



Community Design Plan

**13935, 13951, 13977 and 13999 Chickadee Lane;
0 King Street;
&
550, 600 and 615 Glasgow Road
Zancor Homes (Bolton) Ltd.**

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Introduction and Policy Context

Introduction

This Community Design Plan (CDP) has been prepared in accordance with provincial legislation and policies including the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Region of Peel Official Plan and the Town of Caledon Official Plan. The purpose of this report is to illustrate a coordinated approach to urban design for the proposed development, providing comprehensive urban design guidelines and vision that reinforce broader planning objectives as set out in the existing policy framework. The CDP describes the design direction for implementing the design vision and intent identified for the community, emphasizing those elements that will contribute to a sustainable, unique, innovative and successful community.

Site Context

The Subject Lands are identified as located within Rounding-out Area B in accordance with the Bolton Residential Expansion Study (BRES) which sought to explore and evaluate potential settlement expansion areas for the purposes of accommodating new population and employment growth to the year 2031. Rounding-out Area B applies to lands on the east side of King Street West and Emil Kolb Parkway and includes lands on the south side of Glasgow Road and Chickadee Lane, as shown on Figure 2.

The lands on the east side of Chickadee Lane are the site of six homes on rural-sized lots that back onto lands that are within the Greenbelt Plan area. The triangular area of land between Glasgow Road, Chickadee Lane and King Street is presently vacant. The lands in this Rounding-out Area are relatively flat, however, generally slope downward toward the west and south. The Area is approximately 6.2 hectares in area, however, as indicated above, portions of the Subject Lands extend beyond these limits and into the Greenbelt Plan Area and are contemplated to be partially developed in order to accommodate the necessary infrastructure required to support the development and to recognize and maintain the existing residential uses.

Traditional land use in the immediate area have been rural residential and much of the surrounding area is part of a Prime Agricultural Area and Natural Heritage System. Overall, the Subject Lands are considered to have high development potential in accordance with the findings and recommendations of the BRES.

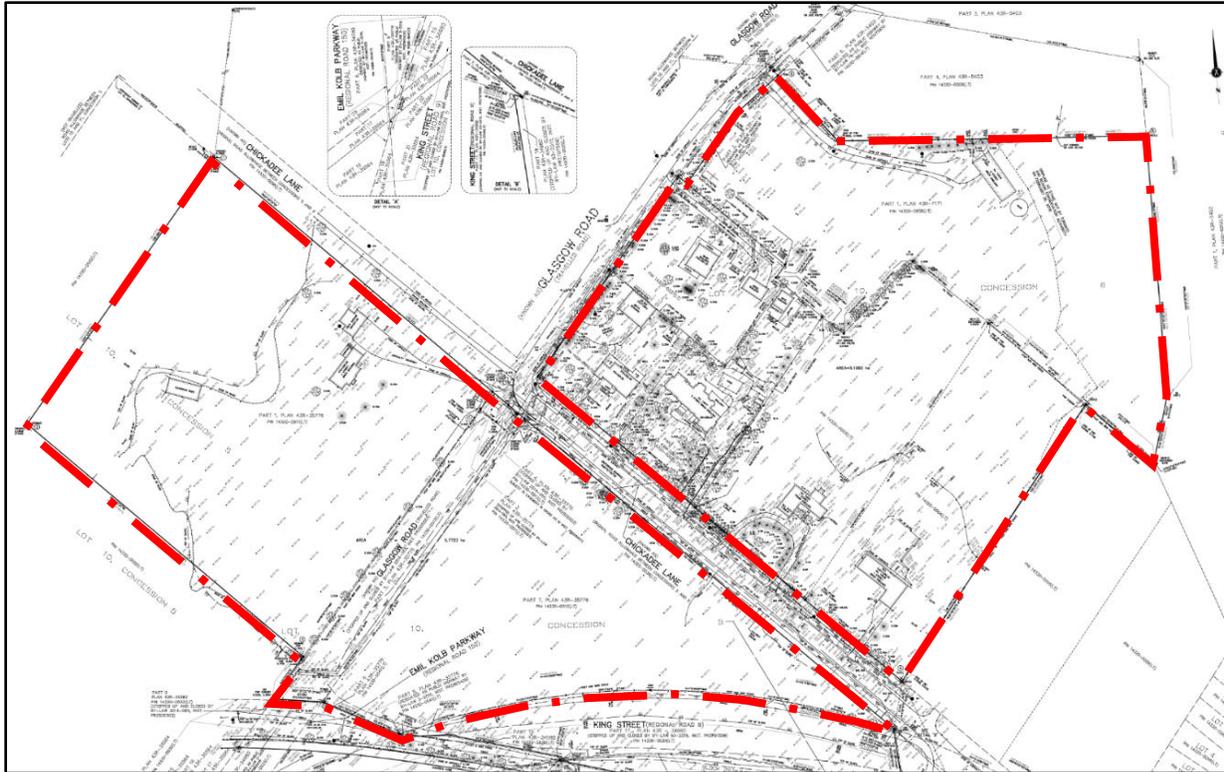


Figure 1: Surveyed Boundary of Subject Lands

Overview of Planning History

The proposed development plan is supported by the growth management studies conducted by the Region and Town of Caledon together with a number of technical background reports and information prepared as part of the Bolton Residential Expansion Study ('BRES'). Further, the development framework builds upon the Planning Justification Report ('PJR') prepared by HPGL, dated March 2020, which provided an evaluation of the development proposal in the context of applicable Provincial, Regional and Town policies considered as part of the ongoing settlement area boundary expansion. Cumulatively, the BRES land use exercise and the supplemental PJR provide sufficient justification for the proposed development.

Purpose of Report

The purpose of this document is to describe the community design vision that will guide the development of the proposed subdivision plan. This visioning document is intended to coordinate and streamline the design, review and approvals process and will address a number of design details pertaining to the overall neighbourhood including the existing and proposed road network, neighbourhood edges, existing surrounding residential neighbourhoods, character areas, open spaces, streetscape and built form. The framework will provide a comprehensive picture of the interconnected design components that have influenced the overall development framework and will be used as the basis for the preparation of future architectural control and urban design brief/guidelines.

Community Vision

Community Goals and Objectives

- Establish a housing community, characterized by affordable, high quality townhomes in order to complete a rounding out and boundary adjustment to the existing community.
- Create a land use pattern that compliments and integrates enduring built-form elements, and that enhances and integrates the areas natural and open space system.
- Create an open space system that supports a balanced vision for active and passive recreation, and community identity.
- Utilize existing and future planned infrastructure to support development.
- Develop an attractive and identifiable community that is designed to be inter-connected.
- Establish appropriate land uses, road patterns and streetscapes which promote and protects the existing surrounding character and spirit of the Town.
- Create a pedestrian scale neighbourhood and streets within a walkable community, implemented through architectural and urban design guidelines.
- Create special character areas and focal points to blend with the existing neighbourhood.
- Develop and create meaningful public space.
- Identify and incorporate Greenbelt designated lands with the development framework and establish an appropriate and compatible land use interface with these lands.

Guiding Principles

Natural Heritage & Environmental Integration

- The development layout has been determined by the form and function of the natural environment and disturbances such as grading, filling and the introduction of servicing in these areas will be minimized, to the greatest extent possible, in order to protect and enhance the surrounding Natural Heritage System.
- The existing natural areas located on the north-west and south-east portions of the site, shall be designated to recognize the existing land uses and for the purposes of recreation, conservation and environmental protection in the long-term.
- Natural Areas will be maintained in an enhanced buffer block which will include restoration and planting.
- The proposed subdivision design will emphasize the existing landscape including natural features and lands forms on and around the site. Scenic views and vistas will be recognized and integrated into the community structure.
- Landscaping will encourage the use of native vegetation within the restoration areas and, where possible, in the streetscape in order to promote the diversity and productivity of the natural environment.
- The development will connect existing and introduce new open spaces, where appropriate.

Inform future homeowners respecting the importance and function of the NHS and related responsibilities.

Transportation and Connectivity

- Establish an interconnected road network that facilitates access to and movement within the new neighbourhood. This includes providing connections to the existing development to the south.
- Establish a hierarchy of roadways and transportation corridors as well as urban design function.
- New local roads within the development shall be built to urban standards in accordance with the Towns Engineering Design Standards and Guidelines.
- Sidewalks shall be provided on one side of local roads and collector roads to reinforce a residential character and promote walkability.
- Create street patterns that are logical and efficient with direct connections.

Parks and Open Space

- Ensure a range of passive and active recreation opportunities for all age groups.
- Create a unique Park that is distinguished through its theme, spatial characteristics and layout.
- Where feasible, identify and integrate path connections as a component of the broader community trail network.
- Situate parks at the terminus of views.

Streetscape and Public Realm

- Design of streets shall reinforce pedestrian safety and comfort.
- Building typology and style should be designed to reinforce attractive and animated streets.
- The character of the new development shall be designed to promote compatibility with adjacent development.
- The built form shall emphasize the distinct character and identity of the community and Town.

Preferred Scenario

As indicated in Section 1.2 of this Report, the proposed development has been organized and established based on the previous work undertaken by the Town of Caledon as part of the Bolton settlement area expansion land use exercise. In accordance with the findings and conclusions of the BRES, portions of the Subject Lands have been identified as the preferred location for residential growth, in addition to others. Through these considerations the proposed development scenario has emerged which appropriately aligns with the goals and objectives of the Town.

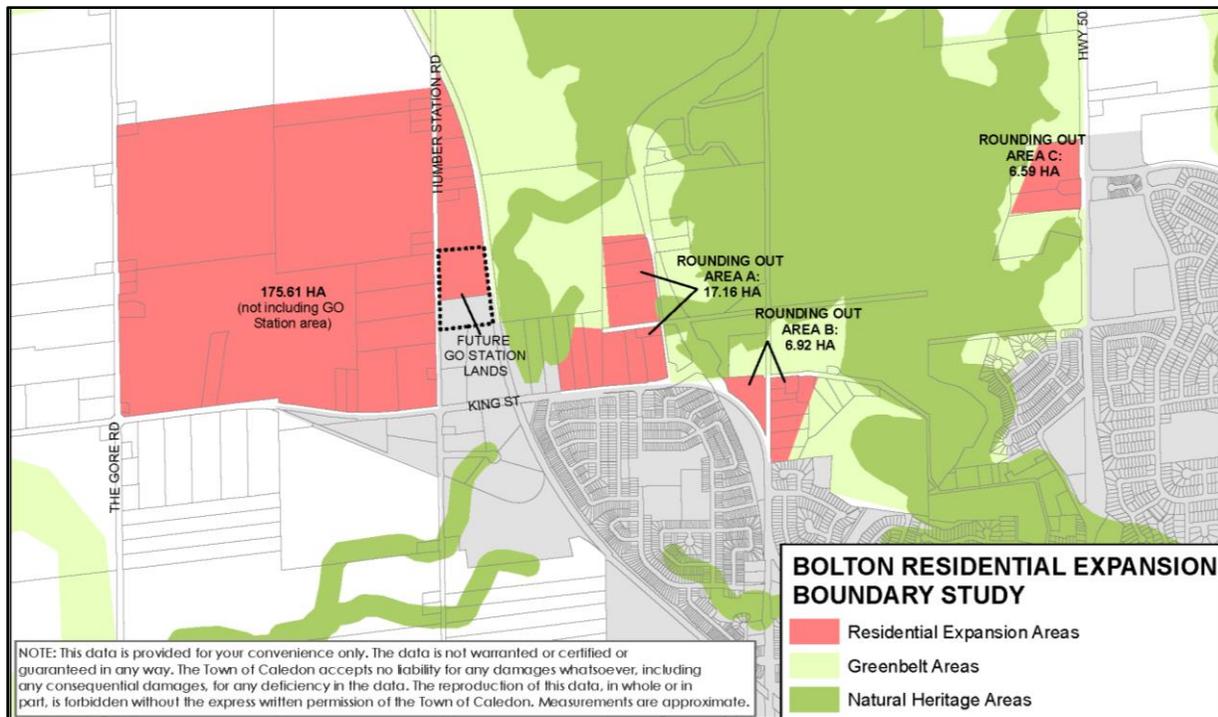


Figure 2: BRES Residential Expansion Areas

Development Proposal

The development framework proposes to subdivide the Subject Lands into 36 blocks for street townhomes, public streets, a stormwater management pond, passive park, open space, restoration area and to recognized existing rural residential development.

The townhouse component of the development contemplates twenty-five (25) Blocks consisting of four (4) to eight (8) units per block for a total of 140 units. Each townhouse unit will contain a minimum of two (2) parking spaces (one in the driveway, one in the garage) with larger blocks containing two-car garage models. Block 1 seeks to establish a single-detached residential dwelling lot at the primary entry point to the neighbourhood. Blocks 27 and 28 have been established in order to recognize the existing single-detached rural residential dwelling located at 615 and 550 Glasgow Road, respectively. Blocks 31, 32 and 33 serve as Open Space which have been contemplated for the purposes of recreation, conservation and environmental protection and will be conveyed to the appropriate public entities for natural heritage conservation in the long-term.

A passive Park occupies Block 29 and is co-located adjacent to the Stormwater Management Facility (Block 30). The SWM facility has been deployed in a manner that optimizes efficiency and minimizes ecological impacts to the existing valley system and associated ecological features. It has been designed to pose little to no risk to human health and safety.

A 16.0 – 18.0 metre internal road network (Street A, B, C, D) has been designed to accommodate local vehicular traffic with direct access and connections to existing higher-order collector roads (i.e. Glasgow Road and Chickadee Lane).

Figure 3: Proposed Draft Plan of Subdivision



Supporting Background Studies

The Subject Lands which are proposed for residential expansion and redevelopment are subject to Provincial policies and the policy direction and requirements of the Region of Peel and Town of Caledon Official Plans. A number of background studies and reports have been undertaken by the proponent in support of the proposed development framework in order to address the technical aspects of the redevelopment plan. The following supporting studies have been prepared in support of the development proposal:

- **Geotechnical Investigation Report**
- **Slope Stability Assessment**
- **Hydrogeological Investigation Report**
- **Environmental Impact Study and Management Plan**
- **Vegetation Inventory and Preservation Plan**
- **Traffic Impact Study**
- **Functional Servicing / Stormwater Management Report**
- **Environmental Noise Assessment**
- **Agricultural Impact Assessment**
- **Community Services and Facilities Study**

Structuring Elements

About the Structuring Elements

The proposed development has been established through the evaluation of a number of structuring elements which provides the foundation for the detailed design and planning of each element. These urban structure elements provide a framework to guide and influence the development of individual buildings, spaces or infrastructure and to establish a street hierarchy and local network.

The main structuring elements, described and illustrated in this section include the following:

- Designated Greenbelt
- Existing and Proposed Road Network

- Existing Neighbourhood Areas

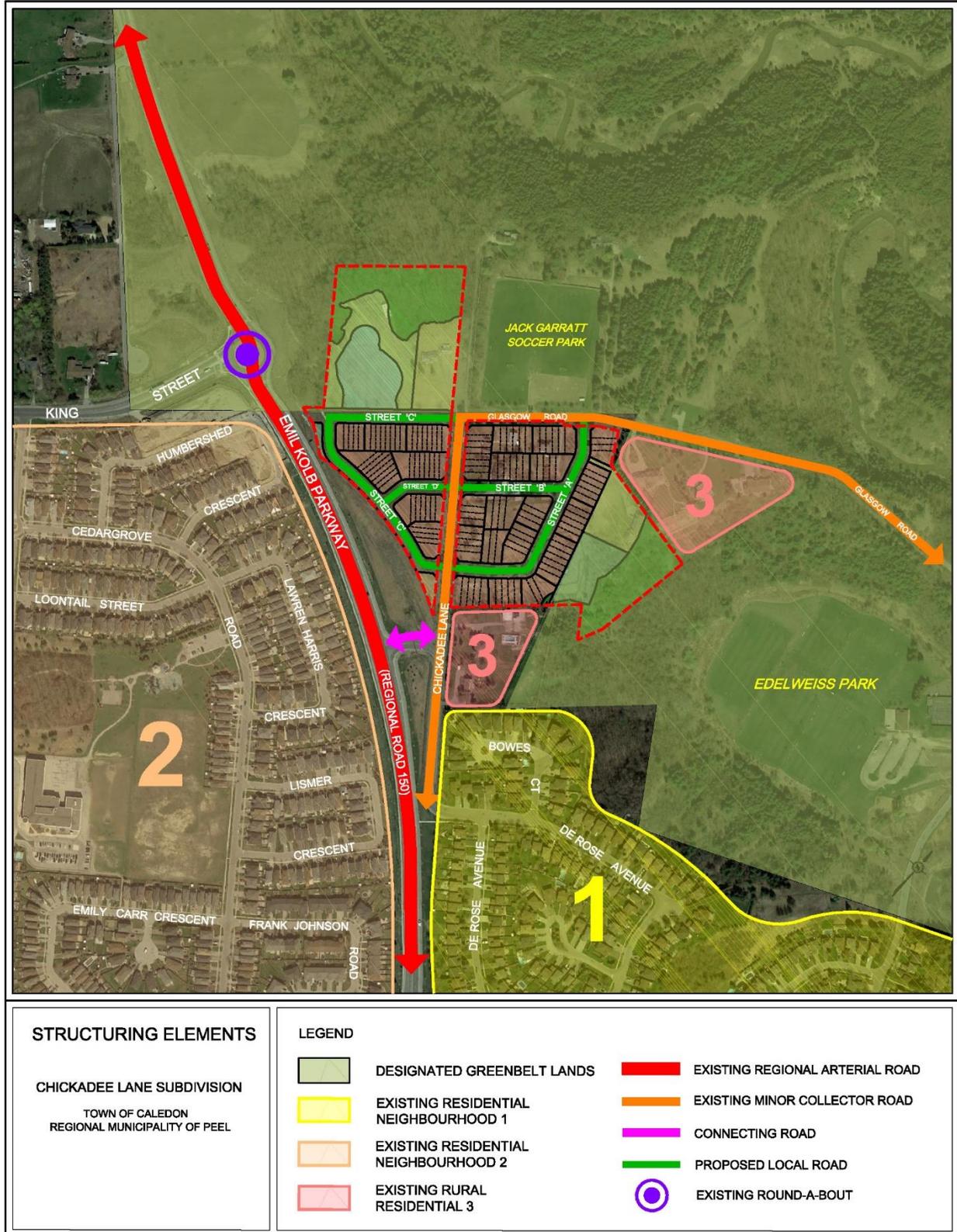


Figure 4: Structuring Elements

Designated Greenbelt

Consistent with the objectives aimed at ensuring the sustained integrity of ecologically and hydrologically significant natural environments and scenic landscapes, the Town of Caledon recognizes the importance of the Greenbelt Plan and its local role in preserving and protecting the natural environment for the long-term. Situated immediately to the north-west and south-east of the Subject Lands are portions of lands that are identified as located within the Greenbelt and designated Protected Countryside and Natural Heritage System.

As identified on Figure X, the following Blocks have been established within the boundary of the Greenbelt Plan:

- Block 30, Stormwater Management Facility (SWMF)
- Block 29, Passive Park
- Block 31, 32 and 33, Open Space
- Block 34, Restoration Area
- Lot 27, Existing Rural Residential
- Lot 28, Existing Rural Residential

Block 27 and 28 have been established in order to recognize the existing single-detached rural residential dwellings located at 615 and 550 Glasgow Road, respectively.

The proposed Open Space Blocks and Park Block have been contemplated for the purposes of passive recreation, conservation and environmental protection and will be conveyed to the appropriate public entities for natural heritage conservation in the long-term.

Lastly, the proposed SWM Block provides for essential infrastructure to service the development and has been deployed in a manner that meets the policy objectives of the Greenbelt Plan, Region of Peel Official Plan and Town of Caledon Official Plan as it provides for infrastructure that is required to serve the proposed development. Its location has been identified as the best alternative to other areas within the proposed development plan.

The SWM facility has been deployed in a manner that is most efficient and minimizes ecological impacts to the existing valley system and associated ecological features and functions and designed to pose little to no risk to human health and safety. A Stormwater Management Plan/Report and Environmental Impact Study and Management Plan have been prepared in support of these development components.

For detailed design guidelines related to the interface between the proposed development and the Greenbelt Plan Area, refer to Section 5.2 of this Report.

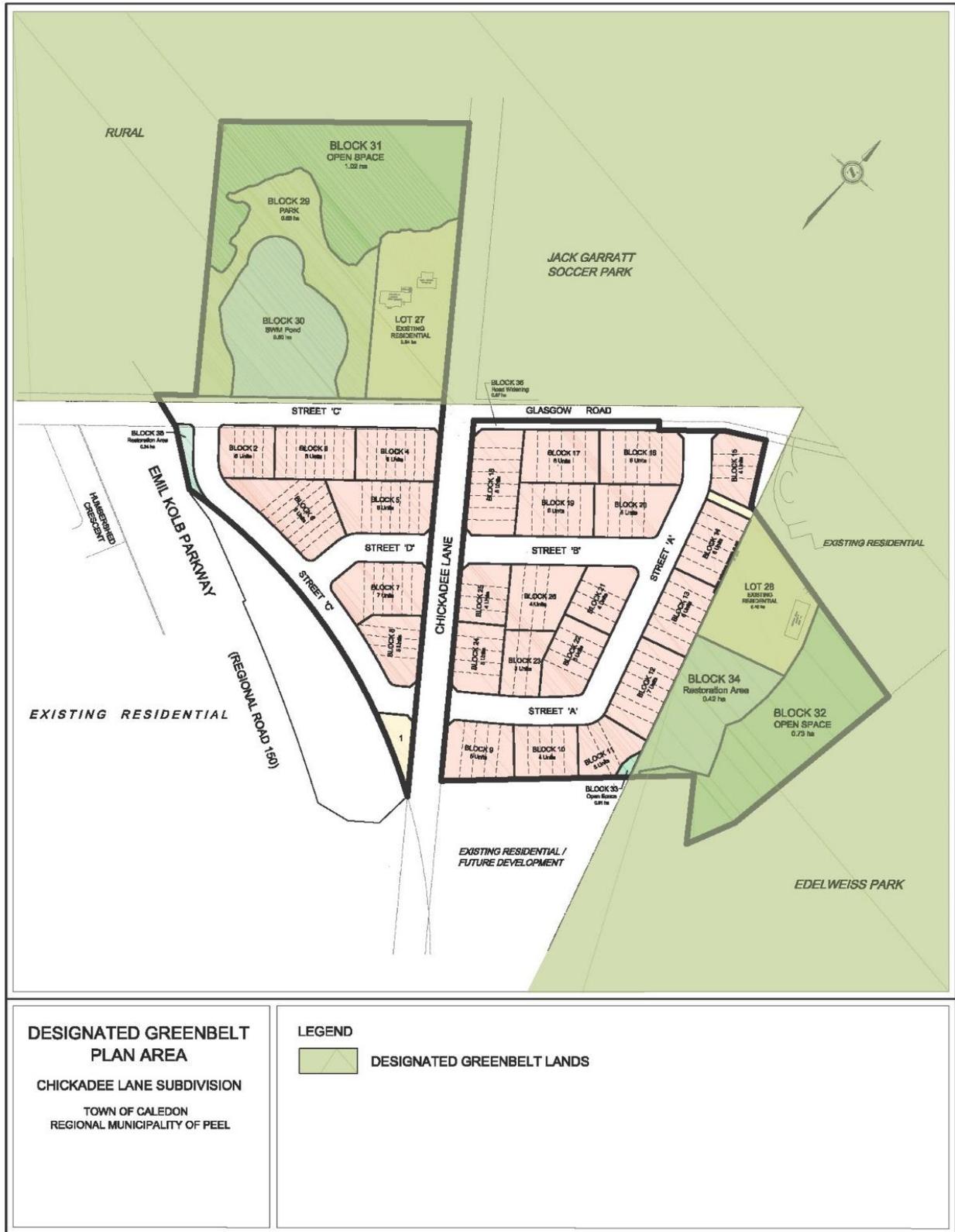


Figure 5: Greenbelt Area

Existing and Proposed Road Network

The proposed development framework plan is largely influenced by the existing local and regional road fabric, which will serve as the major community road network. The network is characterized by the north-south minor collector road (Chickadee Lane) which bisects the development area, the north-south regional arterial road (Emil Kolb Parkway) which frames the western limits of the development area, and east-west minor collector road (Glasgow Road) which frames to northern edge of the residential neighbourhood. See Figure 5.

Chickadee Lane and Glasgow Road are both classified as minor collector roads with a posted speed limit of 40 km/h and an ultimate right-of-way width of 20 metres. The Town's collector road system generally forms smaller block grids between the arterial road system. These roads are generally continuous and carry moderate traffic volumes. Within the rural service centers, villages, and hamlets of the Town, the collector roads provide access to the local road system.

Emil Kolb Parkway is a regional arterial road with a posted speed limit of 60 km/h and an ultimate right-of-way width of 30 metres. Regional arterials accommodate inter-regional and regional travel demands as well as higher volumes of truck traffic.

In addition to the existing road network, a roundabout is located at the intersection of Emil Kolb Parkway and King Street, immediately north-west of the Subject Lands. Roundabouts are unsignalized circular intersections where traffic flows one-way (counter-clockwise) around a centre island. Some of the benefits gained through their use include: reduced vehicle delays and queues; lower traffic speeds that reduce collision frequency and severity; reduced vehicle emissions through fewer starts and stops and less delay; and, potentially reduced operation and maintenance costs when compared to signalized intersections. These traffic management systems have gained popularity in recent years and have been deployed at specific locations around the Town with great success.

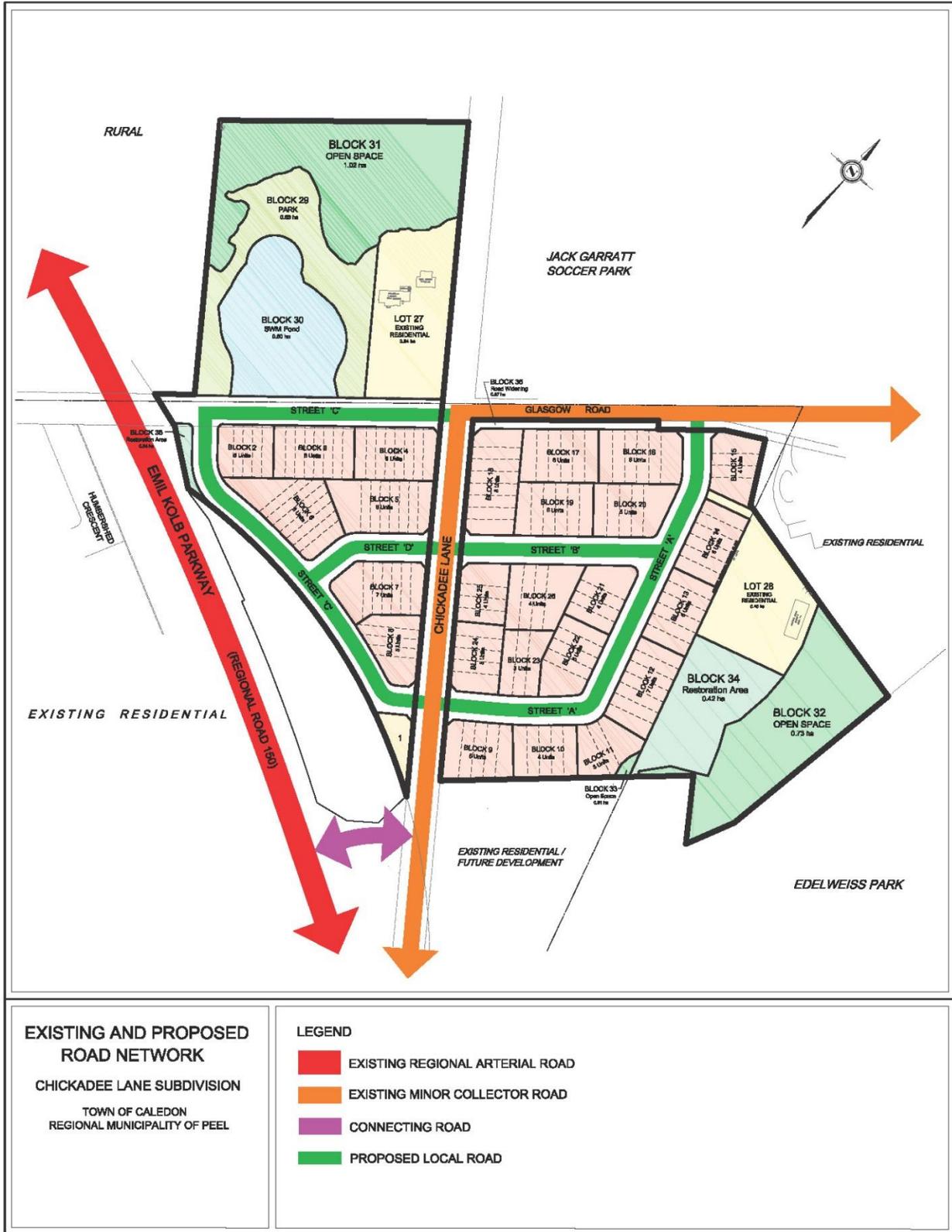


Figure 6: Existing and Proposed Road Network

Existing Neighbourhood Areas

The structuring elements in this section highlight the importance of compatibility between the proposed development plan and the existing physical character and land uses of the surrounding neighbourhood areas.

The Subject Lands are located on the periphery of existing urban development associated with the Bolton Rural Service Centre and the West Bolton Secondary Plan Area. Development of the Subject Lands would represent a logical and contiguous addition to the existing settlement area and established pattern of development. However, it is recognized that development must be deployed in a manner that remains sensitive to the broader context and understands its relationship to and influence on surrounding land uses.

Located immediately south of the Subject Lands along Chickadee Lane are two (2) rural residential dwellings. An additional three (3) rural dwellings are located immediately east of the Subject Lands and along Glasgow Road. These home groupings are characteristic of both new and old estate or executive type lots, with large building envelopes, generous setbacks and considerable landscaping and vegetation cover.

Beyond the rural residential dwellings on Chickadee Lane is a low-rise residential community comprised of 2 storey single detached dwellings on traditional lots associated with the Bolton Settlement Area boundary.

To the west of the Subject Lands beyond Emil Kolb Parkway is another low-rise residential neighbourhood associated with the West Bolton Secondary Plan Area. The existing community is bounded by King Street in the north, Emil Kolb parkway to the east, and a rail corridor to the south and west. It contains 2 storey single detached, semi-detached and town homes as well as St. Nicholas Elementary School and Adam Wallace Memorial Park.

In general terms, development must carefully consider surrounding land uses in order to provide a development that is appropriate and compatible while balancing Provincial policies and initiatives.

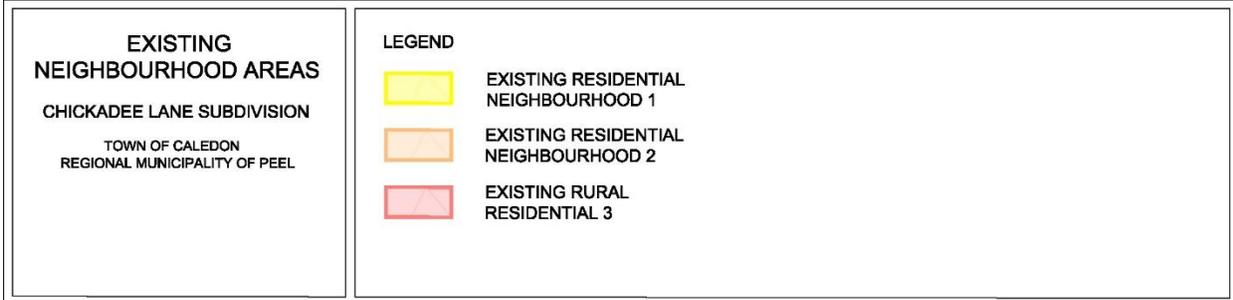
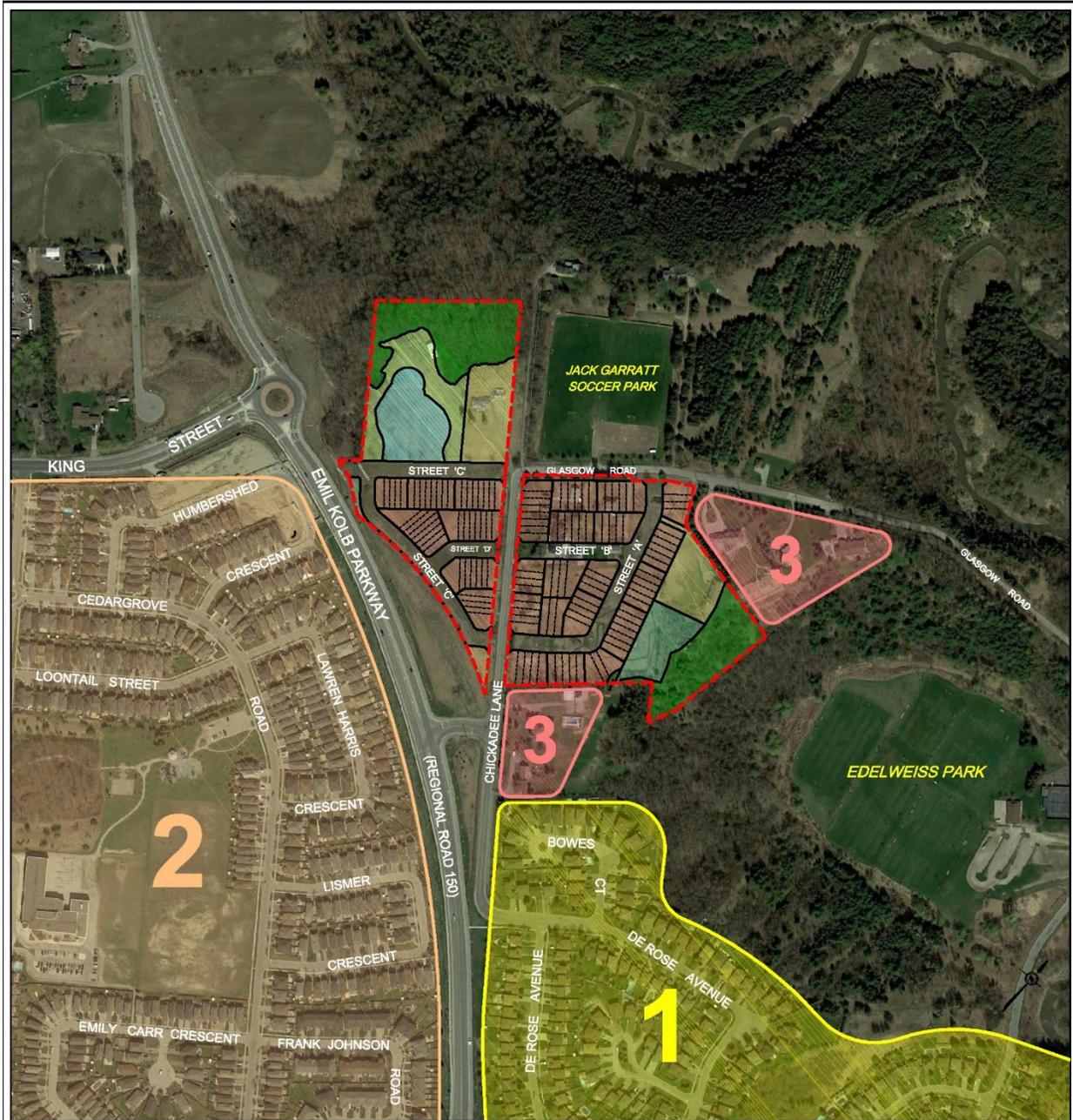


Figure 7: Existing Neighbourhood Areas

Special Character Areas

About Special Character Areas

Special Character Areas are specific locations within the proposed development plan that are unique in their design and/or have a primary function that significantly influences the character and identity of the overall neighbourhood. Building upon the Structuring Elements in Section 3, Special Character Areas help define key nodes and the overall character of the community plan from a design and land use perspective. The quality of these areas is reflected in a number of design elements including the built form, streetscape, public realm, landscaping and open space.

Several identifiable features and design characteristics contribute to an identifiable character within the proposed development plan. The following are described in this Section:

- Existing Minor Collectors
- The Greenbelt Plan Area Interface
- Neighbourhood Edge Interface

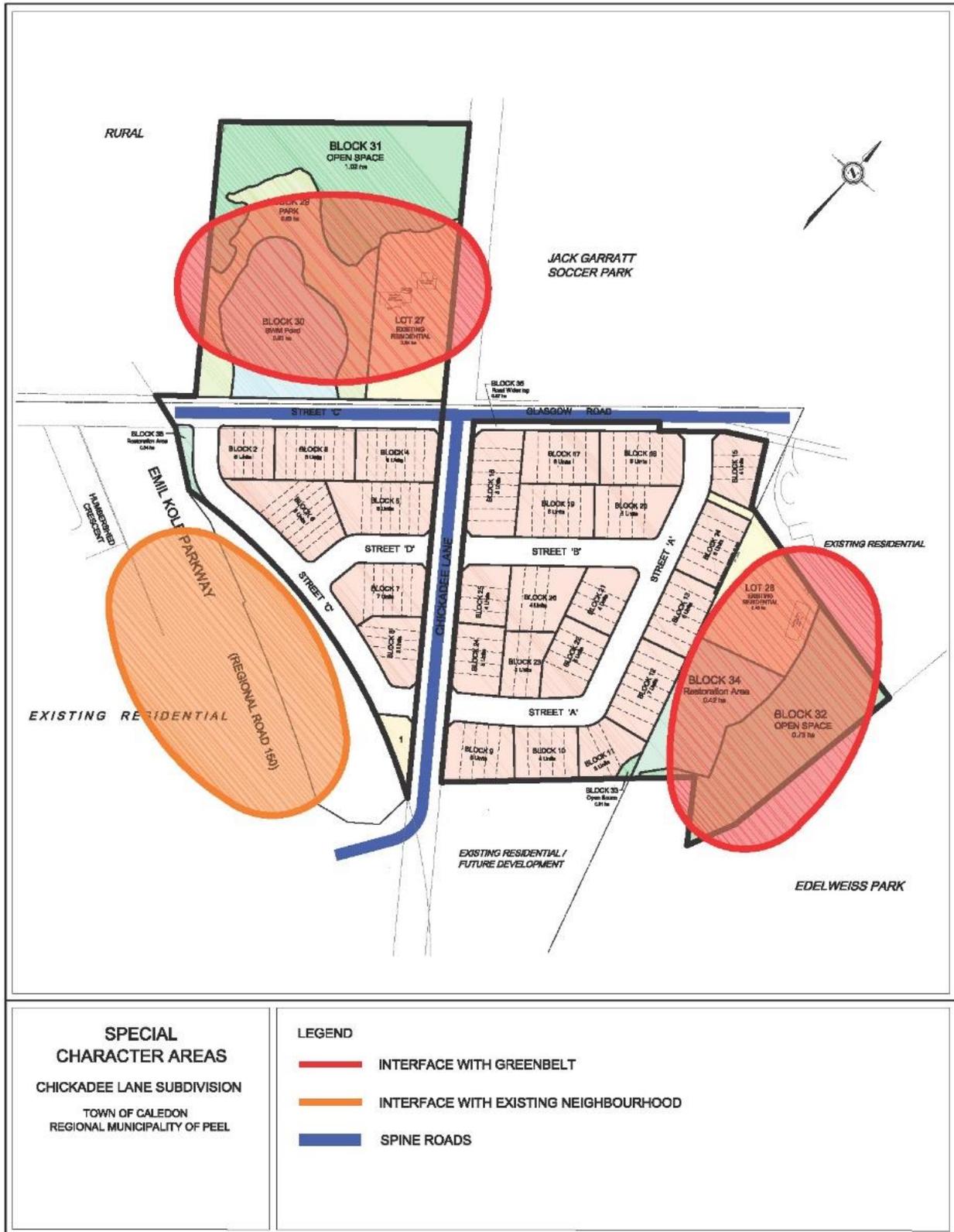


Figure 8: Special Character Areas

Existing Minor Collectors

The north-south minor collector road (Chickadee Lane) and east-west minor collector road (Glasgow Road) are planned as the central character roads for the proposed development. They serve a vital function within the neighbourhood by providing a critical link between the proposed development and the surrounding neighbourhood areas, surrounding open space amenities and to broader community services and facilities. As the main internal transportation corridors, these linkages are essential in facilitating the safe and efficient movement of people, including cycling, pedestrian and vehicular connections throughout the neighbourhood.

The existing minor collector roads are located in close proximity to the residential blocks, are accessible from all quadrants, and are located within a reasonable walking distance. As a character avenue, the existing minor collectors shall be distinguished by enhanced streetscape treatments corresponding to the land uses and built form types found along their edges. Given that building and built form typologies consist of medium density townhouse units, which are exclusively deployed throughout the development framework, a uniform and consistent streetscape will be established and further defined through sidewalks and greenway treatments.

The stretches of frontage along the existing minor collector roads will intermittently utilize front loaded dwelling types which will frame and activate the streetscape. Where appropriate, units will be orientated and articulated towards the minor collector roads enhancing their character and reinforcing their importance as a focal point and anchor of the proposed community.

Greenbelt Plan Area Interface

The designated Greenbelt Plan Area along the north-west and south-east edges of the development plan makes a significant contribution to the community's character and the Town's ecological system. The areas have mature woodlands, watercourses (associated with the Humber River) and rural land operations that are valuable attributes and which will benefit the community by serving as an integral component of the open space network. Development adjacent to these areas should be planned to maintain and optimize public views and vistas into these natural areas.

The interface between the Greenbelt and the adjacent proposed development will require careful consideration with respect to existing topography, vegetation communities and broader rural land uses.

The Greenbelt interface along the northern edge of the proposed development will be characterized by front-facing residential lots and buildings. Key characteristics and recommendations include:

- To reinforce the importance of the area, opportunities shall be provided for public visual and physical access by means of a trail or pathway and from publicly-owned lands, such as parks, stormwater management facilities and open spaces.
- Where environmentally sensitive features and other significant areas within the Greenbelt Area require protections, public access and encroachment of development into these areas shall be restricted in order to prevent any negative impacts or disturbances.

- The Greenbelt Areas can be effectively integrated into the community through the placement of public walkways or multi-use paths that run along the length of the interface, linking the features located within these areas to the residential community areas for pedestrian, cyclists and passive recreation uses.
- If any multi-use trails are proposed at the interface between the Greenbelt Plan Area and the dwellings that back onto it, they shall be appropriately located and designed to respect sensitive features and function, as well as the privacy of the rear yards.

Neighbourhood Edge Interface

At the south-western edge of the proposed development and located beyond Emil Kolb Parkway is an existing residential neighbourhood associated with the West Bolton Secondary Plan Area. This area is characteristic of a well-established community comprised primarily of residential uses in single-detached, semi-detached and townhouse building formats. In addition to residential uses, the community also incorporates a number of open spaces, park and elementary school uses in order to serve neighbourhood residents.

The proposed treatments along Street ‘C’ serve to maintain its existing neighbourhood edge character and to buffer residential uses from traffic activity and related noise associated with Emil Kolb Parkway. Key characteristics and recommendations for this character area include:

- Continue single loaded lotting along the stretch of road abutting Emil Kolb in order to mitigate and minimize visual and noise impacts associated with higher-order transportation corridors.
- Create visually strong, continuous, and well-understood edges in order to identify and define the neighborhood as a well-developed entity.
- To design built form that creates a consistent and attractive edge to the street.
- To design interfaces between residential areas and adjacent land uses which are visually attractive and distinguishable.
- Provide opportunity for potential development on Regionally owned lands located in between Street ‘C’ and Emil Kolb Parkway.

It should also be noted that located immediately west of the Subject Lands in between proposed Street ‘C’ and Emil Kolb Parkway is a parcel of land currently owned by the Region of Peel. Although this separate parcel of land has not been identified or planned for development in the near future, it is recognized that these lands could potentially be spatially integrated in terms of the design of the development for the provision of a public park and/or affordable housing should these lands become available or, a suitable partnership can be arranged. The future redevelopment of these lands has been considered in the preparation of the development plan.

Landscape and Open Space Guidelines

About Landscape & Open Space Guidelines

In addition to the design treatments described for Special Character Areas in Section 4, several landscape and open space amenities and features of the development framework shall be planned, designed and organized with a responsible and creative approach. These components will help define the community as an attractive, healthy and sustainable place to live and play and includes the following elements:

- The Natural Heritage System
- Stormwater Management Facilities
- Parks
- Views and Viewsheds

Natural Heritage System

The existing open space system within the development plan is an essential component of the community’s character and the Region’s ecological system.

A Comprehensive Environmental Impact Study and Management Plan (CEISMP) was prepared by Palmer Environmental Consulting Group in 2019 on behalf of the proponent in order to identify any natural heritage features and/or functions within or directly adjacent to the Subject Lands. Their analysis concluded that portions of the Subject Lands, specifically, the areas located in the Greenbelt Plan Area, are characteristics of features related to the broader Natural Heritage System and have been included as part of the NHS inventory.

The proposed development recognizes the existing Natural Heritage System and establishes appropriate setbacks and vegetation protection zones (i.e. 30 metres) surrounding all significant features in order to preserve and protect these areas in the long-term. Key components of the proposed Natural Heritage System include:

A. Natural Heritage Features

Fragmented woodlots and wetlands which lack significant ecological function or contiguous connections have also been incorporated into the recommended NHS. Restoration areas are identified where it is recommended that compensation is required to provide enhancement/re-vegetation of setback areas to augment the existing natural areas and ecological functions. Furthermore, buffers are required for individual features for the Greenbelt NHS.

Key initiatives are related to optimizing the shape, diversity and area of existing features, as well as creating additional habitat and vegetation cover and other successional elements as part of the buffer, VPZ and linkage network. This approach shall be reinforced by complimentary uses such as parks, open space and stormwater management facilities.

B. Restoration and Enhancement

The development plan proposes to provide restoration and enhancement of ecologically sensitive and significant areas in order to supplement setbacks and achieve the intended ecological function to the overall area.

The following approaches are proposed to be implemented as part of the development framework:

- Develop appropriate setbacks, planting plan and management/monitoring requirements in consultation with the relevant public authorities.
- Remove soil compaction and enrich soils with organics, where appropriate.
- Proactively remove garbage and refuse that currently exist at the forests edge.
- Implement a plan for management of invasive species.
- Complete vegetation planting as early as possible and establish a barrier and sediment/erosion control fencing between the development and restoration zone.
- Continue management and monitoring.

The proposed development plan includes two primary restoration areas, located in the northwestern and southeastern portion of the Site. The restoration area includes the 30 metre VPZ within these blocks, and also includes a variable setback compensation area of approximately 915 square metres (0.092 hectares). Additionally, Block 33 (Open Space) has been identified as having restoration potential. Although this area is relatively small in size (approximately 0.01 hectares) and largely isolated, it does provide some limited potential for enhancement. It is recommended that these areas be planted with native trees and/or shrub species.

C. Buffers

The CEISMP recommends that a 30 metre buffer threshold or Vegetation Protection Zone (VPZ) be applied to the staked limits of significant woodlands and NHS corresponding with the policy requirement of the Protected Countryside Designation of the Greenbelt Plan. Buffers shall not be reduced or combined with intensive infrastructure development (such as stormwater management facilities) or intensive recreational uses (i.e. passive parks). However, consideration of integrated buffers related to these adjoining uses may be considered in order to increase the efficiency of land. These scenarios shall be evaluated on a case by case basis.

General Buffer Guidelines:

- Existing natural heritage features, including woodlots, shall form part of a system that will be fully integrated into the community's open space network.
- Existing significant natural heritage features and habitat shall be protected through the use of buffers, setbacks and VPZ's.
- Buffer widths vary and will be determined by the characterization of the corresponding feature.
- Within the neighbourhood setting, provide opportunities for visual and physical access into the Natural Heritage System from adjacent roads and parks and terminal views in the configuration of blocks and access via a pedestrian network.

- Where sensitive features are present within the Natural Heritage System, encroachment and public access shall be limited to avoid potential impacts or disturbances, through the implementation of physical barriers such as fencing or information signage.
- Public and private open space systems shall be designed, located and managed so as not to impact the Natural Heritage System.
- Streetscapes located along the edge of the Natural Heritage System shall be designed with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation.

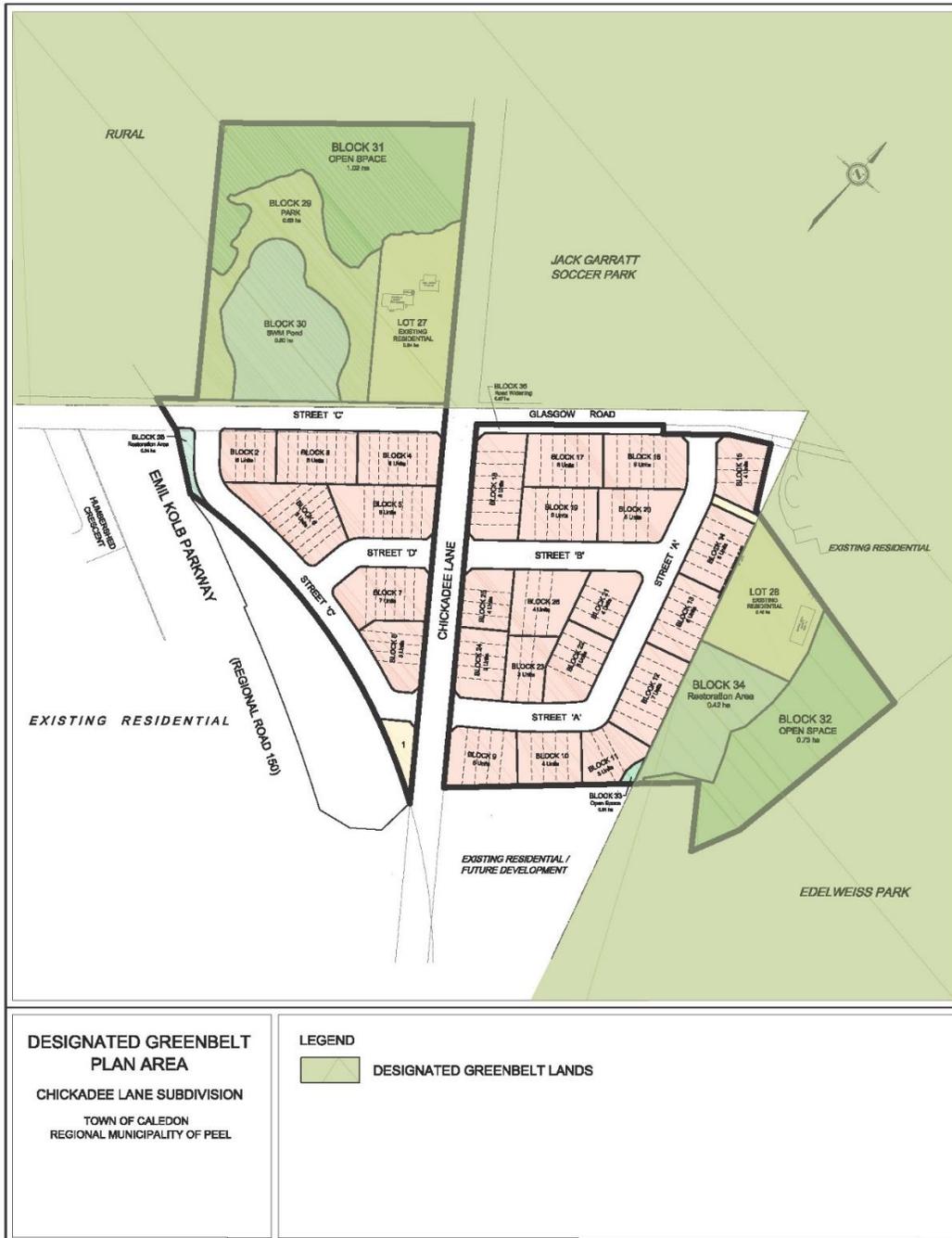


Figure 9: Greenbelt Area

Stormwater Management

Primarily, SWM facilities are used to provide water quality and quantity controls for development and to collect, retain and discharge rainfall and surface water runoff to reduce flooding and minimize hazards during significant rain events. Their secondary role is to compliment the park and open space system through provisions for the extension of a trail network and the integration of community facilities in passive seating areas and lookouts. Generally, when located in close proximity to a community's open space system, stormwater management facilities can be designed to help maintain the ecological integrity and function of Natural Heritage Systems.

A total of (1) stormwater management pond has been planned to service the overall development plan, although future detailed design analysis may result in additional modification to its sizing. The pond shall integrate all of the necessary engineering and environmental functions, and will be designed to fit within the context of a higher-density compact urban environment.

The SWM facility has been strategically located within the Greenbelt Plan Area along the community's north-western edge in order to maximize the efficiency of developable land. This infrastructure use is considered to be compatible with permitted Greenbelt land uses as it provides essential infrastructure required to serve the proposed development and its proposed location is the best alternative to other areas within the proposed urban development plan area.

The landscape treatments along the northern edge of the facility will be more formal in character and are anticipated to be developed as a passive, non-programmed space with a seating area. Additionally, a proposed passive park has been strategically located between the stormwater management facility and the NHS. The co-located SWM facility and passive park will provide further benefit in terms of outdoor recreation opportunities for residents. This integrated design approach will allow for the creation of a multi-functional space with the larger SWM area complementing the adjacent park uses. The opportunity to use stormwater management areas as multi-functioning facilities is optimal in this location as it maximizes the efficient use of land and the sharing of resources, where feasible. Figure 10 shows the location of the location of the proposed stormwater management facility.

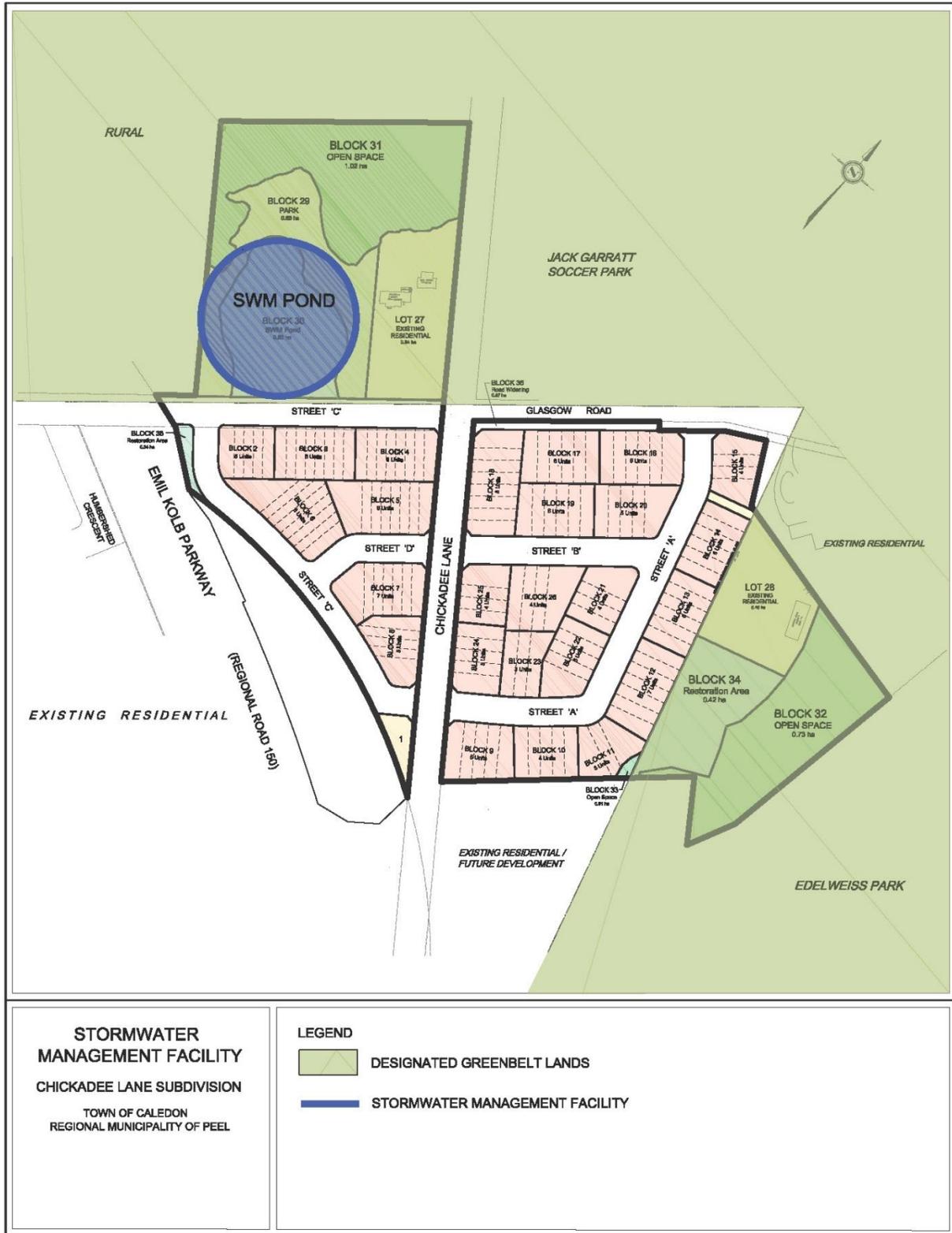


Figure 10: Stormwater Management Facility

Stormwater Management Facility Guidelines:

- SWM ponds shall be designed as a key focal point and visual feature within the community.
- SWM facilities shall enhance the character and appearance of the surrounding community, in addition to achieving the functional water quality and quantity objectives.
- Appropriate planting shall be used along the slopes of ponds to help achieve a natural pond appearance.
- Pond inlets and outlets shall be concealed using planting, grading and/or natural stone. Similarly, any utilities located within the stormwater management facility shall be screened from public view using planting, fencing or other built features, as may be appropriate.
- The zone between the street and stormwater management facility shall be designed as transition from an urban streetscape to a naturalized area.
- The facility shall have significant street frontage to maximize visibility within the community.
- Fencing of ponds adjacent to publicly accessible area is discouraged. However, where it is desirable to discourage public access to the pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing.
- Stormwater management ponds shall integrate lookout features at prominent locations, providing views into and across the feature.
- Lookout features shall serve as neighbourhood amenities and will typically include decorative paving, seating elements and upgraded planted coordinated with community themes.
- Public walking and cycling trails shall encircle ponds, where possible. The sizing of ponds shall take into consideration the requirement for these potential trail connections.
- Maintenance and access roads may double as pedestrian trails and connect to segments of wider trails and pathways network, where feasible.
- Naturalized planting shall consist of native species. All planting shall meet applicable public authority species and density standards for stormwater management pond facilities.

Parks

An interconnected system of parks and open spaces has been designed to provide a full range of passive and active recreation opportunities within walking distance of the proposed neighbourhood. These areas are intended to provide intrinsic environmental and aesthetic benefit to the character and identity of the neighbourhood and contribute to the general quality of life of its resident.

In accordance with the Town of Caledon's Recreation and Parks Masterplan, the Town of Caledon has established a system of classification for parks in order to categorize open spaces based on their form and function. Within this park hierarchy, Neighbourhood Parks are typically 1.2 to 2 hectares in area and have a focus on the immediate community and provide active and passive recreation opportunities within a reasonable walking distance from homes. These parks serve a central common green space, reflecting and communicating the character of individual neighbourhoods.

The proposed development establishes a 0.63-hectare Park co-located with the SWM facility in order to incorporate complimentary elements which encourage public use. Although the park does not meet the criteria for classification for a Neighbourhood Park in terms of its size, it's intended function remains the same with a strong focus on the immediate neighbourhood and providing opportunities for active and

passive recreational pursuits. The park block is located within the Greenbelt Plan Area, however, outside of the limits of the natural heritage features on site and will not negatively affect the Natural Heritage System.

In addition to the proposed Park, there are a number of existing parks and recreational areas in close proximity to the Subject Lands which can provide further opportunities to support participation in activities that keep people active, healthy and connected to their communities. These facilities are outlined in the table below.

Community Facilities	Services Provided	~Distance to site
Jack Garratt Soccer Park	2 Soccer Fields, 1 micro sized Soccer field, parking area	25m
Edelweiss Park	5 Soccer Fields, 4 tennis courts, washroom facility, picnic Shelter & club-run concession stand.	250m
Adam Wallace Memorial Park	Accessible splash pad, washrooms, seating, shade structure, playground and basketball court	300m
Dick's Dam Park	Rustic Park near Humber River, two beach volleyball courts, trail parking & picnic area	750m
Foundry Park	Playground park & recreational trail	800m

The proposed development also contemplates the potential enhancement of the Park and Open Space areas through the provision of a potential trail network. A trail is proposed to be located on the west side of Street 'C' extending northbound towards Glasgow Road and parallel to Emil Kolb Parkway and terminating at the existing Roundabout. and in order to facilitate greater pedestrian accessibility and improves permeability to and from the neighborhood areas. The trial design also facilitates the design objectives of creating a well-connected and functional community, and developing an integrated open space system.

The location of the potential trail has been generally located to conform with the Town of Caledon Trails Mater Plan and TRCA criteria, however, its ultimate alignment is subject to further review at detailed design stage.

Guidelines for Neighbourhood Parks

- The Park shall be predominantly designed with soft landscape in order to allow for a variety of active and passive uses.
- The Park shall be planned and designed as the central focus of the surrounding neighbourhood.
- As a focal point within the neighbourhood, the Park shall be sited with frontage and access on a public street to promote views and accessibility.
- Key features of the Park shall be sited to terminate view corridors. The design of soft and hard landscape elements and features, including points of entry and benches, shall be consistent or complimentary to the established neighbourhood theme.
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating and gathering areas.

- Where opportunities exist, safe pedestrian and cycling connections shall be provided between the Park and other community open space elements. Those connections shall link to the higher level of pathways or sidewalks associated with main roads, as part of the hierarchy of trails and pathways.
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Park and Open Spaces locating within the Greenbelt Plan area, NHS features, or green corridors shall incorporate native and non-invasive plant material within the park and at the interface with the nearby feature, utilizing a planting palette that is consistent with the existing and proposed plant material found with the corresponding natural feature.
- Where possible, integrate trails and pathways as part of an interconnected pedestrian and cycling network.
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Municipal and Provincial standards.
- When trails intersect roads at a mid-block, pedestrians and cyclists shall be directed through signage to the nearest controlled intersection for all road crossings. However, where the nearest controlled intersection is considered too far for it to be a viable trail crossing point, the feasibility for a mid-block controlled or signalized pedestrian cyclist crossing may be considered.

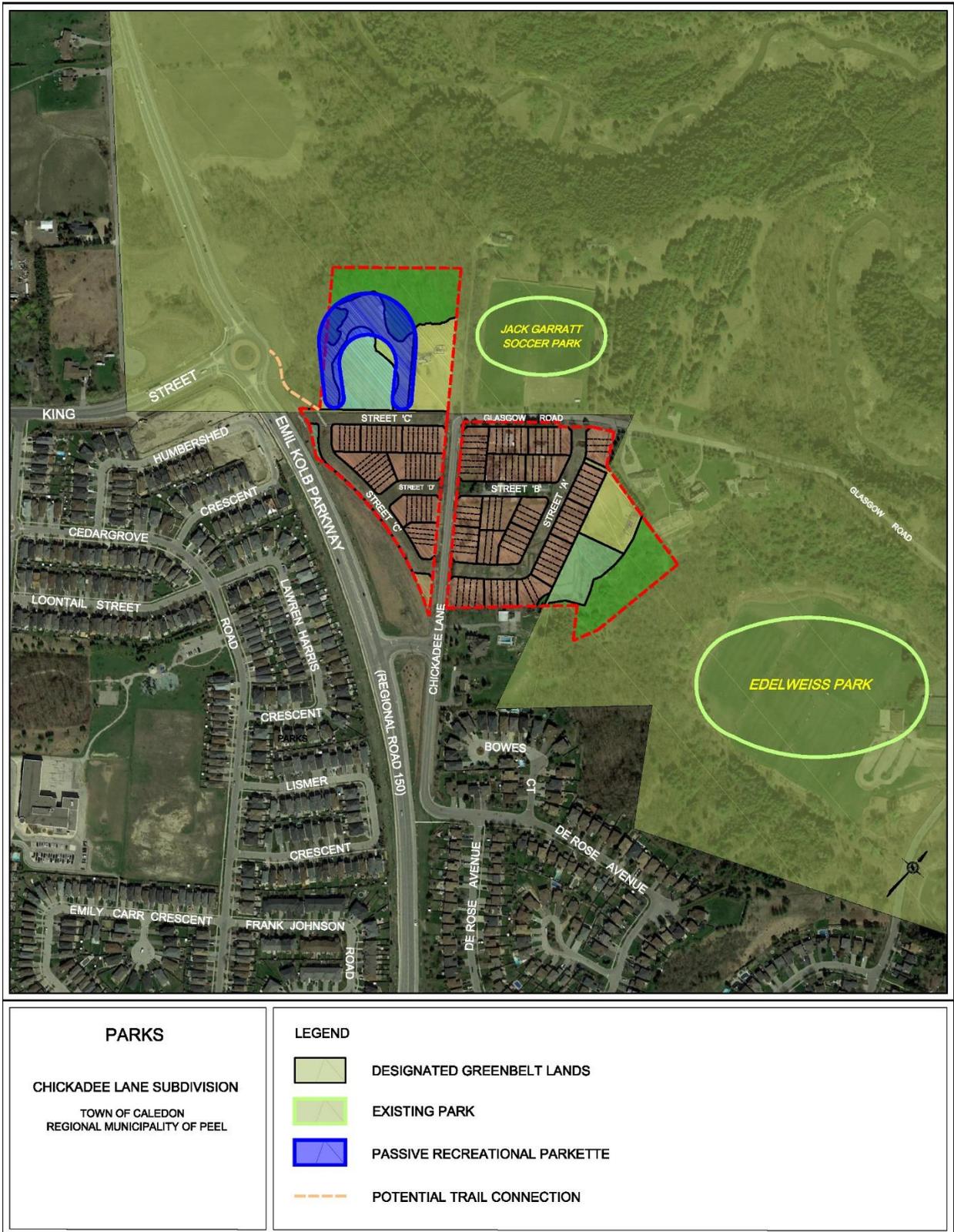


Figure 11: Parks

Views and Viewsheds

Public access to Natural Heritage System views and viewsheds is an integral component of an attractive, walkable, healthy and sustainable community. Within the proposed development, views will be dominated by existing woodlands and associated buffers, natural corridors, park, open space and the stormwater management facility all situated within the Greenbelt Plan Area located beyond the north-west and south-east limits of development. These natural and naturalized features will provide attractive views from various vantage points within the development. The recognition of potential views has significantly influenced the configuration of the proposed land uses and framework plan, including the road geometry and the arrangement of residential building blocks.

Strategic viewshed opportunities have been integrated into the community design through consideration of the following principles:

- Streets have been orientated to maximize views toward the Greenbelt Plan Areas, including the use of single loaded roads and window streets (i.e. Street 'C')
- Emphasis has been placed on natural features by locating pedestrian amenities (i.e. passive park and open space) within these areas and along potential view corridors.
- Publicly accessible open spaces such as a park, SWM pond and open spaces have been situated adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community.
- Architectural built form shall be located, orientated and designed to maintain emphasis on views.

Through the application of these principles, a number of viewsheds and corresponding views have been identified in order to guide the design of the surrounding urban fabric. Viewsheds are defined as publicly accessible viewing opportunities either along a road right-of-way, potential trail network and/or an open space block located adjacent to the NHS. The quality and character of the resulting view opportunity can be described as either long views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background.

Important views and viewsheds have been captured with the development framework through a number of land use components including parks, window streets, local and collector roads, stormwater management ponds and pedestrian connections. These are illustrated below in Figure 12.

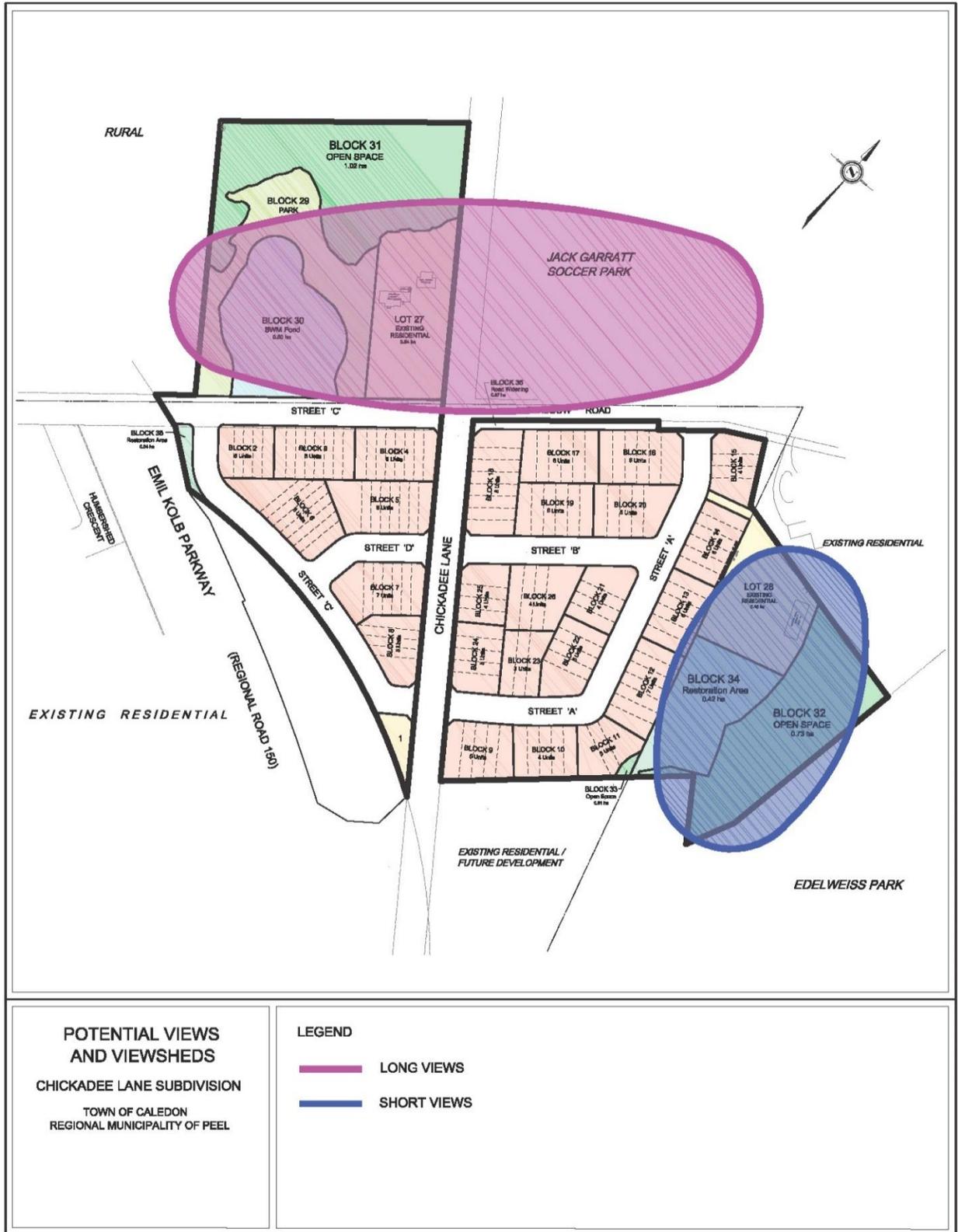


Figure 12: Potential Views and Viewsheds

Cultural and Built Heritage Resource

As identified through the BRES, a potential heritage property was located within the limits of the Subject Lands and on the south side of Glasgow Road. The house was an example of mid-19th century two-storey squared timber/log construction, and was assessed and evaluated in order to determine its direct or indirect contribution to the heritage character of the area. Ultimately, the property was not listed in the Town of Caledon's Heritage Register and is not designated under Part IV or V of the *Heritage Act*. Accordingly, the dwelling was demolished in accordance with Building Permit BA-16-0975 issued by the Town of Caledon Building Section on November 29, 2016.

Streetscape Guidelines

About Streetscape Guidelines

The design of the streetscape is fundamental to establishing the function and identity of a community. The character of the public realm within the proposed development will be largely influenced by the streetscape elements within the community and along its edges.

Design solutions need to consider the combination of elements and functions within the right-of-way, as well as the adjacent built form relationship in response to ensuring safety, establishing a high quality and durable built component, reinforcing a comfortable street environment for pedestrians and, contributing to wayfinding, orientation and placemaking.

The following streetscape design elements and strategies have been implemented into the development framework and are further discussed in this section:

- Street Hierarchy
- General Guidelines
- Local Roads
- Minor Collector Roads
- Window Streets
- Streetscape Elements
- Community Gateways

Street Hierarchy

A well-defined and connected hierarchy of streets forms the main structure of the community. It provides for the safe and convenient movement of pedestrians, cyclists and vehicles and serves as a common place for social interaction and establishes the initial impression of the community for visitors.

Designed as a modified grid pattern, the road network established for the proposed development responds to the surrounding natural features, existing road network, and existing uses along the neighbourhood edges. The proposed road geometry and layout is intended to facilitate safe and efficient movement and circulation, support accessibility, and link the community to broader services and amenities.

The roads are designed to minimize block lengths for easier navigation and create terminating views, vistas and other focal points to achieve an attractive public realm. The proposed road network consists of local roads, minor collector roads and window streets. Figure 13 depicts the proposed street hierarchy.

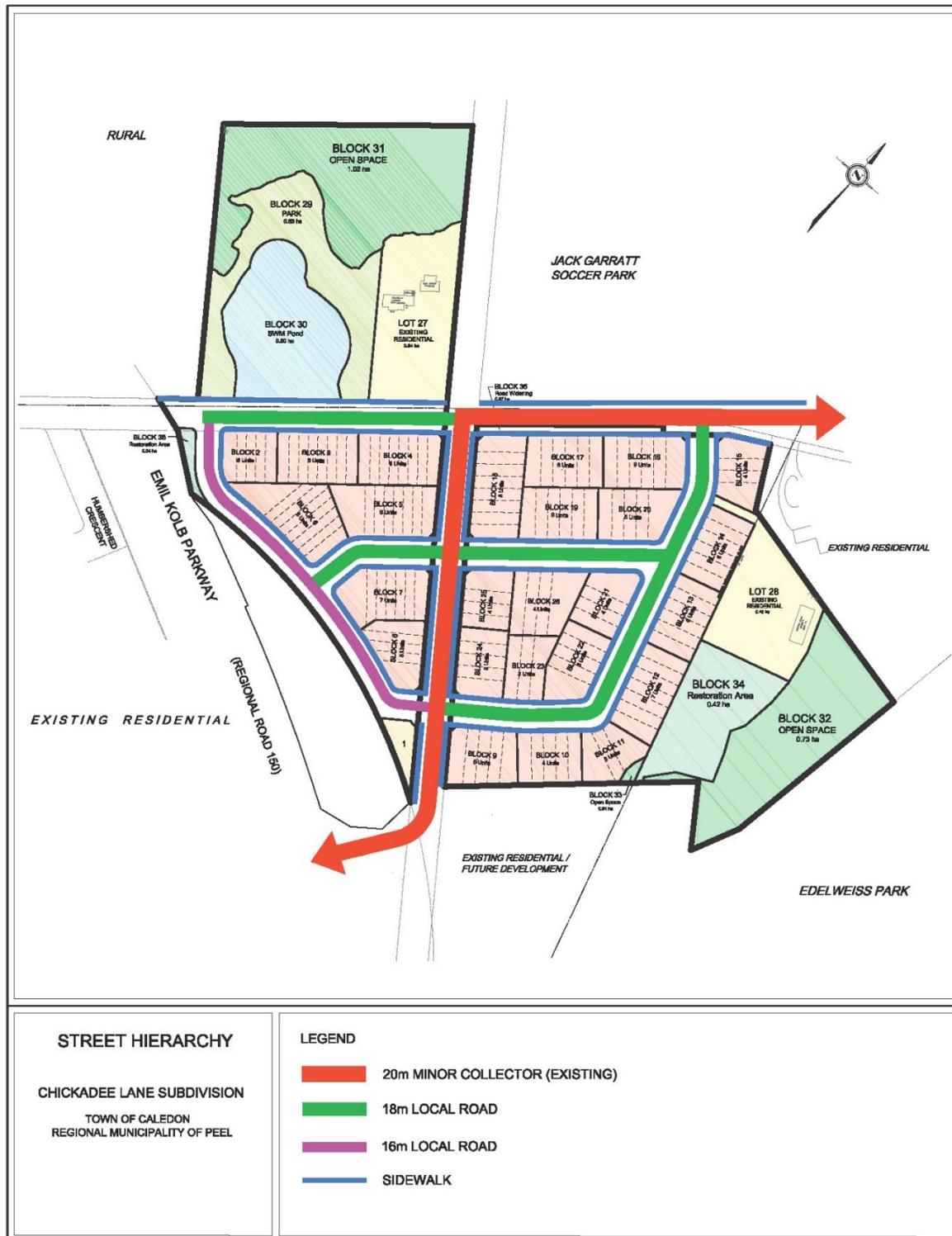


Figure 13: Street Hierarchy

General Guidelines

Sidewalks and Pedestrian Circulation

- Provide safe and accessible pedestrian connections. Vehicular access shall ensure that these pedestrian connections are not compromised.
- Internal vehicular routes shall be designed with a clear hierarchy of circulation and shall be coordinated with the pedestrian circulation network.
- Sidewalks shall be located on one side of local roads and minor collector roads and shall have a minimum sidewalk width of 1.5 metres.
- Sidewalk location shall be based on location, maintenance and operation requirements, and strategic connection opportunities.

Minor Collector Roads

Minor collector roads provide important connections between residential neighbourhoods and community functions such as amenities and facilities. They largely define the community structure and serve as the primary intra-neighbourhood circulation routes.

Existing surrounding collector road right-of-way widths (Glasgow Road and Chickadee Lane) are approximately 20.0 metres. Typically, streetscape character along minor collector roads varies according to land uses, which can range from single-detached residential, townhouses, institutional uses and infrastructure systems.

Typical roadway cross-sections include one lane in each direction, 1.5 metre sidewalks on both sides and, where appropriate, 1.5 metre bike lanes or pavement widening in each direction. Widening is provided to accommodate a left turn lane and centre median at arterial intersections.

As indicated above, the Subject Lands are bounded by two existing minor collector roads (Chickadee Lane & Glasgow Road) which have been built to classification standards and maintained by the Town. These roadways are utilized by the development to collect traffic from the internal road network and distribute it to high-order transportation corridors and main arteries.

Local Roads

Local roads serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Similar to minor collector roads, their character varies according to surrounding land uses. As a standard, they are generally designed to have an 18.0 metre right-of-way width with one lane travelling in each direction and sidewalks on one or both sides.

The local road network shall facilitate logical, direct, permeable and safe neighbourhood connections through a modified grid configuration. The proposed development does not incorporate any cul-de-sacs minimizing inefficient connections.

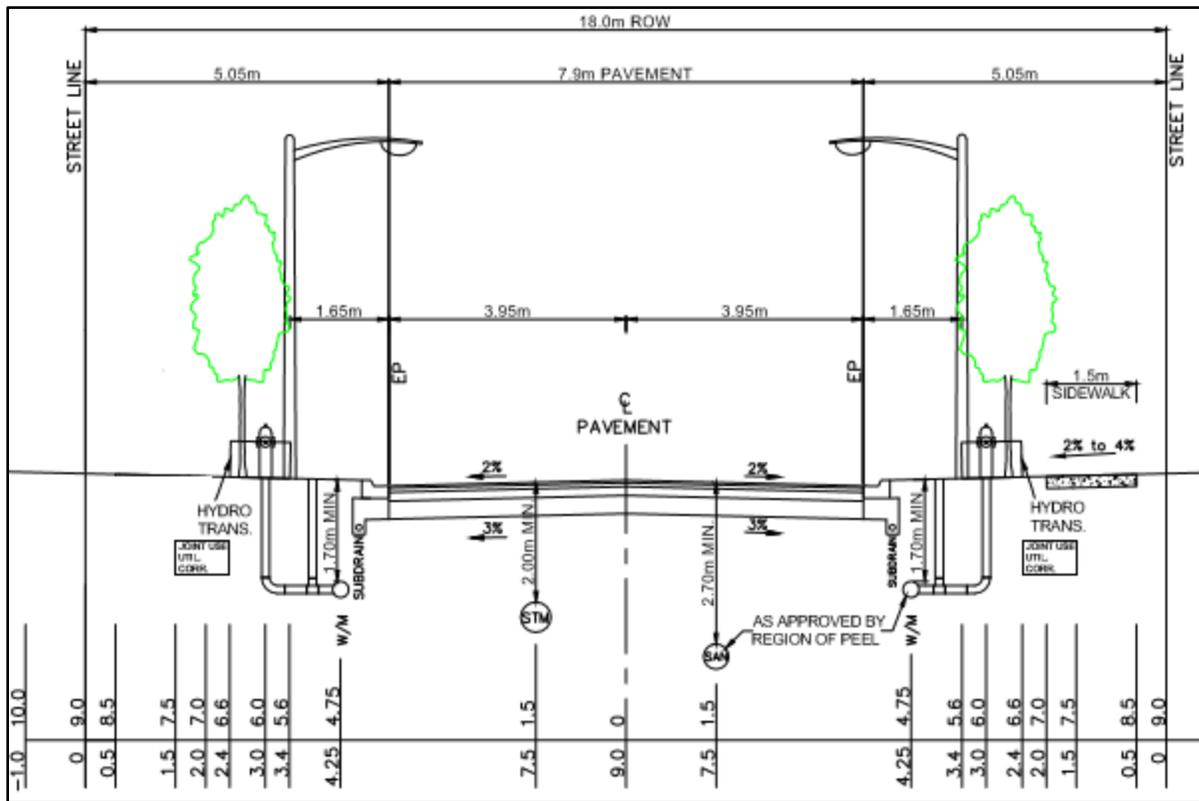


Figure 14: Typical 18-metre Local Road Cross Section

Window Streets

Window streets are proposed in particular situations to avoid residential reverse lotting and frontages directly along arterial roads. The associated built form is typical single-detached or townhouse flankage conditions that front onto a perpendicular local street to avoid front door orientation towards the adjacent arterial road. They are intended to provide a safe and comfortable pedestrian experience with allowances for driveway access from the window street.

Generally, window streets have a 16.0 metre right-of-way with one lane in each direction and a 1.5 metre sidewalk on the residential side. The boulevard treatment consists of street trees on the dwelling side boulevard and trees with buffer planting and potentially a low decorative fencing within a grass boulevard adjacent to the arterial road boulevard.

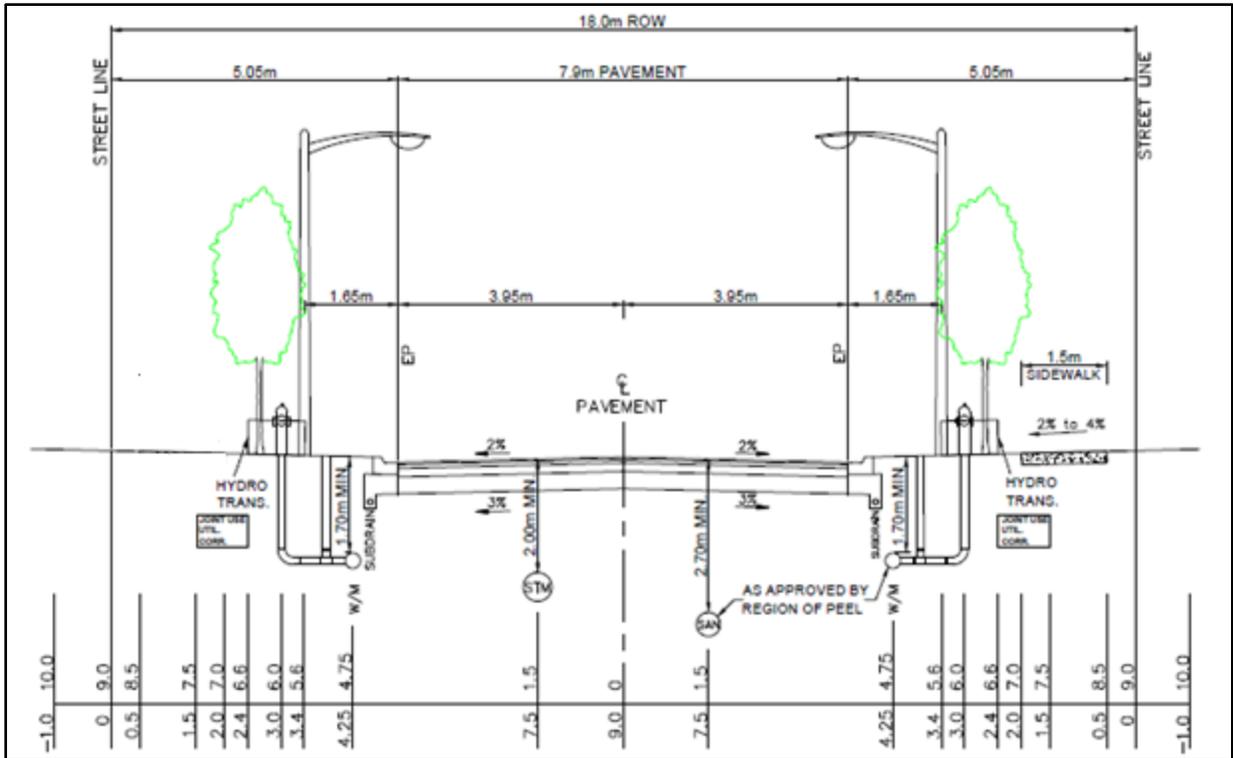


Figure 15: Typical 16-metre Local Window Street Cross Section

Built Form Guidelines

About Built Form Guidelines

The built form guidelines provide direction to ensure high quality building designs and architecture is implemented that supports the goal of creating a unique, innovative and successful community – a community with a strong character that will have a distinct identity rooted in the spirit of the Town of Caledon.

Detailed architecture guidelines, together with the establishment of an architectural review process and the selection of a control architect will be required as a condition of draft plan approval. Architectural design for all buildings and block will be evaluated through the Town of Caledon’s architectural control process and/or the Town of Caledon’s Site Plan Approval process.

Built Form Character

A high-quality built form character shall be identified and established for the proposed development, utilizing an architectural style and treatment that has visual interest, promotes a vibrant pedestrian environment and helps foster a distinct identity for the community as an attractive cohesive and sustainable model.

Dwelling Typologies

The various founding villages that collectively establish the historic vernacular and character of the Town of Caledon are an ideal touchstone for identifying and architectural style that will be used to influence to design of the medium density housing dwellings within the proposed development.

Most prominent throughout these villages are examples of various architectural styles indicative with early farming communities built between 1800 – 1950. These architectural expressions typically feature varying degrees of elements common to this period.

Contemporary built examples of these architectural styles have been successfully integrated into recent residential development in Bolton and West Bolton. This has resulted in a surrounding community that exemplifies strong ties to the identify and character of Caledon, distinct from other neighboring communities and settlement areas. With respect to the proposed development, the following architectural guidelines shall be applied in order to establish a consistent theme in recognition of Caledon’s historical character and local cachet:

- Building design shall be assigned to designated focal lots to ensure that a defining architectural style is strategically located within those areas of the community that have a high degree of public visibility.
- Focal lots shall include all corner lots on collector and local roads and sections of window roads.
- Dwelling designs shall integrate several treatments and features that will achieve an authentic representation of the preferred architectural style.
- Colors and exterior materials shall reflect traditional palettes found in many of the historic homes and settlements in Caledon.

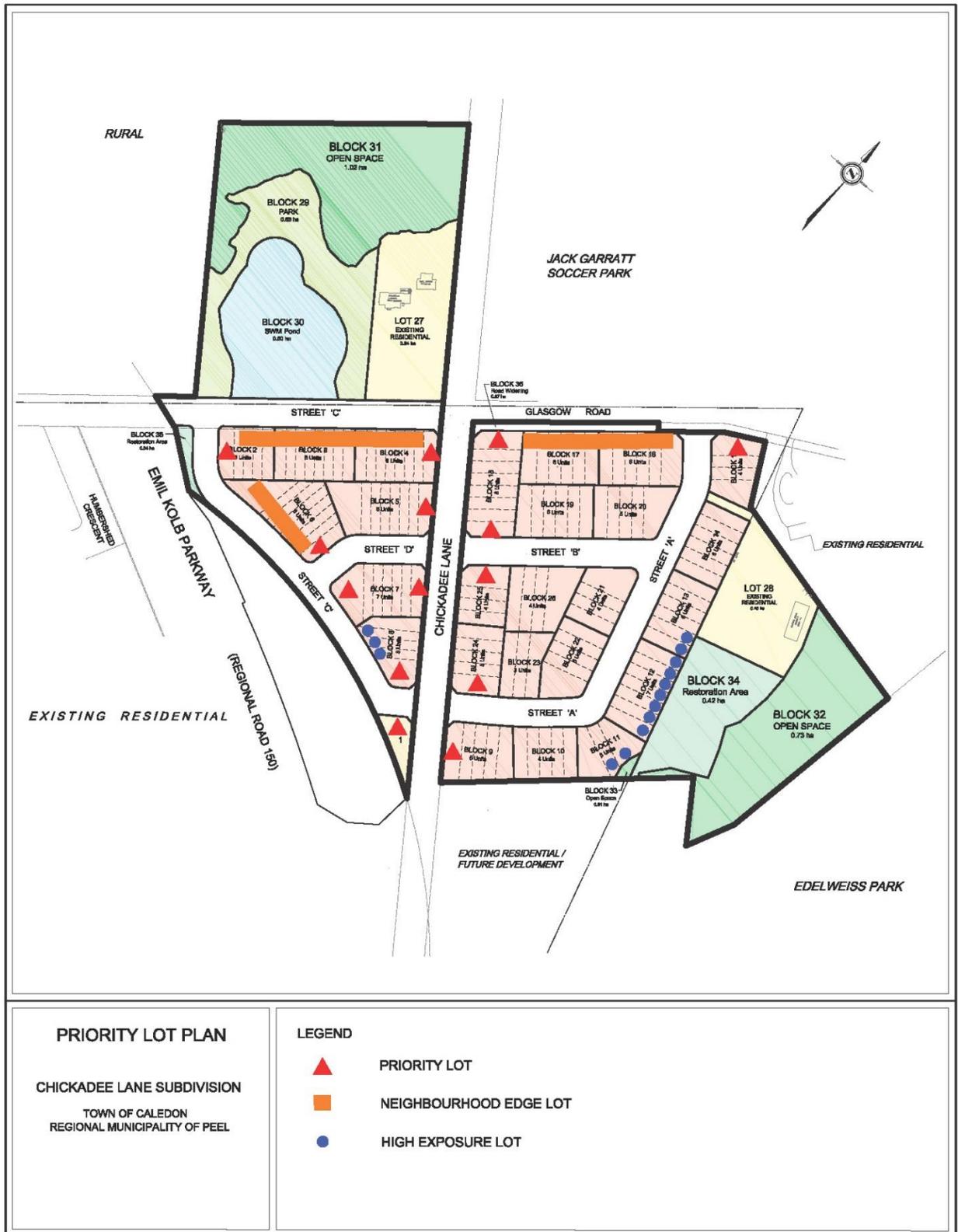


Figure 16: Priority Lot Plan

Street Townhouses

In recent years, the demand for affordable low-rise ground related housing has remained strong. The proposed development has been designed to address market demand while introducing a diverse housing form to the area, which predominantly consists of low-density single detached dwelling units, at a greater density than what currently exists and at a more affordable market price. The result is the efficient use of land, reduction in energy consumption, and the creation of a complete community through the diversity of built form within a neighbourhood.

The proposed development contemplates the construction of 25 street townhouse blocks containing a total of 140 units. Unit sizes vary between development blocks which offer a mix of one and two car garage products in order to break up a monotonous built form and help to create a livelier presence and rhythm on the street.

Design Guidelines:

- The maximum number of street townhouse units permitted in a row shall be 8, and the minimum number of units shall be 3. Mixing of townhouse block sizes within the street can help create visual diversity in the streetscape.
- The minimum lot size for street townhouses is 6.0 metres.
- Street townhouse shall have a single car front-facing garage accessed from the street accommodating 2 cars per unit (1 in the garage and 1 in the driveway).
- For lot sizes 7.5 metres or greater, two car integral garages shall be provided.
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Façade articulation is encouraged to avoid large unbroken expanses of roof or wall planes.
- Townhouses shall have two or three storey building massing.
- The main front entry should be orientated to the front lot line for interior units and to the flanking lot line for corner units.

Figure 17: Conceptual Townhouse Elevations

BLOCK 1 – 5 UNITS



BLOCK 2 – 6 UNITS



Implementation

Community Design Plan

This Community Design Plan (CDP) has been prepared in accordance with provincial legislation and policies including the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Region of Peel Official Plan and the Town of Caledon Official Plan. The purpose of this report is to illustrate the coordinated approach to urban design for the proposed development, providing high-level design guidelines and vision that reinforce broader planning objectives as set out in the existing policy framework. The CDP describes the design direction for implementing the design vision and intent identified for the community, emphasizing those elements that will contribute to a sustainable, unique, innovative and successful neighbourhood.

The CDP will be implemented through the various development application processes. Required documentation demonstrating implementation of the CDP in relation to the proposed development will be determined through the planning approvals process.

Architectural Control Process

Architectural Control will occur through two principle mechanisms: The Draft Plan of Subdivision and through the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural design guidelines that comply with the urban design objectives and built form guidelines of the CDP, all submitted plans and designs shall be reviewed and approved through an architectural control process. Formal approval by the Control Architect will come prior to building permit.

Subdivision Process

At the discretion of the Town, where there is a departure in design of the subdivision from the approved CDP, the Control Architect shall review the Draft Plan of Subdivision Application, in conjunction with the Urban Design Brief or Guidelines Document, as may be required, in order to understand if the changes are desirable and appropriate. Approved Urban Design Briefs and/or Guidelines will be implemented through the subdivision approvals process. Town Staff will circulate the plan and other relevant information to the Control Architect for review and to coordinate comments for the applicant. Formal Control Architect approval will take place through either the Site Plan or Building Permit process as outlined in the sections below. Approved Urban Design Briefs and Guidelines will be used in the review of all subsequent development applications.

Site Plan Approval Process

In accordance with Town of Caledon By-law No. BL-2013- 086, all lands within the limits of the Town of Caledon are designated as a site plan control area. Accordingly, Town Staff will circulate the application to the Control Architect for review and to coordinate comments to the applicant. Plans reviewed by the Control Architect include: the overall site plan, architectural renderings, elevations, and material sand

colour charts. Approved drawings will be stamped by the Control Architect, and will be sufficient for any subsequent approval required as part of the Building Permit process. Complex site plan application may require the submission of an urban design brief, at the discretion of the Town.

Building Permit Process

Lastly, a building permit must be obtained from the Town of Caledon Building Services Section prior to construction. In order to obtain a Building Permit, all plans and drawings must comply with the requirements of the Building Code Act. Applicants will also benefit from having plans reviewed and approved during the Site Plan Approvals process. Approved drawings will be stamped by the Control Architect, prior to permit submission to the Town. It is recommended that preliminary approval be obtained for plans and elevations including materials and colors, prior to commencement of marketing and sales programs.

Process to Amend CDP

Given that the CDP is an intended vision and broad statement of land use planning policy, flexibility has been built into the policies and guidelines of this document in order to reflect and account for changing circumstances. This subsection details the need and process for making amendments to the CDP. The process is dependent on the nature and scope of the proposed changes and will require the submission of material that provides justification for the changes being proposed. Minor departures to the CDP can be justified through the submission of an Urban Design Brief, noting how the intent of the CDP has been generally met. A significant departure is defined as when the applicant land use, design or detail that is deemed to contravene the spirit and intent of the CDP. All significant departures may be subject to Council approval.