

# **Conceptual Landscape Plan**

# **Bolton Landscape & Streetscape Plan**

The Corporation of The  
**Town of Caledon**

**Milus Bollenberghe Topps**  
Landscape Architects Environmental Planners Recreation Planners



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Revised November 1984

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DRAWINGS (See Back Insert)

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2. Streetscape Framework
3. Landscape Policies and Standards
4. Typical Sections
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# 1. Introduction

## 1.1 PURPOSE

The purpose of this study is to establish landscape standards, costs and implementation strategies for industrial, residential and transportation uses in the Settlement of Bolton in the Town of Caledon.

The Conceptual Landscape Plan has been prepared in accordance with the most current plans for future land use and transportation systems in the Settlement and its immediate environs.

## 1.2 STUDY AREA

The study area includes the lands as defined in the Bolton Development Strategy as shown on Drawing 1 and generally defined by:

North - 10th Sideroad  
South - 17th Sideroad  
East - Albion-Vaughan Sideroad  
West - 6th Line

## 1.3 TERMS OF REFERENCE

The Conceptual Landscape Plan has been prepared in accordance with the terms of reference established by the Town of Caledon dated December 9, 1983.

## 1.4 PARTICIPATION

The recommendations in this Study are a result of the joint participation and cooperation between the Town of Caledon Planning Staff and Milus Bollenberghe Topps, Consulting Landscape Architects, Recreation Planners and Environmental Planners.

## 2. Land Use and Transportation

### 2.1 LAND USE

2.1.1 The proposed Bolton Development Strategy, currently under preparation by the Town of Caledon Planning Department, provides the network of land use, roads, and open space which establishes the basis for a streetscape framework.

2.1.2 Major land use components of the Development Strategy are:

- a) Core Commercial Area
- b) Residential Uses
- c) South Hill Commercial Uses
- d) Highway 50 Commercial Uses
- e) Prestige and General Industrial Uses
- f) Open Space and Hazard Lands
- g) Arterial Roads
- h) Collector Roads
- i) Canadian Pacific Railway

These components are shown on Drawing 1.

2.1.3 The streetscape framework and treatment will reinforce and enhance the land use and transportation components of the Bolton Settlement Area.

2.1.4 Priority will be given to emphasize the identity of:

- a) Bolton Settlement Area
- b) Bolton Core Area
- c) Bolton Business Park and South Hill Industrial Area
- d) Residential Neighbourhoods
- e) Open Space and Parks System
- f) Streets and Roads

2.1.5 An identity focus will be developed for Bolton based on a "country flavour" theme which will characterize the Settlement by means of the following landscape elements:

- a) Country parkways
- b) Country lanes and roads
- c) Country hedgerows, shelter belts, and woodlots
- d) Country fences and walls
- e) Country landscape of rolling hills

2.1.6 Landscape elements will address environmental priorities associated with urban land use and transportation systems.

- a) Identity
- b) Privacy
- c) Appearance
- d) Security and access control
- e) Noise
- f) Energy conservation
- g) Preservation of significant natural features

2.1.7 Landscape elements will be predominantly located on private lands.

## 2.2 TRANSPORTATION SYSTEM

2.2.1 The long term transportation system is classified into a hierarchy of roads including:

- a) Provincial Highways - Highway 50
- b) Regional Arterial Roads - Albion Vaughan Road  
6th Line, 17th Sideroad
- c) Settlement Arterial Roads - King Street East & West
- d) Business Park Collector and Local Roads
- e) Residential Neighbourhood Collector and Local Roads.

2.2.2 Proposed Standards for the road transportation system are identified in the Bolton Transportation Study by Read, Voorhees and Associates Limited.

2.2.3 The existing Canadian Pacific Railway is located in a NW-SE direction through the Settlement and generally establishes the northern limit of the Business Park.

# 3. Streetscape Framework

## 3.1 GENERAL FRAMEWORK

3.1.1 The Streetscape Framework Plan is based on landscape elements which address all environmental priorities associated with the Bolton Development Strategy. The streetscape framework will reinforce the identity of the following major land use components:

- a) Bolton Settlement
- b) Bolton Core
- c) Bolton Business Park
- d) Residential Neighbourhoods

3.1.2 The transportation network will be reinforced by establishing a "theme landscape" which portrays a country flavour for major roads.

- a) Historic Bolton Parkways
- b) By-Pass Parkways (6th Line, Albion-Vaughan Road and 17th Sideroad)
- c) Bolton Business Parkway (Highway 50 from 17th Sideroad to Elizabeth St.)

## 3.2 BOLTON SETTLEMENT IDENTITY

3.2.1 The identity of the whole Bolton Settlement, as well as Bolton-in-the-Valley and the Core will be differentiated with special landscape elements such as signs, walls, fences, lighting, planting, walkways, parking and street furniture.

3.2.2 Settlement identity features will be located at the major entry points to the Settlement and Bolton-in-the-Core as shown on Drawing 2.

3.2.3 Historic Bolton Parkways will be created to aid in revitalizing the Core, King Street East and West, and designated sections of Highway 50 north and south. These parkways and identity features will be designated as Special Study Areas.

### 3.3 BOLTON BUSINESS PARK IDENTITY

3.3.1 The identity of the Bolton Business Park will be differentiated through the landscape treatment of Business Park Identity Features and Major Roads.

#### 3.3.2 Business Park Identity Features

- a) A Major Bolton Business Park Identity Feature will be located at the intersection of the Bolton Business Parkway (Highway 50) and the proposed E-W industrial collector road.
- b) Three Minor Business Park Identity Features will be located at the intersection of the Business Park collector roads and By-Pass Parkways.
- c) A Minor Business Park Identity Feature will also be located on the west side of the Bolton Business Parkway north of the 17th Sideroad.

#### 3.3.3 Bolton Business Parkway

The Bolton Business Parkway will be characterized by the formal landscape of a country road with avenues of deciduous trees and hedgerows of coniferous trees. This treatment will aid in upgrading the existing appearance of Highway 50.

#### 3.3.4 By-Pass Parkways

- a) The By-Pass Parkways will be characterized by the informal landscape of a country parkway with rolling hills and groups of coniferous and deciduous trees.
- b) The edges of the Business Park will be identified with this landscape treatment and complimented with a special country fence which identifies property boundaries.

### 3.3.5 Business Park Collector Roads

Business Park collector roads will be characterized by the landscape of country lanes with deciduous tree rows and coniferous tree rows and groups.

### 3.3.6 Business Park Local Roads

Business Park local roads will be characterized by the landscape of deciduous tree groups and coniferous tree rows.

### 3.3.7 Outdoor Storage and Parking

Outdoor storage areas and parking areas will be located away from the frontages of collector and local roads.

Coniferous tree rows and groups, and compatible screen fencing will be used to appropriately buffer these areas.

## 3.4 RESIDENTIAL NEIGHBOURHOOD IDENTITY

3.4.1 Residential Neighbourhoods will be differentiated through the landscape treatment of Neighbourhood Identity Features, major roads, and reverse and flank frontage lots.

### 3.4.2 Residential Neighbourhood Identity Features

Identity Features will be located at the intersection of residential collector roads with Historic Bolton Parkways, By-Pass Parkways and the Bolton Business Parkway. Identity features will include decorative walls, signs, and logos, lighting, decorative fences, planting, flowers and earth forms.

### 3.4.3 Residential Neighbourhood Edges and Buffers

Neighbourhoods with residential lots which have reverse or flank frontages on the Bolton Historic Parkways, By-Pass

Parkways, the CPR, and residential collector roads will be buffered with either deciduous tree rows, coniferous tree rows, earth form, fencing and decorative walls, or a combination hereof.

3.5 COMMUNITY VIEW

The Business Parkway Bridge (Highway 50) over the CPR will be given special landscape treatment including a minor community identity sign, lighting, planting of coniferous tree groups and possibly flags and banners.

3.6 SPECIAL STUDY AREAS

The Historic Bolton Parkways have been identified as Special Study Areas. These areas will be dealt with at the time of development of adjacent lands and/or building. This will enable and encourage a unique streetscape character to be developed that will both enhance the theme of Bolton-in-the-Valley and aid in the re-vitalization of the core. This will be addressed through the treatment of signs, walls, fences, lighting, planting, pedestrian walkways surface materials, on-street and off-street parking, street furniture and the development of site plan guidelines for adjacent development.

# 4. Landscape Policies and Standards

## 4.1 LANDSCAPE ELEMENTS

4.1.1 Major landscape elements which create the streetscape framework are classified into three groups.

- a) Landforms
- b) Planting
- c) Fences, Walls and Signs

The three landscape groups are shown on Drawing 3.

## 4.2 LANDFORM TYPES

4.2.1 Three types of landforms will be used to address problems associated with distance separation, identity, privacy, appearance and noise. Type four includes existing embankments and landforms to be preserved.

4.2.2 Landforms will be located on private lands, in accordance with Drawing 3, and will aid in reducing the environmental problems associated with existing and future land use and roads.

4.2.3 Landforms (Berms) will be graded to a slope not to exceed 4:1 and will be stabilized with appropriate ground covers including No. 1 Nursery Sod, and Seed, Wildflowers or Crown Vetch.

## 4.3 PLANTING TYPES

4.3.1 Five Planting Types will be used to address problems associated with identity, privacy and appearance and energy conservation. These types include:

- a) Coniferous and Deciduous Tree Groups
- b) Coniferous Tree Rows
- c) Coniferous Tree Groups
- d) Deciduous Tree Rows
- e) Deciduous Tree Groups

4.3.2 Consideration will be given to the preservation and integration of existing woodlots, hedgerows and other natural features with urban development.

4.3.3 Minimum standards for planting will include:

- a) Deciduous Trees - 60 mm d.b.h. (diameter of tree measured at breast height).
- b) Coniferous Trees - 175 cm - 215 cm hgt.
- c) Shrubs - 600 mm - 900 mm hgt.

4.3.4 Construction details for planting will be in accordance with the Standards of the Town of Caledon.

4.3.5 Planting will be predominantly located on private lands. Deciduous street trees may, at the Town's discretion, be located on public lands where there is no conflict with Engineering Standards and Municipal Services.

#### 4.4 FENCES, WALLS AND SIGNS

4.4.1 Fences, walls, and signs will be used to establish the identity of the Bolton Settlement, Business Park, and Residential Neighbourhoods. Fences and walls will also be used to address the problems of privacy, security and access control, appearance and noise.

4.4.2 The locations and character of fences, walls and signs are shown on Drawings 3, 4, and 5. Fences will be located on private lands. Walls will be located on both private and public lands.

#### 4.4.3 Business Park - Major Identity Features

- a) The Business Park Major Identity Feature will be developed with a decorative wall and fences in a country style with traditional details.
- b) A complimentary sign and logo will be created for the Bolton Business Park and will be located on the decorative walls.

#### 4.4.4 Business Park - Minor Identity Feature

The minor identity features will be developed with a complimentary sign and logo located on a decorative wall.

#### 4.4.5 Business Park Perimeter

A country style, white rail fence will be located around the perimeter of the Business Park designating property boundaries as shown on Drawing 3.

#### 4.4.6 Residential Neighbourhood Identity Features

- a) Identity features will be developed with walls and metal fences in a country style with traditional details.
- b) A complementary sign and logo will be created to characterize each residential neighbourhood.
- c) Lots with flank and reverse frontages on arterial roads and collector roads will have a security fence developed with decorative masonry posts infilled with a black metal fence.

#### 4.5 CONSTRUCTION COSTS

4.5.1 Guideline unit costs for landforms, planting, fences, and walls have been determined to establish a landscape value related to posting securities for the Subdivision and Site Plan Agreements.

4.5.2 Schedule "A" shows the unit costs for these landscape groups and types as shown on Drawings 3, 4, and 5. Unit costs are defined in 1983 dollars.

# 5. Implementation

## 5.1 SCHEDULE OF LANDSCAPE DEVELOPMENT

5.1.1 The plan for implementation will ensure effective and timely development of the policies and standards of the Conceptual Landscape and Streetscape Plan for the Bolton Settlement Area.

This will be achieved through direct control of:

- a) Design quality;
- b) Co-ordination between development proposals and abutting uses;
- c) Scheduling of the design and construction implementation'
- d) Utilization of established budgets;
- e) Setting of acceptable maintenance standards and requirements.

5.1.2 Schedule B identifies the proposed scheduling of the Landscape Planning, Design and Construction in relationship to the Municipal Planning and Approvals Process.

## 5.2 RESPONSIBILITIES OF GOVERNMENT AND THE PRIVATE SECTOR

### 5.2.1 Costs

- a) Schedule C identifies the fees and costs that would be applicable to the various stages of implementation. Unit costs for construction (capital) works have been outlined in Section 4.5 and on Schedule "A".
- b) Town Administration and Consultant Fees are calculated as a percentage of construction costs. Allowances for maintenance costs will be budgeted. Amounts will reflect required guarantee and warantee periods.

The predetermination of costs in this manner will allow the costs of all landscape elements identified in this study to be calculated for a proposed development at the time of Conceptual Landscape Plans and as a condition of Draft Plan Approval.

- c) The allocation of responsibility for costs to the public or private sector have also been identified on Schedule C. The program for control and payment of costs will be discussed in more detail in the following sections.

#### 5.2.2 Control of Landscape Planning and Design

- a) Town Administration Fees and Consultant Design Fees for required works on both private and public lands will be paid, by the Developers to the Town, as a condition of Draft Plan Approval.
- b) Landscape Consultant will be engaged by the Town and accountable to the Town in preparation of Landscape Master Plans, Environmental Studies and Detailed Landscape Plans.

#### 5.2.3 Control of Contract Administration and Construction

Town Administration Fees and Landscape Consultant Contract Administration Fees for required works on both private and public lands will be paid to the Town as a condition of Draft Plan Approval. Contract Administrator will be engaged by the Town and accountable to the Town. The detailed Schedule of construction implementation of works on both private and public lands will be determined by the Town.

#### 5.2.4 Construction of Private Lands

- a) Developers will secure the value of required landscape capital works and maintenance on private lands with a Letter-of-Credit as a condition of Draft Plan Approval.
- c) For work on private lands, Contract Administration will include tender, award, field and office administration of landscape construction. Payment of monies to the Landscape Contractor will be the Developer's responsibility.

5.2.5 Construction on Public Lands

- a) Developers will secure the value of required landscape capital works and maintenance on public lands with a Letter-of-Credit as a condition of Draft Plan Approval.
- b) For work on public lands, Contract Administration will include tender, award, field and office administration of landscape construction. Payment of monies to the Landscape Contractor will be made by the Town of Caledon by drawing on the Letter-of-Credit.

5.2.6 Control of Maintenance

- a) For work on private lands, the developer/purchaser will maintain complete work to the satisfaction of the Town.
- b) For work on public lands, the Town will be responsible for maintenance of completed works.

# Schedule A : Construction Costs

Unit Cost Guidelines have been established for Landforms, Planting, Fences and Walls and are related to Drawing 3. Unit Costs are defined in 1983 dollars and include complete supply and installation of materials for capital construction. Guideline costs will be applied to and refined on a project by project site specific basis.

A:	<u>Landform Types</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Included in Cost</u>
	1	LM	\$ 44.00	Assumes fill available from on-site sources. Strip and Stock-pile topsoil. Rough grade, Fine grade. Spread topsoil and sod.
	2	LM	\$ 81.00	
	3	LM	\$ 128.00	
B:	<u>Planting Types</u>			
	5	LM	\$ 77.00	Planting costs are based on minimum sizes established in section 4.3.3
	6	LM	\$ 60.00	
	7	LM	\$ 60.00	
	8	LM	\$ 17.00	
	9	LM	\$ 17.00	
C:	<u>Walls and Fences</u>			
	1. Perimeter Rail Fence on Business Park Edges	LM	\$ 33.00	Assumes white vinyl coated post and rail fence
	2. Reverse and Flank Frontage Residential lot fences.	LM	\$ 100.00	Assumes Brick Posts with Black Metal Fence in-fill sections.
D:	<u>Business Park Identity Features</u>			
	1. Major Intersection Corner	@	\$35,000.00	Costs include decorative walls, trees, shrubs, flowers. Signs, logos & lighting not included.
	2. Minor	@	\$20,000.00	
E:	<u>Residential Neighbourhood Identity Features</u>			
	1. Major Intersection Corner	@	\$30,000.00	Costs include decorative walls, trees, shrubs and flowers. Signs, logos and lighting not included.

Schedule B:		MUNICIPAL PLANNING & APPROVALS PROCESS										
LANDSCAPE DEVELOPMENT APPROVALS PROCESS		OFFICIAL PLAN	DEVELOPMENT STRATEGY	SECONDARY PLAN APPROVAL (O.P.A.)	DRAFT PLAN APPROVAL	REZONING APPLICATIONS	REGISTRATION SUBDIVISION AGREEMENT	SUBDIVISION SERVICING	HIGHWAY IMPROVEMENTS	SITE PLAN APPROVALS	BUILDING PERMITS	OCCUPANCY
<p>● COMPLETION AT TIME OF MUNICIPAL APPROVAL</p> <p>↔ TIME FRAME FOR APPROVAL OR CONSTRUCTION</p>												
LANDSCAPE PLANNING, DESIGN & APPROVAL	CONCEPTUAL LANDSCAPE PLANS		●									
	LANDSCAPE MASTER PLANS				●	●				●		
	LANDSCAPE CONDITIONS				●	●				●		
	ENVIRONMENTAL STUDIES				●	●				●		
	DETAILED LANDSCAPE PLANS & SCHEDULES						↔			●		
LANDSCAPE CONSTRUCTION	BOLTON SETTLEMENT IDENTITY FEATURES	↔										
	HISTORIC BOLTON PARKWAYS	↔										
	COMMUNITY VIEW	↔										
	BUSINESS PARK IDENTITY FEATURES								↔			
	BOLTON BUSINESS PARKWAY						↔					
	BY-PASS PARKWAYS						↔					
	BUSINESS PARK COLLECTOR ROADS										↔	↔
	BUSINESS PARK LOCAL ROADS										↔	↔
	RESIDENTIAL IDENTITY FEATURES								↔			
	RESIDENTIAL EDGES & BUFFERS										↔	↔

	Schedule C :	APPLICABLE COSTS					ALLOCATION OF COSTS			CONTROL OF IMPLEMENTATION		
		TOWN ADMINISTRATION FEES	CONSULTANT DESIGN FEES	CONSULTANT CONTRACT ADMINISTRATION FEES	CONSTRUCTION (CAPITAL) COSTS	MAINTENANCE COSTS	TOWN OF CALEDON	PRIVATE SECTOR	REGION OR M.T.C.	TOWN OF CALEDON	PRIVATE SECTOR	
	RESPONSIBILITIES FOR COSTS AND CONTROL OF IMPLEMENTATION  ● MAJOR RESPONSIBILITY ○ MINOR RESPONSIBILITY											
LANDSCAPE PLANNING, DESIGN & APPROVAL	CONCEPTUAL LANDSCAPE PLANS	●	●				●			●		
	LANDSCAPE MASTER PLANS	●	●					●		●		
	LANDSCAPE CONDITIONS	●	●				●			●		
	ENVIRONMENTAL STUDIES	●	●					●		●		
	DETAILED LANDSCAPE PLANS & SCHEDULES	●	●					●		●		
LANDSCAPE CONSTRUCTION	BOLTON SETTLEMENT IDENTITY FEATURES	●	●	●	●	●	●	○		●		
	HISTORIC BOLTON PARKWAYS	●		●	●	●	○	●	○	●		
	COMMUNITY VIEW	●	●	●	●	●	●	○		●		
	BUSINESS PARK IDENTITY FEATURES	●		●	●	●		●		●		
	BOLTON BUSINESS PARKWAY	●		●	●	●	○	●	○	●		
	BY-PASS PARKWAYS	●		●	●	●	○	●	○	●		
	BUSINESS PARK COLLECTOR ROADS	●		●	●	●		●		●		
	BUSINESS PARK LOCAL ROADS	●		●	●	●		●		●		
	RESIDENTIAL IDENTITY FEATURES	●		●	●	●		●		●		
	RESIDENTIAL EDGES & BUFFERS	●		●	●	●		●		●		

