TOWN OF CALEDON PLANNING RECEIVED Jan. 31, 2022

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

January 2022

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.

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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 site that positively contributes to the Bolton Community, which is one of the largest growth areas within the Town of Caledon.

As a greenfield development, the proposed development will rely on the following design principles:

- Develop a safe and comfortable environment for all users
- Provide diverse built environment and housing forms
- Develop architecture that is locally inspired while having a legible and unique identity
- Support active transportation and safe pedestrian movement
- 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 ANALYSIS2.1 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 a mix of dwelling types, including conventional on-street townhouses and stacked back to back townhouses;
- HIGH DENSITY RESIDENTIAL DEVELOPMENT comprising a residential apartment building and a mixed-use apartment building that includes retail spaces at the ground level with apartments above;
- OUTDOOR AMENITY SPACE.



Key map





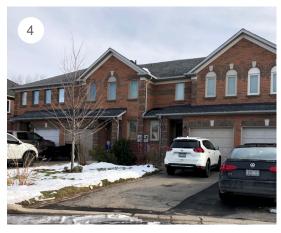
1 - Site view from Columbia Way toward north



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 neoighbourhood, view from Alderbrook Pl.

2.2 Large Scale Context Map

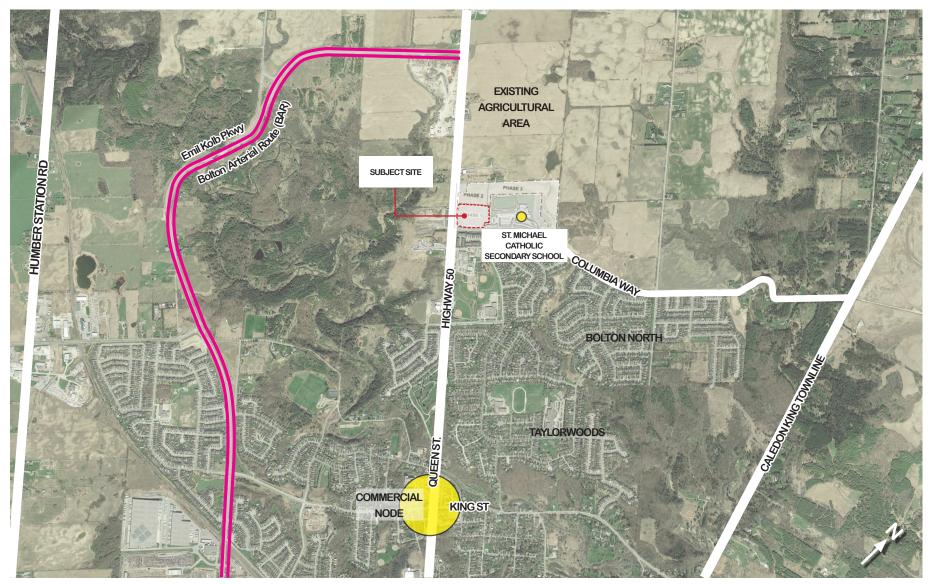


Figure 1 - Columbia Square - Large Scale Context Map

2.3 Amenities Context Map

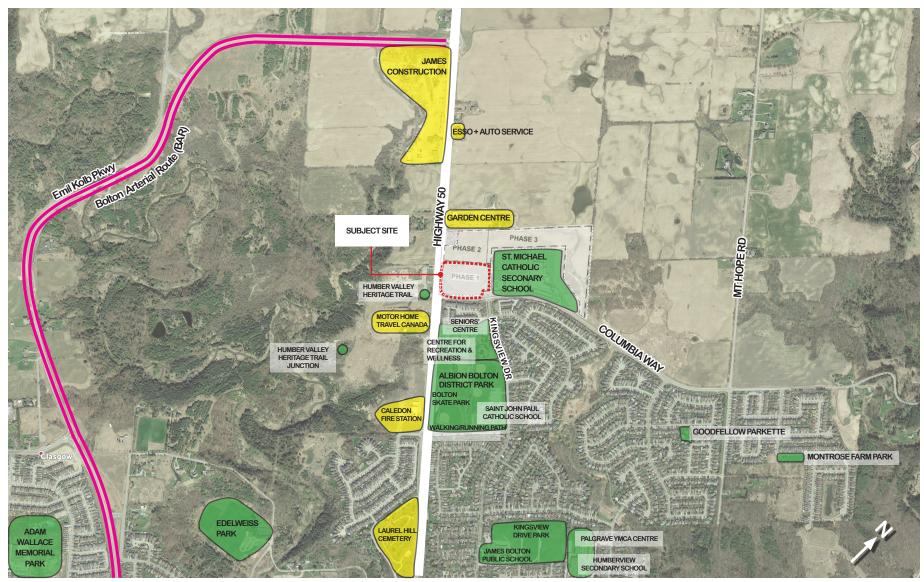


Figure 2 - Columbia Square - Amenities Context Map



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:

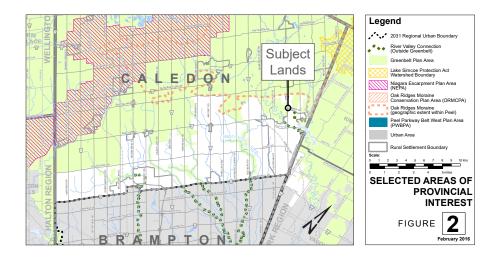
5.5.4.1.1 Plan and designate greenfields to contribute to complete communities.

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.



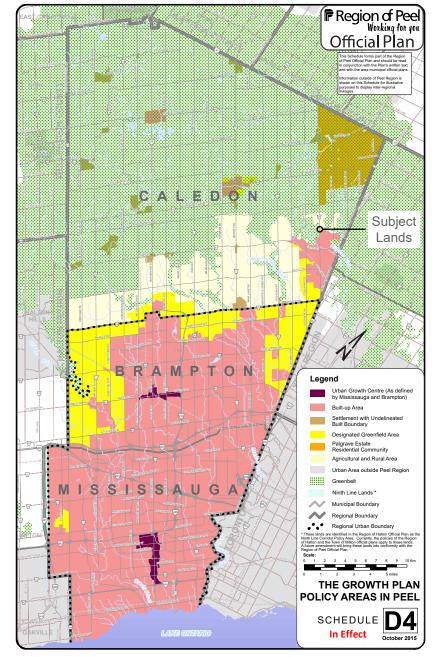


Figure 3 - The Region of Peel Official Plan | The Growth Plan Policy Areas in Peel



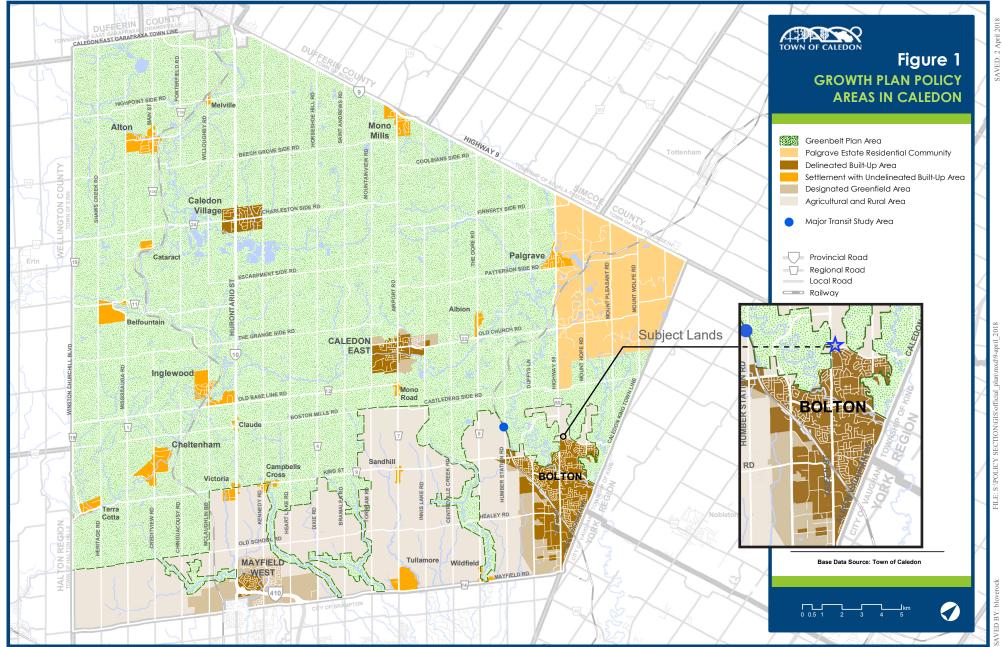


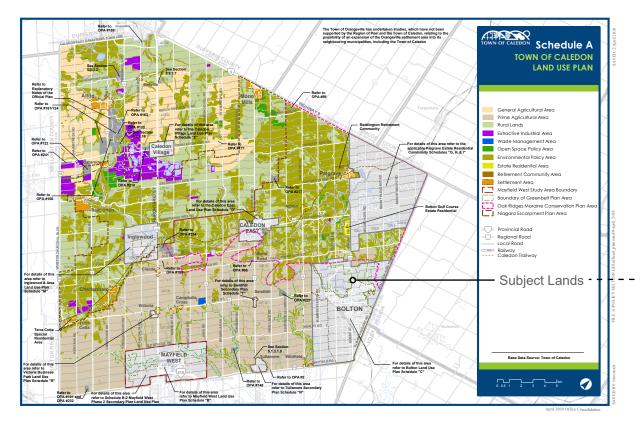
Figure 4 - Town of Caledon Official Plan | Figure 1: Growth Plan Policy Areas in Caledon

April 2018 Office Consolidation

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2.4.2 Town of Caledon Official Plan (Consolidated in April 2018)

The Town of Caledon Official Plan, Office Consolidation April 2018 (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).

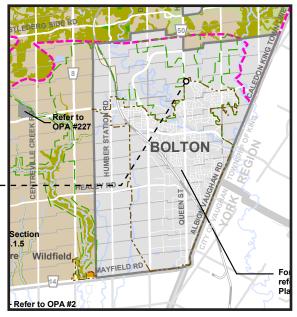
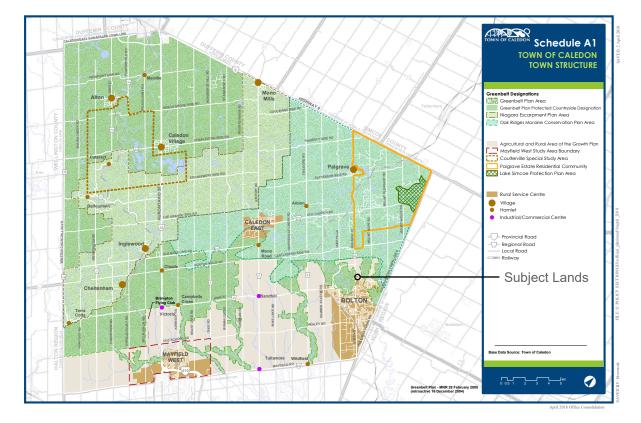


Figure 5 - Town of Caledon Official Plan | Schedule A: Town of Caledon Land Use Plan

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

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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.



Subject Lands

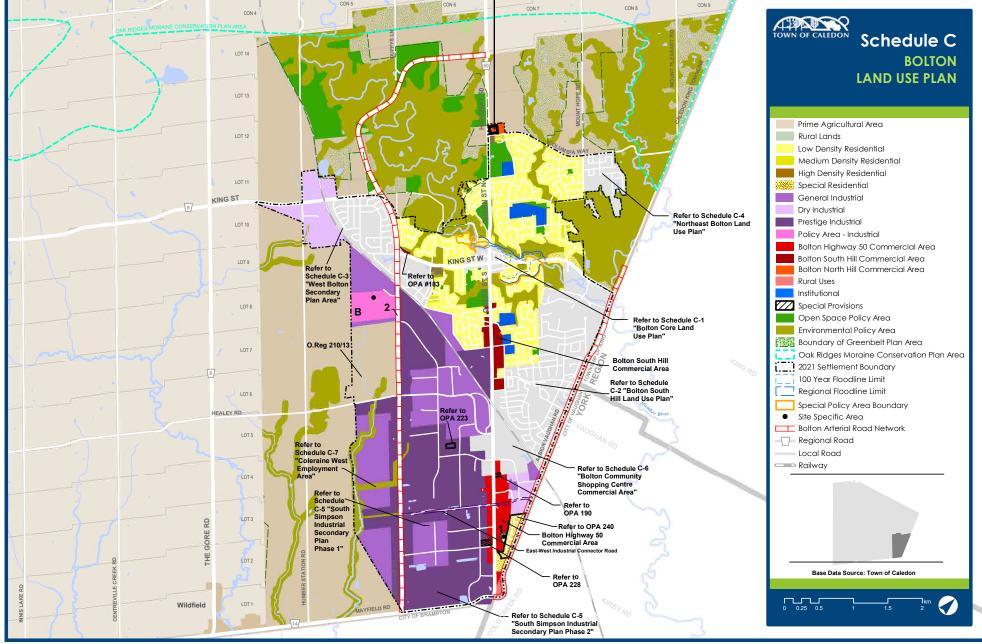


Figure 7 - Town of Caledon Official Plan | Schedule C: Bolton Land Use Plan

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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 mentioned beforehand, the proposed development belongs to the greenfield areas.

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.
- 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.



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

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

2.4 Site Analysis: Opportunities and Constraints

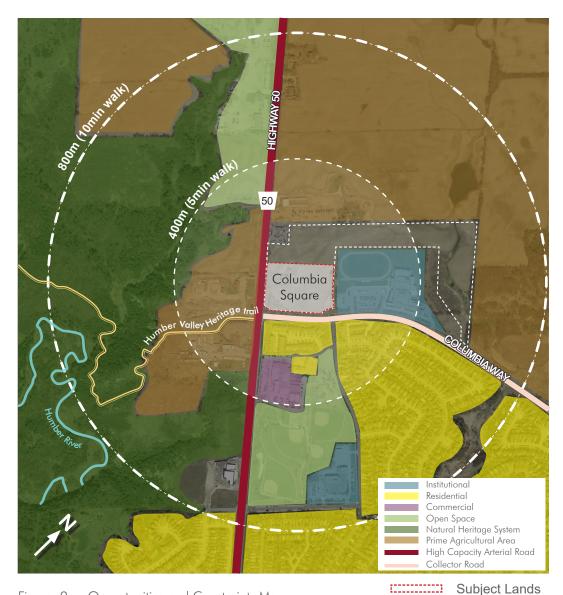


Figure 9 - Opportunities and Constraints Map

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.



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 through four phases (please refer to Figure 10-Concept Plan). The phases are defined as following:

- PHASE 1A three 3-storey conventional townhouse blocks counting 24units in total.
- PHASE 1A six 3-storey stacked townhouse blocks, counting 118units in total.
- PHASE 2 one 8-storey residential apartment building, counting 244 units in total and comprising 1,834 sqm of retail spaces on the ground level.
- PHASE 3 one 8-storey residential apartment building, counting 159 units in total.

The subject site will have two main accesses, one off Highway 50 and one off Columbia Way.



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



Columbia Square will provide a variety of housing choices with the higher densities in close proximity to arterial (regional) roads.



The architectural approach will provide unity and coherence among the proposed built forms through the use of appropriate massing, building articulation, features and materials



Visual breaks to be created between new medium and high density residential buildings to provide appropriate transitions between different heights.



The road hierarchy provides access to a variety of land uses throughout the subject lands.



The Development will introduce retail and commercial spaces as it develops as part of the future Bolton North Hill Mixed-use Area.

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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.



Columbia Square is strategically designed to safely connect pedestrians to community amenities, and future neighbourhoods.

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.



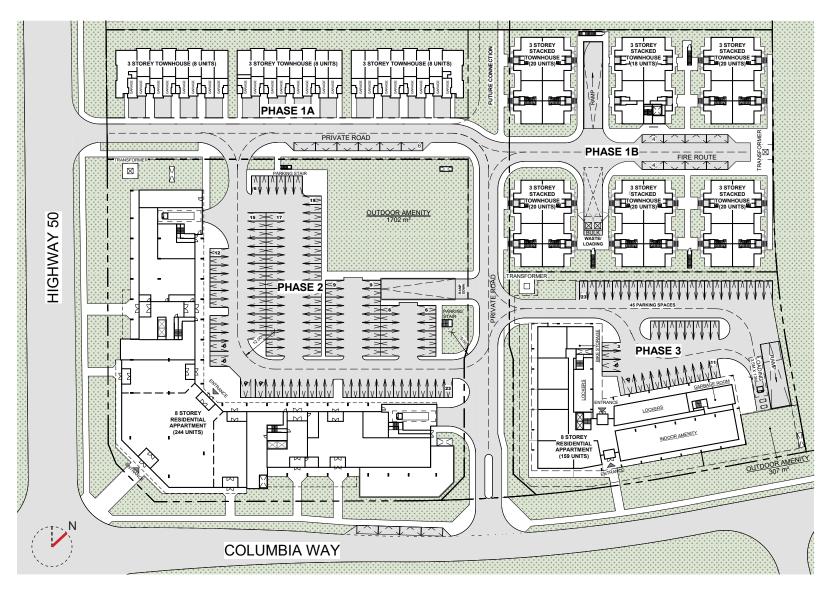


Figure 10 - Concept Plan

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 hierarchy while also providing a positive streetscapes for each block (Refer to Figure 11 -Street Network).

Vehicular Circulation

The proposed development has two access points, one from northwest on Highway 50 and one from southeast on Columbia Way.

Private roads are proposed as main vehicular connections throughout the Columbia Square development. A 13.5m private road right-of-way will connect to the accesses from Highway 50 and service Phase 1A, Phase 2 and Phase 3. This road widens to 16.0m when exiting the site to the south and connecting to Columbia Way. A 18.4m private road will service Phase 1B.

Parking

A total of 1020 parking spaces is envisioned within the subject site and split across phases as following:

	Underground	Private Garage	Surface	Total
Phase 1A	-	48	6	54
Phase 1B	197	-	10	207
Phase 2	349	-	122	471
Phase 3	243	-	45	288

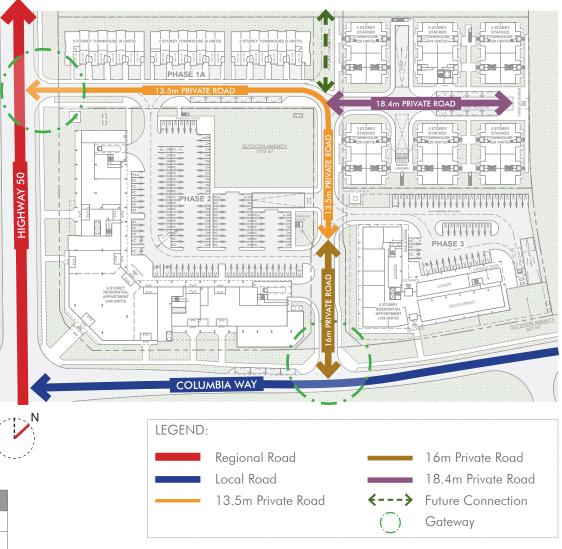


Figure 11 - Street Network

3.4 Green Space 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 Outdoor Amenity area located in the middle of the site work together to provide a community that promotes environmental stewardship and healthy living.

Safe and efficient pedestrian access to the Outdoor Amenity Space is enabled through a coherent network of 2.0m sidewalks that extends throughout the site.

See Figure 12 - Green and Open Space Diagram.



Figure 12 - Green and Open Space Diagram

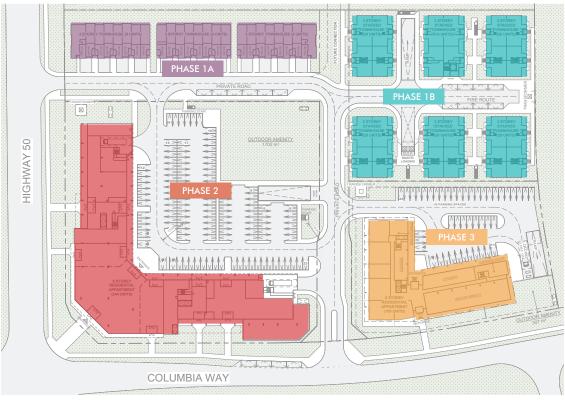
4.0 BUILT FORM AND ARCHITECTURAL DESIGN4.1 Built Form

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 four phases as follows:

- Phase 1A proposing three blocks of 3 storey conventional townhouses 8 units each, 24 units in total
- Phase 1B proposing six blocks of 3 storey stacked (back-to-back) townhouses 5 blocks with 20 units each and one block with 18 units, 118 units in total.
- Phase 2 proposing an 8 storey Residential Apartment Building with Retail on the ground floor, 244 residential units and 1,834sqm of retail spaces in total.
- Phase 3 proposing an 8 storey residential Apartment Building, 159 units in total.

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



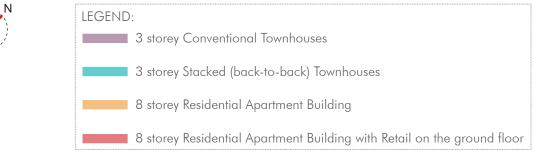


Figure 13 - Built Form Diagram





Figure 14 - Columbia Square aerial view



4.2 Building and Architectural Design

Conventional Townhouses are to be

provided within Phase 1A located to in the northwest portion of the site. This built form may front onto a condominium road. Ample fenestration will provide a great sense of safety with eyes on the street. Garages and driveways will be accessed at the front of the building by a private road.



1 North 1 : 100

South

1:100

(2)



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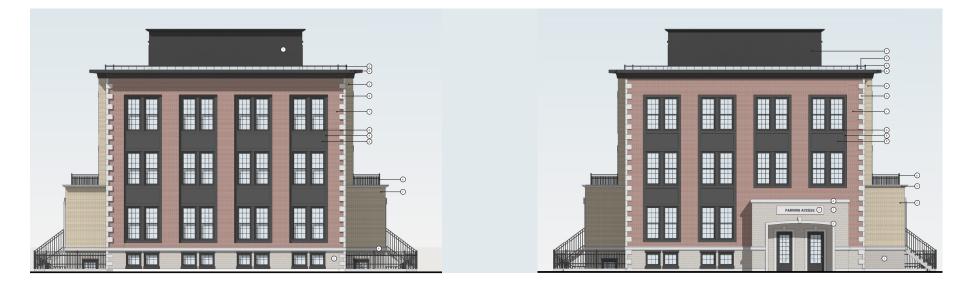


4.2 Building and Architectural Design (Continued)

Stacked Back-to-Back Townhouses

are proposed throughout Phase 1B in the north-east corner of the site. They will have covered front doors addressing the street or mews. 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.





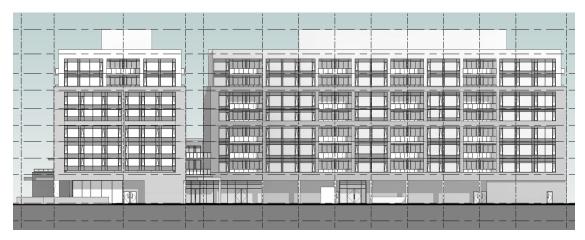
4.2 Building and Architectural Design (Continued)

Residential Apartment 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-density residential buildings are as follows:

- Buildings shall be sited close to the street line to create pedestrian-oriented and visually interesting streetcapes;
- 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;
- 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 entrances shall be emphasized through architectural treatments and landscaping; and
- Mechanical equipment will be screened from the public realm.



Phase 2 - Residential Building with retail on the ground floor: East Elevation



Phase 3 - Residential Building: North Elevation



5.0 PUBLIC REALM5.1 Streetscapes

The proposed development comprises a network of private condo roads with right-of-ways ranging from 13.5m to 18.4m. The following are urban design guidelines that have been considered in the design of the proposed streetscape:

- 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 should be continuous over driveways and intersections, providing a barrier free pedestrian circulation network.
- Street trees should be planted in continuous rows, at approximately 6.0-9.0 metre intervals. Double rows of trees may be planted to signify key streetscapes, such as the community connector road.
- 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

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. The condo roads will provide an opportunity to include 2.0m sidewalks and on-street parking.

Both R.O.W.s should consider following design requirements:

- a. Accommodating two traffic lanes, and a curbside parking along the edges of the 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. Bicycle movement is considered to be an integral part of traffic movement, so no dedicated bicycle infrastructure is required.

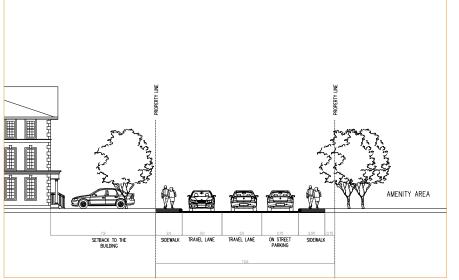


Figure 15 - Illustrative Streetscape Section - 13.5m Private Condo Road

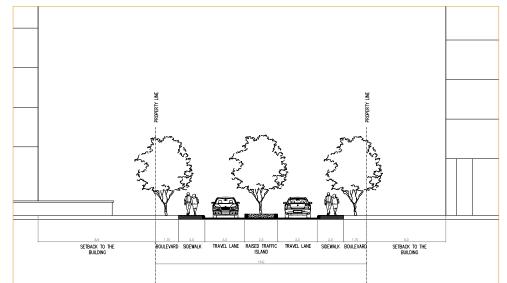


Figure 16 - Illustrative Streetscape Section - 16m Private Condo Road



5.2 Community Edges & Gateways

Community edges provide a first impression of the community. The treatment and design of the community edges 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 community edges of the proposed development are located along the Highway 50 and Columbia Way, and therefore, the most prominent architectural form within the site (the 8-storey mixed-use apartment building in Phase 2) is proposed at the intersection of these roads, fronting both streetscapes. The southeast community edge along Columbia Way is further reinforced by the 8-storey residential apartment building in Phase 3 and an amenity space, 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 community edge along the Highway 50 is also defined by a side elevation of a 3-storey Conventional Townhouse block in Phase 1A (see Figure 16 - Community Edges).

Following urban design principles apply for community edges:

- 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 highquality, 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.

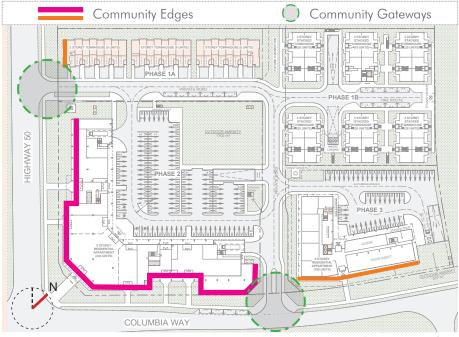


Figure 17 - Community Edges



Corner of Highway 50 and Columbia Way



Community gateways 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.) The intersection of the Highway 50 and a proposed private road (northwest entrance between the mixed-use apartment building and the Conventional Townhouse block); and
- (2.) The intersection of Columbia Way and a proposed private road (entrance between the mixed-use apartment building and the residential apartment building)

The following guidelines apply to the design of gateway lots:

- The design gateway buildings are to feature strong and distinctive architectural elements, such as wrap-around porches, prominent gables and/or projecting bays;
- Front, flankage and rear elevations shall have consistent main cladding, architectural detail and treatment;
- Building design and architectural features shall be coordinated with the landscaping design and features at gateways. This coordination should be mindful of main entry location, porch design, placement of well proportioned windows, vernacular, exterior materials and colours;
- The design gateway features shall be oriented to address the higher order street at intersections; and
- The garage should be recessed from the front of the building, away from the main entry and intersection.



Northwest Entrance from Highway 50



Southeast Entrance from Columbia Way

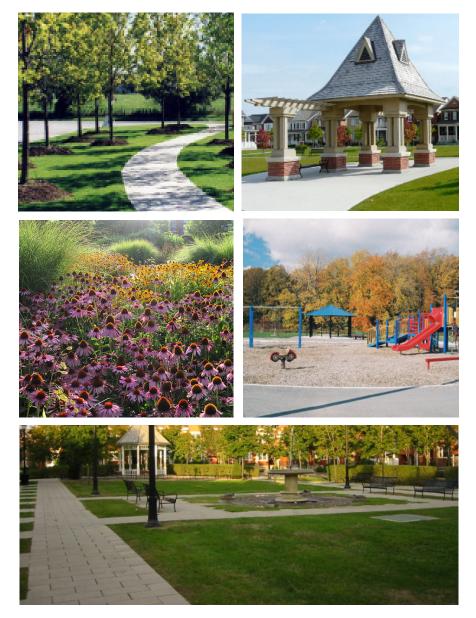


5.3 Outdoor Amenity

The key open space within the proposed development is the 0.17ha Outdoor Amenity Space located centrally for an easy access from all types of built forms surrounding it. This Open Space will provide a safe environment for socializing and outdoors activities for all ages.



Figure 18 - Outdoor Amenity Space Vignette





6.0 SUSTAINABILITY

The proposed development promotes environmental sustainability and is being guided by the Town's Sustainability Principles for Greenfield developments.

Furthermore, the proposed development promotes social sustainability through 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 a 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 a series of arterial and collector road systems. The proposed design of the Outdoor Amenity Space further contributes to quality of life within the community by offering diverse outdoor activities for all age groups to socialize 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 greater Bolton community as it connects to a series of arterial and collector road systems.

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 amenity space will serve as a functional and visual focal point within the neighbourhood. A mix of housing types allow a variety of lifestyles and demographics to live in the neighbourhood within the site and will be a desirable area to age in place.







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