TOWN OF CALEDON
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n Architecture Inc

Urban Design Brief

MIXED-USE HIGH-RISE DEVELOPMENT
0 HUMBER STATION RD, CALEDON, ON

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1. Proposed Development

The Planning and Development Department of the Town of Caledon has requested an Urban Design Brief in support of the proposed development (eight (8) commercial buildings and two (2) 20-storey apartment buildings). **n Architecture Inc**. has been retained by **Mr. Satwant Deol** to prepare this **Urban Design Brief**.

This document supports the **Official Plan application** for the property at **'0' Humber Station Rd**, **Caledon, ON**. It assesses the urban design considerations of the proposed mixed-use development, highlighting how the design aligns with the Town's planning policies, zoning requirements, and sustainable development goals. The report also evaluates the development's contribution to the visual, functional, and social fabric of the Town of Caledon.

1.1 Location and Context

The subject property occupies 0 Humber Station Road, within the Town of Caledon's anticipated growth area, with direct access from **Humber Station Road**. The site encompasses approximately **6.41 acres** (considering potential road widening) and sits within a transitioning rural-urban context designated for intensification under the Town's planning framework. The **Canadian pacific railway line** is adjacent to the east of the subject site. It benefits from proximity to future urban nodes envisioned by the Town's Settlement Area Boundary Expansion policies and Future Caledon Official Plan. This location provides a strong opportunity to deliver a complete, mixed-use urban block that contributes to transforming the area into a higher-density, transit-supportive community node.

Figure 1, Site Context

1.2 Project Summary

The development organizes into **two primary zones**: the eastern portion accommodates the residential component, consisting of **two 20-storey condominium towers with a total of 330 units**, strategically positioned at the rear of the site to reduce visual and shadow impacts on the surrounding area. The western portion features the commercial zone, comprising **six one-storey and two two-storey buildings**. Commercial buildings front Humber Station Road to provide active, pedestrian-oriented retail and service uses, while the two-storey buildings, located along internal streets, offer opportunities for office use. The site incorporates surface parking, internal private roads, landscaped pedestrian pathways, and a rear-facing outdoor amenity area adjacent to the towers, creating a quiet, residential setting. Together, the development presents a cohesive and diverse built form that integrates residential, commercial, and community uses within a single, comprehensively planned block.

1.3 Policy Compliance

The development aligns with the Caledon's emerging Official Plan by advancing compact, transit-supportive intensification with a mix of residential and commercial uses. It reflects key objectives of the **Town-Wide Design Guidelines (2025)**, particularly those in **Sections 9.5 and 10.1**, which promote high-rise design excellence, pedestrian-scaled commercial frontages, and integrated public realm design. The development supports a complete community framework, responding sensitively to the evolving urban context. It complies with applicable policies and guidelines, contributing meaningfully to Caledon's long-term vision for urban growth.

1.4 Opportunities and Constraints Analysis

The site's size, rectangular shape, and street frontage create clear opportunities to establish a cohesive urban block. The southern edge of the site interfaces with an existing industrial use. To mitigate potential impacts such as noise, views, and operational conflicts, the site layout locates low-rise commercial blocks along this interface, creating a built buffer. Landscape buffers, acoustic barrier, tree planting, and internal circulation routes provide additional separation, supporting compatibility and protecting residential and amenity spaces from potential disruption. Constraints also include managing interface conditions along Humber Station Road and balancing vehicular access with a pedestrian-prioritized layout. These challenges have been addressed through strategic massing, internal road design, and active commercial edges.

1.5 Contextual Compatibility

The project demonstrates strong integration with the planned future context. Its design transitions from a human-scaled commercial frontage along Humber Station Road, which frames the public realm and activates the pedestrian experience—to a landmark residential form at the rear that defines the emerging urban character. This layout maintains appropriate massing transitions and uses articulation and high-quality materials to create visual interest, and frame internal streets. The proposal advances the Town's goals for **urban placemaking** and fosters a strong sense of place through landscape continuity, architectural clarity, and a balanced public-private interface.

1.6 Development Vision and Site Plan

The vision aims to create a complete, walkable, mixed-use node that supports future intensification in Caledon. The site organizes around a looped internal road with distinct nodes for drop-offs, entrances, and amenity spaces. The commercial buildings, oriented to support convenience retail, and community-focused uses, activate the site's edges, while the residential towers serve as a vertical centerpiece.

The ground-level residential amenity area includes diverse seating, landscaping, and design elements to promote a pedestrian-oriented environment and encourage community interaction. Tree-lined walkways and mid-block pedestrian links enhance both function and character. A phasing strategy is proposed.

Overall, the site plan reflects a coherent integration of uses and built forms, arranged to ensure permeability, connectivity, accessibility, and visual clarity throughout the site.

Figure 2, Birds' Eye View from the North-West Corner of the Site

1.7 Phasing Plan

The development is anticipated to proceed in **four phases**—outlined in the image below. Phase 1 and 2 includes the construction of two high-rise residential towers, and associated amenity spaces. Subsequent phases involve construction of the commercial blocks along the frontage, establishing retail activity and site circulation, and completion of internal landscaping. This phased approach ensures that initial phases activate the site while allowing flexibility for market and servicing conditions.

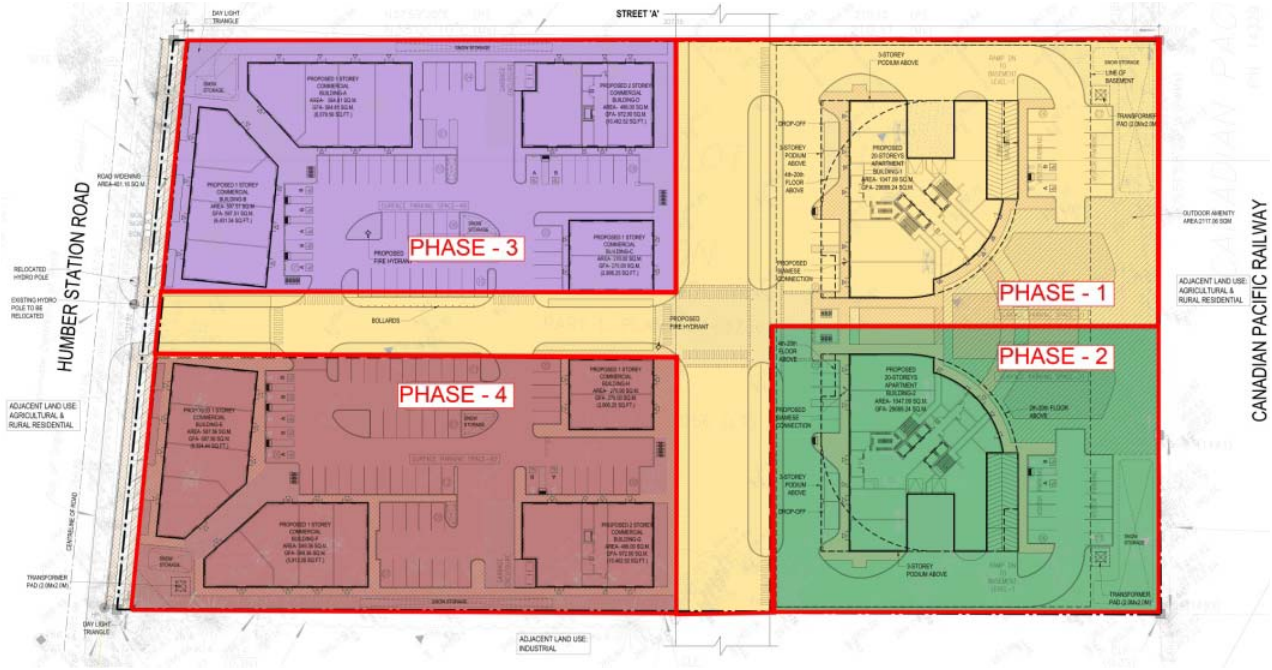

Figure 3, Site Plan – Phasing

2. Public/Private Realm

2.1 Linkage, Connections and Circulation

The proposed development establishes a clear and legible circulation network that balances the needs of vehicles, pedestrians, and cyclists, in alignment with the planned right-of-way along Humber Station Road. A looped private drive accessed from Humber Station Road forms the site's internal spine, integrating continuous sidewalks, mid-block pedestrian links, and tree-lined boulevards. These features promote a safe, permeable, and multimodal environment that enhances the public-private realm and aligns with the objectives outlined in **TWDG Section 7.1 – Connectivity and Circulation** and **Section 10.1.2 – Urban Blocks and Streets**.

2.1.1 Pedestrian Circulation within the Site

The site integrates a well-defined pedestrian network designed for accessibility, safety, and comfort. Sidewalks on both sides of internal streets provide direct, barrier-free access to entrances and landscaped open spaces, in compliance with **AODA** and consistent with **TWDG Section 10.1.5 – Pedestrian Realm**. Mid-block pedestrian links connect residential, commercial, and amenity areas, while landscaping, curbs, and furnishings help separate pedestrian

movement from vehicular circulation. Lighting, seating, and way finding elements further encourage walkability and foster a welcoming public realm.

Figure 4, Perspective View - Site circulation

2.1.2 Vehicular Circulation

Primary vehicular access is from Humber Station Road via a looped internal road system that organizes the site into functional zones. The design supports efficient vehicular flow, provides safe sightlines, and limits conflict points with pedestrian pathways, in accordance with **TWDG Section 7.2 – Street Design**. Drop-offs and surface parking are integrated into the layout to support intuitive wayfinding and minimize unnecessary circulation.

2.1.3 Parking and Servicing Circulation

Surface parking is distributed along the internal street to serve all uses conveniently. Drop-off zones are positioned near major entrances to enhance accessibility, while bike parking is prominently located near residential & commercial blocks, promoting active transportation in line with **TWDG Section 10.1.6 – Parking & Loading**. Dedicated service routes are planned to avoid pedestrian-heavy areas & minimize operational conflicts, supporting both safety and functionality.

2.1.4 Connections to Adjacent Sites and Neighborhoods

The internal road and pedestrian network is designed to enable future connectivity to adjacent lands, consistent with the Town's vision for walkable urban structure and the guidance in **TWDG Section 7.1.3 – Block Connectivity**. The ROW is proposed - North and South of the property to support future extensions of the street and pedestrian network into undeveloped lands, ensuring flexibility and integration with future growth. Along Humber Station Road, with

complete street components—including 2m wide sidewalks, cycle tracks, and landscaped boulevards, reinforce the site's integration into the broader public realm.

Figure 5, Perspective View - Site entrance from the Humber Station Road

2.1.5 Transit Connections to Site

The subject land is located within the **Bolton GO Primary MTSA**. This designation reflects the Town's intent to support higher-density, transit-oriented development in anticipation of expanded GO rail service for the Caledon area**.** In anticipation of the future Caledon GO Station, the proposed development is structured as a transit-supportive built form under **TWDG Section 7.3 – Transit Integration**. Furthermore, **Humber Station Road cross-section** reinforces the development's potential to function as a connected node in Caledon's evolving transit network.

2.2 Landscape Plan

The landscape design promotes a high-quality, pedestrian-oriented environment with a strong emphasis on connectivity, comfort, and placemaking. The layout incorporates a mix of street trees, paved walkways, amenity spaces, and planting buffers that define circulation routes and enhance the interface between public and private realms. Landscape elements are strategically positioned to support both active and passive use, soften building edges, and reinforce the character of the mixed-use development.

2.2.1 Streetscape, Streetscape Elements (Street Furniture, Lighting, Paving Materials)

The Humber Station Road frontage and internal street network are designed to complement the planned ROW, with a strong emphasis on active transportation and sustainable urban design, creating a safe, attractive, and pedestrian-friendly environment. They feature tree-lined and wide sidewalks, pedestrian-scaled lighting, bike racks, and site furniture placed. Precast concrete pavers, painted crossings, and unit paving treatments define pedestrian routes, improve safety and comply with AODA. Boulevards range from 2 to 2.6 m in width and are planted with a variety of deciduous canopy trees for shade and microclimate control, while

perennial and shrub beds introduce seasonal interest and ecological benefit. These features together create a multimodal public realm consistent with **Section 10.1.4 of the TWDG**.

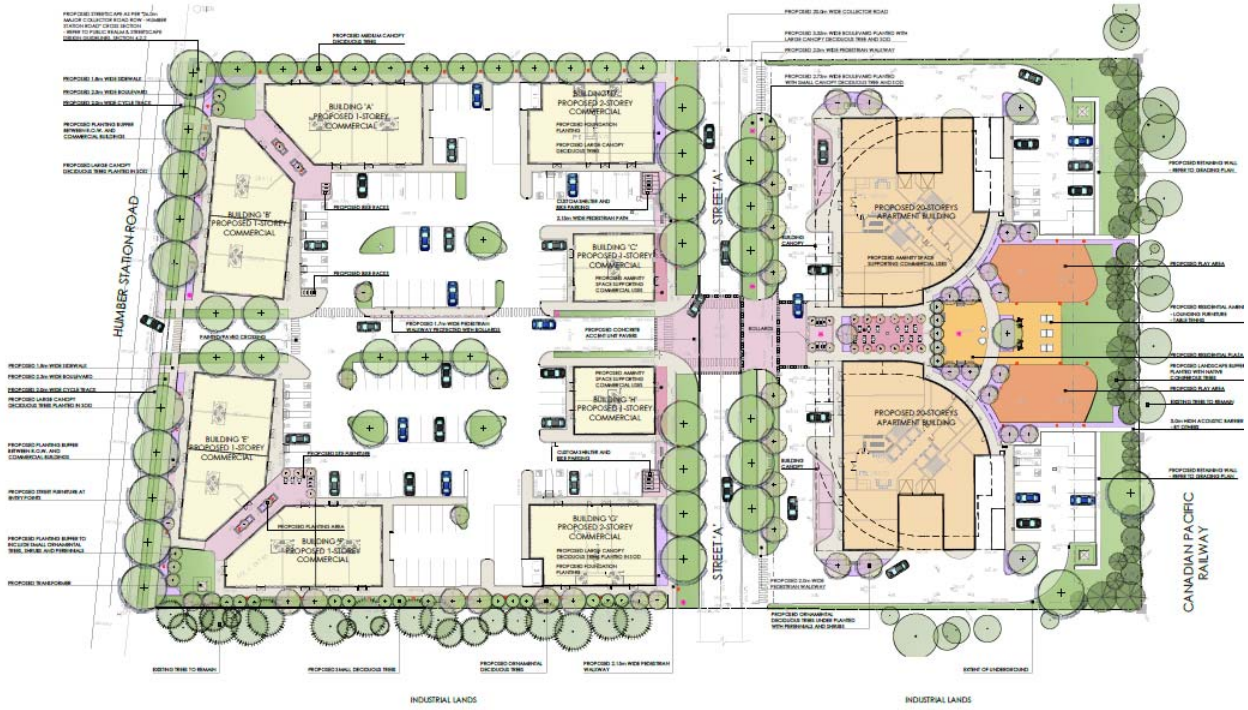

Figure 6, Landscape Plan

2.2.2 Outdoor Amenity, Gateway/Corner Design, POPS

The residential amenity area at the rear acts as a focal point and includes lounging furniture, a play area, shade trees, and a play area, designed for comfort, accessibility,& community interaction. Commercial amenity zones offer seating areas and planting beds, supporting outdoor activity for employees and visitors. The layout is guided by accessibility and inclusivity principles. Gateway points create a welcoming presence along primary frontages.

Figure 7, Outdoor Amenity Area

2.2.3 Landscaped Medians

Within the internal road network, landscaped medians and planting buffers contribute to traffic calming and visual relief. Native coniferous trees, small ornamental trees, and layered planting are used to buffer between land uses and screen service areas where needed. These elements enhance site greening, improve microclimate, and support the Town's urban forest objectives.

Figure 8, Landscaped Median

2.2.4 Screening of Service Areas

Service areas, such as loading zones, garbage storage, and mechanical equipment, are sensitively screened using a combination of fencing, planting, and built enclosures. At-grade planters, shrub beds, and ornamental grasses help buffer these functional areas from adjacent pedestrian routes and open spaces. The objective is to minimize visual and noise impacts while maintaining a consistent, high-quality landscape character throughout the site.

2.3 Signage (Conformance with Sections 10.1.7, 10.2.2.7 TWDG)

Signage conforms to Sections 10.1.7 and 10.2.2.7 of the Town-Wide Design Guidelines, and promotes legibility, safety, and a cohesive streetscape. Commercial signage integrates into building façades, scales for pedestrian visibility, and aligns with the architectural character of each building. Designs incorporate high-quality, durable materials that enhance the built form without overpowering it. All signage matches the height and massing of the buildings and displays building addresses to ensure visibility and facilitate wayfinding from the public realm.

2.4 Lighting

The development will ensure all street lighting complies with Dark Sky principles and meets the Town's outdoor lighting standards and ANSI/IES RP-8. The street lighting fixtures will be oriented within the right-of-way to minimize glare and reduce light pollution on adjacent properties, environmentally sensitive areas, and public spaces. The lighting layout will

coordinate fixture placement to prevent light obstructions and support healthy, sustained street tree growth. The development will maintain a complementary character, colour, and style between laneway lighting and street lighting.

Figure 9: Perspective of 2-Storey Commercial Block Entrance with Signage & Pedestrian Route

2.5 Community Design safety

The site design prioritizes visibility, access control, and natural surveillance to promote safety and inclusivity. Strategically placed building entrances, windows, and active frontages ensure continuous oversight of public and semi-public spaces, reducing concealment and supporting passive surveillance. Clear pedestrian routes guide intuitive movement, while open sightlines and layered landscaping maintain visibility without reliance on solid fencing. Amenity areas are positioned in active, well-lit locations, encouraging regular use and community interaction. Glazing, lighting, and seating further reinforce natural surveillance and social presence, creating a secure and welcoming environment.

3. Built Form

3.1 Built Form Principles

The proposed development employs a contextually responsive massing strategy that thoughtfully integrates with the existing and future urban fabric. Along Humber Station Road, one and two-storey commercial buildings establish a pedestrian-scaled streetscape, offering active frontages that support direct, street-oriented retail and service functions. This low-rise edge introduces a strong horizontal rhythm and defines the base condition of the site.

Figure 10: View of the proposed built form from Humber Station Road

Set behind this commercial frontage, two 20-storey residential towers with 2 levels of basement parking rise within the interior of the site. Their placement ensures that building height is visually and physically buffered from the public realm by internal roads, amenity spaces, and transitional building forms. This careful siting minimizes overshadowing, reduces view blockage and respects the scale of adjacent development while aligning with the evolving urban context.

Figure 11: View of the 1-storey commercial buildings

The towers are composed of podium and tower elements, with the podiums acting as an intermediate scale that bridges the low-rise commercial blocks and the high-rise residential forms. The podiums house communal indoor amenities above a commercial base, reinforcing the mixed-use character of the development. Above, the towers are oriented to provide sweeping views while minimizing shadow impacts on surrounding properties.

Figure 11: Elevational View of the residential buildings

The towers incorporate selective façade curvature that softens their massing, lends a distinctive skyline identity, and enhances sunlight access, views, and privacy for residents. Stepbacks at upper floors, variations in glazing with accent metal panels, and integrated Juliet balconies break down visual bulk, introduce shadow play, and emphasize verticality. The result is a dynamic yet cohesive architectural composition that enhances skyline variation without monotony.

Each tower features a central core with surrounding units to optimize circulation and reduce unnecessary travel distances. Units are planned to maximize access to natural light, ventilation, and outward views, with a balanced mix of one-, two-, and three-bedroom layouts.

The commercial buildings adopt a cohesive architectural language, with consistent massing, articulated rooflines, signage and parapet screens that conceal rooftop mechanical equipment. This creates a visually clean profile and contributes to a refined, contemporary streetscape. By integrating active commercial frontages and a landscaped rear amenity interface, the development helps shape a complete and well-balanced urban block.

Through its integrated design strategy, the development balances urban intensification with sensitivity to its evolving context.

3.2 Compliance with relevant sections of TWDG

The design complies with **Section 9.5 of the Town-Wide Design Guidelines (TWDG),** addressing high-rise massing, podium-tower transitions, and tower separation. The podium levels establish a strong base condition, enhancing pedestrian experience and framing adjacent outdoor spaces.

Tower massing avoids monolithic expression through vertical articulation and varied glazing treatments. Spacing between towers maintains sunlight access, reduces overlook, and minimizes wind impacts.

Commercial and mixed-use components conform to **TWDG Sections 9.9 and 10.1**, emphasizing transparent frontages, active uses at grade, coordinated signage, and landscape continuity. Building placement and orientation align with the Town's principles of context sensitivity and urban design quality, reinforcing walkability, safety, and public realm animation.

3.3 Plans, elevations and perspective renderings/3D views, material palette

(Refer to the Architectural Drawings for Floor Plans and Elevations)

The architectural composition employs a contemporary material palette and refined built form. The towers are clad in glass and metal panels, emphasizing verticality and contrast. Podium levels introduce tactile interest through grey brick and EIFS, creating a heavy looking base of more intimate scale at the pedestrian level. Entrances are defined with a recess to mark points of arrival.

Figure 12: Perspective View of the residential buildings

Commercial buildings share a unified design language with clean massing, storefront glazing, and durable finishes. Signage is integrated into the architecture without overpowering the facade. The consistent application of materials and articulation across all buildings contributes to a cohesive and high-quality visual identity.

3.4 Corner, Gateway and or flankage building treatment

While not located at a formal arterial intersection, the commercial frontage along Humber Station Road introduces vibrancy and signifies the transition from the rural edge to an emerging urban centre. The site will benefit from its position between two planned public roads - Street 'A' to the north and a future local road to the south, as identified in the draft plan of subdivision. These roads create natural corners and visual highlights that improve visibility and emphasize the gateway character. Corners and primary entrances are emphasized through architectural detailing, enhanced paving, landscape features. The towers act as visual markers within the broader area, their placement reinforcing the progression from active street edge to quieter residential zones. Buildings addressing internal streets and open spaces maintain a high level of design quality, with consistent materials and articulation across all visible facades.

Figure 13: Perspective View of the proposed development from the south-west corner of the site

4. Heritage and Environmental Considerations

4.1 Cultural Heritage Landscapes

There are no identified cultural heritage landscapes on or adjacent to the site.

4.2 Listed or designated heritage buildings

There are no listed or designated heritage buildings located on the development site that would necessitate restoration, relocation, or integration into the design.

4.3 Natural Heritage

While no natural heritage features exist directly on the site, wetlands are mapped in close proximity, including a portion of the Bolton Provincially Significant Wetland (PSW) Complex, which lies immediately adjacent to the rail corridor to the east. (Please refer to Figure 1 – Site Context)

The site design respects the natural heritage block at the rear by setting the residential towers back and providing a landscaped buffer along the wetland edge. The rear amenity area creates a soft transition between built form and nature, using native planting, open views, and low-impact design to maintain ecological integrity while offering visual and passive recreational value. No development encroaches into the natural feature, ensuring long-term protection.

5. Sustainable Design

Sustainability is embedded in the planning, design, and future construction of the development. The proposal aligns with **Sections 6.1 and 6.2 of the Town-Wide Design Guidelines** by promoting compact, mixed-use development that reduces land consumption, supports active transportation, and lowers automobile dependence.

The integration of residential and commercial uses, strong pedestrian connectivity, and proximity to services encourages healthier lifestyles and helps reduce greenhouse gas emissions. Future detailed design will incorporate energy-efficient systems and sustainable materials where feasible.

Landscape strategies prioritize native plantings, minimized turf areas, and permeable paving to enhance stormwater management. Building and open space configurations are designed to optimize natural ventilation and daylight, while hardscape materials are selected for durability, reflectivity, and accessibility.

The inclusion of bicycle parking, walkable connections, and provisions for EV parking stations further reinforces the development's commitment to long-term environmental performance. Overall, the project reflects a balanced approach to intensification and environmental stewardship, aligned with the Town's sustainability goals.

6. Accessibility and Universal Design

The development has been planned with a clear commitment to accessibility and inclusive design, in accordance with the **AODA**, the **OBC**, and applicable **Town policies and guidelines for universal and barrier-free design**.

Accessibility principles have been integrated throughout the site layout, circulation network, and building configuration to ensure all users—regardless of age or ability can access and navigate the site safely and comfortably.

All primary building entrances are located at grade or are accessible via gently sloped walkways designed for use by persons with mobility devices. The pedestrian routes are designed with firm, slip-resistant surfaces, consistent widths, and integrated tactile and visual cues to support independent mobility and wayfinding. Accessible parking stalls are located close to main entrances with direct, unobstructed connections to sidewalks.

The rear outdoor amenity space is designed with barrier-free access, gentle grade transitions, and inclusive seating options.

Figure 14: Ariel view of surface parking area

7. Sun/Shadow Study

(Refer to the attached Sun/Shadow Study Report for more details)

7.1 Shadow Test Dates/Times and and Visual Model Scope

A sun shadow study was conducted on the following dates and times, using the **NAD_1983_UTM_Zone_17N** geodetic reference system:

- March 21, June 21, and September 21 at: 9:00 AM, 11:00 AM, 1:00 PM, 3:00 PM, 5:00 PM, and 7:00 PM; December 21 at: 11:00 AM, 1:00 PM, and 3:00 PM

The visual model includes the subject site boundary, proposed massing, surrounding streets and public realm, outdoor amenity area, internal circulation, adjacent natural wetland feature and the massing of adjacent buildings.

7.2 Shadow Impact Evaluation

7.2.1 Five Consecutive Hours of Sunlight

On **March 21, June 21, and September 21**, the proposed development allows for at least **five consecutive hours of unobstructed sunlight** across most of the site, particularly from **9:00 AM to 3:00 PM**. During these periods, both internal pedestrian areas and outdoor spaces, receive adequate sunlight exposure. This satisfies the requirement for consecutive sunlight hours during key seasonal dates.

7.2.2 Shadow Coverage on Outdoor Amenities

The sun shadow study indicates that:

- *At* 5:00 PM and 7:00 PM on March 21, June 21, and September 21, more than 50% of the rear amenity area experiences shadowing due to the height and orientation of the residential towers. However, the space remains usable and comfortable ensuring functional access to natural light, with the shade contributing to thermal relief during warmer months.
- From 9:00 AM to 3:00 PM—the primary period of daytime—the amenity area receives ample sunlight, throughout the majority of the day.
- No adjacent parks, or amenities associated with commercial and employment areas are impacted by the development's shadows.

7.2.3 Impact on Opposite Sidewalks

The **east sidewalk along Humber Station Road** is not impacted. Shadows cast by the development are minimal in the morning and absent from the east sidewalk by 11:00 AM in the spring and fall. This ensures that public pedestrian routes remain sunlit during peak hours, supporting comfort and year-round usability.

8. Implementation

8.1 Architectural Compliance (compliance with section 13.1.2.2 of TWDG).

The architectural design of the proposed development is consistent with the Town of Caledon's TWDG, specifically the requirements set out in **Section 13.1.2.2**. The development reflects a thoughtful and comprehensive approach to built form, site organization, and architectural expression. The high-rise residential towers demonstrate strong compliance through the use of articulated massing, a clear podium and tower relationship, and the application of high-quality materials that emphasize durability, variety, and visual interest. They satisfy the Town's expectations for street-oriented design. Similarly, the low-rise commercial buildings at the frontage are designed to address the public realm directly, with active façades, human-scaled elements, and clear pedestrian access. These buildings conform to the principles outlined in **Section 10.1** for commercial built form, including appropriate facade transparency, defined entrances, and signage coordination. Collectively, the design contributes positively to the architectural quality of the surrounding context.

8.2 Rationale for non-compliance with TWDG-refer to section 13.1.1.1 of TWDG.

While the overall design of the development is strongly aligned with the TWDG, any minor deviations from prescriptive standards are justified through design performance. In particular, the spacing between the two residential towers is narrower at a limited portion of their façades due to site constraints; however, this is mitigated by orienting and articulating the towers with a subtle curvature toward the rear. This design increases the perceived spacing between the towers, creates greater openness, and improves access to sunlight, views, and privacy for residents. The approach meets the intent of the TWDG's tower separation guidelines by

achieving the underlying objectives through innovative form-making. Architectural renderings and shadow studies confirm these positive outcomes, consistent with **Section 13.1.1.1,** which allows flexibility where the design intent is achieved through high-quality, context-sensitive solutions.

Sincerely,

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