

# URBAN DESIGN BRIEF MOSAIK HOMES at BOLTON



TOWN OF CALEDON  
PLANNING  
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PREPARED FOR MOSAIK HOMES

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## 1.0 INTRODUCTION & SITE CONTEXT

### 1.1 Brief Introduction

RN Design has been retained by Mosaik Homes to prepare this Urban Design Brief for the property located at 12944 Albion Vaughan Road (the “Subject Site”) in the Town of Caledon (the “Town”). This Urban Design Brief is intended to support applications for amendments to the Official Plan (OPA), Zoning By-law (ZBA) and Site Plan Approval. The Subject Site covers an area of 9,798 square metres (0.98 hectares / 2.4 acres) and is proposed to accommodate thirty (30) three-storey back-to-back townhouse units and nineteen (19) three-storey traditional townhouse units (the “Proposed Development”).

### 1.2 Location

The Subject Site is municipally known as 12944 Albion Vaughan Road and is located within Ward 1 of the Town of Caledon. The property is situated in a suburban area in the community of Bolton, a scenic community known for its residential and rural settings. The land is accessible via Albion Vaughan Rd, a key roadway connecting to other parts of the region. The location provides proximity to both urban amenities and natural landscapes, typical of the Caledon area.

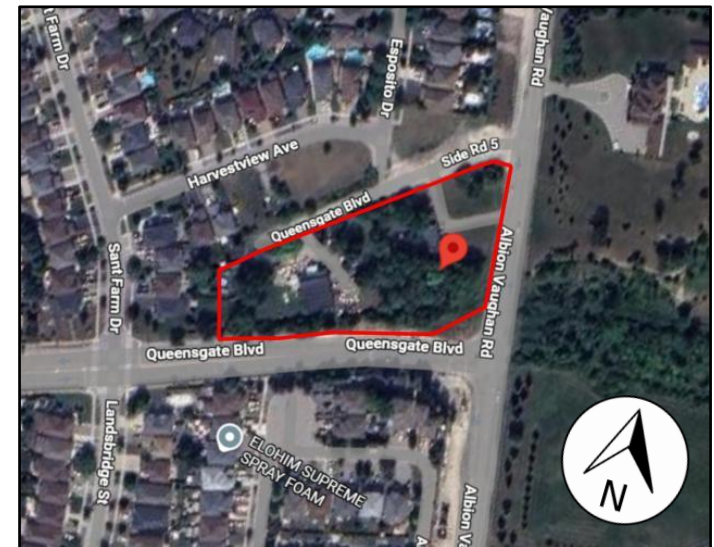


Figure 1. Key map of the Subject Site and the surrounding neighbourhood context



## North

To the **north** of the Subject Site at 12944 Albion Vaughan Road is the north half of Side Road 5 which is connected to the **Esposito Drive**, a local road providing access to nearby residential areas. The area features green spaces and small woodlots, contributing to its suburban character. Albion Vaughan Road to the east offers access to King Road and Highway 50, improving connectivity to other parts of Bolton. The northern area combines residential and natural features, enhancing the overall environment.

## South

To the **south** of the Subject Site is **Queengate Boulevard**, a main thoroughfare that extends along the southern portion of the area. This boulevard connects to other parts of Bolton, with various residential properties along its path. The southern area is predominantly residential, with a mix of detached homes and low-density suburban developments, as well as community facilities.

## East

To the **east** of the Subject Site is **Albion Vaughan Road**, a primary road running north-south in the area. Albion Vaughan Road connects Bolton to larger arterial roads such as Highway 50 and King Road. The road is lined with a mix of rural and residential properties, and it serves as a major route for residents and businesses in the region.

## West

To the **west** of the Subject Site, the area transitions smoothly from suburban residential neighborhoods—featuring single-family detached homes to **Sant Farm Drive**, a local residential road that defines the edge of this developed zone. Further to west there is commercial area.

**North**



Figure 2: Esposito Drive

**South**



Figure 3: Queengate Boulevard

**East**



Figure 4: Albion Vaughan Road

**West**



Figure 5: Sant Farm Drive

## 1.3 Purpose of the Urban Design Brief

The purpose of this Urban Design Brief is to provide guidance on the proposed built form and architectural character, general landscaping, and pedestrian connections on the Subject Site. It will ensure the community has a unique and identifiable appearance that fits within the context of Bolton. This document will help to demonstrate the desired built form, architecture, urban character, the public and private realm elements, and the relationship to adjacent residential, open space, and natural heritage areas.

## 1.4 Policy & Urban Design Context

### 1.4.1 Town of Caledon Official Plan (Office Consolidation March 2024)

The Town of Caledon Official Plan is the principal policy document which directs the Town's growth and development to the year 2031. The Town OP provides goals, principles, objectives and policies intended to guide future use and physical development and change within the Town.

Within the Town of Caledon Official Plan, the Subject Site is located within the Bolton Hill South Hill Secondary Plan area and is designated as Low Density Residential Area on Schedule C-2 – Bolton South Hill Land Use Plan of the Town OP.

**The goals of the Secondary Plan are to:**

- “To create an area that provides for the convenience, efficiency, safety, and well-being of the present and future residents in the Bolton South Hill Area.
- “To develop a road system that provides for the efficient and safe movement of people and goods in and out of the Bolton South Hill Area and one that is compatible with the long-range transportation plans for the Bolton Settlement Area”.
- “To create neighbourhood structure that is linked by pedestrian and transportation systems to the centre of the settlement area, and to the parks, open space, and community facilities of the Bolton Settlement Area”.
- “To plan for an area which will provide for housing opportunities which meet the different needs and incomes of people within the context of low-density community”.

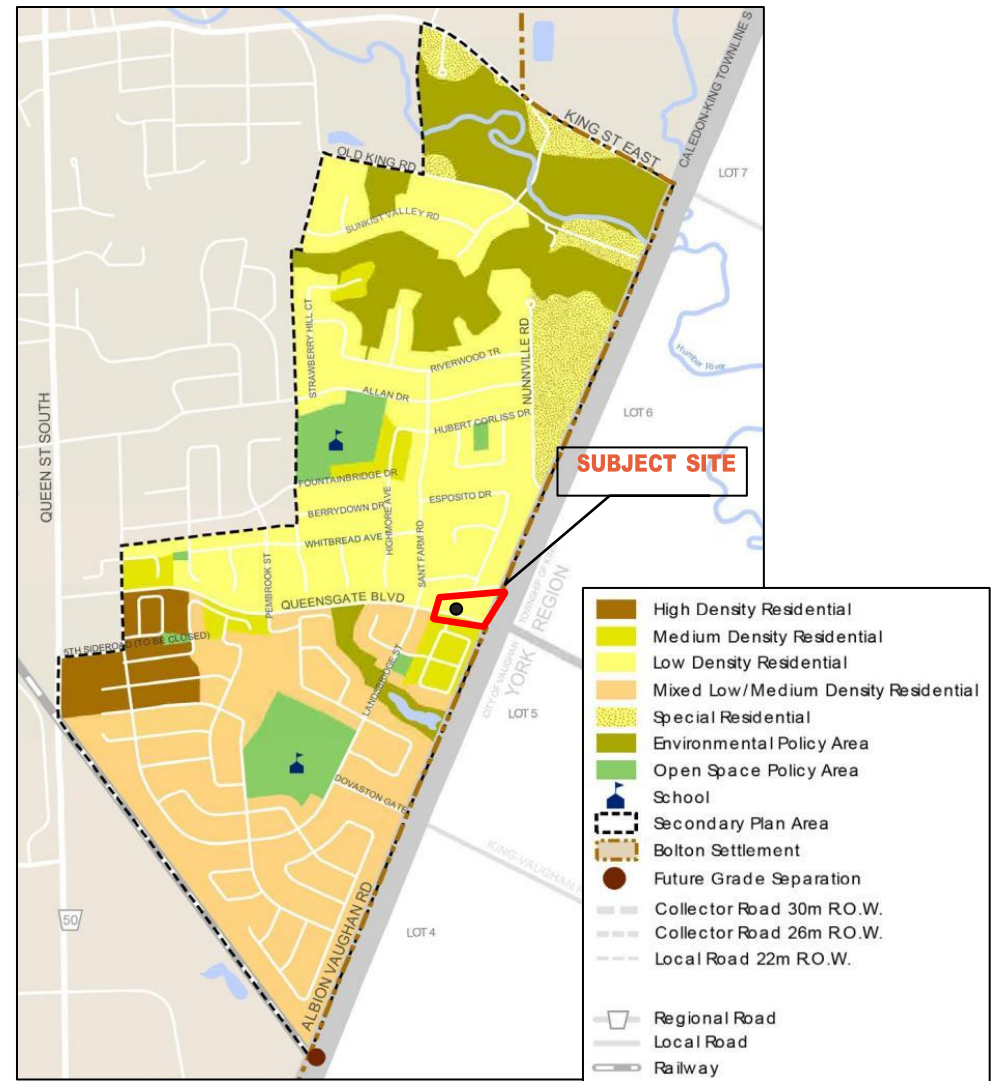


Figure 6: Town of Caledon Official Plan

## 1.4.2 Town of Caledon Comprehensive Town-Wide Design Guidelines (December 2024)

The Town of Caledon Comprehensive Town-Wide Design Guidelines (the “TWDG”) should be read together with the Town’s Official Plan.

The TWDG delivers design recommendations for rural and urban areas of the Town. It also takes into consideration of the natural environment by having design guidelines that protect and enhance natural areas, while accommodating future development and design trends.

The TWDG indicates that infill development shall be compatible with the established community character and provide an effective layering of the history of the Town.

The following are the relevant and applicable design guidelines identified in the TWDG and how the Proposed Development will respond to each and/or meet the general intent of the design guidelines. Design guidelines are stated in **coloured text**, followed by the urban design rationale in **black text**.

## Design Considerations for Infill Development :

### 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.”**

The proposed development will feature townhouse dwellings designed in a transitional style, blending modern elements with traditional architectural features. This approach ensures compatibility with the surrounding residential neighborhood, while maintaining a harmonious balance between modern and traditional design aesthetics.

**“Infill development must positively contribute to the image of the streetscape.”**

The Proposed Development will be compact and of high-quality and will enhance and improve the image of the new streetscape. The predominant cladding material will be stone, brick and Hardie panel.

**“Respect the geography and existing road of the site...”**

Respecting the geography and existing road network of the site, the proposed development will feature a single entry and exit point from Queensgate Boulevard, ensuring smooth traffic flow and effective internal traffic management within the condominium. Additionally, a minimum 6.0-meter road widening will be maintained along the eastern boundary of the site, fronting Albion Vaughan Road, preserving the landscape and providing a natural transition between the development and surrounding roads. This approach ensures the development harmonizes with the existing infrastructure while maintaining key site features.

**“Create or enhance important views and vistas of existing residential and Road resources.”**

The Subject Site is situated on an elevation that brings an opportunity for the Proposed Development to take advantage of the Albion Vaughan Road, Queensgate Boulevard Road & Esposito Drive views to the east, south & west edges. The existing one-storey residential dwelling on the site will be removed to make way for the development of new townhouse units, which will be thoughtfully designed to integrate with the surrounding context and take full advantage of the site’s topography and views.

## Community Streetscape:

### Sidewalks & Crosswalks

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

The pedestrian sidewalk within the Proposed Development will be designed to have a minimum width of 1.5 metres and will meet all AODA requirements.

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

A pedestrian sidewalk at 1.5 metres wide is provided along one-side of the proposed private street.

### Corner Lots

“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.”

The Proposed Development will feature several corner lots located on the flankage side to allow for sufficient allocation of open space fronting the proposed private street.

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

All of the driveways and garages within the Proposed Development are located at the front elevation, within the interior property line.

## 2.0 DESIGN OBJECTIVES & VISION

### 2.1 Opportunities

The design objectives and vision for the **Proposed Development** were established through an **opportunities and constraints analysis**. This process involved reviewing the existing urban structure of the **Subject Site** and identifying the factors that will influence the future development. Understanding these opportunities and constraints is crucial for determining the site's potential and limitations.

- **Compatibility with surrounding development:** The Proposed Development of Back-to-Back townhouses and Front lane townhouses is well-aligned with the residential character of the neighbourhood. The surrounding area features a mix of low-rise residential units, ensuring a smooth integration of the new townhouses into the broader urban landscape.
- **Proximity to amenities:** The site is conveniently located within short travel distance to Highway 50, providing easy access to regional transportation routes. Additionally, key community amenities, including neighbourhood parks such as Hubert Corless Park and Russel & Joan Robertson Park to the northwest, are within a short distance.
- **Access to major roads:** Albion Vaughan Road is a primary road running north-south and provides direct access to the site. This arterial road offers excellent connectivity to other key routes, such as King Road and Highway 50, enhancing accessibility for residents and visitors.
- **Proximity to future developments:** The surrounding area is undergoing growth, including new residential developments, such as the 29-unit residential subdivision at 13233 and 13247 Nunnville Road. This growth will bring additional services and infrastructure improvements, supporting the future community around the site.

## 2.2 Structuring Elements

### 2.2.1 Transportation Network

The Transportation Network in the vicinity of “Subject property” plays a key role in shaping the accessibility and connectivity of the property to surrounding areas.

#### Roadways:

The subject property is located on **Albion Vaughan Rd and Queensgate Blvd**, a key road connecting the **Bolton** area to other parts of the **City of Caledon**. **Albion Vaughan Rd** intersects with **Highway 50**, providing access southward to **Kleinburg, Woodbridge** and other parts of **Vaughan**, and north/west towards **Bolton**. Key roads in the vicinity include **King Rd** and **Queensgate Blvd**, which connect Bolton to larger transportation networks like **Highway 50**. This gives the area good access to both suburban and rural areas, making it ideal for both residential and commercial uses.

#### Public Transit:

The subject property is situated in an area with limited transit availability. It is noted that the Town of Caledon does not have a municipal transit system. As such, the only transit route available within the vicinity of the subject site is Brampton Transit Route #41. Based on the January 2025 Brampton Transit Rider guide, Brampton Transit Route #41 operates between Queen Street East in Brampton and Columbia Way in Caledon. The transit stops closest to the subject site are located at the intersection of Queensgate Boulevard and Queen Street South and is a 17-minute walk (approximately 1.3 km) from the subject property. Based on the January 2025 Route Frequency Guide, Route #41 operates during AM and PM peak periods from Monday to Friday with a frequency of 110 minutes.

### Pedestrian and Cycling Connectivity:

The pedestrian infrastructure in **Bolton** is designed for suburban-style living, with sidewalks along main roads like **Albion Vaughan Rd** and **King Rd**. However, outside of the town's core, pedestrian pathways are less continuous. Cycling infrastructure is also relatively limited, with some **bike lanes** in urban areas but fewer designated routes in rural or suburban zones. Nevertheless, residents can access **natural trails** and **green spaces** around **Bolton** and nearby conservation areas for recreational walking and cycling.

### 2.2.2 Neighbourhood Character

The area surrounding **12944 Albion Vaughan Rd** is primarily **rural residential** to the east with larger estate homes and agricultural lands. To the north and south of the site, there are single-family dwellings, semi-detached homes, and townhouses. The character of the neighborhood can be described as a **suburban-rural mix**, with a transition from agricultural and farm properties to more developed residential areas.

**Bolton** itself is a growing community with a mix of **historic homes**, **suburban developments**, and **agricultural properties**. The compact town is gradually becoming more urbanized with increasing commercial development and residential development.

**Bolton** offers **local amenities** includes schools, shops, and recreational facilities, while maintaining a suburban atmosphere. It's family-friendly with access to **parks** and **natural/green spaces** such as Hubert Corless Park, Russel & Joan Robertson Park and Humber River Heritage Trail, Nashville Conservation Reserve.

## 2.2.3 Natural Heritage, Open Space & Pedestrian Connections (within 5 km)

### Natural Heritage:

**Humber Valley Heritage Trail:** A pedestrian trail through the Humber River Valley from the Trans Canada Trail on Humber Station Road near Albion Hills Conservation Area in the Town of Caledon.

**Boyd Conservation Area** (4.5 km south): Forested trails, wildlife, and part of the **York Regional Forest**.

**Caledon East & Albion Hills Conservation Areas:** Surrounding natural landscapes with forests, recreational trails, and seasonal outdoor activities.

**Cold Creek Conservation Area:** An ecologically diverse and sustainable natural area, home to a wide array of plant and animal species, that consists of 190 hectares within the Humber River Watershed.

**Bolton Resource Management Tract:** Located along the main branch of the Humber River, and partially within the Oak Ridges Moraine, BRMT is a mix of rolling terrain, forests and wetlands.

**Wetlands and Greenbelt:** Protected wetlands and greenbelt lands providing biodiversity and water management.

### Open Space:

**Sant Farm Community Park** (550 m northwest): Neighbourhood park with playground.

**Fountainbridge Community Park** (1 km northwest): Adjacent to Allan Drive Middle School, park features a half basketball court, playground, paved path, and large open area.

**Dell'Unto Parkette** (450 m south): Small park with open green space and playground.

### **Pedestrian Connections:**

The area surrounding the proposed development is serviced with dedicated walkways. Currently, sidewalks are available as follows:

- Both sides of Queensgate Boulevard
- Both sides of Sant Farm Drive
- Both sides of Landsbridge Street
- Both sides of Dovaston Gate
- Throughout the nearby residential neighbourhoods

## **2.3 Vision**

The overall vision for the Proposed Development is to create a compact urban residential infill at this corner, consisting community of forty-nine (49) townhouse units. The new townhouse dwellings will contribute to an attractive public realm and promote a safe, sustainable and healthy community that connects to the surrounding residential uses.

The Proposed Development will introduce an internal private street network with a pedestrian sidewalk and appropriate street tree planting and street lights to create a comfortable and pedestrian-scaled environment.

The architectural response of the Proposed Development will be high-quality through traditional design that will address a series of elements including public views, building facades, building materials, elevation treatments, and the private realm.

The Proposed Development through introduction townhouse dwellings on the rear side of Queensgate Blvd will contribute to the overall attractiveness and sense of complete community in the Town of Caledon, specifically in this part of Bolton.

### 3.0 DEVELOPMENT DESIGN CONSIDERATIONS

#### 3.1 Site Design and Proposed Plan



Figure 7: Proposed Site plan

The Proposed Development is a planned subdivision consisting of a total of forty-nine (49) traditional townhouse dwellings, spread across five (5) individual townhouse blocks along private condominium street (the "Private Street"). The width of the Private Street is approximately 6.0 meters, measured from curb to curb. Dedicated parking is proposed within the Proposed Development. The proposed traditional townhouses will be three-storeys, and feature a front-yard accompanied by a front integral single-car garage and vehicular driveway, an individual unit entrance with direct access via the front-yard, and a rear-yard (or "backyard") for private recreational activities/amenity space.

The first block (Block 1) is comprised of seven (7) townhouse units, with paired driveway access for every two townhouse dwellings. while the end lot (Lot #1) will have its own driveway. Block 1 is immediately adjacent to the existing residential to the west edge of the site property and immediately on the entry of the private street and adjacent to the private street to the east edge of the site property. A 1.5 metre pedestrian sidewalk is proposed.

The second block (Block 2) is comprised of fourteen (14) back-to-back townhouse units, with paired driveway access for every two townhouse dwellings. Block 2 is immediately adjacent to the private street to the all edge.

The third block (Block 3) is comprised of sixteen (16) back-to-back townhouse units, with paired driveway access for every two townhouse dwellings. Block 3 is immediately adjacent to the private street to the all edge.

The fourth block (Block 4) is comprised of six (6) townhouse units, with paired driveway access for every two townhouse dwellings. This townhouse block is situated along the Private Street at the entrance of the new community. & Albion Vaughan road @rear side, Queensgate Boulevard Road@ right side.

The fifth block (Block 5) is comprised of six (6) townhouse units, with shared driveway access for every two townhouse dwellings. This townhouse block is situated along the Private Street at the entrance of the new community. & Albion Vaughan road @rear side, unopened 5<sup>th</sup> Side Road @ left side.

With respect to Block 4 and Block 5 and their interface between the rear conditions of the townhouse units and the Albion Vaughan road that exist within the Subject Site including providing a minimum 6.0 metre road widening to eastern edges.

A new Private Street will be introduced to provide vehicular access to the proposed townhouse dwelling units. Access will be provided from Queensgate Boulevard Road and the Private Street will have an overall right-of-way width of approximately 6.0 meters, measured from curb to curb. The design and layout of the Private Street will provide a street frontage for all forty-nine (49) townhouse dwellings and accommodate parking on-site. The Private Street is configured into a circulate-shape to allow for larger vehicles (ex. garbage trucks, emergency service vehicles, etc.) to maneuver within the new community.

Parking on-site is provided in the form of twelve (12) parking stalls at 5.8 meters in depth for visitors parking. parking stalls are proposed adjacent to block 1,2,3 & 4.

## 3.2 Architectural Design

The proposed development at 12944 Albion Vaughan Road features 30 Back-to-Back townhouses and 19 Front-lane townhouses, combining modern and traditional design elements, which forms transitional design. The back-to-back townhouses are space-efficient with sleek facades, large windows, and contemporary materials. The front-lane townhouses offer a classic design with front-facing garages, pitched roofs, and inviting porches. Both styles are designed to complement each other, creating a dynamic and cohesive streetscape. Sustainable features like energy-efficient appliances and smart home technology are also incorporated, ensuring an eco-friendly and future-ready development.

### 3.2.1 Materials:

The townhouses will feature a combination of **Stone, Brick, and Hardie panel** for the exterior. These materials are selected for their durability, aesthetic appeal, and low maintenance, creating a modern, high-quality look that complements the surrounding environment.

### 3.2.2 Windows:

Large, energy-efficient windows will be integrated into each unit to maximize natural light, enhance the aesthetic appeal, and improve energy performance. Modern, sleek window designs will complement the contemporary look of the development, providing both function and style.

### 3.2.3 Garages:

Each **townhouse** will feature a **single-car garage** with contemporary doors, designed to blend seamlessly with the building's exterior. Garages are kept setback from the front wall to maintain a streetscape that is prominent with house wall.

### 3.2.4 Fencing:

An acoustic fence will be installed on the eastern side to enhance privacy and reduce noise for residents, while preserving an open and welcoming atmosphere for the development. Fencing materials will be consistent with the overall design, incorporating modern finishes that complement the townhouses. Detailed information will be provided on landscape plan during site plan approval stage.



Figure 8: Proposed Back to back Townhouse Design (Block-3)



Figure 9: Proposed Front lane Townhouse Design (Block-5)

### 3.3 Landscape

The goal of the development is to create an attractive pedestrian-connected site that can assist in setting a standard for future development in the area.

This will be achieved in the following ways:

- The overall landscape design for the site will enhance the common motifs between the architecture and landscape by coordinating planting to complement the built form
- Continuous planting beds composed of a combination of deciduous and coniferous plantings will provide a clear and articulated edge which provides a soft transition between built form and street
- Plantings will provide seasonal interest and visual screening
- Trees will add form and structure to the streetscape environment These landscape elements will support a sustainable and attractive environment, reinforcing the overall design intent of the development.



Figure 10: Proposed Landscape Plan