressed asphalt, and upright signage to delineate clear routes (refer to Section 6.3.1).

d. Provide high quality, attractive and barrier free pedestrian environments that incorporate opportunities for rest and protection from weather conditions (through landscaping and shade structures).

Design Requirements

e. Support pedestrian environments with coordinated site furnishings (canopies, benches, lighting, waste and recycling receptacles), especially at key locations (transit stops).

f. Provide clear wayfinding and signage, incorporated into the building and landscape.

g. Provide secure bicycle storage and parking in highly visible locations, with weather protection.

h. Promote car pooling, and provide adequate parking facilities to encourage transit ridership. Reduce car parking ratios for buildings and facilities within 400 metres of major transit stops.

i Provide sensitive transitions in height to surrounding low-rise neighbourhoods.

j Orient buildings and massing to accentuate significant locations (such as key transit stops hubs), corners, and street edges.

10.3 New Main Streets

The existing main streets of Caledon are the centres of the Town's communities. These streets and generally mixed use in nature, with high quality pedestrian environments. As the Town continues to grow, new communities may be inspired by the traditional main street, providing for a new main street as a focus of commercial and office activity. These main street should adopt a grid pattern to allow for a logical distribution of complementary land uses (i.e. low-medium density residential, live-work, ground related retail and commercial, offices).

The guidelines provided in this section should be considered in addition to the principles and general guidelines provided in Sections 10.1 and 10.2. Refer to Section 9.1 (page 94) for guidance relating to context sensitive development in an infill setting on an existing main street.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Sensitive development // Green infrastructure and stormwater management // Responsible use of resources // Compact and connected communities

3.2 Accessibility & Universal Design
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to neighbourhoods amenities

3.3 Community Safety & Security
Opportunities for casual surveillance // Well lit environments

3.4 Complete Streets & Active Transportation
Access to amenities within walking distance // Connected and diverse transportation networks // Coordinated and integrated street furniture

3.5 Cultural Heritage Conservation
Incorporate and enhance cultural heritage assets

Live-work units in Cornell (Markham, ON).

Guidelines

Design Requirements

a. Mixed use buildings are preferred along community main streets, incorporating separate entrances for commercial and residential/office uses, in accordance with the guidance provided in Section 10.2.

b. Accommodate the needs of all users, including residents, visitors and workers, by providing clear wayfinding to separate entrances, amenities and facilities (such as parking, mailboxes and loading areas).

c. Provide sidewalks on both sides of the street, with minimum widths of 2 metres.

DOCUMENTS TO REFER TO

- Area-specific guidance in Heritage Conservation District Plans, and Community Improvement Plans (Refer to Part 4).

Live-work units along Cornell's main street (Markham, ON).

A mixed use development located along Cornell's main street (Markham, ON).

d Provide higher densities surrounding the main street, in the form of townhouses, low-rise, and mid-rise apartments, to support the corridor and activate the street. Higher densities promote vibrant streets, and support the commercial, retail and office uses along the main street.

e Provide laneway-based housing to eliminate the need for driveways and garages, thereby enhancing the quality of the streetscape and providing continuous pedestrian walkways.

f Provide lay-by parking for convenience, to encourage retail activity.

g Plant high crowned deciduous trees to provide shade, where space permits.

Encouraged Practices

h. Enhance the pedestrian experience by providing a vibrant and active streetscape:

i. Increase setbacks to accommodate a wider sidewalks and gathering areas (such as patios).

ii. Provide coordinated furnishings (benches, bollards, waste and recycling receptacles, newspaper boxes, and planters).

iii Provide large storefront windows to activate the streetscape.

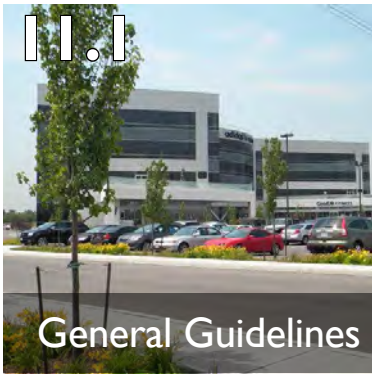
iv. Provide coordinated bicycle infrastructure, where possible (refer to Section 6.3.2).

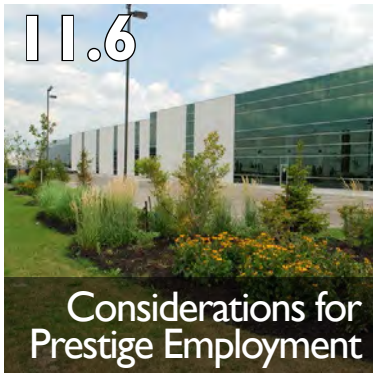
v. Size buildings up to the street line, with appropriate articulation to activate the streetscape.

11.0 Industrial & Employment Lands

As part of the design review process for the Caledon Comprehensive Town-Wide Design Guidelines, the 2002 Industrial / Commercial Design Guidelines, prepared by Alexander Budrevics and Associates and Williams & Stewart Associated Limited have been incorporated into this document, with slight modifications and updates to reflect current best practices. In general, design objectives for Caledon's industrial and employment areas are:

- *A strong industrial/commercial neighbourhood identity through the development of attractive, well-designed sites and buildings.*
- *Well-landscaped and visually pleasing streetscapes and front yards.*
- *Attractive focal areas at entrances into and along the edges of the industrial subdivision.*
- *Compatibility with adjacent lands uses and high quality streetscapes in visible locations.*
- *Innovative and cost-effective designs in both the public realm and on private lands.*





11.1 General Guidelines

It is the intent of these guidelines to ensure that the industrial neighbourhoods of Caledon are compatible with adjacent uses and provide for attractive, efficient, safe and economically viable environments that have a consistent high quality of streetscapes building design and site design.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development
Economic growth // Environmental sustainability

3.2 Accessibility & Universal Design
Integrated and accessible work environments // Clear and intuitive wayfinding

3.3 Community Safety & Security
CPTED principles // Well lit environments // Comfortable pedestrian environments

3.4 Complete Streets & Active Transportation
Connected and diverse transportation networks // Alternative modes of travel including transit and bicycle facilities

3.5 Cultural Heritage Conservation
Preserve and maintain the integrity of cultural heritage buildings and landscapes

Image of the a prestige employment use in Vaughan, ON.

Guidelines

Design Standards

a. Buildings and streetscapes shall be designed to provide for quality settings through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress.

b. Lands adjacent to residential areas shall be developed in a compatible manner, locating parking, loading and storage areas away from residential uses, and utilizing such provisions as landscaping, berming, site design and on-site open space and landscaping features to ensure adequate buffering between the two uses.

DOCUMENTS TO REFER TO

- A Guide to Eco-Business Zone Planning & Development

Sensitive integration of a warehouse use adjacent to a natural heritage system in Vaughan, ON.

c. Lands adjacent to industrial uses shall be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/street streetscape and site design.

Design Requirements

(d) Orient parking, loading and storage areas away from highly visible or pedestrian oriented streetscapes, 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 11.5.

e. Open storage shall not be permitted on lands with prominent visual exposure from highly visible or pedestrian oriented streetscapes, highways, and non-industrial uses.

(f) Building frontage and siting should be oriented to address major roads (including highways, regional roads and arterials).

g. Provide a landscaped amenity area for employee use. Where provided, amenity areas should be sheltered from the wind and defined by building façades, fencing and/or landscaping. Picnic tables, benches and waste receptacles may be provided in outdoor amenity areas.

h. Landscaped amenity areas for employees should connect to walking paths and bicycle networks. Walkways should connect desired routes throughout the site, such as routes from parking areas and planned or proposed transit stops, to the building entrances.

Encouraged Practices

(i) Innovative building forms are encouraged.

11.2 Site Planning

11.2.1 BUILDING RELATIONSHIP TO STREET

Site planning in industrial and employment lands must balance principles of urban design with function to ensure the development of economically viable and successful industries that accommodate pedestrian travel. The following sections are intended to guide site planning in a manner that provides a desirable building presence and streetscape condition, whist maintaining effective operation.

Relevant key design principles and objectives:

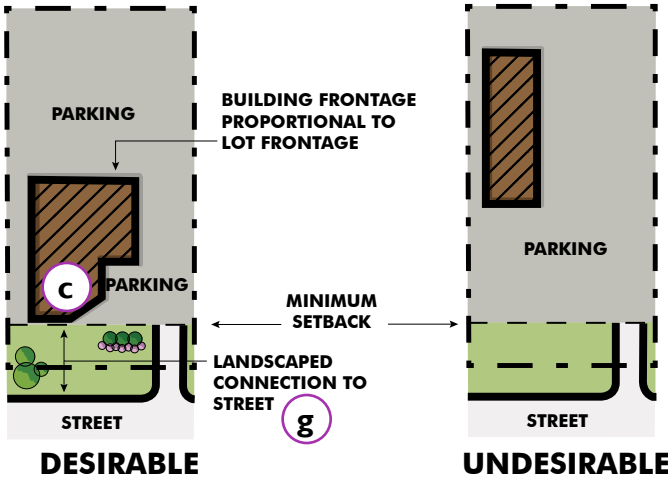
3.1 Sustainable Design & Compact Development
Economic growth // Environmental sustainability

3.2 Accessibility & Universal Design
Integrated and accessible work environments // Clear and intuitive wayfinding

3.3 Community Safety & Security
CPTED principles // Well lit environments // Comfortable pedestrian environments

3.4 Complete Streets & Active Transportation
Connected and diverse transportation networks // Alternative modes of travel including transit and bicycle facilities

3.5 Cultural Heritage Conservation
Preserve and maintain the integrity of cultural heritage buildings and landscapes



Comparison of Desirable and Undesirable Site Planning

Guidelines

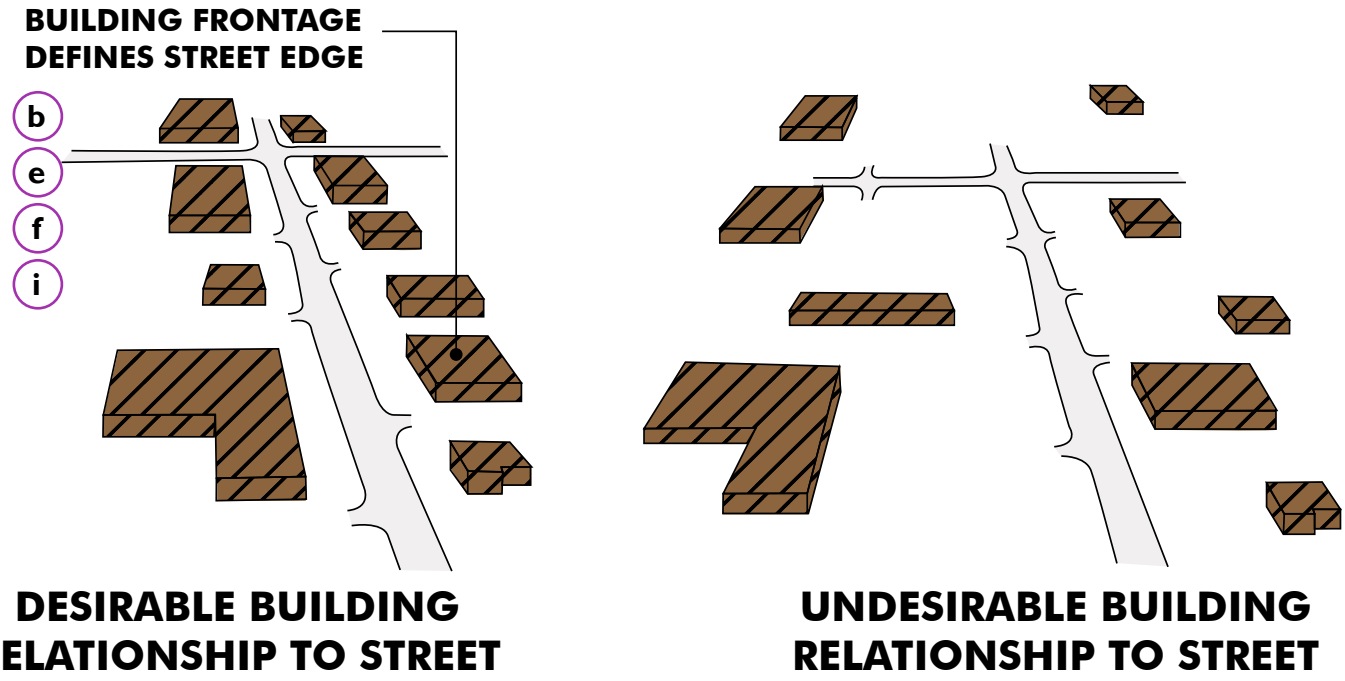
Design Standards

a. Buildings shall be located to ensure good sight lines for vehicular and pedestrian traffic.

Design Requirements

b When siting the location of a proposed building, regard shall be given for the locations 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 The office/sales component (active uses) of the building should be located to face the street and should be clearly visible, with the plant/ warehouse component located in the back, where possible.



Comparison of Desirable and Undesirable Building Relationships to the Street

d. Locate intensive uses that result in heavier traffic and noise along arterial roads. Building frontage and siting should be oriented to address major roads (including highways, regional roads and arterials).

e. A strong building presence should be provided on all major and minor streets. The building's primary façade should be sited parallel to the street and should be located close to the minimum setback to establish a defined street edge.

f. Optimize 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.

g. 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 11.5.

h. A continuous landscaped connection between the building and the street should be uninterrupted by large parking areas.

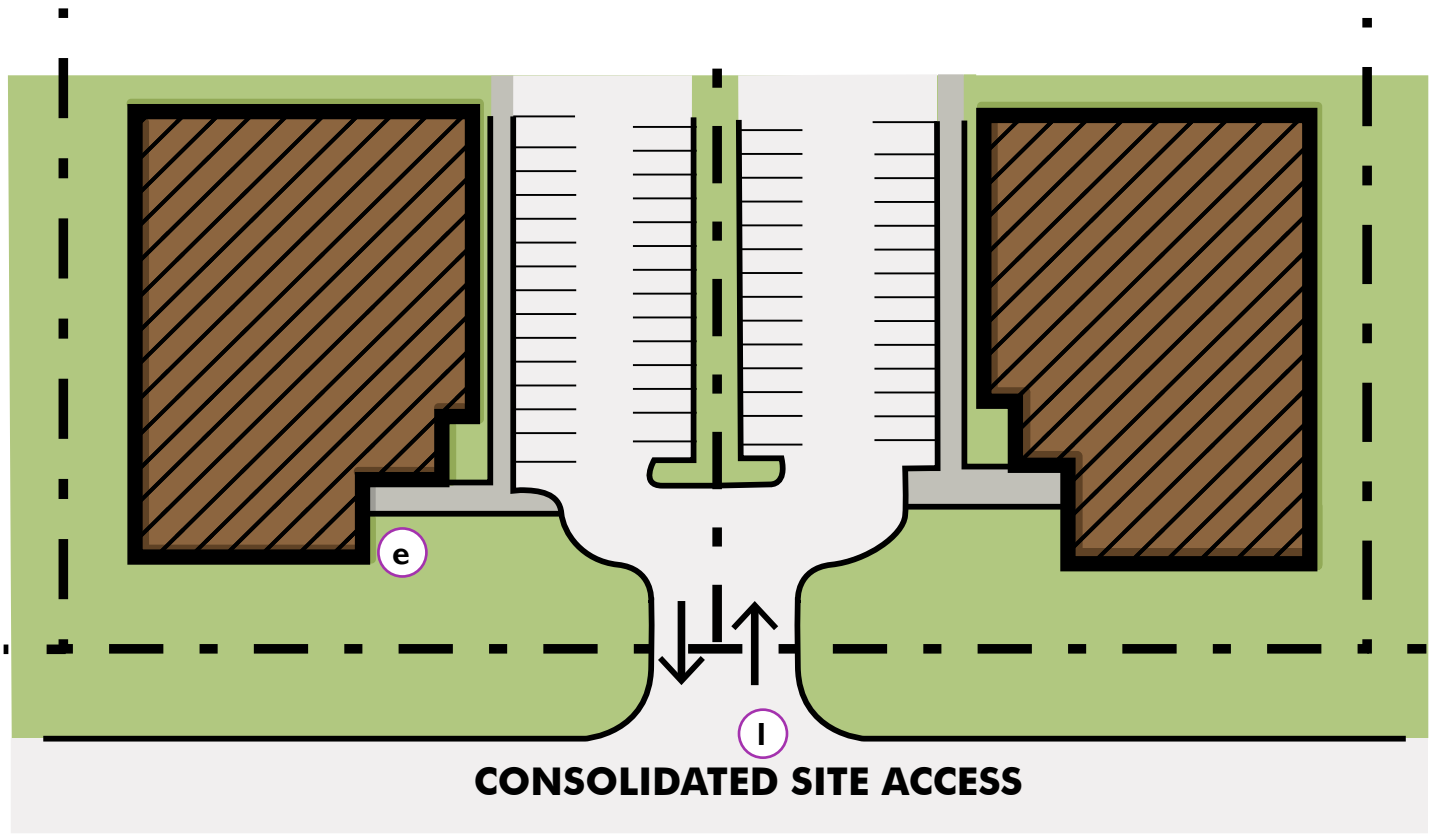
i. Corner lot buildings should address both street frontages, locating the office/sales component at the corner, and providing superior quality in building design and landscaping treatment.

Encouraged Practices

j. Incorporate green building technologies and on-lot stormwater management techniques.

k. Orient parcels, buildings and associated landscapes to optimize the use of natural light, natural ventilation, and passive solar gain (to improve thermal performance).

11.2.2 SITE CIRCULATION



Demonstration of potential consolidated site access.

Guidelines

Design Standards

(a) Access points to each site shall be clearly visible from the street, marked with low profile signage and landscaping that are integrated into the building and site.

b. Berming, landscaping or signage shall be designed so as to provide a clear view of vehicular traffic at entry points.

c. Site access points for corner lot buildings shall not be located close to the intersection.

(d) On-site vehicular routes shall be well-defined and avoid conflict with pedestrian routes. All driveways and on-site traffic routes shall be paved with hard surface materials.

Design Requirements

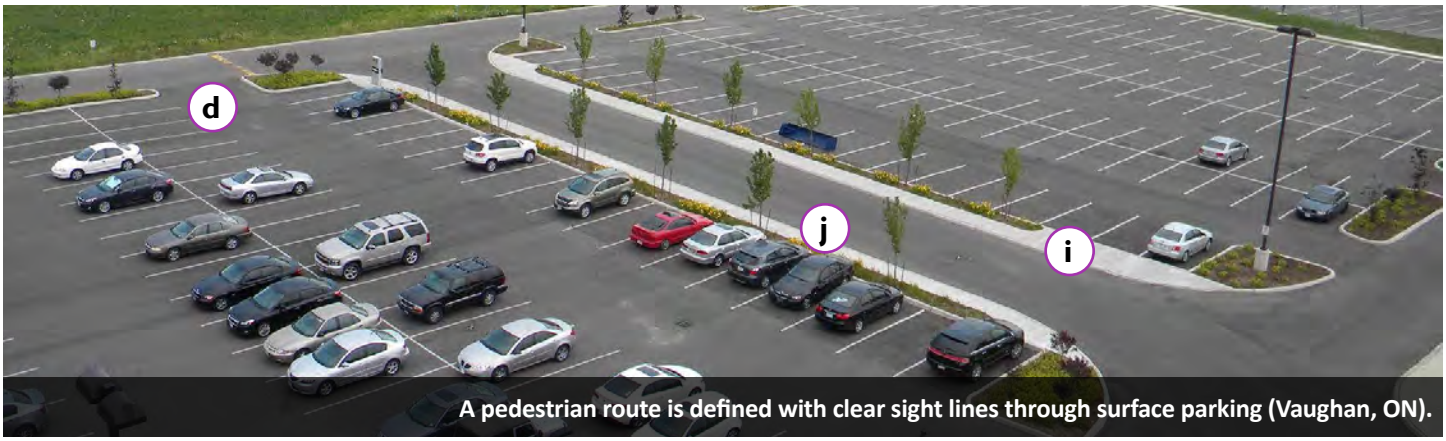
(e) Locate pedestrian entrances/egress into buildings for visitors and employees such that they are set back from traffic routes or protected from traffic by physical barriers, such as bollards. Entrances should face the street.

f. Avoid conflict between Fire Department access routes and parking spaces.

g. Where possible, vehicular linkages should be provided between adjacent multi-tenant industrial sites.

Signage for a prestige employment use is located at a public entrance, and is integrated into the site plan (Vaughan, ON)

Provide clear vehicular and pedestrian routes (Vaughan, ON).



A pedestrian route is defined with clear sight lines through surface parking (Vaughan, ON).

h. Where possible, driveway entrances should be aligned with access points on the opposite side of the street.

i Pedestrian routes should provide clearly defined pedestrian sight lines with minimal interruptions.

j Pedestrian routes should connect parking areas to building entrances; main building entrances to municipal sidewalks (where applicable); between buildings on adjacent lots; and the building to outdoor amenity areas. Use character paving where primary pedestrian routes cross vehicular areas.

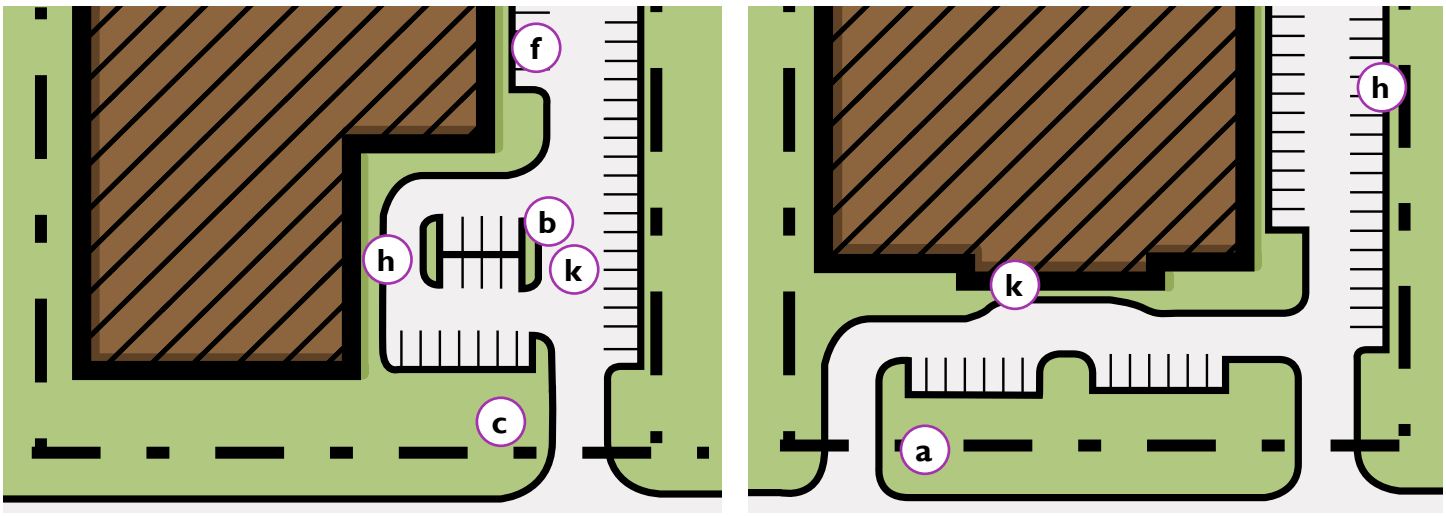
k Truck access to loading and service areas should be located away from any pedestrian routes.

Encouraged Practices

l Wherever feasible on arterial roads, access points with adjacent developments are encouraged to be consolidated in order to reduce the number of access points on the street, and must be co-ordinated with zoning and legal concerns.

m. For multi-tenant buildings, entries to individual units are encouraged to be paired or centralized.

11.2.3 PARKING



ACCEPTABLE **PERMITTED**

Comparison of Acceptable, Undesirable and No Permitted Parking Areas

Guidelines

Design Standards

a Where a single- or double-loaded row of parking is necessary between the building and the street, a 6.0m minimum landscaped strip shall be provided between the street and the parking and a 2.0m minimum landscaped strip shall be provided between the parking area and the building. Refer to the applicable zoning by-law for site-specific provisions, where relevant. Refer to Section 11.5.4 for more information on required landscape strip treatment and width.

b Where parking areas are located between the building and the street, or are perpendicular and visible from the street, landscaped peninsulas shall be provided at the rate of one peninsula (5.0m minimum width) for every 20 parking stalls to avoid continuous strip parking.

c Where parking areas are visible from the street, buffer landscaping and architectural screening features shall be provided, such as tree planting, berming, low walls, decorative fencing and/or hedging.

d. Large parking areas shall be broken into smaller blocks defined by landscaping. Such landscaping should be designed to avoid potential hiding places.

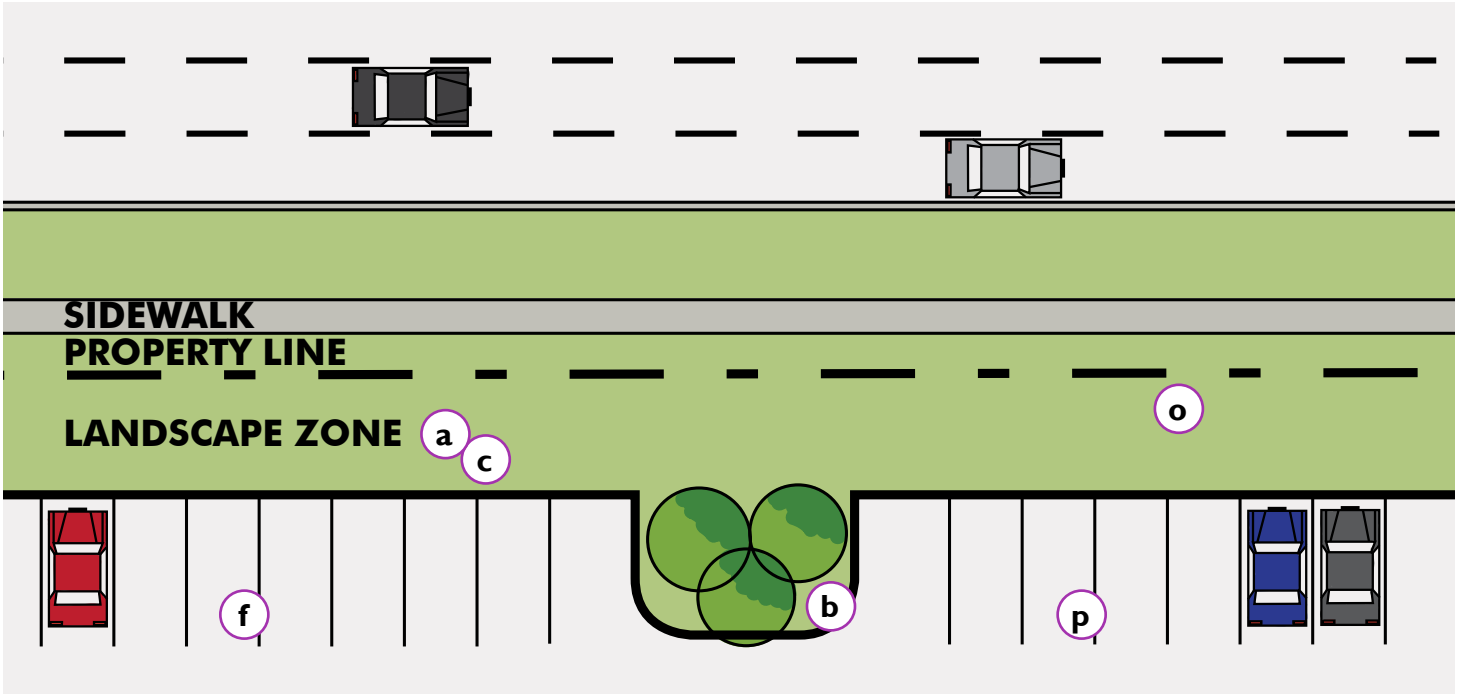
e. All parking areas shall be well lit, in accordance with CPTED principles.

f All parking areas shall be paved primarily with hard surface materials.

g. Snow storage areas shall be provided in the design and layout of parking areas

Design Requirements

h The preferred location for main parking areas is at the side and/or rear of the



Buffer between parking area and street

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.

i Parking areas with more than a double-loaded row of parking between the building and the street are undesirable.

j. Provide preferential parking for car pool and car share vehicles.

Encouraged Practices

k Visitor parking and passenger drop-off areas may be located between the building and the street. It is encouraged that visitor parking in this location be limited to a single-loaded row.

l. Consider reducing the number of parking spaces provided based on the availability and probability of planned and proposed transit and active transportation routes (for example, Metrolinx' SmartCommute).

m. Consider reducing parking ratios for sites within 400 metres of a high order transit stop.

n. Integrate car share and electrical vehicle (EV) parking spaces at the front of the building.

o Incorporate LID measures within landscape strips and buffers throughout the parking lot and include permeable pavers and perforated under drains where suitable, and consider the potential for rain water harvesting.

p Use light coloured hardscaping to reduce the heat island effect (using a solar reflectance value (SRI) of at least 29).

11.2.4 LOADING & SERVICING

An example of an outdoor loading area that is located at the rear of the building, away from the main street.

Guidelines

Design Standards

a Loading, service and waste areas shall be oriented away from and not visible from the street (for example, using screen walls).

b Outdoor waste storage facilities shall be contained in an enclosure, unless in a fully screened outdoor storage area not visible from the street.

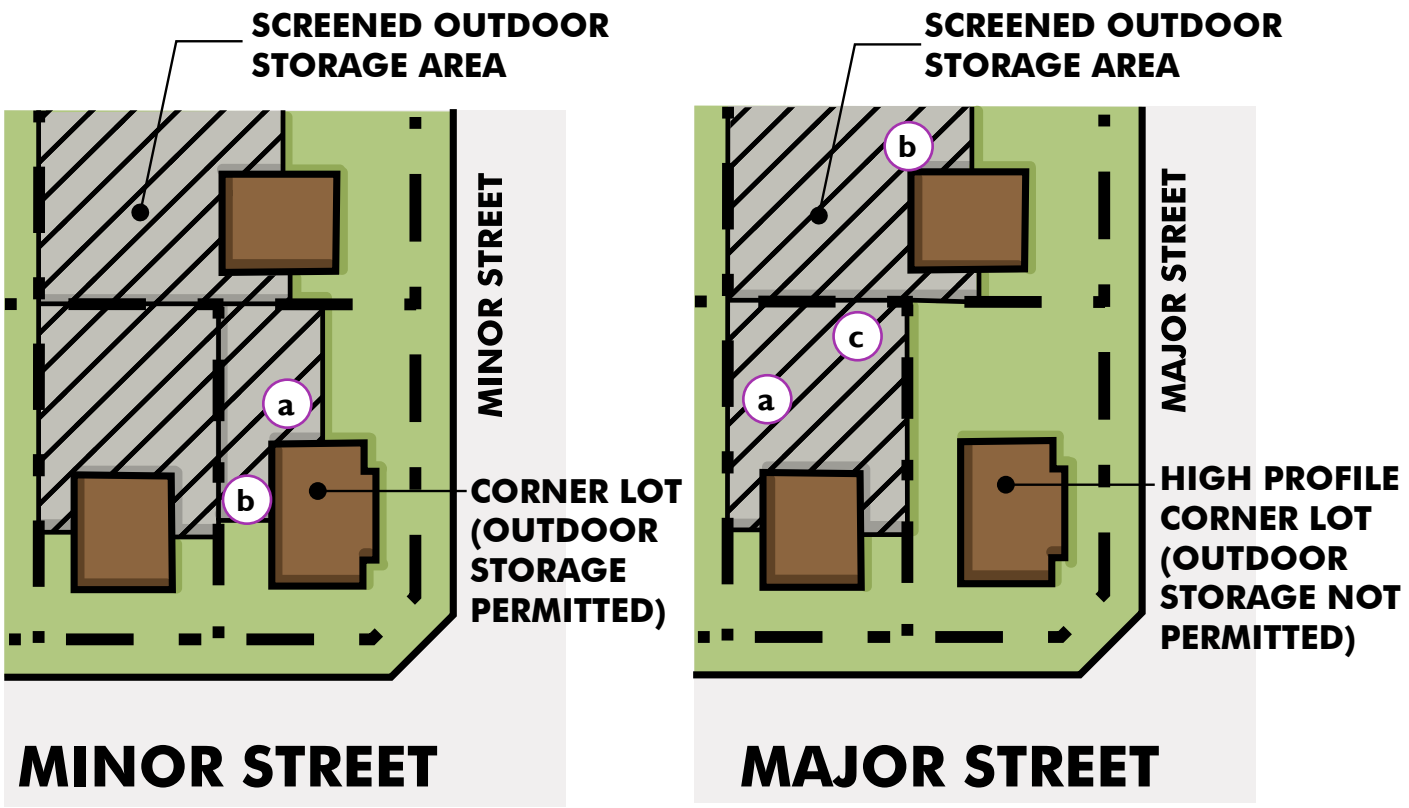
c. Loading, service and waste areas shall take into account the proximity and relationship to uses on adjacent properties to avoid conflict.

Design Requirements

d These facilities should be integrated into the footprint of the building or adequately screened by a combination of fencing, walls and/or landscaping.

e Where possible, loading decks should be limited to one wall to minimize their visual impact.

11.2.5 OUTDOOR STORAGE



Demonstration of ideal location for outdoor storage along major and minor streets.

Guidelines

Design Standards

a Where permitted, outdoor storage areas shall only be located within rear yards and interior side yards and shall be screened from street view using opaque fencing.

b Outdoor storage areas located within an interior side yard shall be adequately set back from the front of the building.

c Outdoor storage on lots adjacent to a corner lot (i.e. the 2nd lot in from the corner) shall be screened from view from the flanking street. Acceptable screening includes: solid opaque fencing; wing walls with same material as building; or a combination of opaque fencing or walls with opaque landscaping.

d. Chain link fencing with fabric or other type of insert is not permitted.

DOCUMENTS TO REFER TO

- Caledon Development Standards, Policies & Guidelines

11.2.6 SITE LIGHTING

Site lighting is downcast at the Adidas Headquarters in Vaughan.

Example of downcast solar PV lighting (Vaughan, ON).

Guidelines

Design Standards

a. All lighting shall be high-efficiency (LED or solar) to further reduce energy consumption.

b. Pedestrian walkways, entrances, parking areas shall be adequately illuminated.

c Security lighting around the building perimeter shall be provided.

d Lighting shall be directed downward and inward.

Design Requirements

e. Lighting design plans for parking areas should be organized to avoid a clutter of light standards, particularly where these are highly visible from the street.

f. Lighting should relate to the pedestrian scale.

g. Ground-related lighting should be co-ordinated with the landscape plan.

Encouraged Practices

h. Floodlighting of the building is encouraged, particularly for buildings in priority locations.

i. Implement photo-voltaic (PV) powered pedestrian and street lighting to enhance night and seasonal visibility while reducing light pollution and night sky lighting.

j Consider the integration of micro-wind turbines and solar PV lighting to further reduce energy consumption, while ensuring visibility at night.

DOCUMENTS TO REFER TO

- Applicable Sign By-law & Standards

11.2.7 SIGNAGE & DISPLAY AREAS

Building signage is visible from the street (Vaughan, ON).

Ground-related signage with associated landscaping (Vaughan, ON).

Guidelines

Design Standards

a The building address must be clearly identifiable from the street.

b. Multi-tenant buildings shall use fascia signage to identify the individual tenants. This signage should have a unified size, material, colour and style.

c. Multi-tenant buildings shall have a directory sign located at the main access from the street. This should be integrated with a landscape treatment.

d. For multi-tenant buildings, the unit address numbers must be located at the front entrance clearly identifiable from the internal road, walkway or parking lot.

Design Requirements

e. Signage should be addressed by the applicant in the Design Brief, in accordance with Section 11.2.7. Where no Design Brief is required, signage must be incorporated into the site plan.

f Signage should be compatible in scale and design with design, colour and material of the building and designed as an integral element of the building's façade.

g. Building mounted signage and light fixtures should be integrated into the design of the building.

h Tall, freestanding pylon signs are discouraged. 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.

i The design of the display area should be integrated into the front yard landscape - it should not dominate the landscape.

j. Display areas should be set back 4.5m from the street line and defined using pavers; etc., and they shall be illustrated on the landscaping plan.

Encouraged Practices

k. All proposed ground signage should be co-ordinated with the landscape plan. Building signage should be co-ordinated with architectural plans.

11.3 Built Form

11.3.1 BUILDING MASSING & DESIGN

An example of strong, attractive building massing located at the corner of the industrial site.

Guidelines

Design Standards

a Appropriate transitions in scale and built form should be provided for buildings on abutting properties. The height and mass of new buildings should not create abrupt changes from existing neighbouring buildings. Building designs should take into consideration compatibility with the design, scale and materials of adjacent buildings.

b Corner lot buildings are focal points within the Industrial area and shall be designed to respond to both street frontages.

c Each building shall be individually designed on a site specific basis and shall have its own distinct identity. This will ensure variety among building façades within the streetscape.

d. Plain, unarticulated, box-like designs shall be discouraged and shall not be located in high exposure locations such as corner lots or, as in the South Bolton Industrial Park, lots abutting Regional Road 50, Coleraine Drive, Mayfield Road or George Bolton Parkway.

Design Requirements

e The relationship between the office and the plant components of the building should be unified

An example of high quality architectural treatments articulated at the public entrance to the industrial building.

and harmonious. Design emphasis should be placed on the office component of the building.

f Building façades should incorporate steppings, openings and/or wall articulations (vertical and/or horizontal).

Encouraged Practices

g Taller structures such as multiple-storey buildings, tower features, etc. are encouraged at entrances to the Industrial areas and on corner lots. Dominant massing and vertical emphasis at intersections will help contribute to a stronger area identity.

h Although the predominant roof form in Industrial Areas will be flat, it is encouraged that articulated roofscapes be achieved through the use of parapets, cornice treatments and roof elements particularly for buildings in Priority Locations (refer to Section 11.4).

i. Incorporate visible sustainable design features into the building and landscape, using informational/interpretive signage to bring attention to the feature (for example, rainwater harvesting, solar walls, etc).

j. Glazing with some transparency is encouraged, allowing for activity in the building to be visible. Spandrel panels, in particular at the corner, should be avoided.

11.3.2 WALL ARTICULATION & OPENINGS

An example of an industrial building with articulated façades that are visible from the street, incorporating windows and stepbacks in plane.

Guidelines

Design Standards

a. Large, unarticulated façades shall not face the street and should be avoided. Where stepping of the building façade is not feasible, monolithic, windowless façades shall be "broken" by vertical and/or horizontal articulation such as:
   i. the use of banding in a colour harmonious to the main wall material.
   ii. dividing the wall into a series of 'structural bays'
   iii. by means of masonry piers or pilasters.
   iv. reveals or recesses in the wall surface.

Design Requirements

b Ample fenestration should be provided facing the street, allowing 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.

c Primary entrances should be the focal point of the building, facing the street, exhibiting design emphasis, and providing weather protection by means of a canopy, arcade or recessed entry.

Encouraged Practices

d. For multi-tenant buildings, entries to individual units are encouraged to be paired or centralized.

11.3.3 EXTERIOR MATERIALS & COLOURS

Consistent building materials are used, with greater articulation at the corner, in this example.

Guidelines

Design Standards

a Acceptable wall cladding materials include brick, precast panels, manufactured stone, architectural metal, architectural glass, and textured architectural block. The use of plain concrete block is unacceptable as an exterior wall material.

b. Where exterior materials used on the plant/warehouse component differ from those used on the office/sales component, it is expected that they will be compatible.

Design Requirements

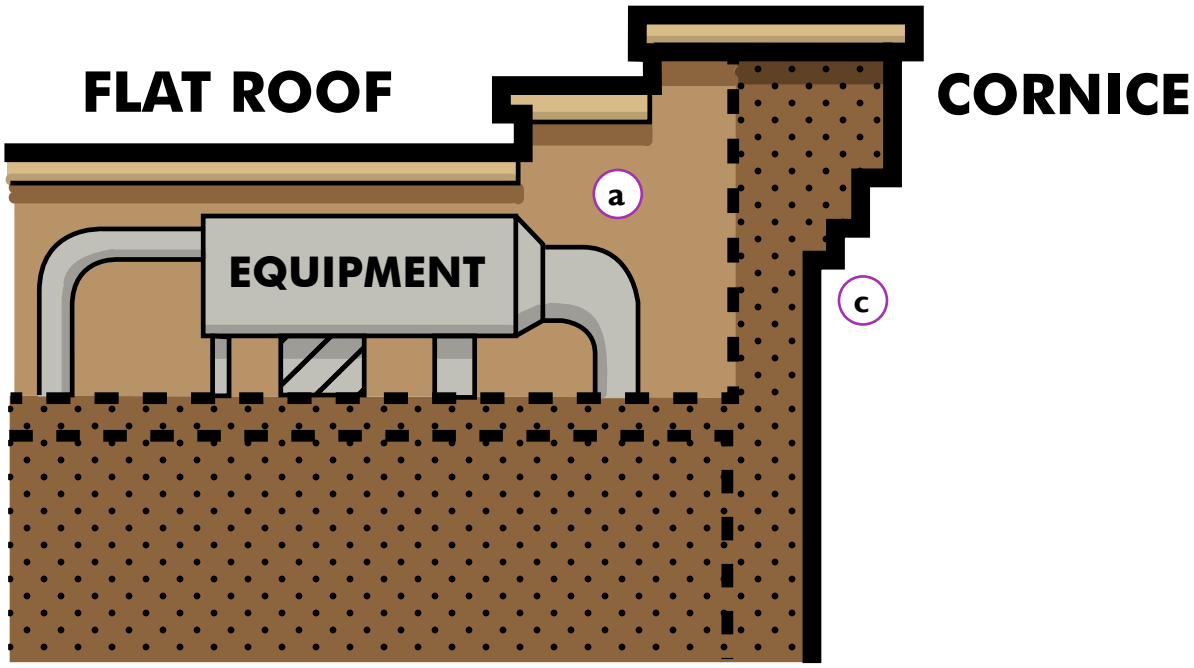
c. All exterior materials should be low maintenance.

d. Main wall cladding materials should be used consistently on all elevations of the building that are visible from the street.

Encouraged Practices

e. The use of energy efficient building materials is encouraged.

11.3.4 EXTERIOR EQUIPMENT



Screening of Exterior Rooftop Equipment

Guidelines

Design Standards

a Rooftop mechanical equipment shall be screened from public view.

b. The organization of rooftop mechanical units, flues, stacks and vents shall be taken into consideration in the design of the building.

c The screening shall be architecturally integrated into the building design through use of features such as a parapet wall, roof well or a raised roof feature with materials complementary to the principal structure.

d. The location and size of rooftop mechanical equipment together with the proposed method of screening must be shown on proposed elevations and plans submitted for site plan review.

e. Mechanical equipment located on the side of the building or on the ground shall be architecturally integrated into the building or otherwise screened from public view.

f. Where possible, accommodate utilities below grade.

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.

11.4 Priority Lots

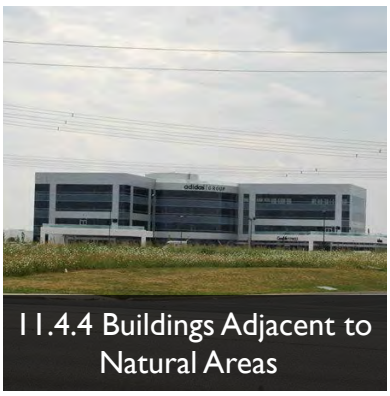
Priority locations are lots, which by virtue of their location, are subject to high exposure in the public realm. These priority lots will play a key role in establishing critical first impressions of an industrial area for those conducting business in the area as well as those passing by. A positive image and effective operations will encourage new businesses to locate in the industrial area. It is also important to cater elements of the public realm to support activities of employees who work in the business/ industrial park.

The following will be considered priority locations:

11.4.1 Corner Buildings

11.4.2 Major Road & Edge Buildings

11.4.3 T-Intersection Buildings



11.4.4 Buildings Adjacent to Natural Areas

11.4.1 CORNER BUILDINGS

High Profile Corner Buildings are located on corner lots at the main entrances to an industrial area from the external road network (e.g. Mayfield Road, Regional Road 50, Coleraine Drive). These buildings will serve as gateway features and shall exhibit the highest level of architectural quality within the industrial area.

Corner Buildings are located at the intersections of internal streets. These buildings shall be designed to take into consideration their importance within the streetscape by appropriately addressing both street frontages.

Enhanced screening is reinforced by building massing and articulation at the corner.

Guidelines

Design Requirements

a Superior design qualities such as increased building massing/height and architectural interest for both front and flanking façades facing the streets, especially at gateway sites.

b Entries to the building should be oriented to the highest order street or to the daylight triangle.

c Provide increased building massing/height at the corner. The inclusion of a tower feature oriented to the intersection should be considered.

d Blank wall faces should be avoided. Where a large portion of a warehouse building is exposed along the street, provide enhanced landscaping and architectural elements to break up the long façade, including the use of 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.

e. Main parking areas (more than a double loaded row of parking) should not be located between the building and the arterial street.

11.4.2 MAJOR ROAD & EDGE BUILDINGS

Industrial area edges and major roads are 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 industrial and 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, commercial recreational uses, among others.

An example of enhanced landscaping and architectural treatment at an edge condition.

Guidelines

Design Standards

a. Main parking areas (more than a double loaded row of parking) shall not be located between the building and the street.

Design Requirements

b Superior design qualities such as increased building massing/height and architectural interest for façades facing the street.

c Enhanced landscaping should be used to improve the streetscape condition along these major roads and edges.

d. 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 11.5.

11.4.3 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.

An example of a T-intersection treatment in an industrial park in Mississauga.

Guidelines

Design Requirements

a The building rather than the driveways should terminate the view, therefore driveways should be located away from the axis of the intersecting streets.

b There should be no parking between the building and the street at terminating vistas.

c. Building façades in these locations should display enhanced architectural interest.

Encouraged Practices

d Punctuate street-end views with enhanced landscaping, amenity and interest, including public art, water features, and special planting.

AGENCIES / CO-ORDINATION

- The appropriate Conservation Authority (Toronto & Region Conservation Authority (TRCA); Credit Valley Conservation (CVC); Lake Simcoe Region Conservation Authority (LSRCA); Nottawasaga Valley Conservation Authority (NVCA))

11.4.4 BUILDINGS ADJACENT TO NATURAL AREAS

Where properties are adjacent to natural systems and stormwater management ponds, buildings will have a high level of public visibility and shall receive special design consideration.

An example of an industrial building that is sensitively integrated into the natural landscape.

Guidelines

Design Requirements

a. Locate buildings that flank stormwater management ponds close to the minimum sideyard setback adjacent to the pond.

b. Ensure that all species planted within the stormwater management pond are native, in consultation with the relevant conservation authority. Pond planting will follow the governing conservation authorities storm pond planting guide for species and densities.

c. Building elevations exposed to open space/pond areas shall incorporate wall articulation, fenestration, decorative banding and/or other similar design features to avoid large blank façades.

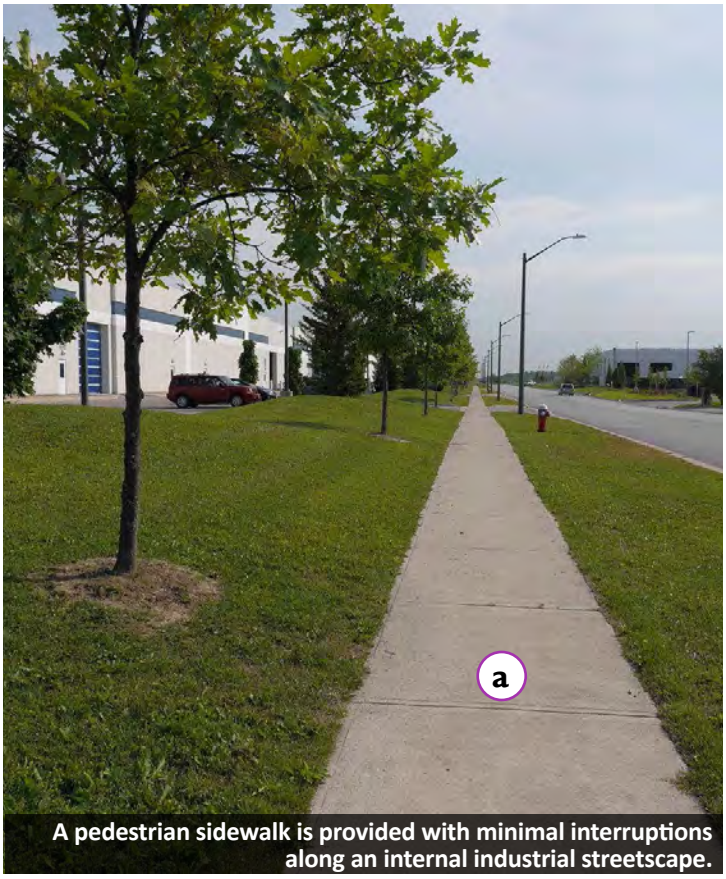
d. Integrate landscaping on the building site with the landscaping of the open space/pond area.

e. Where parking, loading, servicing and garbage areas are permitted adjacent to stormwater management ponds, they shall be screened through a combination of elements on both the public lands (stormwater management pond) and private lands.

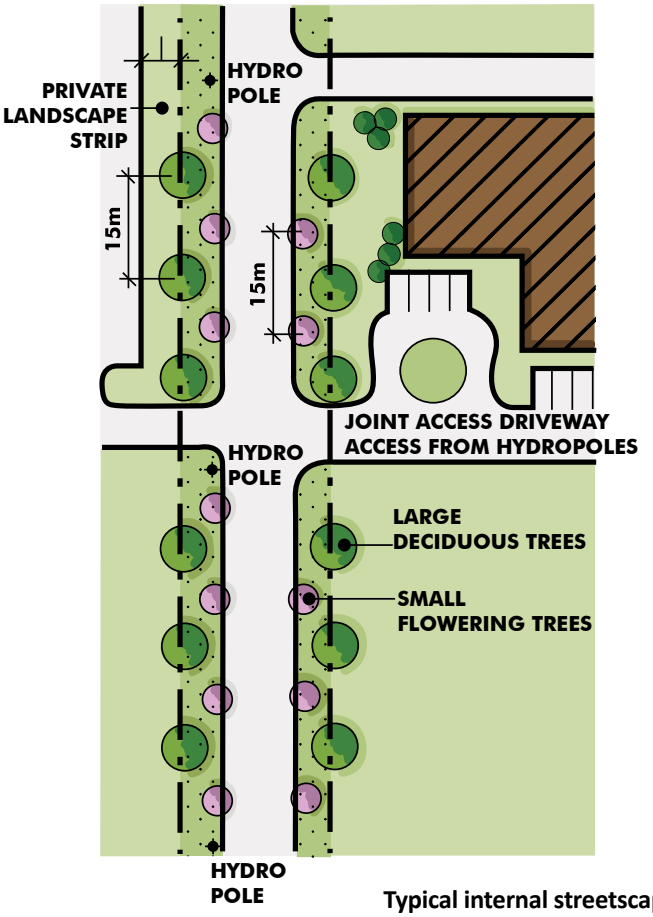
f. Outdoor amenity areas should be located adjacent to stormwater management ponds, natural heritage areas and walking trails, where possible.

11.5 Landscape Design

11.5.1 TYPICAL INTERNAL STREETSCAPES



A pedestrian sidewalk is provided with minimal interruptions along an internal industrial streetscape.



Typical internal streetscape

Guidelines

Design Standards

(a) All pedestrian sidewalks shall incorporate universal design and accessibility standards.

b. One side of each internal road will be lined with hydro poles and overhead wires, the poles being approximately 60m apart on average and set back 1.5m from the curb. The other side will be free of hydro poles and wires.

c. A maximum height restriction of 7.5m is imposed on trees planted directly under hydro wires (i.e., in line with the hydro poles). Tree species that will grow taller than 7.5m and have an ultimate spread of no more than 10 to 12m may be planted along the streetline, i.e., 5m back from the line of hydro poles.

d. The side of each road having no hydro poles and wires to contend with has ample room to plant trees that will grow large.

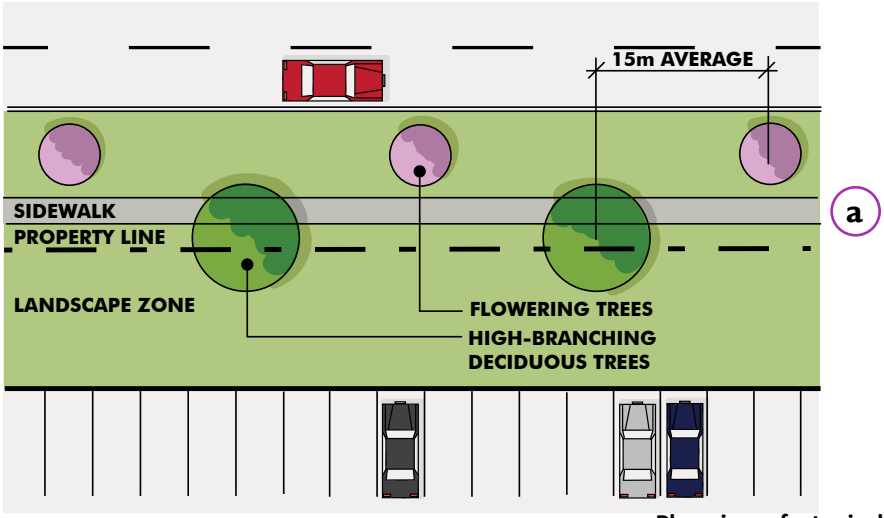
Design Requirements

(e) Provide a pedestrian sidewalk on one side of local streets.

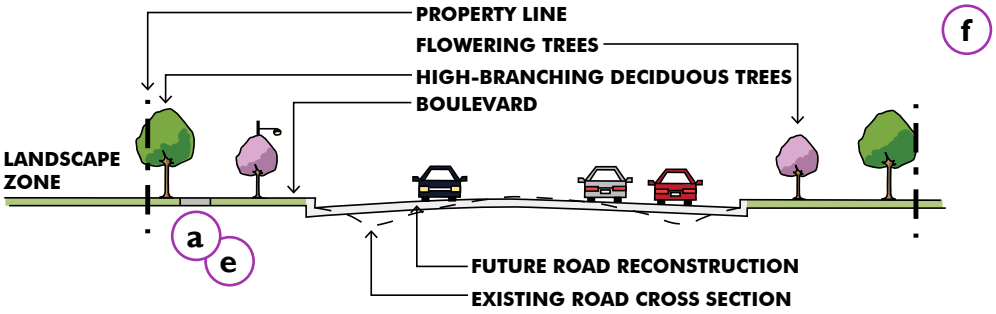
(f) It is recommended that both sides of each internal road be planted with: (1) smaller, 60mm cal. flowering trees set back 3m from the curb and (2) larger, 100mm cal. trees

AGENCIES / CO-ORDINATION

Coordinate street tree and on-site planting with Town staff.



Plan view of a typical internal streetscape.



Section view of a typical internal streetscape.

placed at regular intervals along the streetline in a staggered relationship with the smaller flowering trees.

g. The resulting staggered double row of street trees on each side of the roadway should create an attractive view for motorists and pedestrians alike, with the larger trees forming a backdrop for the smaller, more colourful trees, even as the larger trees help fill in the gaps between the smaller ones in front.

Encouraged Practices

h. Where stormwater management ponds are situated next to internal roads, a change in the street tree planting pattern may be considered to highlight the edge of the pond.

i. Where permitted, in areas with low visibility, bioswales may be integrated into landscape strips and buffers to maximize their function and aesthetics.

j. Incorporate general municipal and eco-business infrastructure to the extent possible within road rights-of-way, reducing overall construction costs and multiplying environmental benefits.

k. Coordinate buffer and landscape strips to provide continuous treatments along the streetscape.

Major roads include:

- Provincial Highways
- Regional Roads
- Town Arterials

11.5.2 MAJOR ROAD STREETSCAPES

An example of enhanced landscape and architectural treatments along a major road streetscape.

Guidelines

Design Standards

a All pedestrian sidewalks shall incorporate universal design and accessibility standards.

b The roadsides of major roads are to have a manicured look. Their edge treatments will need to accommodate and complement the lots fronting onto these major roads.

c. Where driveways straddle drainage ditches running parallel with a major road, the ends of culverts shall be treated with decorative head walls to present an upgraded frontage.

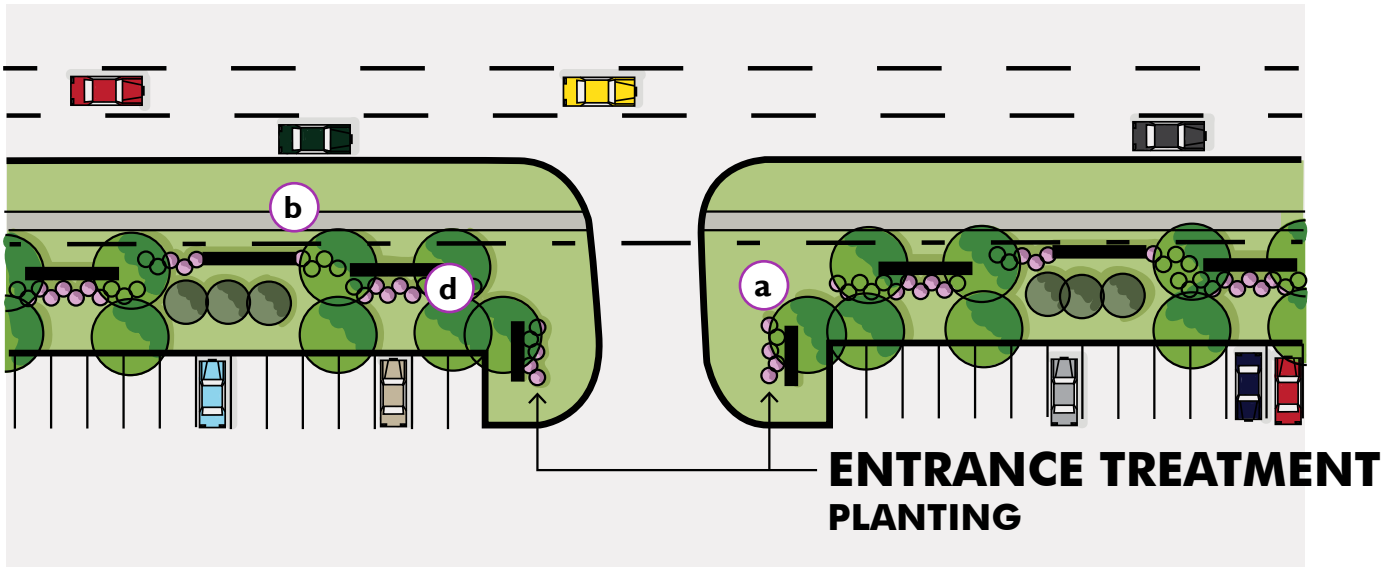
d. To help create an attractive edge where existing hydro poles supporting overhead wires line the sides of the major roads, street trees should still be planted. Specifically, deciduous trees of species having an ultimate height of no more than 7.5m should be planted 10m to 12m off centre between each pair of hydro poles, while keeping a minimum distance of 7m from the poles.

e. Where an urban condition with concrete curbing exists for major roads, then the same double-row street tree planting scheme described in detail for minor roads (Section 11.5.1) shall be applicable to major roads.

Encouraged Practices

f. Incorporate sidewalks on both sides of collector streets.

11.5.3 SITE & BUILDING ENTRANCES



Plan View of Site Entrance

Guidelines

Design Standards

a All site entrances will provide accent areas with decorative features and planting. The density and style of the landscape treatment shall be an extension of the frontage design. All landscape treatment will be designed to ensure that visibility is not hampered.

Design Requirements

b Entrance driveways and walkways should be enhanced by tree and shrub planting and the possible introduction of rockery stones.

c. Signage should have foundation planting consisting of a variety of shrub species.

d Landscaped elements should be designed to maintain appropriate visibility into the site and of façade signage.

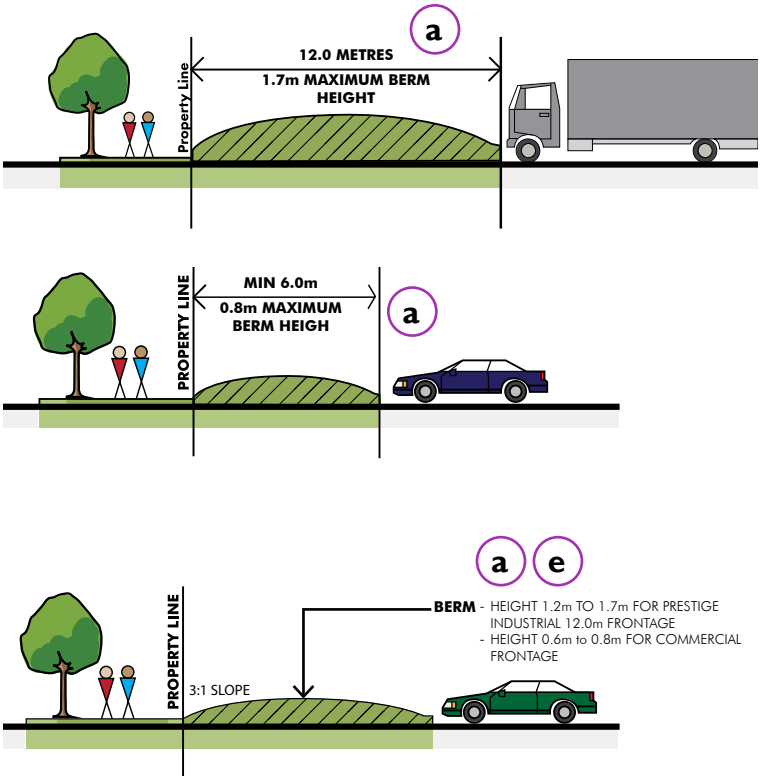
e. Plantings should enhance the look of the main entrance of the building.

f. Plantings should complement any special architectural features.

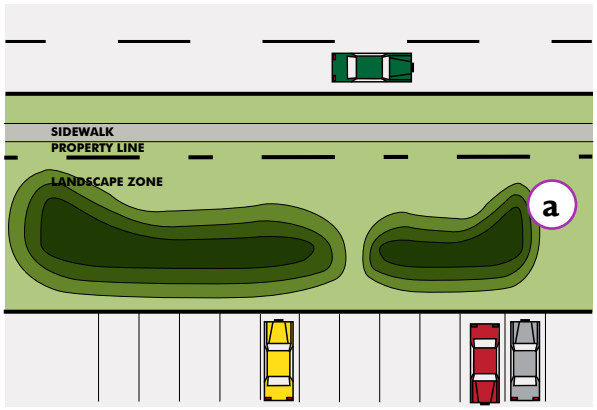
g. Trees and shrubs should be grouped so as to frame the building.

h. A variety of shrub species should be used to help soften the visual impact of building foundations.

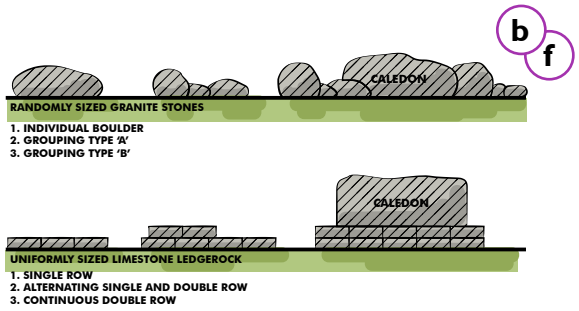
11.5.4 SITE FRONTAGES & BUFFER AREAS



Various types of buffer areas.



Simple buffer landscape.



Various arrangements of decorative rockery.

Guidelines

Design Standards

(a) Front yard parking areas and views into storage areas from the front of each site are to be screened with plant material and other landscape elements.

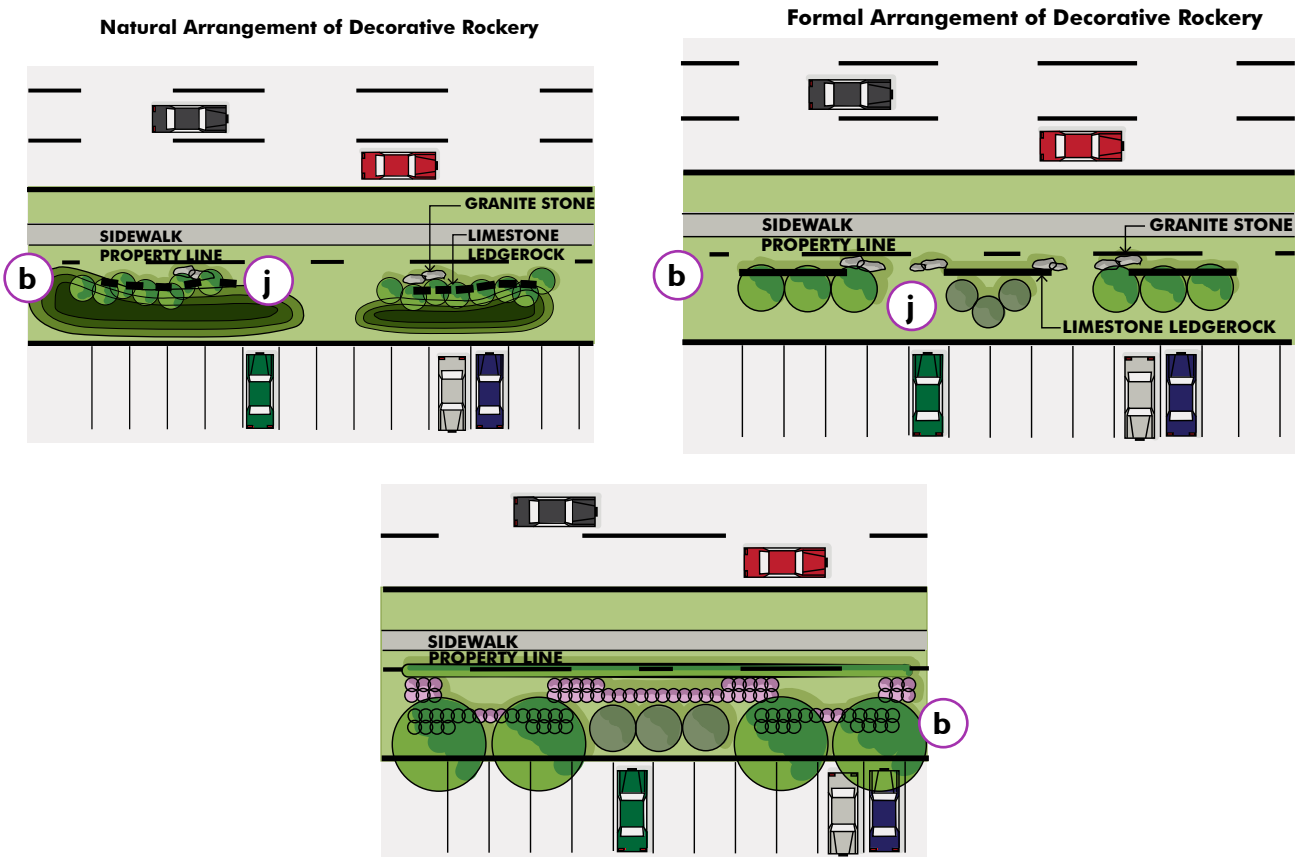
(b) A diversity of hard and soft landscape elements shall be provided.

c. For all industrial frontages along major roads, the landscape zone shall be 12.0m in width where there is truck parking and loading, otherwise the landscape zone shall be 9.0m in width.

d. Commercial frontages along major roads shall have a landscape zone that is a minimum of 6 metres wide.

(e) The landforms within the landscape zone are to have maximum slopes of 3:1 thereby reaching heights between 0.6m and 0.8m and widths between 1.2m and 1.7m respectively. This landform treatment will reduce visibility of parking areas, using a combination of sloping berms and decorative elements (ie. Limestone ledgerock and granite stone). In both commercial and industrial lands, the landform will have a natural style.

(f) Commercial and industrial properties along major roadways in industrial areas will contain limestone ledgerock and granite stones as decorative elements within the landscape zones. In order to complement the natural landform style, the decorative



Various arrangements of buffer landscaping.

rockery may be placed in a natural or more formal pattern. The decorative elements will be used with a frequency of 5.0 lin.m. per 10.0 lin.m. of frontage for limestone ledgerock and 2.5 sq.m. per 10.0 lin.m. of frontage for granite boulders. The ledgerock may vary in thickness from 250 to 750 mm in one or two bedding courses and have an average width of 1.0 m. The granite stones shall be arranged in well-defined beds.

g. Along major roadways, the density and style of plant material shall be as follows: deciduous trees shall be planted at a rate of one tree per 10 lin.m. of frontage, coniferous trees at one tree per 20 lin.m. of frontage and 2 shrubs per lin.m. of frontage. To provide seasonal interest, perennials and bulb plantings are encouraged.

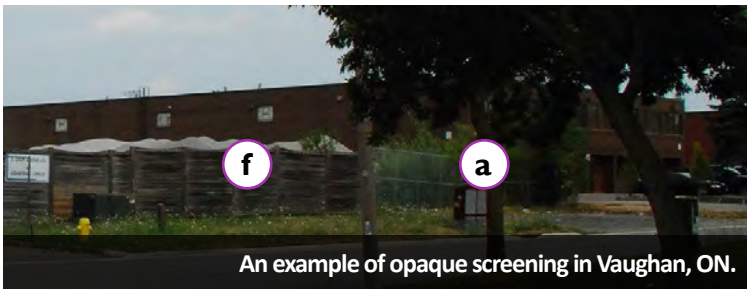
h. A landscape strip (1.5m minimum wide) shall be provided along all interior side lot lines to form a combined landscape strip a minimum of 3.0m wide with the abutting property. Tree planting, from the street line to the rear lot line or outdoor storage area, should be provided within the strip unless restricted by drainage swales, fencing, parking areas or other constraints.

i. Do not impede access to bioswales to accommodate maintenance and upkeep.

Encouraged Practices

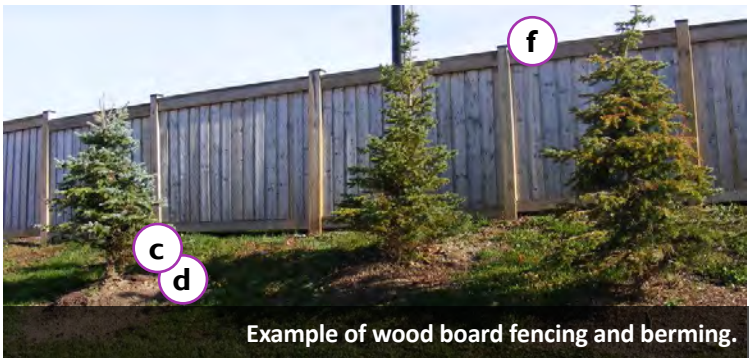
(j) Integration of natural looking elevated landforms (berms) is encouraged along property frontages.

11.5.5 OUTDOOR STORAGE, PERIMETER SCREENING & FENCING



An example of opaque screening in Vaughan, ON.

A berm and wooden fencing are used, with adequate separation distances, to separate industrial and residential uses (Brampton).



Example of wood board fencing and berming.

Example of opaque screening and berming.

Guidelines

Design Standards

a Storage areas behind buildings are to be screened from the road using solid fencing, walls, or a combination of opaque landscaping with walls and fences as approved on an individual application basis.

b Screening between the outdoor storage areas of industrial lots and roadways, commercial lands, stormwater management ponds, and other incompatible land uses must have the effect of screening the full height of the open storage area as set out in the Zoning By-law.

Design Requirements

c Trees and shrubs should be placed in front of opaque screening to soften the visual impact of such screening to the public.

d Solid opaque screening, in combination with mixed plantings, should be used to help conceal unsightly elements (including garbage areas) from the street and neighbouring commercial properties. Chain link fencing with fabric or any type of insert is not permitted. Gates shall be opaque if visible from the public realm.

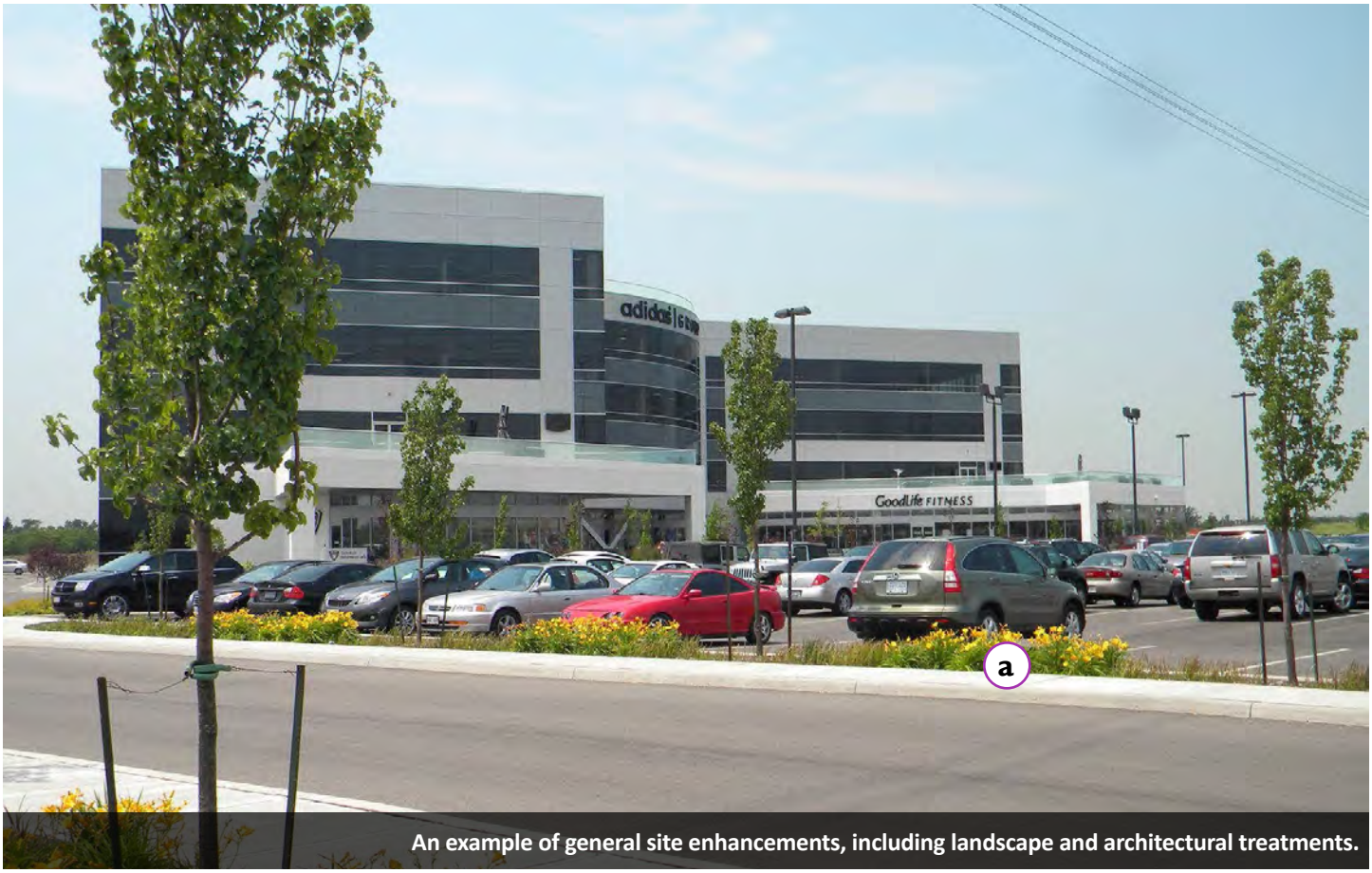
e. The placement of fences should allow for the upkeep and maintenance of bioswales and privately landscaped areas.

f Provide solid opaque (wood board) fencing around truck parking areas (licensed trucks included) adjacent to roadways and/or sensitive land uses (ex: prestige industrial or commercial).

Encouraged Practices

g. Adjacent open storage lots with equivalent zoning are encouraged to consider adequate screening, though they may have a 1.8m high chain-link fence between them along their shared side property line.

11.5.6 GENERAL SITE ENHANCEMENTS



An example of general site enhancements, including landscape and architectural treatments.

Guidelines

Design Requirements

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. Provide landscaping and planting as a means to reduce maintenance, control erosion and stabilize soils.

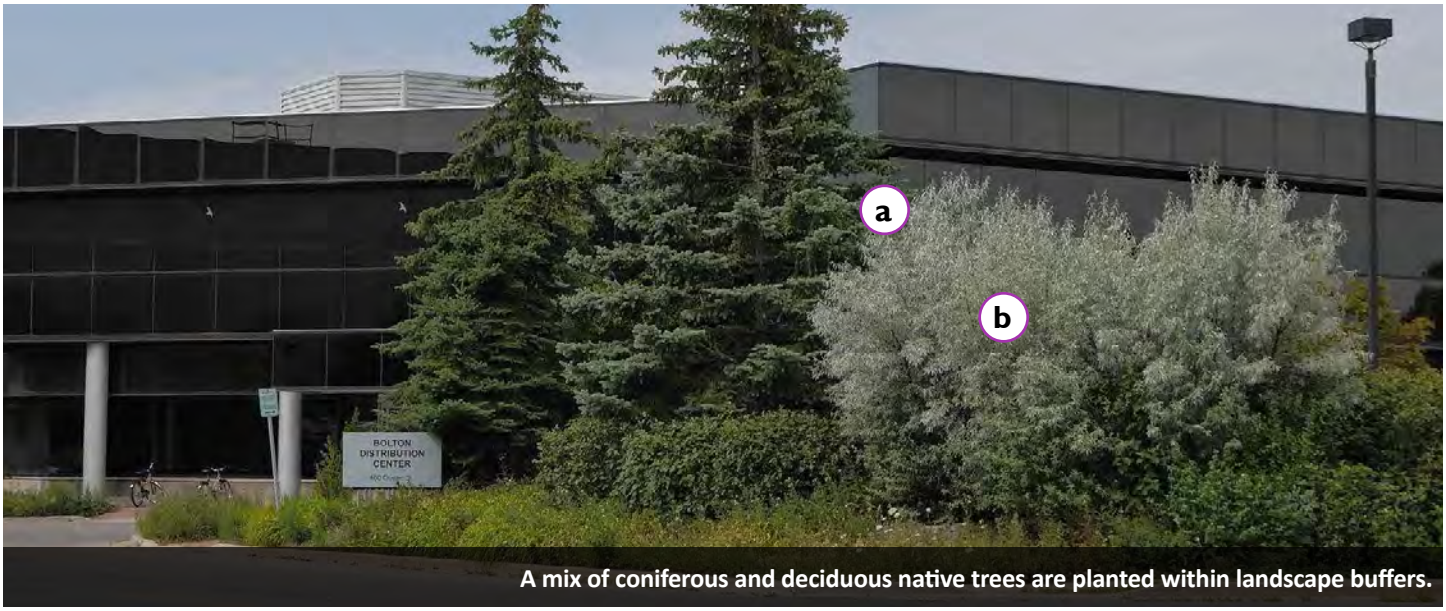
d. General site planning should organize views and screen parking, loading and servicing from the street.

e. Specimen plantings should be used to create special interest along the street or focal points within the site.

Encouraged Practices

f. Provided sufficient room is available, natural looking elevated landforms may be used to screen parking areas.

11.5.7 PLANT MATERIAL



A mix of coniferous and deciduous native trees are planted within landscape buffers.

Guidelines

Design Requirements

a Plants should be selected for specific conditions, based on hardiness, salt tolerance, prevailing winds, etc. Use or adapt native species, where possible

b To provide visual interest throughout the year, the overall landscape should be planted with approximately 50% deciduous material and 50% coniferous material.

c. Plant material on site should meet or exceed the minimum sizes listed below. Larger plant material sizes may be required by the Town of Caledon where it is considered necessary for screening purposes.

d. Large growing deciduous trees should have a caliper of at least 70mm.

e. Smaller growing deciduous flowering trees should have a caliper of at least 50mm.

f. Coniferous trees should be at least 2000mm high.

g. Shrubs should have a spread of at least 600mm or a height of at least 800mm, depending on the natural characteristics of the particular plant.

h. Attention should be given to preserving existing natural elements within the development, wherever possible. The existing mature trees and shrubs will immediately soften the visual impact of new development in the subject lands and help attract the kind of small animal life that enlivens the human environment.

i. At both the secondary plan and plan of subdivision stages, all existing trees or hedge rows that are to be preserved and to be removed are to be identified in a conceptual manner. More detailed information for preservation or removal will be required with the site plan application. Grading plans will be reviewed by Town staff to ensure that proposed grades will not threaten the survival of existing trees and hedge rows to be preserved. Appropriate preservation techniques shall be implemented through the development approval process.

11.5.8 LAWN AREAS

An example of a lawn art that is incorporated as part of the formal landscaping for the site.

Guidelines

Design Standards

a. The following areas shall be sodded:
   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).
   iv. A one-metre strip of sod should be laid next to all curbing and walkways that are not in high-profile, landscaped areas (to prevent erosion and to provide a good catch of grass next to the hard surface).
   v. Any area with a slope of 4:1 or greater.

b. Landscaped areas that are to become lawn, or require stabilization, and do not fall into one of the categories noted above, shall at a minimum be hydroseeded, and are encouraged to be sodded.

11.5.9 WALKWAYS

a c

A pedestrian walkway is provided to provide clear, dedicated routes between buildings.

Guidelines

Design Standards

a Walkways shall be dedicated, clear and legible, providing for a minimum of 1.5m of clear access, and comply with barrier-free design as set out in the Ontario Building Code, for the construction of pedestrian walkways.

b. Where walkways abut vehicular zones (e.g. parking, driveways) a minimum walkway width of 2.4 metres shall be provided to enhance pedestrian safety and comfort.

Design Requirements

c Walkways should be constructed from hard-surface materials and shall 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).

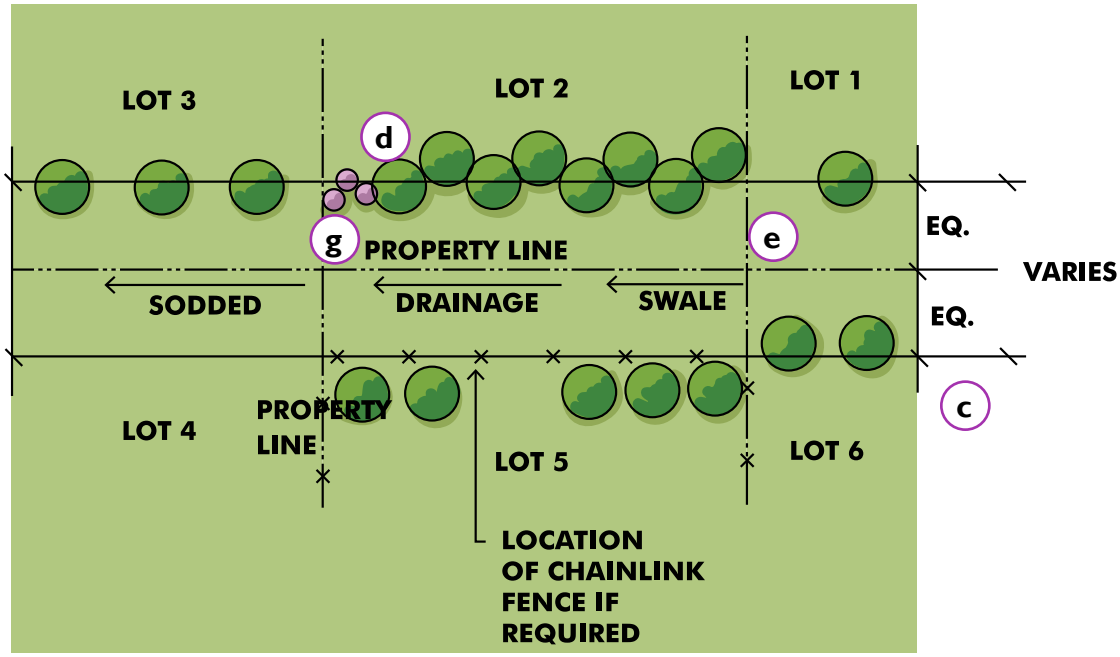
iii. Routes between buildings.

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.

11.5.10 DRAINAGE SWALES



PLAN SHOWING REAR LOT DRAINAGE

Guidelines

Design Standards

a. The drainage of stormwater from industrial areas will be accomplished by a combination of underground storm sewers and an overland rear-lot surface drainage system.

b. Stormwater on the front half of a typical lot will be channeled towards the street right-of-way; the back half of the typical lot will drain overland into rear or side yard swales, which will be connected to a series of stormwater management ponds controlling the quantity and quality of runoff.

c. To accommodate rear and side yard drainage easements of varying width may be required resulting in drainage channels running throughout the industrial area. It is desired that trees be planted along the edges of channel easements to help give swales a natural quality and contribute to attracting small-animal wildlife back into the development.

d. Native deciduous trees and shrubs shall be planted where swales meet public streets.

e. Drainage channel easements will be sodded. There should be no planting of trees or shrubs in the bottom of drainage swales.

f. Parking and storage areas adjacent to swales shall be curbed.

Encouraged Practices

g. It is desirable to plant trees along swales (refer to sketch for various options).

h. Consider locating bioswales to convey storm and rain water to stormwater management ponds using natural topography and grading within landscape setbacks, bordered with riparian plantings.

11.6 Considerations for Prestige Employment

A high quality architectural treatment at the corner, office component of a prestige employment use.

The Town of Caledon's Official Plan designates three classifications of Industrial Uses, which include:

- *Prestige Employment Uses*
- *General Industrial Uses*
- *Dry Industrial Uses*

Business and office parks are encouraged to located within prestige employment areas, 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.

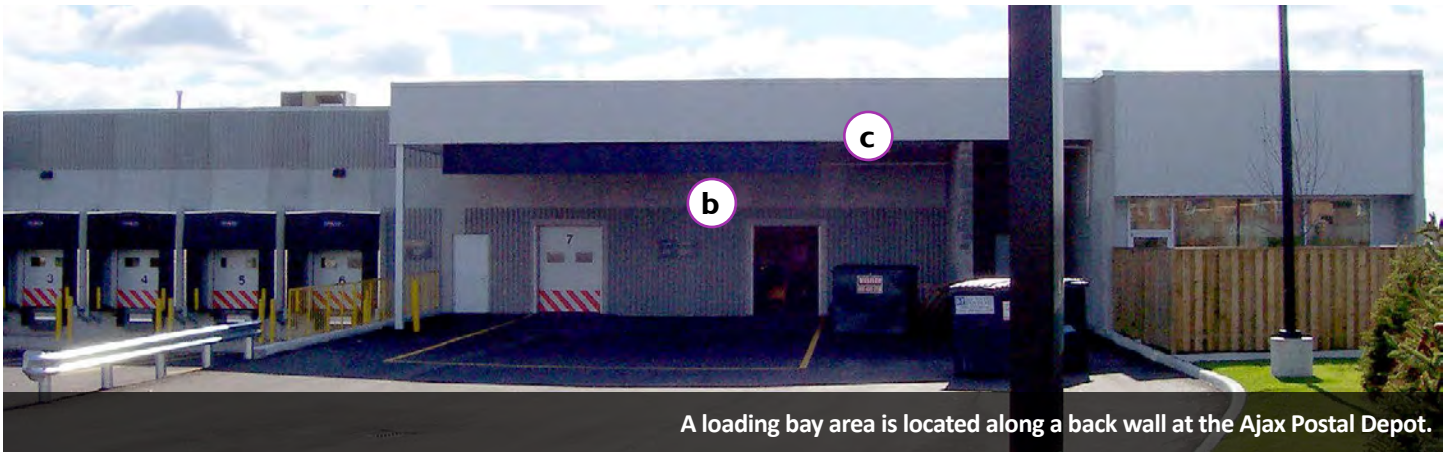
Guidelines

Design Standards

a Buildings located within prestige employment areas shall optimize their highly visible location and orient buildings to front onto the street, with primary building entrances from the higher order street.

b Loading bays and storage areas shall be placed along the walls of the building, and shall not be permitted along higher order streets.

c The visual impact of parking and loading bays shall be minimized to the greatest extent possible to



A loading bay area is located along a back wall at the Ajax Postal Depot.

An example of a prestige employment use that provides clear pedestrian access to an accentuated building entrance (through massing).

ensure a high quality, prestige employment presence in these areas.

d Provide high quality landscaping, coordinated with an enhanced building design, along higher order, visible streetscapes.

e Prestige uses shall be located within enclosed buildings with no outside storage.

f. Open storage shall not be permitted within prestige employment lands. Open storage areas visible from these major roads shall be heavily screened with an impenetrable landscaped berm and opaque screening. There shall be no direct access to the outdoor storage area from these arterial roads.

Encouraged Practices

g. Prestige uses are encouraged to occupy prominent locations along major roads and highways, with high visibility.

h. Business and office parks are encouraged to locate in high visibility areas within prestige employment areas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12.0 Institutional Uses

Institutional uses include schools, places of worship, hospitals, medical offices, government buildings, libraries, senior citizen homes, day care centres, cemeteries etc. These uses provide a significant community amenity and should be located, where possible in highly accessible locations, including are with existing or planned transit service (especially in major transit station areas).

The following objectives are intended to guide the design of educational and cultural 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 playgrounds where possible; and*
- *In designing school and play areas, adopt a child-centred approach by incorporating flexibility, playfulness, scale and diversity of space.*

12.1 Building Placement, Massing & Orientation

Institutional uses in the Town of Caledon provide educational and cultural amenities to neighbourhoods and include schools, libraries, places of worship, government buildings, among others. The distribution of these uses is often central to the community, and as such, their overall design should reflect their landmark character.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development

Environmental sustainability // Social sustainability

3.2 Accessibility & Universal Design

Access to community and cultural resources // Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to educational and recreational opportunities for all abilities // Access to health facilities

3.3 Community Safety & Security

Opportunities for casual surveillance

3.4 Complete Streets & Active Transportation

Diverse recreational opportunities // Connected and diverse transportation networks

3.5 Cultural Heritage Conservation

Integration and preservation of natural and cultural heritage assets // Incorporate heritage features and signage // Maintain and enhance cultural heritage landscapes

Architecutral massing accentuates the entrance of the community centre in Caledon East.

Institutional Uses

The Caledon Official Plan identifies the following institutional uses:

- Schools
- Hospitals
- Medical offices
- Government buildings
- Libraries
- Senior citizens homes
- Day care centres
- Cemeteries
- Places of worship

Guidelines

Design Standards

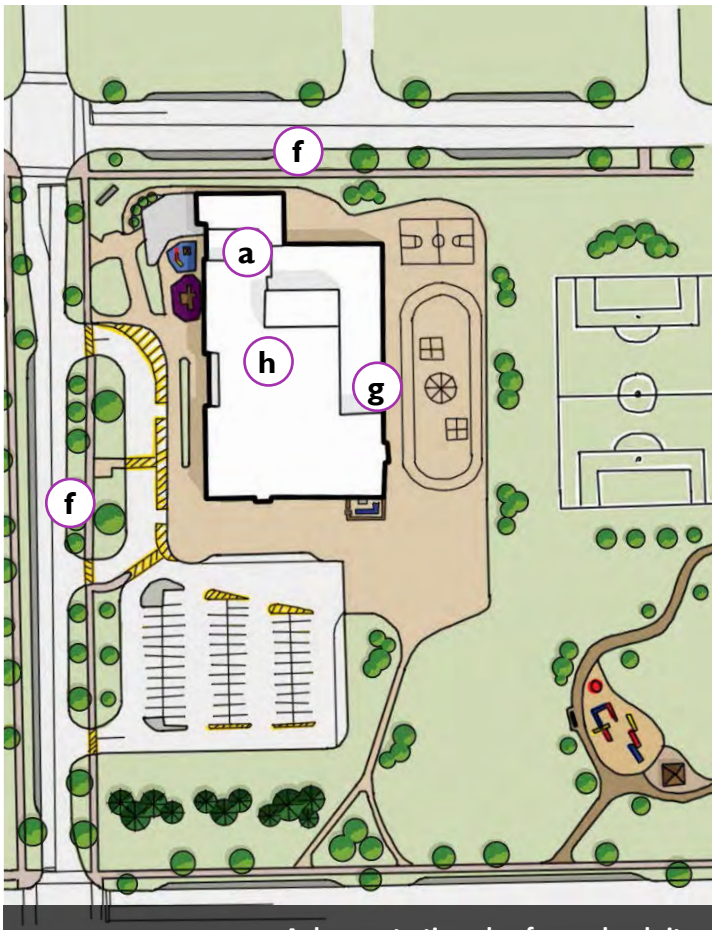
a Design buildings to reinforce their landmark status within the community by orienting them towards the street edge and architecturally addressing street intersections.

b Design places of worship to pay respect to religious beliefs.

c. Maximize views of the valleylands and other significant features within the community, where located adjacent to these open space and neighbourhood features.

Image of the Palgrave United Church.

Image of the Town of Caledon Town Hall.



A demonstration plan for a school site.

Design Requirements

d. Maximize view corridors to institutional buildings from the surrounding neighbourhood.

e. Building scale and size should be compatible with and sensitive to the scale and size of adjacent buildings and should not dominate adjacent residential areas.

f Buildings should provide minimal setback to the street, directly addressing the public realm, where possible. Where a larger setback is provided (especially on larger sites), incorporate a green space along the street frontage.

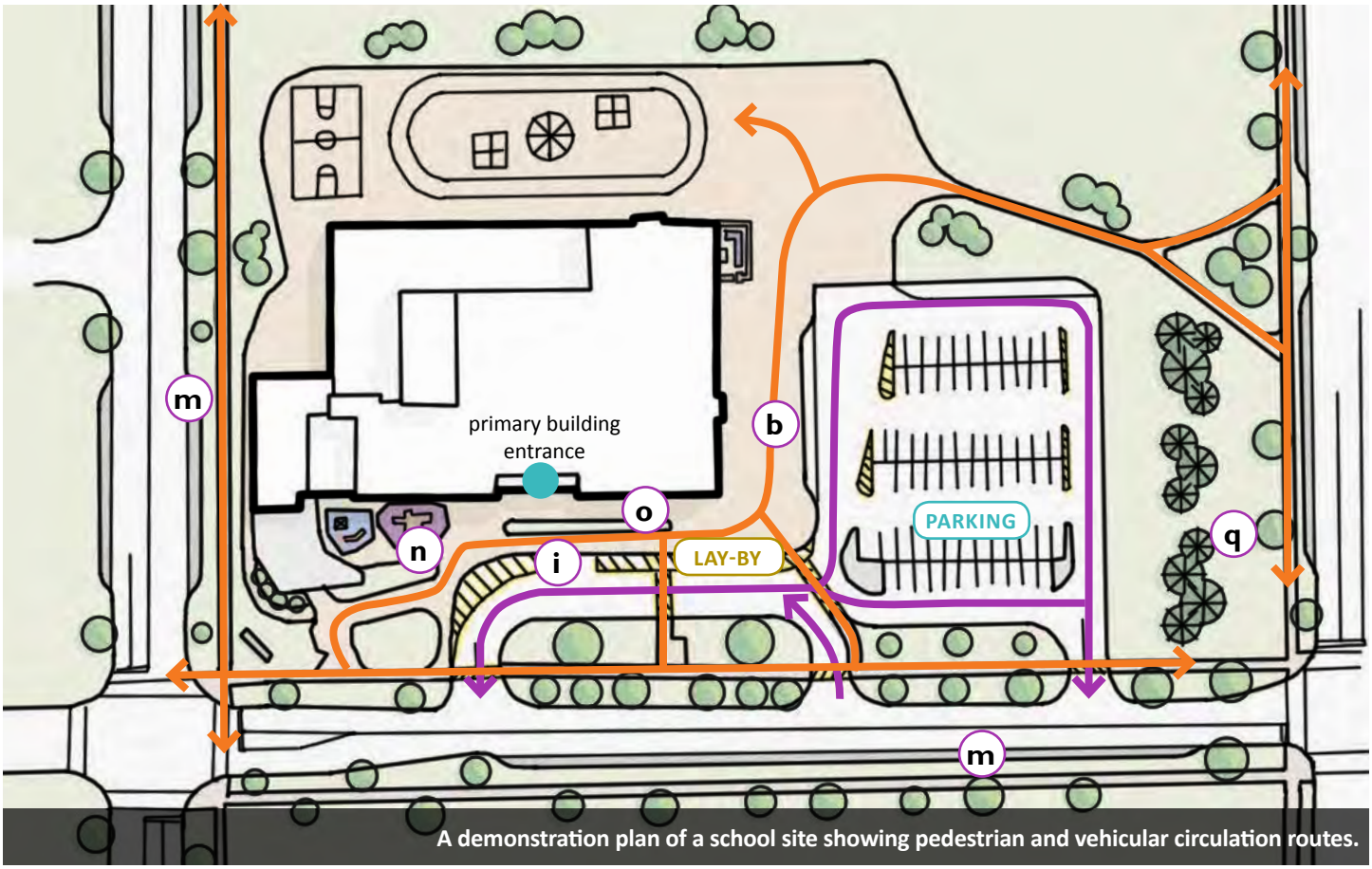
g Buildings, especially schools, should be sited in a manner that is coordinated with their outdoor spaces, including areas for gathering, adjacent parks, gardens and playgrounds.

Encouraged Practices

h Consider locating buildings in priority locations (such as at terminal views or corners) to strengthen their street presence (refer to Section 6.5).

i. Where relevant, locate compatible facilities in publicly-accessible open spaces.

12.2 Site Circulation & Parking



A demonstration plan of a school site showing pedestrian and vehicular circulation routes.

Guidelines

Design Standards

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. All lighting shall be high-efficiency (LED or solar) to further reduce energy consumption.

e. Pedestrian walkways, entrances, parking areas shall be adequately illuminated to ensure safe and secure access.

f. Minimize spill light or light trespass onto adjacent properties and the sky.

g. Provide dark sky compliant lighting, positioned to minimize glare and improve visibility, providing an efficient source of light.

h. Clearly identify major public access points and routes using both ground oriented and upright hard and soft elements.

i. Design queuing areas so as to not impede the normal flow of traffic.

j. Where possible, passenger pick-up and drop-off zones should not impede Fire Access Routes.

k. Accentuate and clearly define public entrances for intuitive wayfinding, ensure that these entrances address the street.

Drive-through and loading bays are clearly marked at the St. Cornelius Elementary School.

Porticoes, awnings and other entryway features that are integral to the building design are encouraged.

Design Requirements

l Provide safe, attractive, and accessible pedestrian pathways to ensure comfortable walking environments. Facilitate access to present and future transit stops.

m Provide lay-by lanes along street edges fronting the institutional building for passenger pick-up and drop-off, separated from other traffic on site.

n Facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, waste receptacles, and landscaping treatments, to encourage walkability and interactions.

o. Provide adequate bicycle parking and storage, located near building entrances. Provide bicycle path connections to existing bicycle networks.

p. Ensure the style and character or lighting for parking areas reflects the architectural style of the community in scale and in profile.

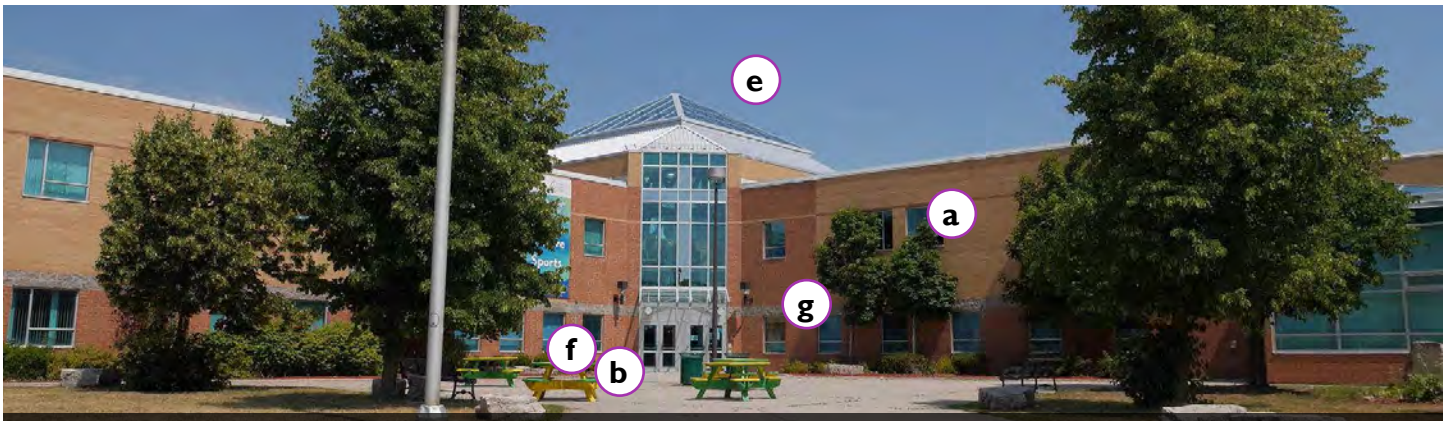
q Screen parking areas from the public realm, using a mix of native coniferous and shrub plantings.

Encouraged Practices

r. Implement photo-voltaic (PV) powered pedestrian and street lighting to enhance night and seasonal visibility while reducing light pollution and night sky lighting.

12.3 Built Form

Enhanced entry treatments and street visibility at the South Fields Village Public School.



Building massing oriented to reinforce entrances, with a gathering space for pedestrians at the Robert F. Hall Catholic Secondary School.

Guidelines

Design Standards

a Construct building elevations with high quality design.

b Ensure that major entrances comply with accessibility standards.

Design Requirements

c. Respond to and complement significant or desirable characteristics of adjacent buildings in the surrounding neighbourhoods.

d. Provide materials, detail and articulation that is compatible with architectural style of adjacent residential buildings.

e Orient main entrances as focal features that are directly visible from the street

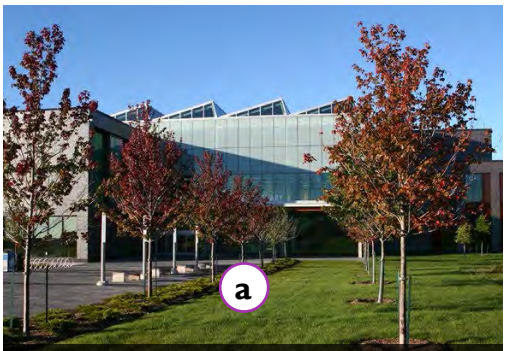
f Allow for ease of movement through all major entrances and include an overflow and waiting space for pedestrians at all major entrances.

g Provide weather protection for all public entries.

h. Design building facades to ensure casual surveillance on playgrounds and gardens, while accounting for the potential for children to use walls for play on school sites (ex. to play wall ball, basketball, and other games that may impact fenestration).

12.4 Landscape Design

Ontario Provincial Police, Caledon Department in Caledon East.



Civic Community Centre in Markham, ON.

Oshawa General Hospital.

Signage is clearly integrated into the building façade near the entrance, at the Alton Public School.

Guidelines

Design Standards

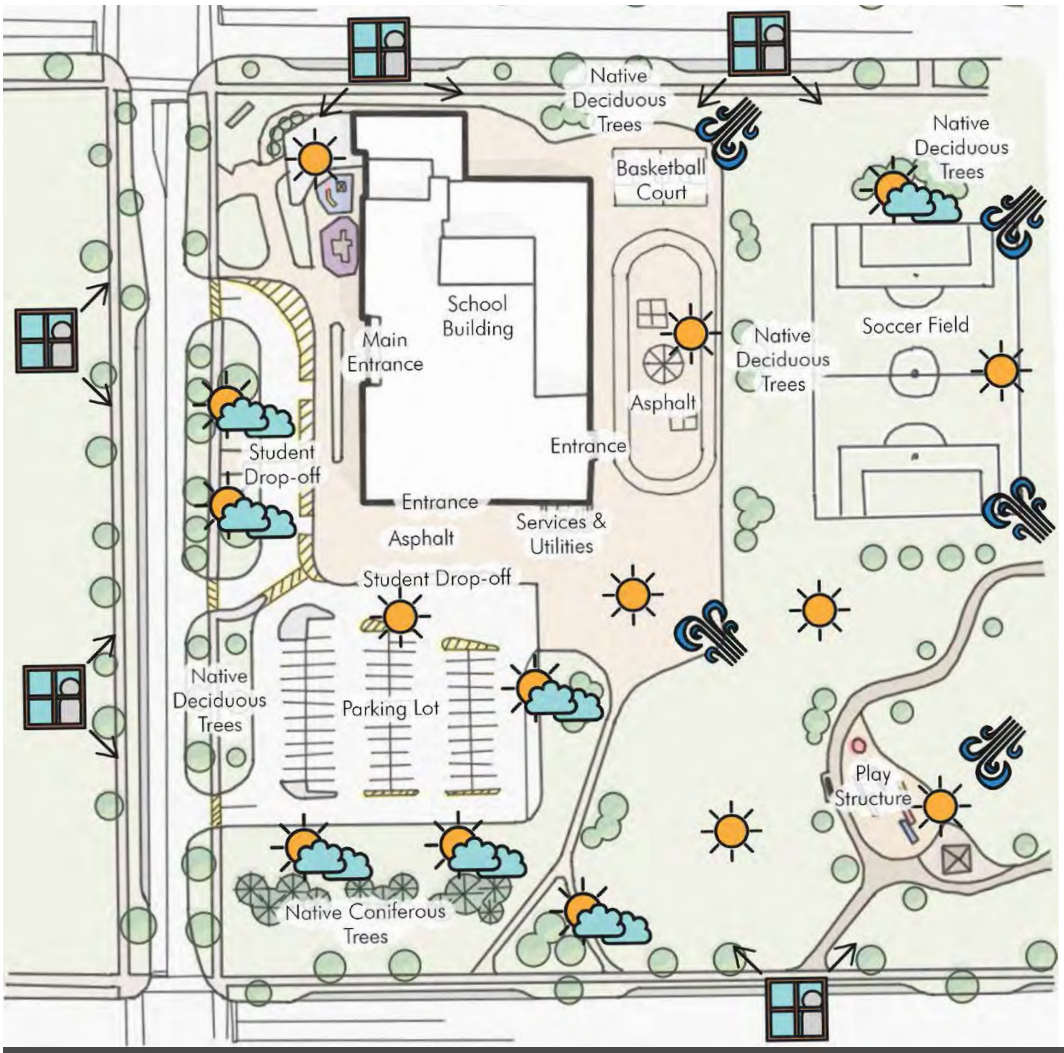
- **a** Use vertical and horizontal landscape elements and ground-related signage to clearly define access points
- b. Provide ground-related signage as the preferred type of wayfinding for institutional sites
- c. Integrate ground related signage into the site plan and landscaping, and contribute to 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.

Design Requirements

- **e** Incorporate hardy, salt tolerant, planting, using or adapting native species, where possible.
- f. Incorporate foundation planting for all ground signage.

Encouraged Practices

- g. Incorporate LID measures, such as bioswales and rain harvesting cisterns, where possible.
- h. Incorporate nature play elements, shade structures and garden plots for a more unique landscape design.



n A sample analysis of Physical and Environmental Conditions of a school site.
Source: Ontario Ecoschools, School Ground Greening Guide – Desining for Shade and Energy Conservation (2008).

Guidelines (continued)

Landsacpe Design Guidelines for School Sites

Design Requirements

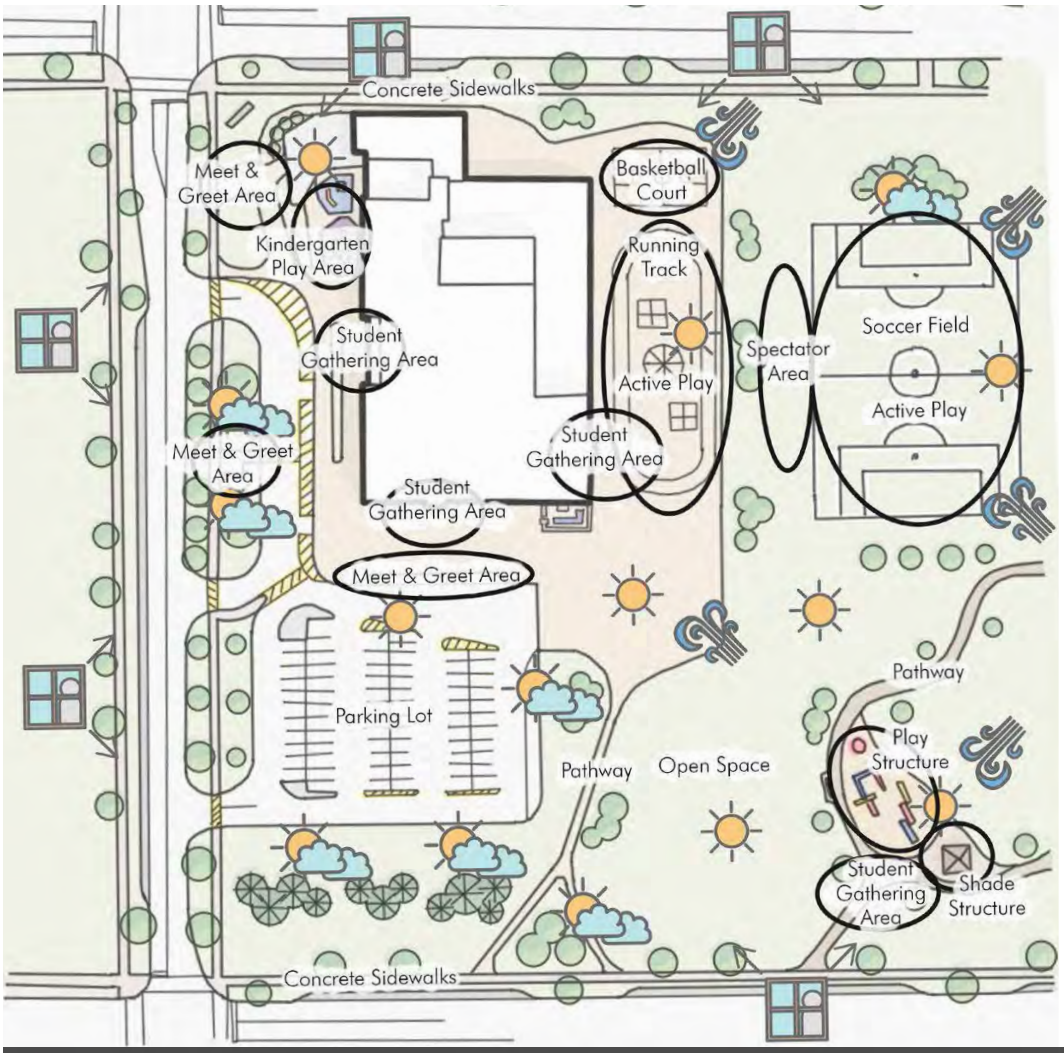
i. When designing outdoor play areas, ensure that the microclimate of these areas will promote outdoor play throughout various seasons in the year, providing shelter from extreme sun, wind or precipitation. Where relevant, refer to Section 5.3 for requirements regarding the preparation of a shadow study.

Encouraged Practices

j. Incorporate natural materials and playgrounds, where possible.

k. Create groves of trees consisting of diverse native tree species to provide natural shade areas in place of gazebos. Place these groves near school buildings, for spectators adjacent to sports fields, and in areas around active play spaces.

l. Where possible, provide diverse native tree plantings and incorporate them into the school site. Trees have numerouse positive impacts on health and behaviour, and they



Physical & Environmental Conditions

Hot & Sunny

Cool & Shady

Neighbours (Casual Surveillance)

Potential Exposure to Wind

o A sample analysis of Play and Use Patterns of a school site.
Source: Ontario Ecoschools, School Ground Greening Guide – Desining for Shade and Energy Conservation (2008).

play a vital role in providing shade, curbing climate change, slowing stormwater runoff, and improving energy conservation.

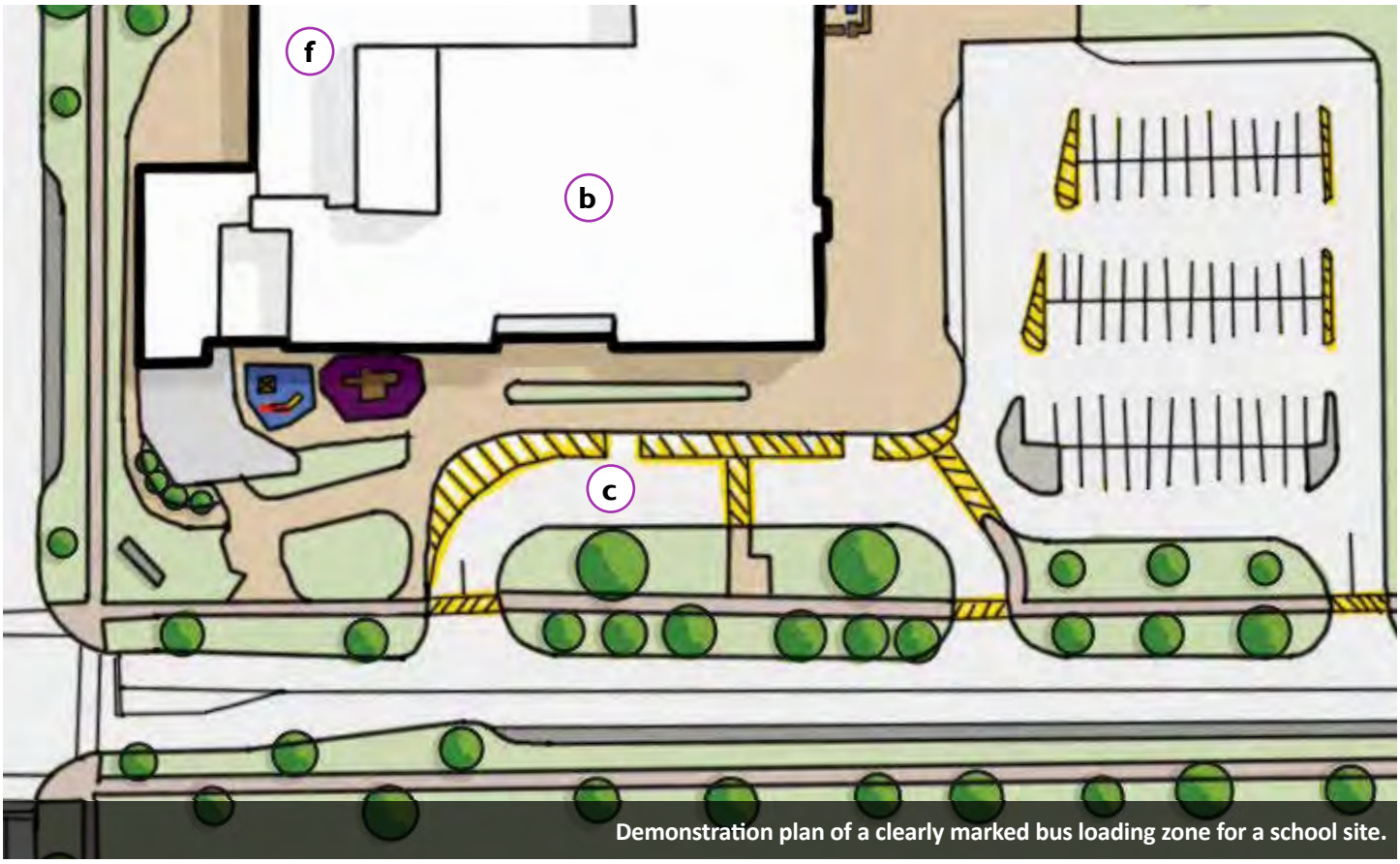
m. Incorporate educational outdoor gardens such as rain gardens, pollinator gardens, food gardens and green roofs.

n 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. Refer to the figure on page 164 for an example of a Physcial and Envrionmental Conditions analysis.

o 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 (ex. basketball courts), passive or quiet spaces, and areas that should be out of reach for children. Refer to the figure on page 165 for an example of a Play and Use Patterns analysis.

p. Use a variety of elements and materials to form spaces, including trees, shrubs and ornamental planting, paving patterns, walls, windows and doors.

12.5 Loading & Servicing



Demonstration plan of a clearly marked bus loading zone for a school site.

Guidelines

Design Standards

a. Provide adequate room for snow storage.

b Screen all rooftop mechanical units from public view through strategic design of roofscapes (including parapet walls and set backs from the building edge).

c Surface parking between the building and street edge shall not be permitted, except that for schools, bus drop-off areas with limited parking located between the building and the street may be considered.

d. Locate outdoor storage and waste areas to the rear of buildings, and/or screen them from public view.

e. Locate waste services a sufficient distance from residential lots to avoid adverse impacts on neighbourhood residents.

Design Requirements

f 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.

g. 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.

12.6 Greening Institutional Uses

A small rain garden is planted at the Ontario Provincial Police, Caledon Department in Caledon East.

Signage is clearly integrated into the building façade near the entrance, at the Alton Public School.

Guidelines

Design Requirements

a Encourage opportunities for active transportation to institutional facilities by providing the appropriate supportive infrastructure and parking facilities.

Encouraged Practices

b Incorporate LID measures to improve the quality and quantity of stormwater runoff, where possible and in accordance with the guidelines provided in Section 6.6.2.

c Provide shade, preferrably through tree planting, to reduce the urban heat island effect.

d. Balance cut and fill on site, where possible.

e. Incorporate sustainable and renewable energy measures (including green roofs, solar panels, LID measures, etc.) into the design of educational buildings and encourage their use as an educational tool.

f. Explore opportunities to incorporate a water balance approach, by treating and reusing greywater.

g Reduce the amount of paved surfaces on the site, where possible, and encourage the use of permeable pavers.

h. Provide alternatives to impervious play areas, including turf and natural playgrounds.

i. Encourage the use of local, recycled and reused construction materials, where possible.

PART 3

NOTE: Refer to Part 1 for information on how to use this document, a list of key design principles, information on the general structure of the Town of Caledon and implementation. For Area-Specific Guidelines, refer to Part 4.

RURAL CALEDON

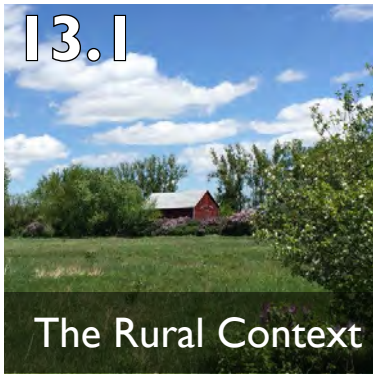
13.0 Rural Areas

The rural lands of Caledon play an integral role in establishing the Town's character, vision and brand. The Town of Caledon, and its various communities, are interconnected by open countryside, scenic vistas, agricultural activities, and built and cultural heritage landscapes that comprise the Town's rural area (all lands located outside of the rural service centres, villages, hamlets and industrial service centres).

Caledon's Official Plan establishes the following goal for these areas:

> *"To protect the quality of life, the distinct open landscape, the environment, the cultural heritage attributes and maintain the community of communities approach that is considered vital to Caledon's rural areas."*
> *(Section 5.2.1; November 2016 Office Consolidation).*

Guidelines for Caledon's rural areas will be addressed through the following sections:



13.1 The Rural Context

As part of the Town's commitment to providing support to the agricultural communities in Caledon, the design guidelines presented in Part 3 will assist in directing diversified and innovative uses of prime agricultural areas in a manner that maintains the rural charm and character that is valued by the Town. For the purposes of the Caledon Comprehensive Town-Wide Design Guidelines, the rural areas of the Town have been identified under the following categories:

- Commercial and Industrial Uses;
- Specialty Destinations; and,
- Estate Residential.

The key design principles for Caledon's rural areas are guided by the Town of Caledon Official Plan, and include:

- Protect and promote agricultural uses and typical farming practices;
- Preserve and enhance the character of the Town's Prime Agricultural areas, including the protection of views and vistas that define the rural setting;
- Diversify and strengthen on-farm uses, as encouraged in the Official Plan;
- Ensure compatibility in the design and character of on-farm diversified uses, such as agri-tourism uses, and,
- Preserve the integrity of the Town's environmental systems and ensure compatibility of adjacent agricultural uses.

Caledon's agricultural areas are protected by a number of Provincial Plans, including the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan; the Greenbelt Plan; and the Growth Plan for the Greater Golden Horseshoe. These plans and their influence on growth and development throughout the Town of Caledon are discussed in more detail in the accompanying Background Assessment Paper. With regard to on-farm diversified land use designations, an applicant may be required to prepare a scoped Agricultural Impact Assessment (AIA) to address issues of compatibility and design, as described in the Caledon Official Plan. The AIA shall consider the design guidelines for Specialty Destinations. Furthermore, the guidelines provided for Industrial and Employment lands in Section 11, Part 2 of the TWDG, also apply to Commercial and Industrial Uses in the rural setting. Approvals and implementation for Industrial and Commercial Applications shall follow the process outlined in Appendix A.

Rural Lands: For the purposes of these guidelines, rural lands are all lands located outside of the limits of the Town's rural service centres, industrial/ commercial service centres, villages and hamlets. The rural lands connect these settlement areas through their open countryside, scenic vistas, agricultural activities, and built and cultural heritage landscapes.

Scenic views and vistas from the Town of Caledon's rural areas.

13.2 Commercial & Industrial Uses

Caledon's commercial and industrial uses tend to rely on the farming community, and are focused on production. Industrial elements, such as grain elevators, feed mills, grain dryers, etc., are common features and are often visible components of these farmsteads.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development

Economic development // Production of local food and agriculture // Environmental sustainability // Place-making and civic pride

3.2 Accessibility & Universal Design

Integrated and accessible destinations // Clear and intuitive wayfinding

3.5 Cultural Heritage Conservation

Preservation of cultural heritage landscapes // Conservation of mature trees // Celebration of the Town's rural and agricultural history

As identified in the Town of Caledon Official Plan and Zoning By-law:

Rural Industrial uses: incorporate small scale facilities which support the local agriculture industry and are dedicated to the fabrication, processing, storage, and distribution of farm products. For example farm facilities such as a feed mill, grain dryer, grain elevator, and other farm storage, distribution and food processing facilities.

Rural Commercial uses: provide small scale goods and services, which support the local agriculture industry. For example they may include farm facilities such as a supply co-op, livestock assembly yard, farm equipment sales, product sales such as fuel, wood, Christmas trees and maple products and repair, local farm product retailer and/or farm related sales, service, and repair and rental establishments. Christmas tree and maple syrup sales are destination uses on a temporary basis.

Guidelines

Design Standards

a. Locate Commercial and Industrial uses in close proximity to farm operations in clusters, with minimal impact on the aesthetic and open landscape character of rural areas.

b. Utilize existing farm buildings by renovating and building additions where possible, in accordance with heritage policies.

c. Building and structure repairs and additions shall be consistent and complementary in massing form, and scale with the existing structures.

d. Access shall be limited to a single access point and may be from an internal secondary access lane to minimize impact on traffic on adjacent roads.

e. Maintain and enhance existing cultural heritage and farm features such as silos, stone/brick walls and pillars, farm fences, hedges, tree lined driveway etc. in the existing and new landscape on the farm.

f. Address accessibility requirements for example by provision of accessible parking and pedestrian connections.

Design Requirements

g. Use of existing historic buildings is encouraged through sensitive design renovations and improvements, in accordance with heritage policies.

h. Group new buildings and structures together with existing farm buildings.

i. Design new buildings and structures so that they are complementary to the existing structures in terms of massing, roof forms, architectural materials and colours.

j. New dwellings should respect setbacks of adjacent existing dwelling where they are located in close proximity to the property lines.

An example of the Town's commercial and industrial uses.

k. Consolidate driveway access and provide parking in locations that are compatible with adjacent land uses.

l. Provide naturalized landscaping using diverse native species.

m. Maintain views to the existing dwelling.

n. Locate storefronts and destination type buildings within view from the road.

o. Design storefronts and destination type buildings to fit into the existing landscape so that they are complementary with the rural landscape character.

p. Enhance views to destination buildings with landscaping (for example, tree line driveway).

q. Screen parking lots with naturalized landscaping.

r. Break up large parking lots, groups of 50 cars, into landscaped groupings.

s. Provide landscape pedestrian walkway connections from large parking lots to the main building entrance.

t. Signs on new buildings should be designed as an integral element of the building design and will be compatible with the design features, attributes, colour and materials of the building.

u. Signs at site entrances shall be integrated within the rural landscape. Signs that are ground related and horizontal in form are encouraged.

v. Signs will be compatible with surrounding rural character, open landscape and heritage features.

w. All lit signs will be down lit and compatible with the rural character.

x. Electronic, flashing signs are not permitted.

Encouraged Practices

y. Provide seasonal interest and textural variety (trees, shrubs, groundcover).

z. Incorporate green building technologies and LID measures.

13.3 Specialty Destinations

Agriculture Tourism and the new trend for on-farm diversified land uses draw from the surrounding communities and act as regional destinations. These uses tend to require good visibility from rural roads, and larger parking facilities.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development

Economic development // Production of local food and agriculture // Environmental sustainability // Place-making and civic pride // Development of agri-tourism industries

3.2 Accessibility & Universal Design

Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to recreational opportunities for all abilities

3.3 Community Safety & Security

Opportunities for casual surveillance // Well lit environments

3.5 Cultural Heritage Conservation

Preservation of cultural heritage landscapes // Conservation of mature trees // Celebration of the Town's rural and agricultural history

As identified in the Town of Caledon Official Plan and Zoning By-law:

Specialty Destinations

These uses invite patrons to attend the premises for the purposes of enjoyment, education, and/or active participation in the activities of the farm. These uses can be short lived, seasonal or permanent and the agricultural use remains the principle activity on the property.

Types of Specialty Destination Uses

The Town of Caledon currently recognizes two types of Specialty Destination uses:

1. **Agri-tourism type uses**, such as Hay or Corn Mazes, farm machinery and equipment exhibitions, farm tours, petting zoos, hay or sleigh or buggy or carriage rides, processing demonstrations, pick your own produce, farm theme playgrounds, educational establishments that focus on farming instructions, Bed and Breakfasts, small-scale commercial operations that sell produce and other products generated from the farm, event centres; or,
2. **On-farm diversified uses**, such as farm wineries, farm cideries, micro-breweries, or farm distilleries.

Guidelines

Design Standards

a Utilize existing farm buildings and structures by renovating and building additions, where possible.

b Building and structure repairs and additions shall be consistent and complementary in massing form, and scale with the existing structures.

c 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.

d Locate new main destination type buildings with a view from adjacent roads, while maintaining views to residential dwellings.

e The massing form, and scale of all new buildings shall be in keeping with existing buildings and structures on the farm and surrounding farm lands.

f. Address accessibility requirements for example by provision of accessible parking and pedestrian connections.

Design Requirements

g Incorporate existing heritage and historic buildings and land forms through sensitive design renovations and improvements.

The Spirit Tree Estate Cidery is visible from the adjacent road.

A temporary structure is used to facilitate apple picking.

A view of a corn maze, which contributes to agri-tourism in Inglewood.

h. When blending contemporary and traditional design styles, incorporate consistent materials and colours to ensure compatibility (in accordance with the principles established in Section 9.1).

i Design destination type buildings to fit into the existing landscape so that they are complementary to the rural character.

j. Maintain and enhance existing cultural heritage and farm features such as silos, stone/brick walls and pillars, farm fences, hedges, tree lined driveway etc. in the existing and new landscape on the farm.

k 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.

l. Provide naturalized landscaping using diverse native species that is consistent with a rural context and does not mimic an urban situation.

m Consolidate driveway access and provide parking in locations that are compatible with adjacent land uses.

n Signs on existing buildings shall be designed to complement the proportions, size, design, colour and construction detail of the building. Signs shall be proportioned to fit within wall areas on the façade and complement architectural features and elements.

The Heatherlea Farm Shoppe, an on-farm market in Caledon.

Guidelines (continued)

o Signs on new buildings should be designed as an integral element of the building design and will be compatible with the design features, attributes, colour and materials of the building.

p. Signs at site entrances should be integrated within the rural landscape. Signs that are ground related and horizontal in form are encouraged. Provide foundation planting for ground signage.

q. All lit signs will be down lit and compatible with the rural character.

r Screen parking lots from adjacent rural roads with groupings of coniferous trees and naturalized landscaping.

s. Break up a large group of permanent car parking (i.e. 50 parking spaces) with landscaping.

t. Locate large groups of car parking beside publicly-accessible buildings, where possible.

u Provide landscaped pedestrian walkway connections from large parking lots to the main building entrance.

Encouraged Practices

v. Gateway entrances to agri-tourism and on-farm diversified uses are encouraged to utilize existing cultural heritage features and/or newly designed farm features that are integrated within the landscape design.

w Provide seasonal interest and textural variety (trees, shrubs, groundcover)

x Incorporate green building technologies and LID measures.

y. Electronic, flashing signs are discouraged.

z. Encourage the use of sustainable materials for parking and access routes.

Ground-related signage and fencing incorporated into the Spirit Tree Estate Cidery site is complementary to the rural character.

A fascia sign and pedestrian route guides visitors from the parking lot.

Common fencing and planting conditions seen in Caledon's rural lands.

13.4 Estate Housing

Estate housing is a prevalent type of built form in the Town of Caledon, often nestled within beautiful landscapes in the Town's settlement areas and along its rural streets. The design of estate housing requires special considerations in order to ensure that new development is true to the aesthetic and character of the estate lots that are scattered throughout Caledon's communities and rural areas.

Relevant key design principles and objectives:

3.1 Sustainable Design & Compact Development

Providing a range of housing opportunities for all lifestyles, ages and income levels

3.3 Community Safety & Security

Opportunities for casual surveillance

3.4 Complete Streets & Active Transportation

Coordinated streetscape with a preserved character and high quality landscaping (including entry features)

3.5 Cultural Heritage Conservation

Maintain and enhance cultural and natural heritage assets

Estate dwellings are situated set back from the road on large lots.

Similar architecture is used for dwellings and entry features.

Guidelines

Design Standards

a The rural character of the landscape and community shall be maintained as new development occurs, incorporating traditional styles that are most frequently associated with rural, estate style communities, in accordance with the Town of Caledon Official Plan.

b Estate residential development adjacent to woodlots, wetlands, watercourses or other ecologically significant areas shall incorporate environmental protection measures to ensure these areas are protected from development.

c. Promote variety in the streetscape, with a maximum of 20% of the streetscape comprised of each façade.

d. Ensure that exact models or façades are separated by at least one different model or façade, and that no model's standard façade is repeated more frequently than every 5th lot on a block that is defined as a group of homes between significant visual breaks, including intersections, 90 degree bends in the road, and parkettes.

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.

DOCUMENTS TO REFER TO

- Area-specific guidelines, where appropriate, as shown on the map in Part 4.

The estate dwelling in Palgrave Estates is designed in an architectural style that is consistent with the rest of the estate community.

Design Requirements

f. Provide adequate buffering to minimize the visual impact of estate residential neighbourhoods on the rural countryside.

g. Maximize the visual appeal of the natural and rural setting, where possible, and sensitively integrate new development into their natural setting.

h. Encourage a variety of roofscapes within the context of the established architectural theme.

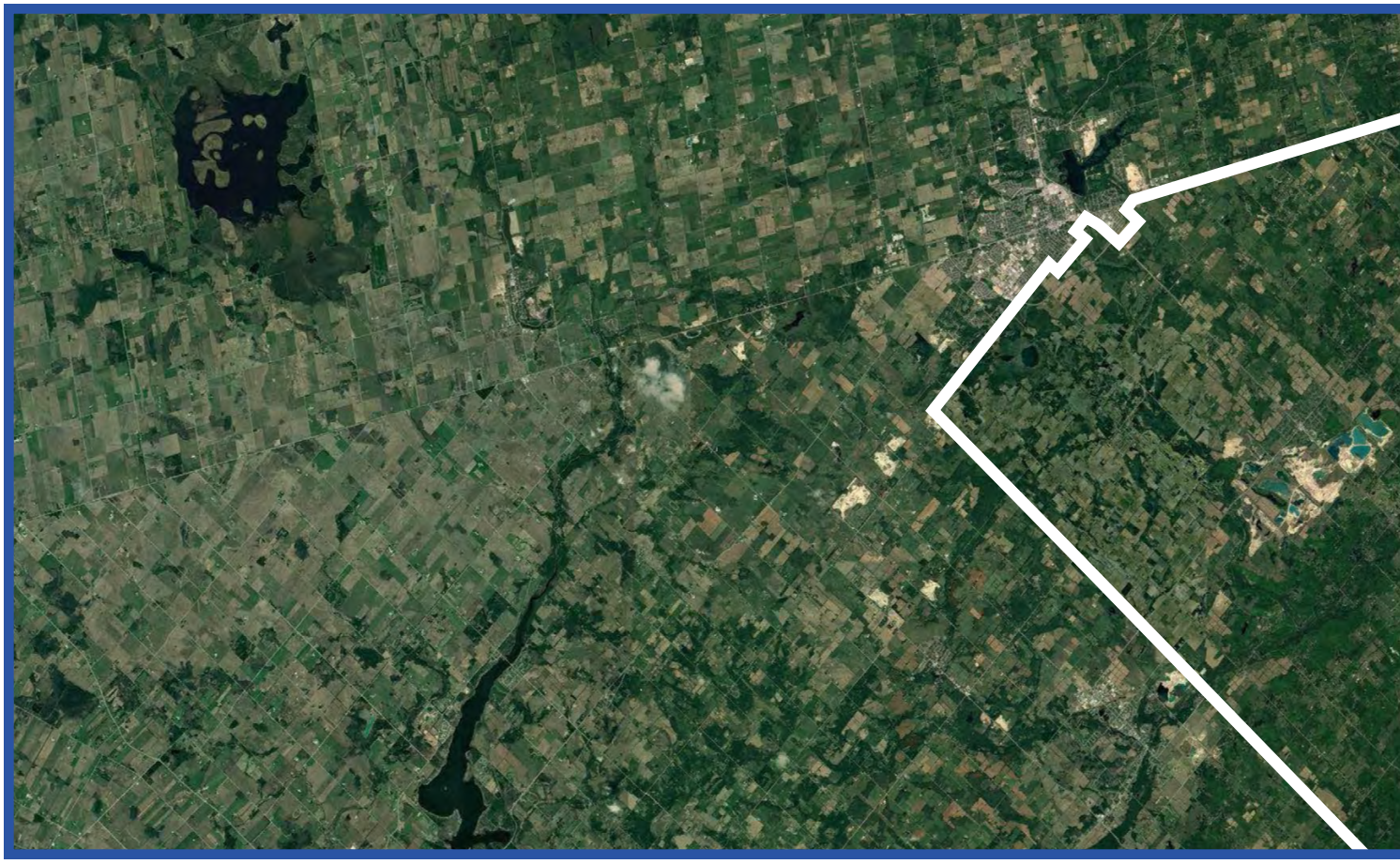
i. Use premium roofing materials such as cedar shingles or shakes, standing seam metal, copper, heavy shadow asphalt and synthetic slate, where feasible.

j. Restrict simulated wood paneling and stucco boards, and vinyl sidings to minor detailing only (such as over dormers). 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

k. Avoid the use of noise barriers, where possible.

l. Place utilities underground where possible, or at flankages; alternatively utility boxes must be screened from all sides to the extent possible in keeping with utility operational access requirements.

m. Limit garage doors to a maximum of three.



PART 4

NOTE: Refer to Part 1 for information on how to use this document, a list of key design principles, information on the general structure of the Town of Caledon and implementation.

AREA-SPECIFIC GUIDELINES

14.0 Area-Specific Guidelines

The Town of Caledon Comprehensive Town-Wide Design Guidelines (TWDG) have been developed with flexibility in mind, striving to preserve the unique character and identities of the various Rural Service Centres, Villages, Hamlets, Estate Residences, and Rural settings across the Town. In order to account for this flexibility, the TWDG allows for some area-specific guidance, especially as it relates to:

- Unique Secondary Plan Areas;
- Heritage Conservation Districts (HCDs) and Culturally Significant Settlement Areas;
- Community Improvement Areas; and
- Additional special character areas identified over time.

Guidance provided in these documents will take precedence over the guidelines in the Comprehensive Town-Wide Design Guidelines. As new Community Design Plans and Area-Specific Design Plans are prepared, these documents should:

- Provide a clear vision statement and design objectives that strive towards creating a unique character and sense of place;
- Refer to the key design principles established in Section 3.0 (Part 1) of these guidelines;
- Provide additional, area-specific guidelines to ensure the development of a distinct community; and
- Identify any conflicting guidelines from the TWDG, not applicable to the specific community design plan (a rationale must be provided that describes how the new guidelines address the key design principles in Section 3.0 (Part 1) of these guidelines).

The map provided on page 185 has been prepared to identify current area-specific guiding documents that should be adhered to. This map will be updated during the 5-year review of the TWDG to include any new HCD, Community Improvement Plans, Community Design Plans, or other area-specific guidance documents. Prior to this review, such documents not yet incorporated into this section of the TWDG will be identified during the Development Application Review Team (DART) pre-consultation process.

In preparing the TWDG, the Town and its consultants reviewed all existing guideline documents used throughout the Town of Caledon. The rationale and recommendations for either the replacement or continued use of these documents are provided in the accompanying Background Assessment Paper.

LEGEND

- Settlement Areas
- Industrial/Commercial Design Guidelines - Part B (Adopted June 2002)
- Village of Bolton Heritage Conservation District Plan (2015)
- Bolton Community Improvement Plan (CIP) Urban Design Guidelines (2009)
- Caledon East Community Improvement Plan (2014)
- Six Villages Community Improvement Plan (2016)
- Mayfield West Community Design Plan (2007)
- Mayfield West Phase 2 Community Design Plan (2016)
- Tullamore Secondary Plan - Community Design Guidelines (2000)
- Additional Existing Guidelines:
  - Caledon East - Streetscape Study - Architectural Guidelines
  - Bolton - Camp Villas Corporation Architectural Design Guidelines
  - Southfields Architectural Design Guidelines

Existing Area-Specific Guidelines Map

15.0 List of Appendices

Some of the recent guidelines and studies prepared for the Town of Caledon remain relevant and have not been replaced by the Comprehensive Town-Wide Design Guidelines (TWDG). These documents have been appended to the TWDG for ease of use, and include:

A/ Approvals & Implementation for Industrial / Commercial Applications

Part A, Section 7.0 of the former Industrial/Commercial Design Guidelines (June 24, 2002)

B/ Specific Design Guidelines For South Bolton Industrial Park

Part B of the former Industrial/Commercial Design Guidelines (June 24, 2002)

C/ Drive-Through Service Facilities

August 2012

D/ Telecommunication Facilities Manual: Submission Package

November 2015

A/ Approvals & Implementation for Industrial / Commercial Applications

Part A, Section 7.0 of the former Industrial/Commercial Design Guidelines
(June 24, 2002)

B/ Specific Design Guidelines For South Bolton Industrial Park

Part B of the former Industrial/Commercial Design Guidelines (June 24, 2002)

C/ Drive-Through Service Facilities

August 2012

D/ Telecommunication Facilities Manual: Submission Package

November 2015