

# COLUMBIA SQUARE

COLUMBIA WAY & HIGHWAY 50  
BOLTON, ONTARIO

## Urban Design Brief

### Official Plan Amendment Zoning By-law Amendment

#### Property Description:

COLUMBIA WAY AND HIGHWAY 50, TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

*Revised:*     January 2022  
                   August 11<sup>th</sup> 2023  
                   January 15<sup>th</sup> 2024  
                   April 17<sup>th</sup> 2024  
                   March 14<sup>th</sup> 2025

PREPARED BY:



FOR: COLUMBIA SQUARE INC.

## Disclaimer

The text and images contained in this document are a conceptual representation only, of the intended Urban Design for the Columbia Square site. In this regard, they should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community.

These guidelines are for the use of the original landowners; however, subsequent owners are encouraged to abide by these guidelines should any alteration be contemplated. Any proposed design and construction will be in compliance with all other authorities having jurisdiction.

# TABLE OF CONTENTS

<b>1.0</b>	<b>DESIGN VISION, OBJECTIVES &amp; PRINCIPLES</b>	<b>1</b>	<b>3.0</b>	<b>DESIGN CONSIDERATIONS</b>	<b>19</b>
1.1	Vision Statement .....	1	3.1	Site Concept.....	19
1.2	Guiding Principles .....	2	3.2	Concept Plan .....	20
			3.3	Street Network.....	21
<b>2.0</b>	<b>POLICY CONTEXT AND SITE ANALYSIS</b>	<b>3</b>	3.4	Active Transportation and Open Space System .....	22
2.1	Site Context.....	3			
2.2	Large Scale Context Map .....	5	<b>4.0</b>	<b>BUILT FORM AND ARCHITECTURAL DESIGN</b>	<b>23</b>
2.3	Amenities Context Map .....	6	4.1	Built Form .....	23
2.4	Policy Context.....	7	4.2	Building and Architectural Design.....	25
	2.4.1 The Region of Peel Official Plan.....	7			
	2.4.2 Town of Caledon Official Plan.....	9	<b>5.0</b>	<b>PUBLIC REALM</b>	<b>29</b>
	2.4.3 Town of Caledon Comprehensive Town-Wide Design Guidelines (TWDG) .....	13	5.1	Streetscape .....	29
2.4	Site Analysis: Opportunities and Constraints.....	17	5.2	Gateway Features & Landscape Strips .....	31
2.5	Contextual Compatibility .....	18	5.3	Outdoor Amenity Area .....	33
			<b>6.0</b>	<b>SUSTAINABILITY</b>	<b>34</b>
			<b>7.0</b>	<b>CONCLUSION</b>	<b>35</b>



# 1.0 DESIGN VISION, OBJECTIVES & PRINCIPLES

## 1.1 Vision Statement

*New communities in Caledon will be healthy, age-friendly, compact, resilient, connected and walkable, and will respect the existing character of the Town.* - Town of Caledon: Comprehensive Town-Wide Design Guidelines (November 2017)

The proposed development will emerge as a safe and attractive mixed-use development that positively contributes to the Bolton Community, which is one of the largest growth areas within the Town of Caledon.

As a greenfield development and a future family-friendly community, the proposed development will rely on the following design principles:

- Develop a safe and comfortable environment for future residents and visitors
- Provide diverse built environment and housing forms
- Support active transportation and safe pedestrian movement by designing streets with sidewalks, crosswalks, and pedestrian-friendly features to ensure the safety of families, especially children and seniors
- Provide open spaces and outdoor amenities to facilitate socializing, community feel and provide opportunity for passive and active recreation for all ages
- Develop architecture that is locally inspired while having a legible and unique identity
- Provide new retail/commercial opportunities for residents and visitors



Adopting a holistic approach to planning and design to ensure that sustainable practices are considered as part of the community structure and design process





## 1.2 Guiding Principles

The guiding principles listed below are based on the directions provided in the Town of Caledon, Comprehensive Town-Wide Design Guidelines (November 2017) and shall be applied in the urban design of the subject lands, herein referred to as Columbia Square:



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



The open space and park system is the primary structuring element for all new communities.



Community gateways and edges must be identified and celebrated as they provide passersby with a first impression of the community and are essential in establishing the community character.



An interconnected and legible network of streets that is oriented to maximize physical and visual access to community amenities is required. Community streetscapes must be safe and comfortable for all modes of transportation, supporting pedestrian-scaled environments and walkable neighbourhoods.



Neighbourhood blocks must maintain walkable distances and should be oriented to maximize sun exposure.



Priority lot locations are created as a result of the proposed street network and overall structure of the new community. These locations require enhanced architectural and landscape treatments to respond to their high exposure.



## 2.0 POLICY CONTEXT AND SITE ANALYSIS

### 2.1 Site Context

The purpose and intent of this Urban Design Brief is to provide details on how various elements of the proposed development will function within the context of Bolton Community and the broader context of the Town of Caledon. For the purpose of this document, the proposed development will be called “Columbia Square”.

The subject lands are located at the intersection of Columbia Way and Highway 50. For detailed site context, please refer to the Section 2.2 Large Scale Context Map and the Section 2.3 Amenities Context map.

The Columbia Square lands are proposed to be developed as a new mixed-use and mixed-density community. Surrounding land uses include existing agricultural, residential, and open space areas. The proposed street network is coordinated with existing streets and intersections outside of the subject lands.

The Columbia Square lands will provide opportunities for:

- **MEDIUM DENSITY RESIDENTIAL DEVELOPMENT** comprising eleven blocks of stacked back-to-back townhouses;
- **HIGH DENSITY RESIDENTIAL DEVELOPMENT** comprising a 9-storey residential apartment building and a 10-storey mixed-use building that envisions retail spaces at the ground level with apartments above;
- **AN OUTDOOR AMENITY SPACE, PASSIVE OPEN SPACES + INDOOR AMENITY SPACES**



Key map





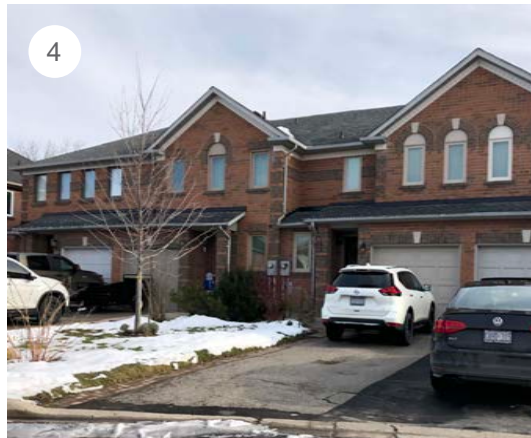
1 - Site view from Columbia Way toward north



2 - St. Michael Catholic Secondary School, view from Columbia Way



3 - Site view from Columbia Way toward west



4 - Adjacent residential neighbourhood, view from Alderbrook Pl.



5 - Adjacent residential neighbourhood, view from Alderbrook Pl.



## 2.2 Large Scale Context Map

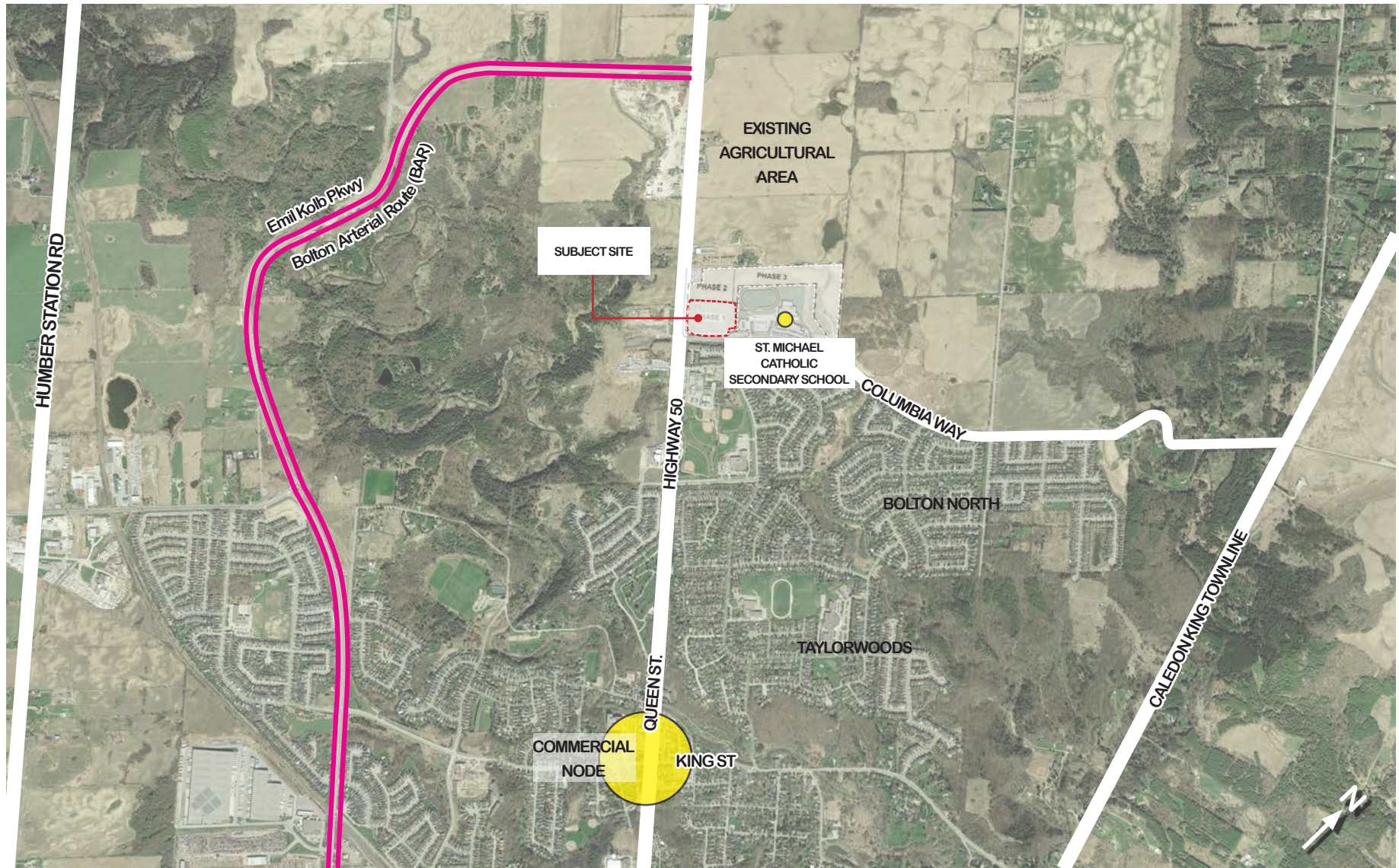


Figure 1 - Columbia Square - Large Scale Context Map



## 2.3 Amenities Context Map

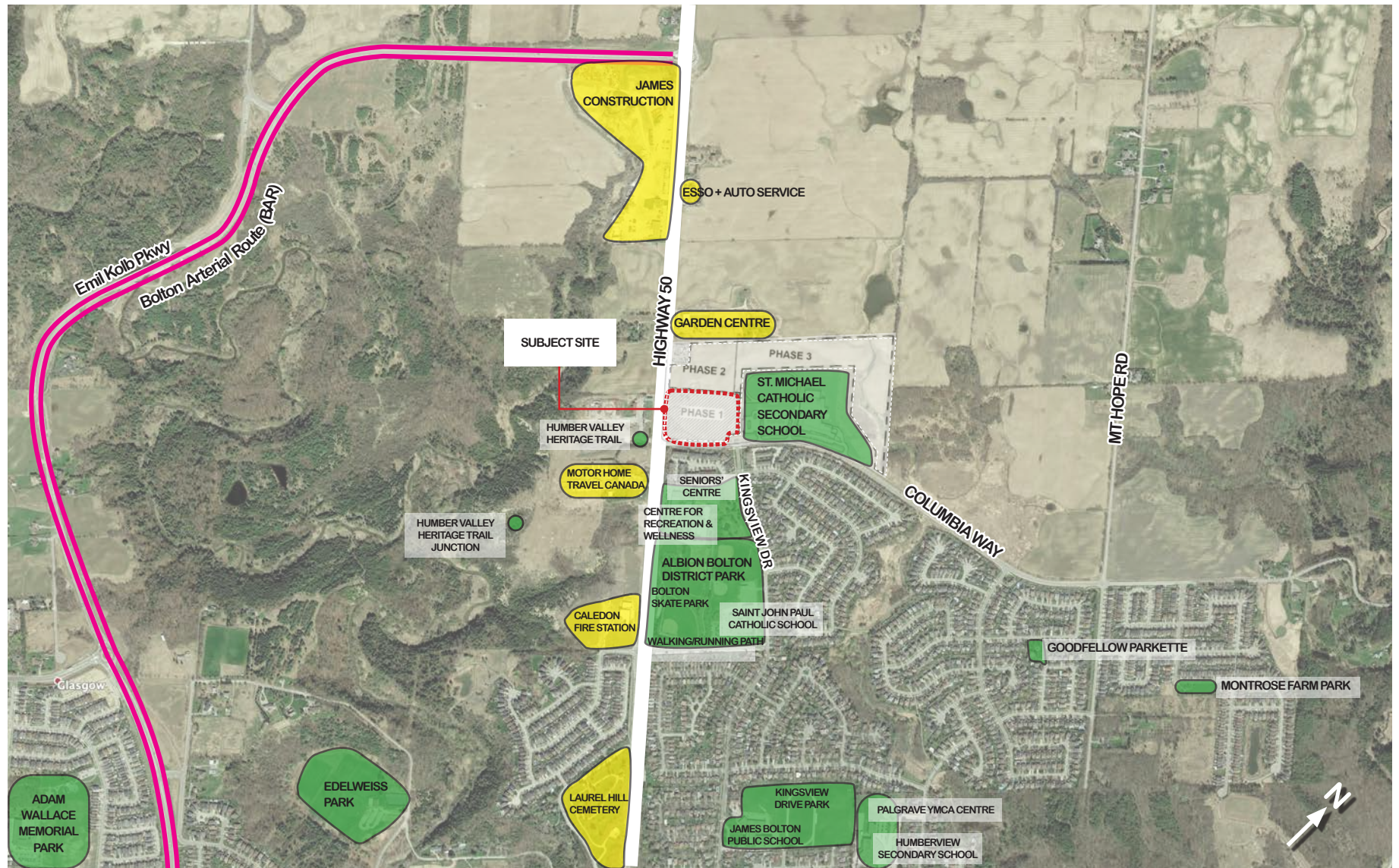


Figure 2 - Columbia Square - Amenities Context Map



## 2.4 Policy Context

### 2.4.1 The Region of Peel Official Plan (Consolidated in December 2018)

The subject site is situated in Town of Caledon, within the Rural Settlement Boundary and belongs to the Designated Greenfield Area as per The Region of Peel Official Plan (please refer to the Schedule D4 - The Growth Plan Policy Areas in Peel).

Part of Peel's growth will occur through greenfield development, pursuing the following general objectives:

**5.5.4.1.1** Plan and designate greenfields to contribute to complete communities.

**5.5.4.1.2** Achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.

**5.5.4.1.3** Achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

**5.5.4.1.4** Optimize the use of the designated greenfield area.

**5.5.4.1.6** Manage greenfield growth to support Peel's economy.

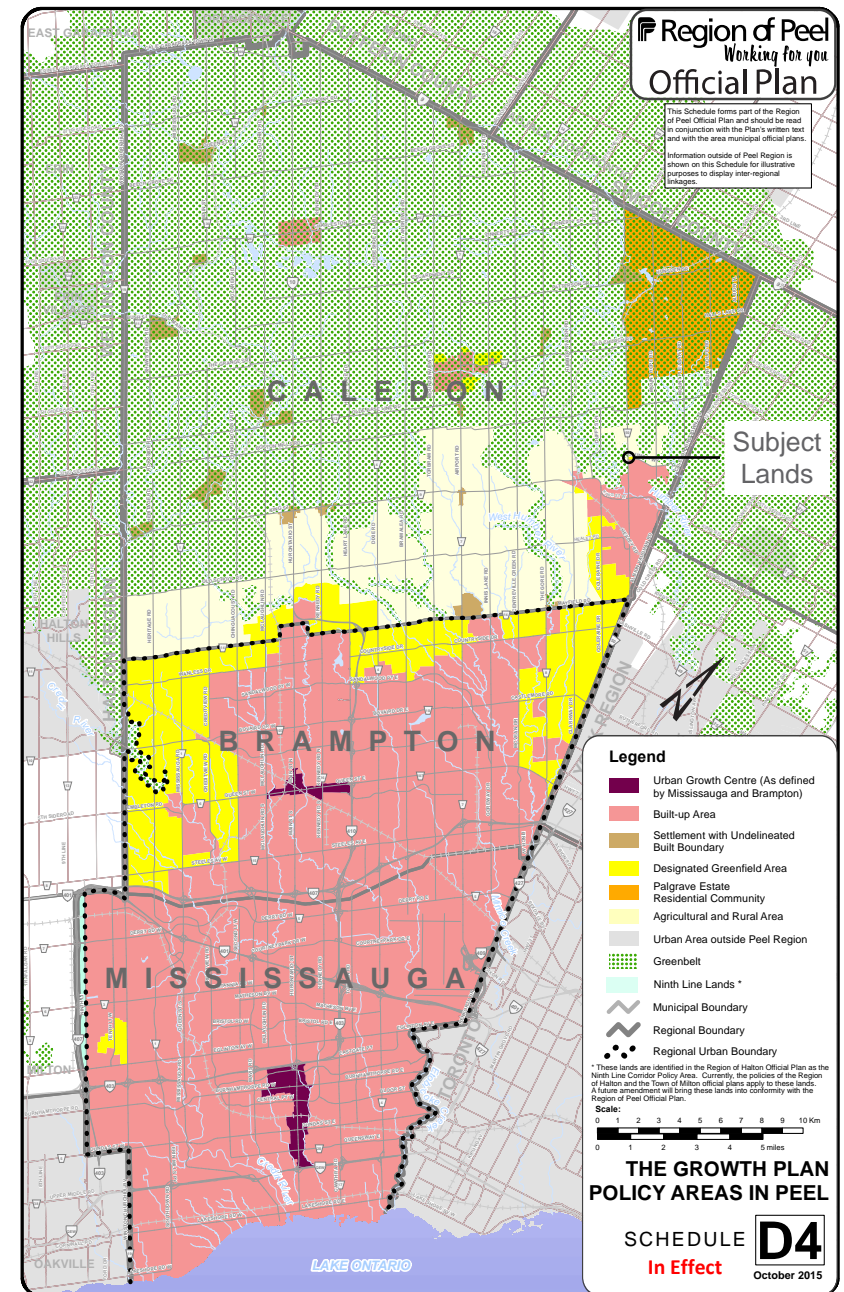
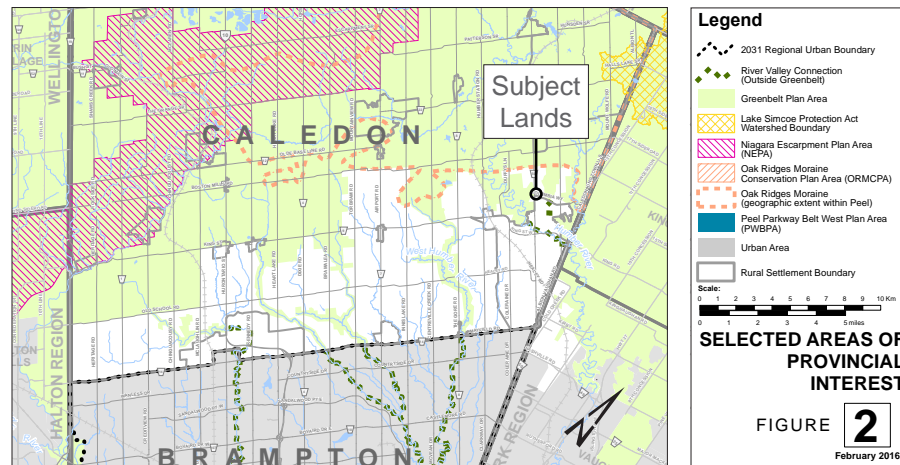


Figure 3 - The Region of Peel Official Plan |  
The Growth Plan Policy Areas in Peel



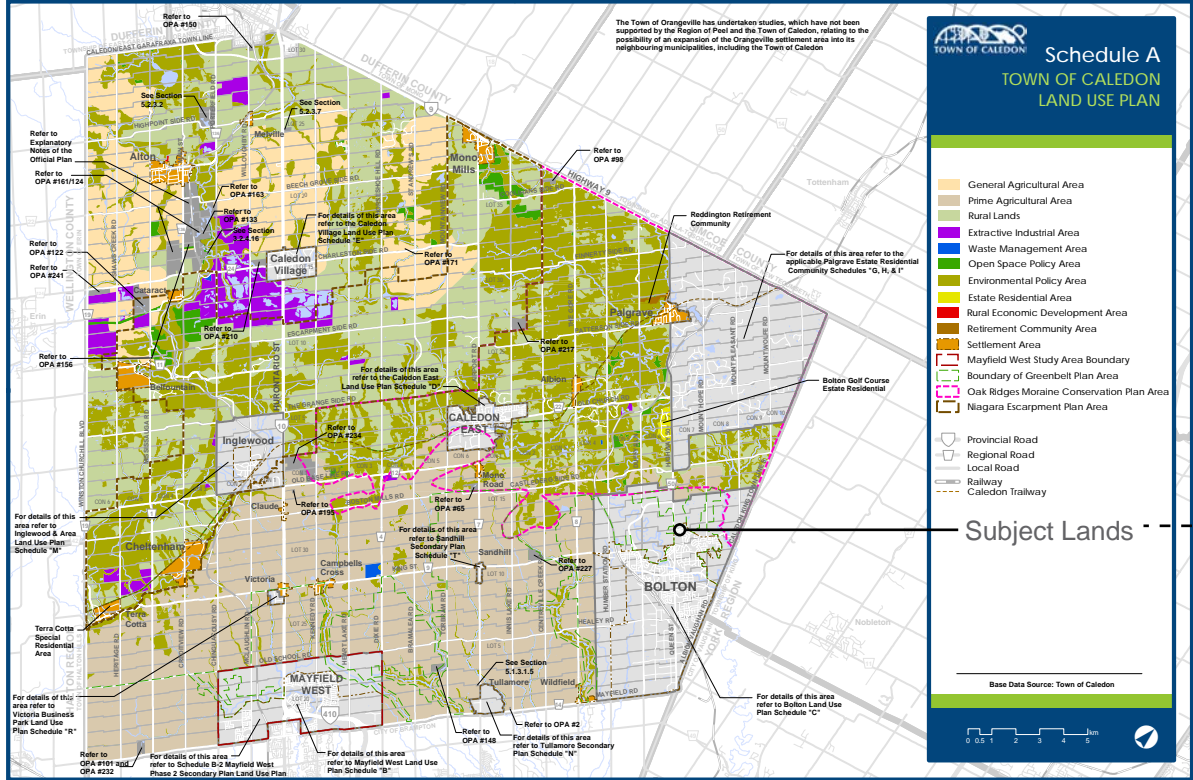
mbtw  wai



2.4.2 Town of Caledon Official Plan  
(Consolidated in March 2024)

The Town of Caledon Official Plan, Office Consolidation March 2024 (OP) is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

The Town of Caledon is a geographically diverse municipality covering over 700 square kilometres. Located north-west of Toronto, the Town exhibits the characteristics of a distinct rural area under increasing pressure from the expanding urban area.



The subject lands are located within Bolton Community in the south-east part of the town (please refer to Schedule A: Town of Caledon Land Use Plan).

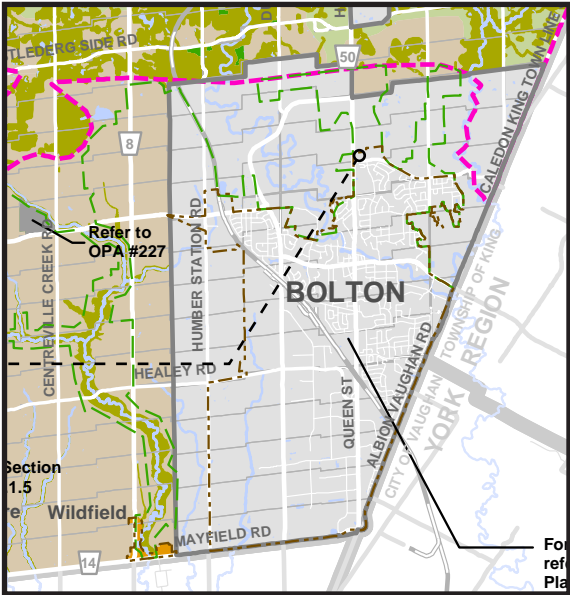


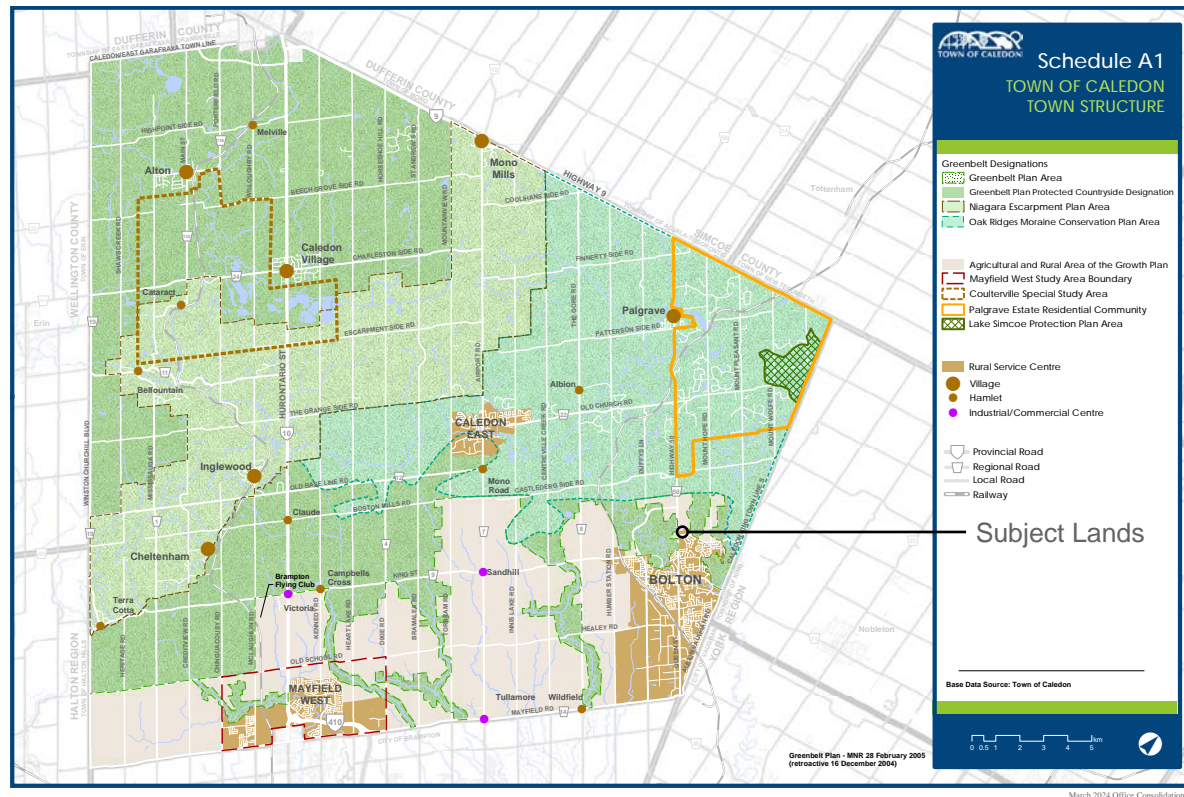
Figure 5 - Town of Caledon Official Plan | Schedule A: Town of Caledon Land Use Plan



## 2.4.2 Town of Caledon Official Plan (continued)

All lands within the Town of Caledon are under overall policy directions provided in The Provincial Policy Statement (PPS, 2020). In addition to the PPS, the Town of Caledon is subject to five Provincial Plans: the Niagara Escarpment Plan; the Oak Ridges Moraine Conservation Plan; the Greenbelt Plan; the Lake Simcoe Protection Plan and the Growth Plan for the Greater Golden Horseshoe.

These Plans, which collectively affect the entire land base of the municipality, form a key foundation for the Town's overall land use planning structure. The boundaries of each of these Plan Areas are depicted on Schedule A1 Town Structure.



As per Schedule A1: Town of Caledon Town Structure, the subject site belongs to Caledon's settlement areas, more specifically to the Bolton Rural Service Center Area. As part of the Town's growth management strategy (OPA, 114, 1997), the Rural Service Centres are to provide a wide range of services to large areas of the Town, and serve as the primary growth areas. The majority of Caledon's new growth was to be directed to three Rural Service Centres: Bolton; Caledon East; and Mayfield West. These three communities have full water and wastewater servicing which allows them to be planned as compact communities, with a full range of land uses, housing and economic development opportunities and to provide services to Caledon's urban and rural residents.

In close proximity to the subject site are lands within the Agricultural and Rural Area of the Growth Plan, and lands belonging to the Greenbelt Plan Area.

Figure 6 - Town of Caledon Official Plan | Schedule A1: Town of Caledon Town Structure

## 2.4.2 Town of Caledon Official Plan (continued)

As per Schedule C: Bolton Land Use Plan, the proposed development is located in the area that was envisioned as the Bolton North Hill Commercial Area.

The OP section 5.10.4.5.16 describes the Bolton North Hill Commercial Area as following:

5.10.4.5.16.1 The lands located at the northeast corner of Regional Road 50 and Columbia Way comprising approximately 3.3 gross hectares (8.2 gross acres) shall be used for a food supermarket and ancillary retail purposes.

5.10.4.5.16.2 Notwithstanding other policies of this Plan, ancillary retail and service commercial uses include apparel, convenience and grocery stores; clinics, limited offices, personal services, pharmacies, banking, hair salons, dry cleaning, and restaurants.

5.10.4.5.16.3 The goal in designating this area for a food supermarket and ancillary retail uses is to serve the existing North Hill neighbourhood, while ensuring that the viability of the Bolton Core Commercial Area is maintained.

The proposed development is bounded by the Highway 50 to the west which is a regional and high capacity arterial road, and by Columbia Road to the south which is a collector road (please refer to the Schedule J: Long Range Road Network within the Town of Caledon Official Plan).

Surrounding land uses include Prime Agricultural lands, Open Space areas, and Mixed Density Residential (High and Medium Density immediately south of the subject site, and low density further to the south-east) as shown in Schedule C: Bolton Land Use Plan.

To accommodate the projected urban growth in the Town of Caledon and address the existing high-capacity roads it is adjacent to, the proposed development for Columbia Square envisions a mid- to high-rise mixed-use development. This development will include stacked back-to-back townhouses, a residential apartment building, and a mixed-use building featuring retail space at street level and apartments above. Additionally, the proposed design for the site includes a centrally located outdoor amenity space to serve future residents, as well as a variety of passive open spaces and indoor amenity spaces.

The high-rise mixed-use building will be positioned at the corner of Highway 50 and Columbia Way, with retail frontages and outdoor patios facing the street. The building's massing will be designed to address this prominent intersection and create visual interest.





### 2.4.3 Town of Caledon: Comprehensive Town-Wide Design Guidelines (TWDG) (November 2017)

The Comprehensive Town-Wide Design Guidelines will operate alongside the Town of Caledon Official Plan, supporting the policies and directives provided at this level.

#### KEY DESIGN PRINCIPLES:

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

*The Town's urban and rural environments will be designed and retrofitted to promote accessibility to people of all ages and abilities. The Town of Caledon will provide safe and comfortable environments for all users. Caledon's communities will provide opportunities for safe active transportation, promoting daily physical activity throughout the Town of Caledon by linking everyday destinations of work, school, business and recreation.*

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

As previously noted, the proposed development is situated within greenfield areas. In line with this context, the development plan emphasizes sustainable principles, including efficient land use and

green infrastructure integration. The design prioritizes pedestrian connectivity, green spaces, and energy-efficient building practices to minimize environmental impact and enhance the overall quality of life for residents. By adhering to these principles, the development aligns with the goals outlined for greenfield development areas and contributes positively to the long-term sustainability of the Town of Caledon.

#### Design Considerations for Greenfield Communities

##### DESIGN PRINCIPLE:

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

##### DESIGN OBJECTIVES:

###### Structuring Elements

- *The open space and park system is the primary structuring element for all new communities.*
- *Community gateways and edges must be identified and celebrated as they provide passersby with a first impression of the community and are essential in establishing the community character.*
- *An interconnected and legible network of streets that is oriented to maximize physical and visual access to community amenities is required. Community streetscapes must be safe and comfortable for all modes of transportation, supporting pedestrian-scaled environments and walkable neighbourhoods.*



### 2.4.3 Town of Caledon: Comprehensive Town-Wide Design Guidelines (TWDG) (continued)

- Neighbourhood blocks must maintain walkable distances and should be oriented to maximize sun exposure.
- Priority lot locations are created from the resultant street network and overall structure of the new community. These locations require enhanced architectural and landscape treatments to respond to their high exposure.

#### *Distribution of Land Uses*

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

#### *Sustainability Practices*

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

## 2.4.3 Town of Caledon: Comprehensive Town-Wide Design Guidelines (TWDG) (continued)

The Town of Caledon is the northern-most municipality in the Region of Peel, and comprises a hierarchy of settlement types, which includes three rural service centres, six villages, nine hamlets, and a number of estate communities. The subject site is located within the largest Rural Service Center - Bolton Community.

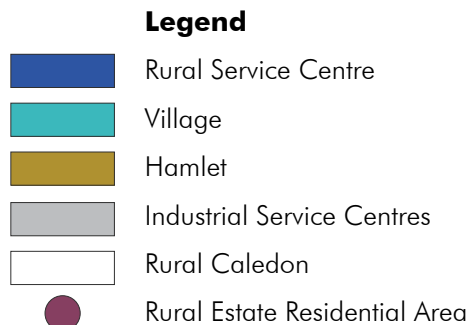


Figure 8 - Town of Caledon: Comprehensive Town-Wide Design Guidelines  
| Community structure of town of Caledon



## Compliance of the proposed development with the TWDGs:

The Part 2 of The Town of Caledon: Comprehensive Town-Wide Design Guidelines (TWDGs) provides comprehensive design guidelines tailored for public realm, residential development, mixed-use & commercial areas, industrial & employment lands and institutional uses. For each of these uses, the TWDGs cover in detail guidelines for landscape design, built form, site circulation, loading & servicing, building placement, massing and orientation.

Overall, the proposed mixed-use development aligns closely with the Town of Caledon's Comprehensive Design Guidelines and conforms to the Town Wide Design Guidelines (TWDGs). It embraces the principles of mixed-use development by incorporating a variety of residential and retail units, complemented by the addition of an outdoor amenity space, passive open spaces and indoor amenity spaces. These elements collectively foster a vibrant and inclusive community environment. To address the key streetscapes and create attractive community edges, the proposed design integrates pedestrian-friendly features such as street-level retail and outdoor amenities, fostering a walkable environment in accordance with TWDG recommendations. The placement of the high-rise mixed-use building with a varied massing (3 to 10 storeys) at a prominent intersection enhances the urban fabric and contributes to a visually engaging streetscape, further demonstrating compliance with the TWDGs.

The proposed sidewalks and pedestrian pathways offer smooth access to all building entrances and outdoor spaces. Buildings are consistently set back from the street, and entrances for both retail and residential areas connect directly to sidewalks lined with trees, promoting pedestrian comfort and activity along the streets.

The proposed built form includes high-rise residential and mixed-use buildings, along with stacked back-to-back townhouse blocks. In accordance with the TWDGs, the proposed architectural design focuses on creating visually appealing elevations at prominent locations. It emphasizes entrances and balconies while also concealing loading and servicing areas as well as mechanical equipment. The proposed small surface parking area is carefully screened behind the proposed high-rise buildings and adjacent to the proposed outdoor amenity space. Overall, the parking requirement within the proposed development is satisfied through two levels of underground parking. Accessible parking spaces are provided according to AODA standards, on the ground floor and on the first level of an underground parking garage. Enhanced landscaping and detailed fencing, along with shade trees is envisioned to soften the views to parking areas.

For further details about the proposed design, please refer to the subsequent sections of this Urban Design Brief.

## 2.4 Site Analysis: Opportunities and Constraints

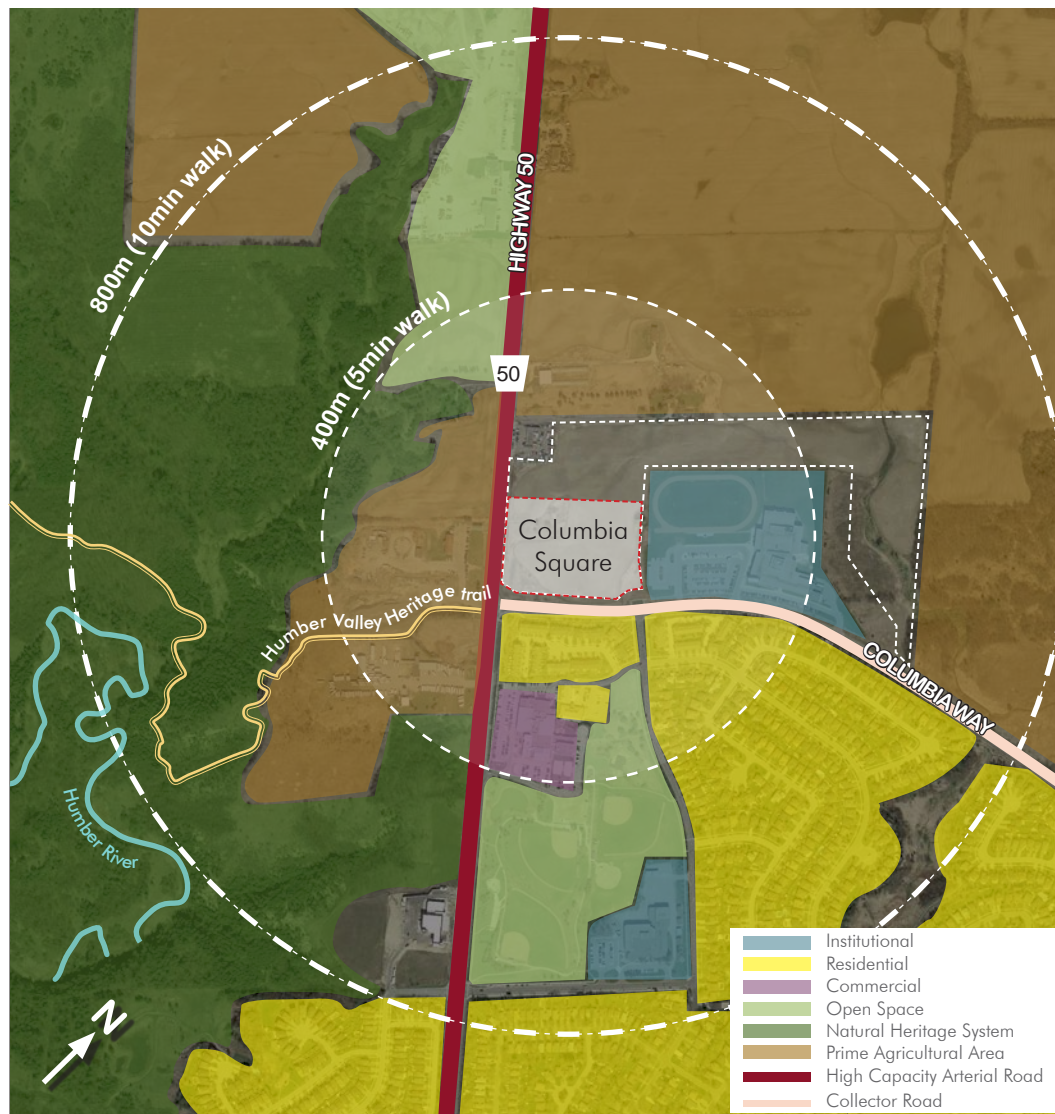


Figure 9 - Opportunities and Constraints Map

Columbia Square is envisioned as a mixed-use neighbourhood that will be integrated into the Bolton Rural Service Center Area. The following Strengths/ Opportunities and Weaknesses/Threats for the site were established:

### Strengths / Opportunities

- The proposed development is well serviced by a High Capacity Arterial Road (Highway 50) to the south-west and 30m Collector road (Columbia Way) to the south - east;
- The proposed development has an opportunity of access through heritage trails to a significant woodlot/ greenway system, along its western and southern edge;
- The proposed development is located in close proximity to a variety of resources which include schools (St. Michael Catholic Secondary School and St. John Paul II Catholic School), Seniors' Center, Recreational & Wellness Center and Albion-Bolton District Park; and
- Close proximity to the established Bolton residential neighbourhoods.

### Weaknesses / Threats

- Lack of commercial services in a close proximity (walking distance) of the subject lands.



## 2.5 Contextual Compatibility

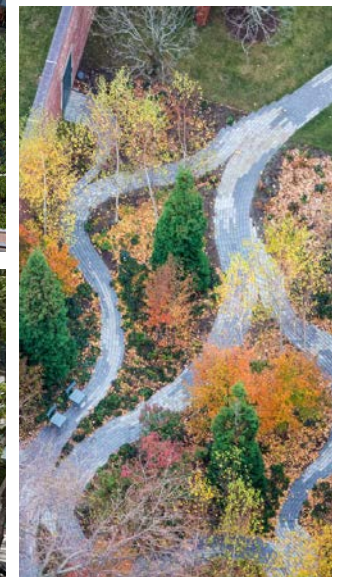
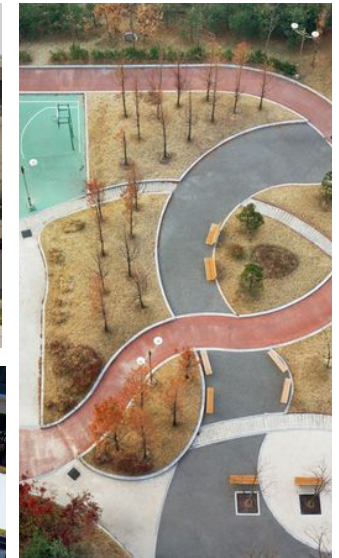
The proposed development is positioned to emerge as a safe and visually appealing mixed-use development, making a positive impact on the Bolton Community, recognized as one of the most significant growth areas within the Town of Caledon.

As a greenfield development and a prospective family-friendly community, the proposed development will introduce a diverse range of housing units. It will also feature a well-connected pedestrian network, facilitating easy access to a newly proposed outdoor amenity space. Additionally, retail at-grade will be integrated to create interest along streetscapes of Columbia Way and Highway 50, while enriching the local commercial landscape and catering to the needs of residents and visitors alike.

The built form is carefully designed to harmonize with the surrounding context, featuring massing and architectural detailing that seamlessly integrates with the existing built environment while creating views towards existing and proposed open spaces.

The architectural style for the proposed development will be determined at later design stages. However, the proposed townhouse typology seamlessly corresponds to the development to the south. Additionally, the proposed high-rise building addresses the major intersection, utilizing appropriate setbacks from street edge as well as stepbacks and breaks in massing to ensure proper height transitions to surrounding neighborhoods and open spaces.

By prioritizing contextual compatibility, the development aims to contribute positively to the overall urban fabric of Bolton while meeting the evolving demands of its dynamic community. Placing of plazas and main retail entrances at the corner of Highway 50 and Columbia way visually connects to the beginning of the Humber Valley Heritage Trail across the street.



## 3.0 DESIGN CONSIDERATIONS

### 3.1 Site Concept

Columbia Square is a 3.30ha site envisioned as a mixed-use block that will be developed in three phases (please refer to Figure 10-Concept Plan). The phases are defined as following:

- **PHASE 1** - A 1,405 sqm outdoor amenity space and eleven 3-storey stacked townhouse blocks, counting 228 units in total;
- **PHASE 2** - a 10-storey mixed-use building, counting 393 apartment units in total and 1,726 sqm of retail spaces on the ground level.
- **PHASE 3** - a 9-storey residential apartment building, counting 141 units in total.

Three main vehicular accesses are envisioned for the proposed development: one from Highway 50 and two from the extension of Kingsview Drive, where the one closest to Columbia Way is envisioned to provide an access to a proposed fire route and further access to all proposed high-rise buildings. The proposed network of sidewalks and pedestrian walkways supports walkability within the site and provides an easy access to residential entrances, commercial use at-grade and open spaces.



The proposed design for Columbia Square implements the Town's Vision and Strategic Direction with the following Urban Design and Architectural considerations:

- 1 Envisioned as a family-friendly community adjacent to the existing school lot, Columbia Square will provide a variety of housing choices with the higher densities in close proximity to arterial (regional) roads.
- 2 The architectural approach will provide unity and coherence among the proposed built forms through the use of appropriate massing, building articulation, features and materials.
- 3 Visual breaks to be created between new medium and high density residential buildings to provide appropriate transitions between different heights.
- 4 The road hierarchy provides access to a variety of land uses proposed within the subject site.
- 5 The Development will introduce retail and commercial spaces as it develops as a part of the future Bolton North Hill Mixed-use Area.
- 6 Neighbourhood blocks are oriented to maximize solar gain, take advantage of solar heating opportunities and coordinate landscaping to assist with the heating and cooling of homes and the public realm.
- 7 Columbia Square is strategically designed to safely connect pedestrians to community amenities, and future neighbourhoods.
- 8 Community gateways and edges must be identified and celebrated as they provide passersby with a first impression of the community and are essential in establishing the community character.



## 3.2 Concept Plan



Figure 10 - Concept Plan

### 3.3 Street Network

The proposed street network within Columbia Square development will be well integrated into the immediate existing Bolton Community and connected to the wider Town of Caledon road network, while also providing a positive streetscapes for each proposed block (Refer to Figure 11 - Street Network).

#### Vehicular Circulation

The proposed development has three vehicular access points, one from northwest on Highway 50 and two from east along the extension of Kingsview Drive (local road with a 26m right-of-way). These roads connect to the proposed network of 6m wide private roads and a 7m wide Fire Route within the site, providing an access to the proposed townhouse blocks and high-rise buildings.

#### Parking

Proposed parking within the subject site envisions two levels of underground parking, a surface parking area and lay-by parking areas with a total of 1135 parking spaces split across phases as following:

	Surface			Underground		Total
	Residential	Visitor	Retail	Residential	Visitor	
<b>Phase 1 &amp; 2 &amp; 3</b>	-	88	55	957	35	1135

The proposed parking also accounts for a total of 42 barrier-free parking spaces for all three phases.

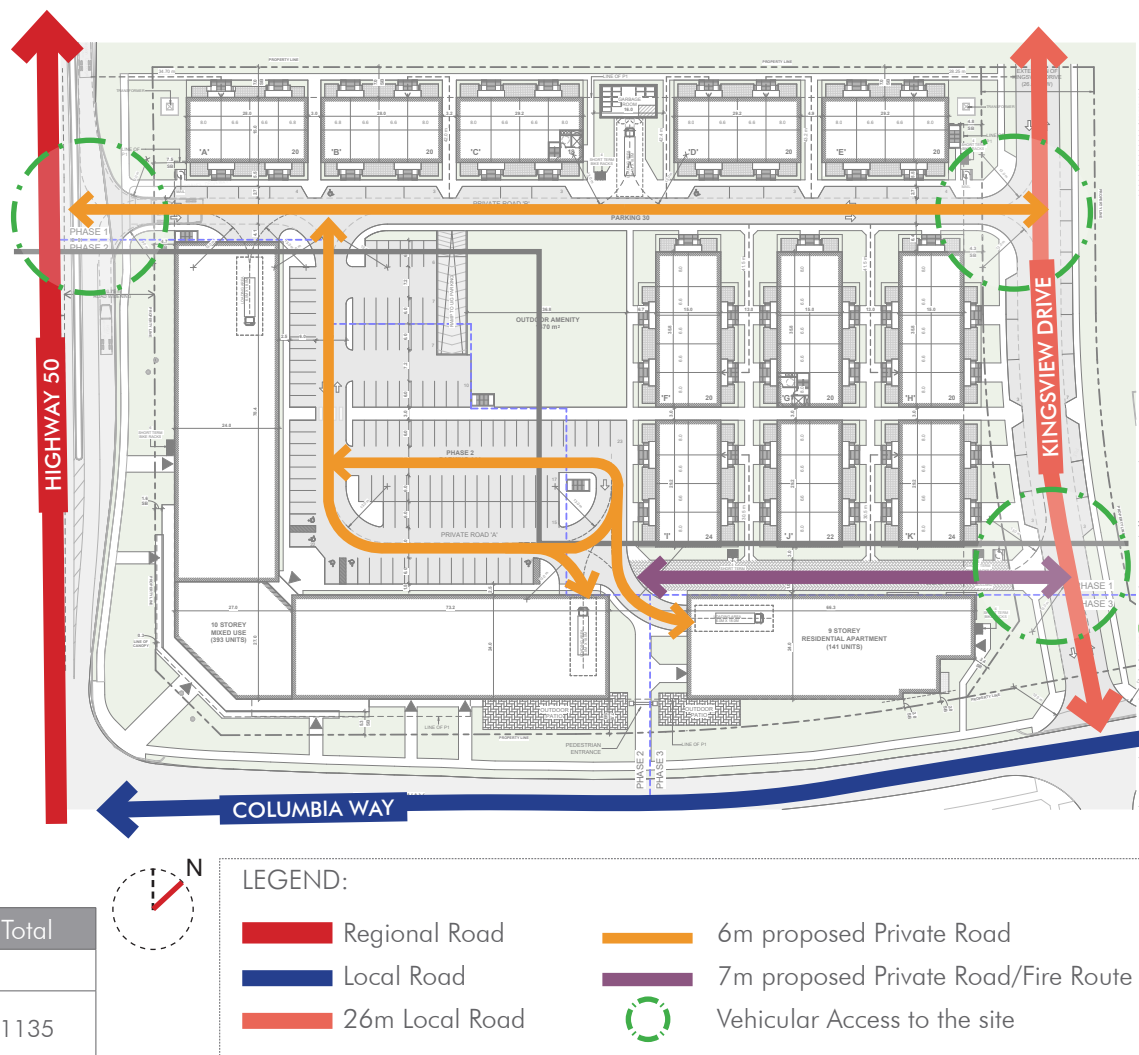


Figure 11 - Street Network



### 3.4 Active Transportation and Open Space System

As previously mentioned, at the current state, the subject site is adjacent to existing agricultural uses to the north, existing Bolton community to the south and east, and, through a network of heritage trails, to the Humber River Valley and Natural Heritage System to the south and west.

The mixture of landscaped spaces buffering the Columbia Square development from Highway 50 and Columbia Way, and the proposed outdoor amenity space located centrally within the site, work together to provide a community that promotes environmental stewardship and healthy living. The proposed outdoor patios are included adjacent to the 10 storey building and along the edge of Columbia Way, and it recommended to incorporate a sound barrier that is at least 2.0 meters tall, in accordance with the recommendations specified in Figure 2 of the Acoustic Report.

A continuous network of sidewalks and walkways, which extends along the proposed road network and in between proposed residential blocks, allows for safe and efficient pedestrian movement within the site and efficient access to residential entrances, retail uses at-grade and the proposed outdoor amenity space. In addition delineated pedestrian crossings are included to provide connections between proposed sidewalks for pedestrian throughout the site. It is recommended that special paving materials are used to highlight these crossings and slow down traffic with particular reference to access to the central amenity area.

See Figure 12 - Active Transportation and Open Space Diagram.

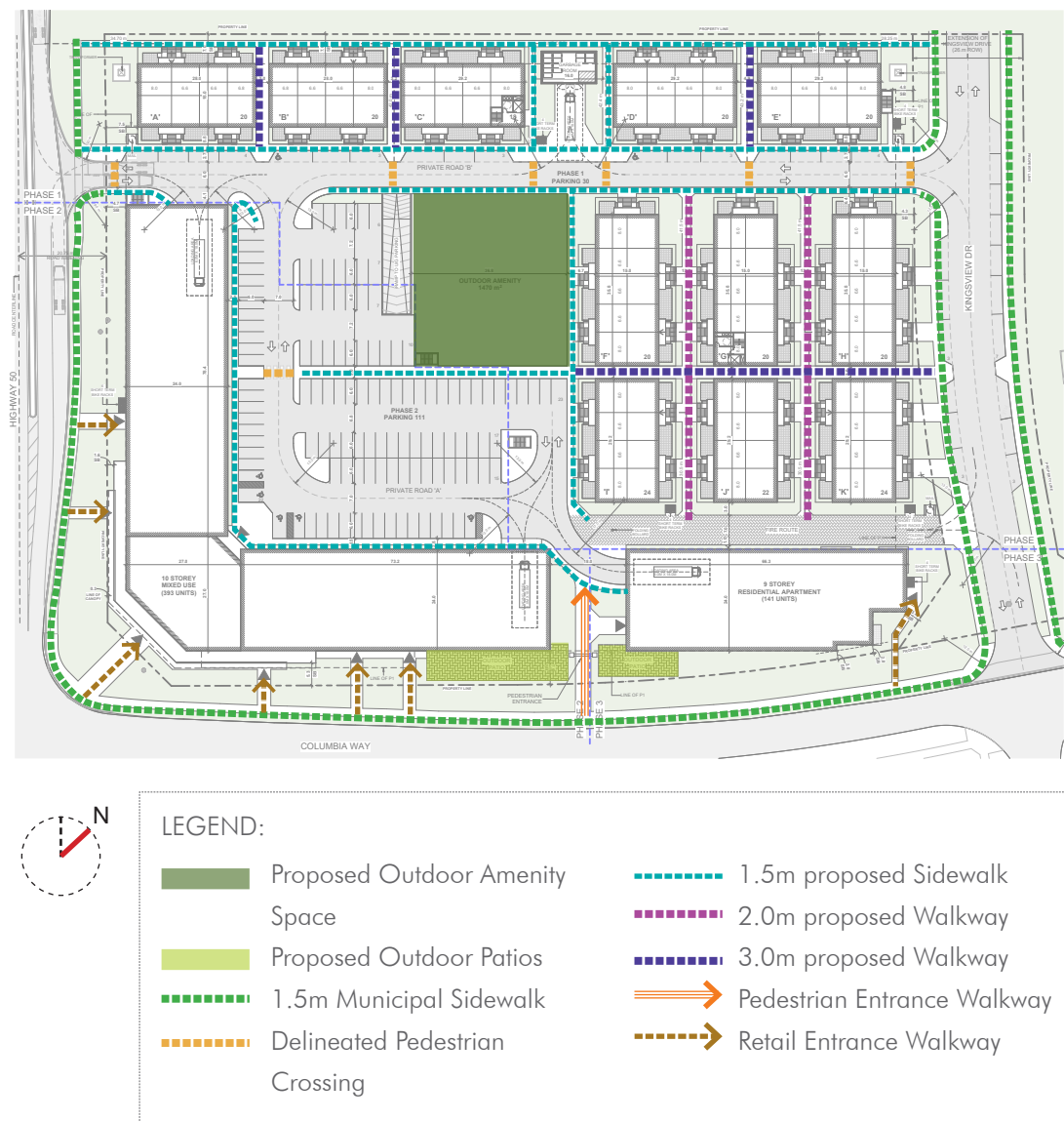


Figure 12 - Active Transportation and Open Space Diagram

## 4.0 BUILT FORM AND ARCHITECTURAL DESIGN

### 4.1 Built Form

The variety of unit types is proposed to accommodate a mix of residential and retail uses and offer diverse living options for future residents. Located at the intersection of Highway 50 and Columbia Way and situated north of the Bolton's existing urban core, Columbia Square will contribute to the growth of Bolton Rural Service Center Area.

The subject site is divided in three phases as follows:

- Phase 1 proposing the outdoor amenity space and eleven blocks of 3 storey stacked (back-to-back) townhouses, 228 units in total.
- Phase 2 proposing a 10 storey Mixed-use Building comprising two 10-storey segments connected by a 3-storey component. With retail on the ground floor and apartments above, this phase will introduce a total of 393 residential units and 1,726sqm of retail spaces.
- Phase 3 proposing a 9 storey Residential Apartment Building, introducing 141 units in total.

The contemplated built form typologies are detailed in Section 4.2. of this Urban Design Brief.

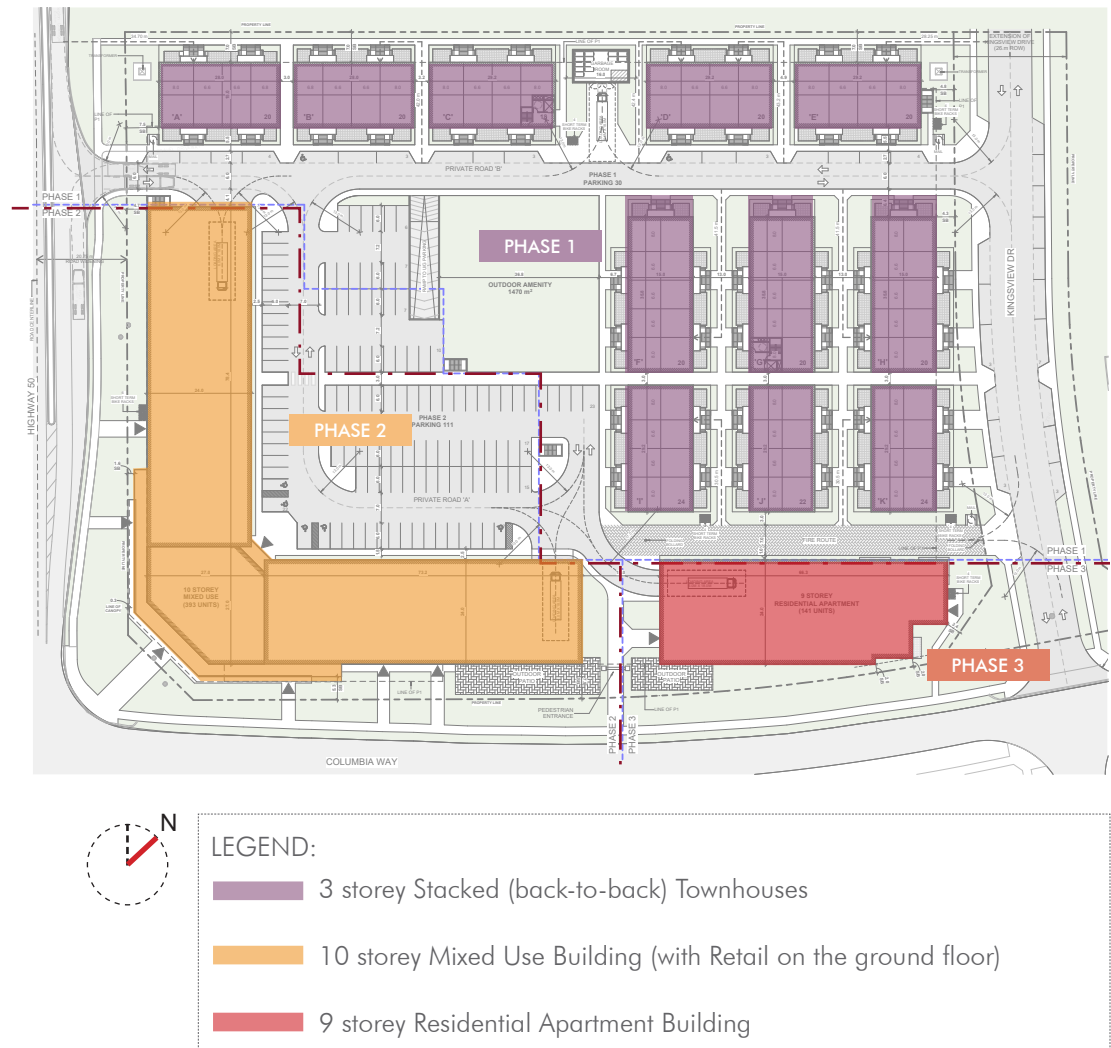
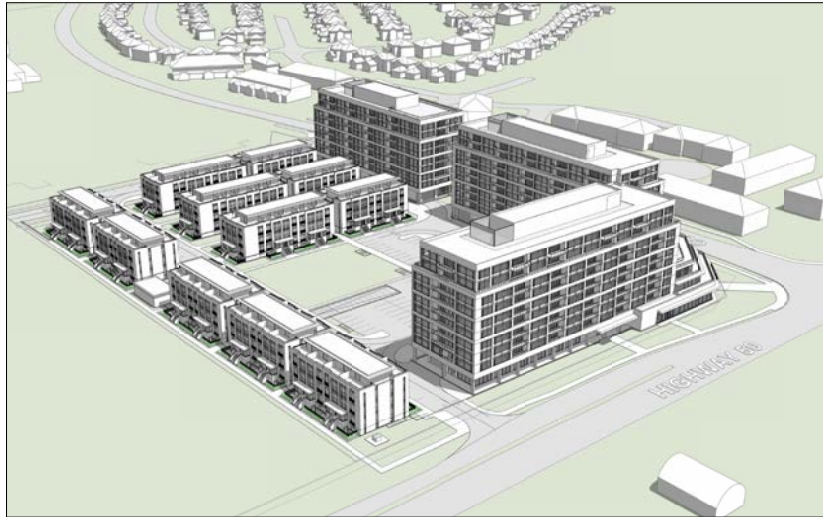
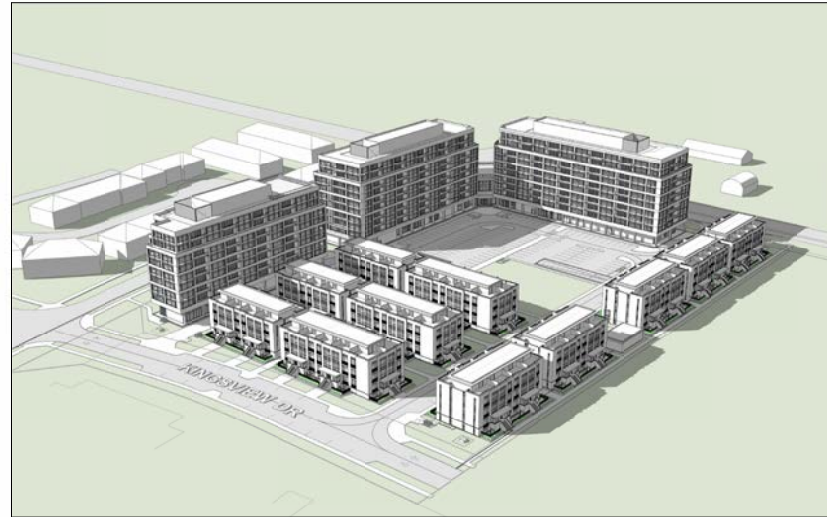


Figure 13 - Built Form Diagram





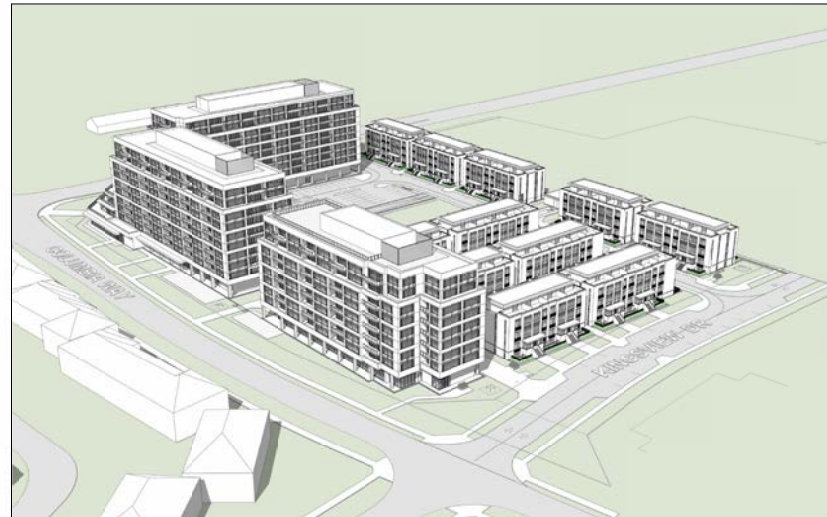
View to Southeast



View to Southwest



View to Northeast



View to Northwest

Figure 14 - Columbia Square Aerial Views

## 4.2 Building and Architectural Design

**Stacked Back-to-Back Townhouses** are proposed within Phase 1 in the north and north-east section of the site.

This built form typology will have covered front doors addressing the street or mews. Clay brick and stone are encouraged as exterior materials. Building shall incorporate sufficient variety in design and materials within all buildings but maintain a coordinated design approach.

Ample fenestration at each floor level will provide a great sense of safety with eyes on the street through their architectural prominence. Parking for residents and some visitors will be located underground with additional parking for visitors provided at the surface level. Amenity space is provided in the form of balconies, lower-level patios or roof top terraces.

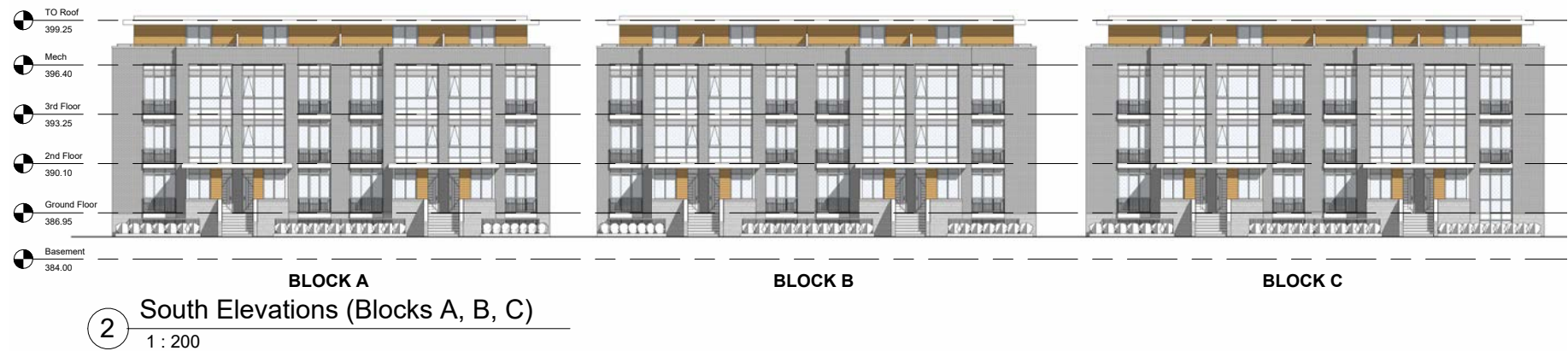


Figure 15 - Phase 1: Proposed elevations of Stacked Back-to-Back Townhouses



## 4.2 Building and Architectural Design (Continued)

**Residential Apartment and Mixed-use Buildings** are located in the south-east and south-west portion of the site within Phase 2 and Phase 3.

General urban design guidelines that apply to high-rise residential and mixed-use buildings are as follows:

- Buildings shall be sited close to the street line to create pedestrian-oriented and visually interesting streetscapes;
- Buildings shall be developed with high architectural quality and sensitive design treatments due to their prominence within streetscapes and along the community edge;
- Building design shall reflect the character and identity of the Bolton community. Clay brick and stone are encouraged as exterior materials;
- Amenity areas shall include landscaping and furniture to foster animated gathering spaces;
- To avoid expanses of blank walls or repetitive streetscapes, all elevations exposed to the public realm shall be well-articulated and incorporate ample fenestration;
- Building shall incorporate sufficient variety in design and materials within all buildings but maintain a coordinated design approach;
- Building entrances shall be emphasized through architectural treatments and landscaping;
- Mechanical equipment will be screened from the public realm;
- Buildings shall incorporate retail and/or animated uses only at ground floors for Phase 2 & 3;
- Mid-Rise Buildings shall provide an active transition with the public realm; and
- Buildings shall ensure active and vibrant retail frontages along the major street frontages and avoid false frontage. Doing so through appropriate setbacks, universally accessible design, and visually attractive & consistent material palette.



## 4.2 Building and Architectural Design (Continued)



Figure 17 - Phase 3: Proposed Residential Apartment Building: South Elevation along Columbia Way



Figure 16 - Phase 2: Proposed Mixed-use Building with retail on the ground floor and apartments above: West Elevation along Highway 50





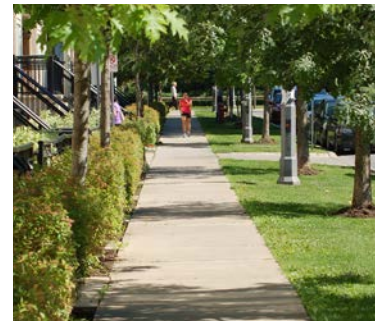
Figure 18 - Conceptual Cross-Section through Highway 50 and Columbia Way. Demonstrates a conceptual condition of the retail interface with the public realm.

## 5.0 PUBLIC REALM

### 5.1 Streetscapes

The proposed development introduces a network of private condo roads with right-of-ways of 6.0m and 7.0m, extending to connect to existing higher order roads surrounding the site: Highway 50 to the west, Columbia Way to the south and Kingsview Drive to the east. The following are urban design guidelines that have been considered in the design of the proposed streetscapes:

- All buildings should be oriented towards the street and open spaces (where possible), to provide a sense of enclosure and enhance security in the public realm through casual surveillance.
- Pedestrian crossings should be clearly marked through surface treatments, signage or changes in paving material. They should be accessible and continuous, connecting to adjacent sidewalks.
- Sidewalks and walkways shall be constructed in concrete and brick pavers, and should be continuous over driveways and intersections, providing a barrier free pedestrian circulation network.
- Street trees should be planted in continuous rows with an approximate 8-10m spacing interval. Double rows of trees may be planted to signify key streetscapes, such as the community connector road, to be determined at a later date.
- Planting materials should include native species that are drought tolerant and require minimal maintenance. The use of high branching deciduous trees is encouraged to foster high visibility, clear sight lines and pedestrian security.
- Street furniture should be strategically located in areas with anticipated pedestrian traffic, and reflect the architectural style and character of the proposed community.
- Provide bicycle parking near transit stops and in areas with high pedestrian activity.
- Apartment Buildings should have enhanced front yard landscaping that will integrate with the building face.
- Entry features with planting in front of the gateway buildings should provide strong sense of arrival to the community.





### Private Condo Roads

Private roads are essential for providing connectivity within a development. These roads are low capacity roads and shall be designed to connect the interior blocks with the surrounding public roads. The condo road network will also provide a safer community environment with a reduced right-of-way and associated speed. Proposed private road 'A' and 'B' envision a 1.5m sidewalks (as shown in Figure 12) and connect to the 7.0m wide fire route accessible from Kingsview Drive.

Private roads shall consider following design requirements:

- a. Accommodating two traffic lanes, and a curbside parking along the edges of the proposed outdoor amenity space, where possible
- b. It is encouraged that sidewalks be placed on both sides of the street.

In cases where this is not feasible, and sidewalks can only be provided on one side of the street, the on-street parking lane should be provided directly adjacent to the sidewalk.

- c. Barrier curbs are required.
- d. Clearly marked crosswalks and pedestrian-friendly intersections are encouraged to enhance pedestrian experience and promote walkability.
- e. Greenery shall be integrated along private roads through the planting of street trees and landscaping. This not only enhances aesthetics but also contributes to environmental sustainability and urban biodiversity.
- f. Bicycle movement is considered to be an integral part of traffic movement, so no dedicated bicycle infrastructure is required.



## 5.2 Gateway Features & Landscape Strips

**Gateway Features** provide a first impression of the community. The treatment and design of the gateway features reinforces the overall character and identity of the area and hence must be comprehensively designed to achieve a strong, clear definition and identity for the community.

Key gateway features of the proposed development are located along the Highway 50 and Columbia Way, and therefore, the most prominent architectural form within the site (the 10-storey mixed-use apartment building in Phase 2) is proposed at the intersection of these roads, fronting both streetscapes. At this key intersection a variation in the proposed architectural massing and building height is utilized to create visual interest by proposing 10-storey to lower to 3-storey component. The southeast gateway feature along Columbia Way is further reinforced by the 9-storey residential apartment building in Phase 3, providing an opportunity for enhanced landscape design at the northeast corner of the site. In addition to the above mentioned intersection architectural form, the northwest gateway feature along the Highway 50 is also defined by a side elevation of a 3-storey Stacked Back-to-Back Townhouse block in Phase 1 (see Figure 19 - Gateway Features).

Following urban design principles apply for gateway features:

- High Rise mixed-use buildings shall be located parallel and close to the street edge, wherever grading allows, to help define consistent streetwall and pedestrian friendly streetscape;
- Buildings should be sited and massed to present a high-quality, pedestrian friendly built form;
- Main entrances shall be emphasized through architectural and landscaping detailing as to create visually interesting streetscapes; and
- Servicing and loading shall be carefully screened.

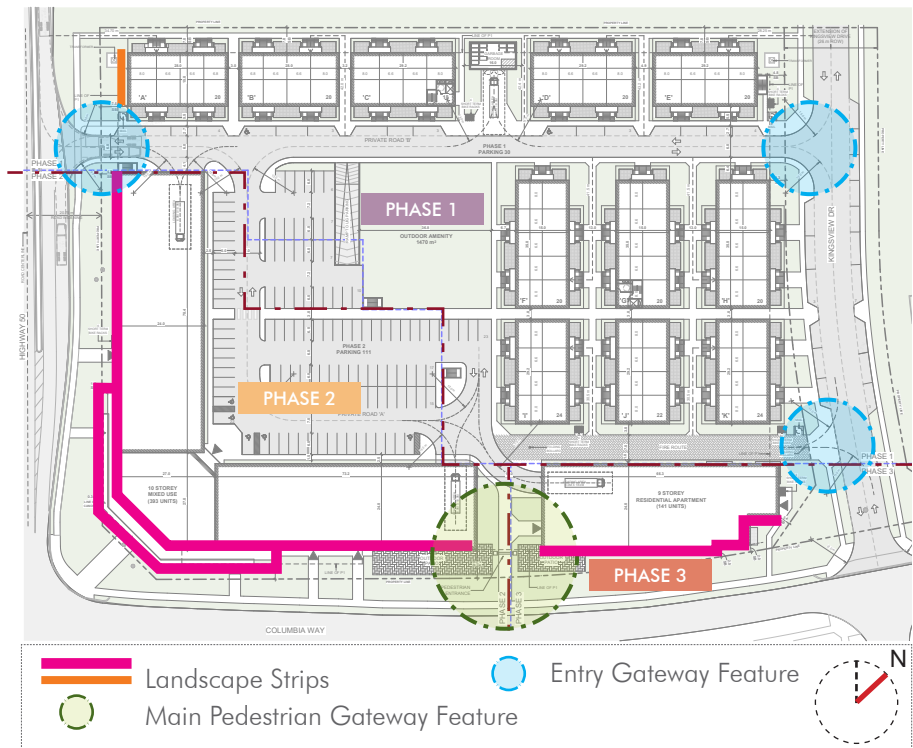


Figure 19 - Gateway Features



Figure 20 - Site elevation along Columbia Way: the proposed 10-storey building with a 3-storey component at the intersection with Highway 50 and the proposed 9-storey building along Columbia Way



**Landscape Strips** are located at the entrance(s) of a community and represent special opportunities to emphasize the “sense of entry or arrival”. This can be achieved with special designs that address the high level of public exposure, which enhances the architectural character of the development.

Gateways for the Columbia Square development are located at:

1. Key vehicular gateway: The intersection of the Highway 50 and a proposed private road ‘B’ (northwest entrance between the mixed-use apartment building and the stacked back-to-back townhouses; and
2. Key pedestrian gateway: From Columbia Way, between the mixed-use apartment building and the residential apartment building)

Additional secondary vehicular gateways are located along Kingsview Drive.

At these gateway locations, publicly visible building facades should incorporate high-quality architectural treatment and be surrounded with an attractive landscape design including green surfaces, urban furniture, lighting and seating areas in order to animate streetscapes and create pleasant public realm along major streetscapes.





## 5.3 Outdoor Amenity Space

The key open space within the proposed development is the 0.14ha Outdoor Amenity Space located centrally within the site and surrounded by proposed sidewalks and private roads providing an easy access for resident and visitors. This Open Space will provide a safe environment for socializing and outdoors activities for all ages.

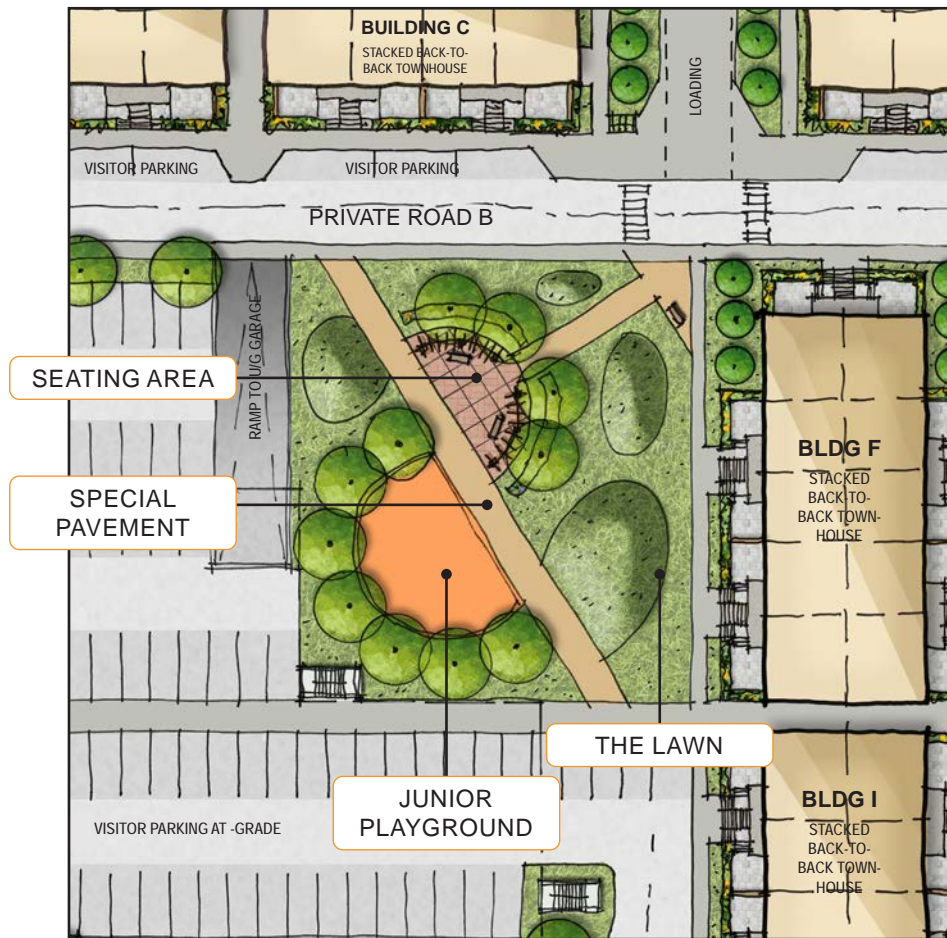
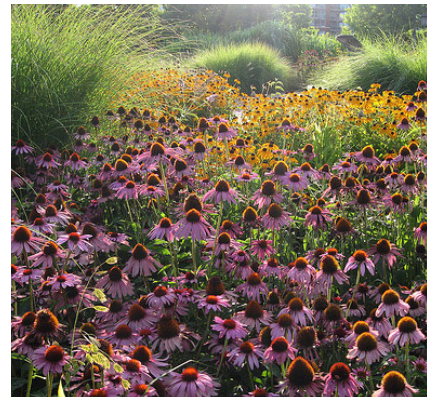


Figure 21 - Outdoor Amenity Space Vignette





## 6.0 SUSTAINABILITY

Being guided by the Town's Sustainability Principles for Greenfield developments, the proposed development promotes environmental sustainability.

Social sustainability is being facilitated within the proposed development by incorporating a strategic mix and distribution of land uses, housing types and densities, promoting aging in place by providing a variety of options and price points for people at various stages in their lives. A distinct and well-defined sense of identity will be established within the Columbia Square development through coordination of design elements within the proposed built form and public realm elements.

Columbia Square is designed to be a pedestrian friendly neighbourhood with walkable destinations and open space amenities accessible to all residents within a 5 minute walk. The proposed street network will provide permeability within the greater Bolton community as it connects to the existing system of arterial and collector roads. The proposed design of the Outdoor Amenity Space further contributes to quality of life within the community by offering a space for recreation and socializing for all age groups throughout the year. The overall design of the community fosters social interaction and encourages casual surveillance, ensuring the development of a safe and healthy community.

The proposed development will be fully integrated with the existing Bolton Rural Service Center Area, and will reflect the engaging, balanced and connected character of the Town of Caledon as a whole.

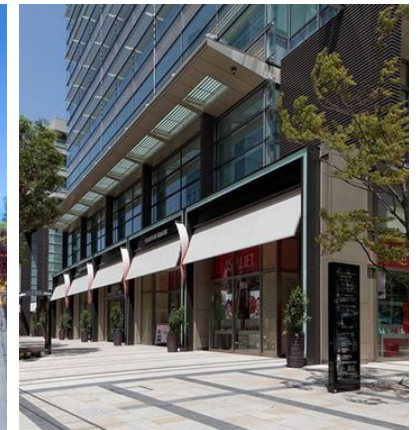




## 7.0 CONCLUSION

Columbia Square is designed to be a pedestrian friendly neighbourhood with walkable destinations and open space amenities accessible to all residents within a 5 minute walk. The proposed street network will provide permeability within the site and access to proposed residential and commercial uses.

A distinct and well-defined sense of identity will be established within the Columbia Square neighbourhood through a coordination of design elements within the proposed built form and public realm. The proposed Outdoor Amenity Space will serve as a functional and visual focal point within the neighbourhood. A mix of housing types allows a variety of lifestyles and demographics to live in the neighbourhood and age in place.





mbtw  wai