

TOWN OF CALEDON  
PLANNING  
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May 11, 2023

Giuseppe Scenna and 12148 Albion-Vaughan Road Inc.  
U R B A N   D E S I G N   B R I E F  
Second Submission



PREPARED BY  
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P-2623  
MARCH 2023

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## 4 IMPLEMENTATION



*Planning Design Development*

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# 1. INTRODUCTION

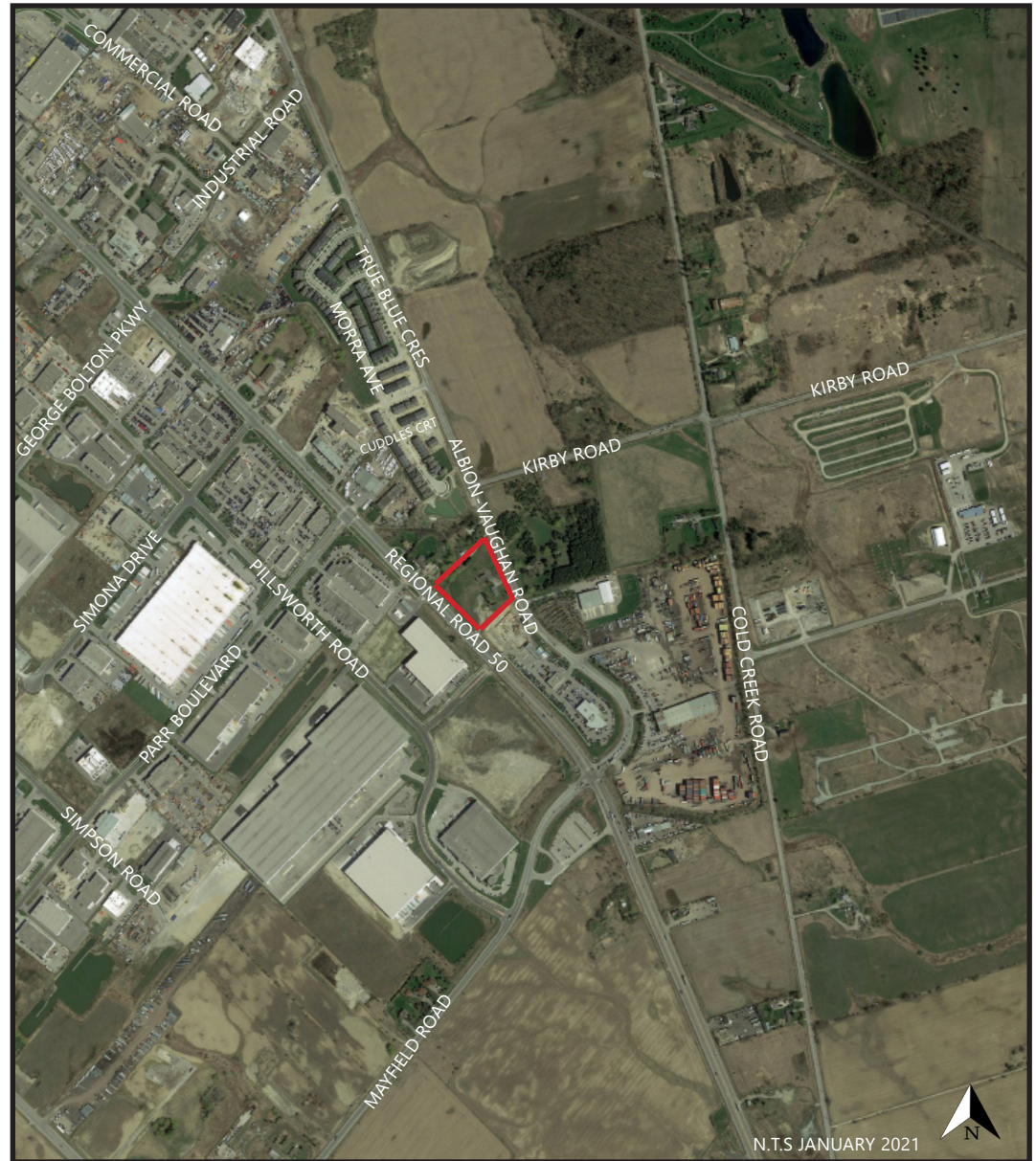
## 1.1 PURPOSE

Giuseppe Scenna & 12148 Albion-Vaughan Road Inc. ("the Owner") has received instruction from The Town of Caledon Development Planning Department to provide an updated Urban Design Brief for the proposed residential development municipally known as 12148 Albion-Vaughan Road, in Part of Lot 1, Concession 7, in the Town of Caledon ("the Site" or "the Subject Lands"). The requirement for an Urban Design Brief was identified by the Town of Caledon at the Pre-Consultation Meeting held on December 5, 2019 prior to the submission of the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval Applications in January 2021. The purpose of this Urban Design Brief is to illustrate how the development will meet the overall design objectives of the Town of Caledon.

The proposed residential development will facilitate an efficient use of an underutilized parcel of land within the Community of Bolton that is currently redeveloping to the north.

### 1.1.1 SITE DESCRIPTION & BACKGROUND

The Subject Lands front on both Albion-Vaughan Road and Highway 50 to the East and West, respectively, and are located North of Mayfield Road. The Subject Lands are irregular in shape and comprise approximately 1.5 hectares (15,376.75 m<sup>2</sup> or 3.8 acres) in size. Currently existing on the Subject Lands are residential dwellings that are vacant and will be demolished upon the Town of Caledon's Council Approval of the development applications. The lands contain a watercourse that traverses through the west and northwest areas of the site. The previous Owner of the Subject Lands had realigned the watercourse from the natural location to further within the property at its current location adjacent to the west and northwest property lines. The Toronto and Region Conservation Authority (TRCA) is working with the Owner to realign the watercourse to the natural location and include a 10m wide naturally revegetated buffer.




 Subject Lands

FIGURE 1: LOCATION MAP

## 1.2 CONTEXT & SITE ANALYSIS

The Subject Lands are located in the Town of Caledon within the Community of Bolton and have frontage on both Albion-Vaughan Road and Highway 50 to the East and West, respectively, and located North of Mayfield Road.

The surrounding land uses are as follows:

### 1.2.1 SURROUNDING CONTEXT

**North:** To the north of the Subject Lands are four (4) residential lots containing single-detached dwellings and accessory structures; recently constructed street townhouses. a 4-storey senior's building, and industrial/commercial buildings are located beyond.

**South:** Located south of the Subject Lands is a recently constructed 4-storey self-storage building; car wash and car dealership are located beyond.

**East:** To the east of the Subject Lands is Albion-Vaughan Road (City of Vaughan road – 2 lane road with unpaved shoulders); rural residential and industrial uses exist across the road located within the City of Vaughan.

**West:** To the west of the Subject Lands is Highway 50 (Region of Peel arterial road – 4 lane road with centre median); and employment lands located beyond.

As identified above, the immediate south Bolton area is comprised of a mix of existing residential detached dwellings, and industrial and commercial buildings. However, a recently built street townhouse development and 4-storey senior's building located further north of the subject lands on the west side of Albion-Vaughan Road has established new residential activity within this area of the south Bolton community, within the Town of Caledon.

The general retail and commercial uses to the north-west of the Subject Lands will be available to service the new residential development.



FIGURE 2: NORTH VIEW FROM SUBJECT LANDS ON ALBION-VAUGHAN ROAD



FIGURE 3: SOUTH VIEW FROM SUBJECT LANDS ON ALBION-VAUGHAN ROAD



FIGURE 4: EAST VIEW FROM SUBJECT LANDS



FIGURE 5: WEST VIEW FROM SUBJECT LANDS



## CONTEXT MAP

- Subject Lands  
12148 Albion-Vaughan Road
- 1 Existing Car Dealership
- 2 Existing Gas Station
- 3 Existing Employment Uses
- 4 Existing Townhouse Development
- 5 Open Space
- 6 Existing Self-Storage Building
- 7 Single Detached Residential

FIGURE 6: CONTEXT MAP

## 1.2.2 OPPORTUNITIES

1. The proposed development supports existing and future transit opportunities.
2. The development will contribute to the Town and Region's growth targets while providing an additional range of housing types to the area.
3. Commercial uses to the north-west of the site will support the needs of the future residents of the proposed development.
4. Natural features will be protected long-term on the Subject Lands and will be conveyed to public ownership.
5. The site does not contain any significant vegetation, aquatic species, nor is it a habitat for birds or wildlife.
6. The future development will utilize the existing Municipal and Region Infrastructure including roads, water, and sewers.



 Subject Lands

FIGURE 7: OPPORTUNITIES MAP

### 1.2.3 CONSTRAINTS

1. The realignment of the watercourse will limit the developable portion of the Subject Lands.
2. The irregular shape of the Subject Lands presents a challenge with respect to maximizing the efficiency of the site.
3. The proposed development will need to properly transition to the existing built form in the surrounding area.
4. The future residential development will need to be appropriately screened from the adjacent self-storage facility.
5. East of Albion Vaughan Road exists a commercial helicopter landing pad. The proposed development will need to be cognizant of building heights and potential noise attenuation.



 Subject Lands

FIGURE 8: CONSTRAINTS MAP

### 1.3 PROPOSED DEVELOPMENT

The proposed development of the Subject Lands will include a residential apartment-style development comprising a 6-storey building (Building "A" – north) connected to a 7-storey building (Building "B" – south) by way of a 2-storey amenity link. The total number of residential dwelling units will be 265. There will be 114 units in Building "A" and 151 units in Building "B".

The two linked residential apartment buildings will be sited on the developable portion of the site comprising 10,255.99 m<sup>2</sup>. The proposed building will front onto Albion-Vaughan Road and will have the main driveway entrance centrally located along this frontage with service driveways located at the northeast and southeast corners of the property to facilitate moving and garbage access to each of the respective buildings. The development will be served by a total of 452 parking spaces including 10 at-grade visitor parking spaces and two levels of underground parking (221 and 231 spaces) for the residents of the two buildings. Public bus transit is also available along Highway 50 to serve the future residents.

The remainder of the property along the west and northwest areas of the property will contain a watercourse that will be re-channelized and re-naturalized and include a 10 m wide vegetated buffer to be conveyed by the Owner into public ownership.



FIGURE 9: APARTMENT COMPLEX ELEVATION



FIGURE 10: APARTMENT COMPLEX ELEVATION



1.3.1 CONCEPT SITE PLAN

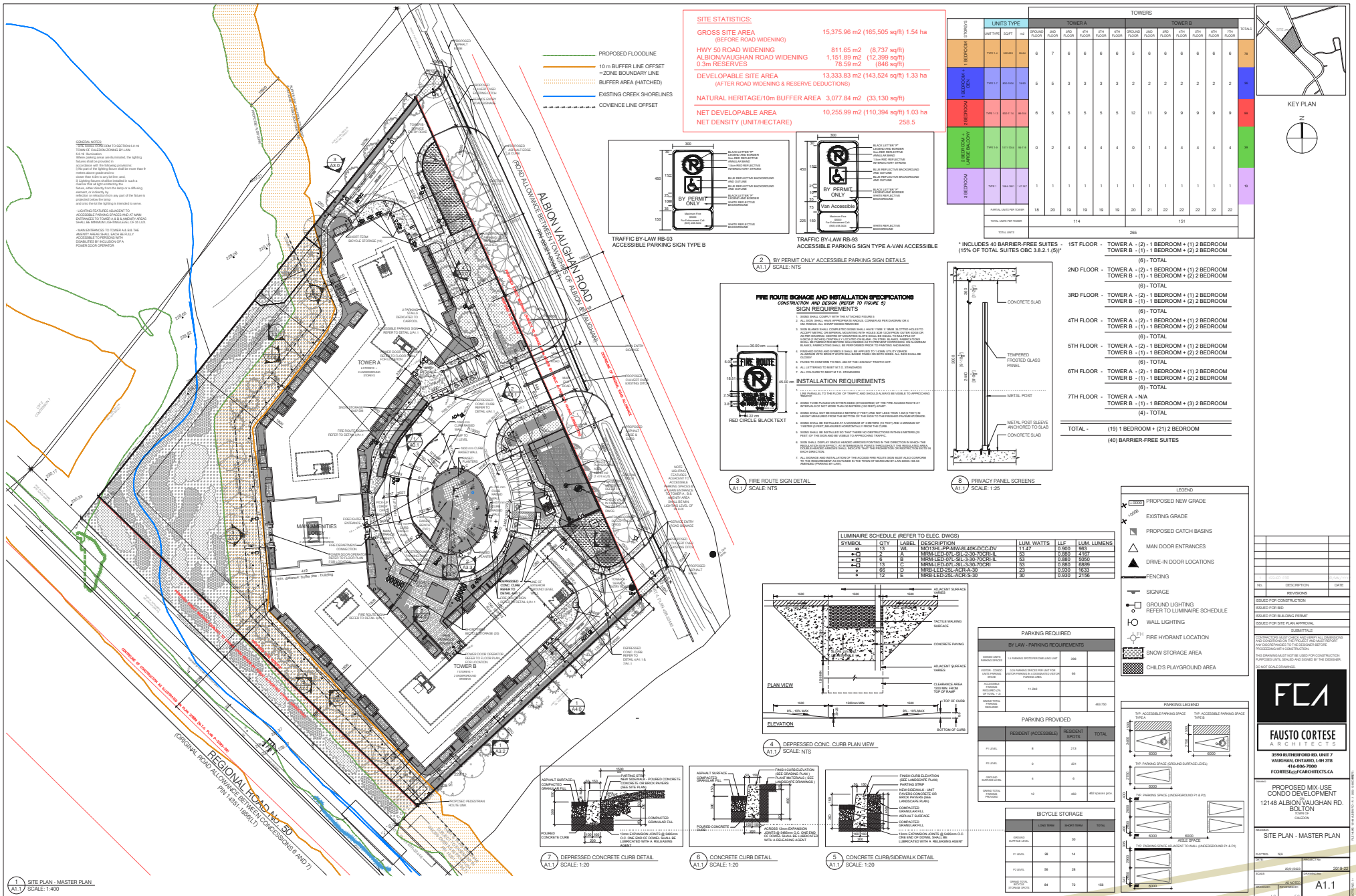


FIGURE 11: CONCEPT SITE PLAN

## 1.4 PLANNING FRAMEWORK

### 1.4.1 CALEDON OFFICIAL PLAN

Caledon's Official Plan is a statement of principles, goals, objectives, and policies with the intent to guide future land use within the Town. The Subject Lands are currently designated as 'Special Residential' by the Town of Caledon Official Plan, Schedule 'C' Bolton Land Use Plan (Figure 12). The Official Plan requires a Site-Specific amendment to be undertaken by the Owner in order to justify the proposed residential development. The following site-specific provisions are necessary to implement the proposed residential development on the Subject Lands under a "High Density Residential" designation:

- The permitted use of the Subject Lands is Apartment Dwellings;
- The Maximum Permitted Density is 258.5 units per hectare;
- The Maximum Permitted Building Height is seven (7) storeys;
- All vehicular access to and from the subject lands shall be restricted to Albion-Vaughan Road, and there shall be no vehicular access from Highway 50; and,
- The portion of the subject lands designated Special Residential and containing natural heritage features (watercourse) and associated 10 m wide buffers along the west and northwest areas of the property shall be re-channelized, re-naturalized and re-vegetated by the Owner to the satisfaction of the Town and the TRCA, and placed into an Environmental Policy Area designation, and conveyed into public ownership.

The portion of the Subject Lands that will feature the realigned Watercourse and 10m buffer to lands are currently designated 'Special Residential' and are proposed be redesignated to 'Environmental Policy Area' in order to protect the natural heritage features located on the lands.

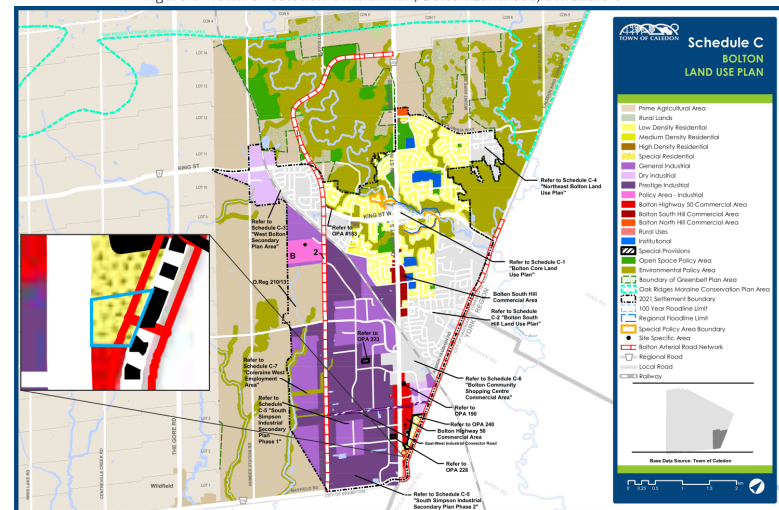
### 1.4.2 CALEDON ZONING BY-LAW

Zoning By-law 2006-50 is the Comprehensive Zoning By-law for the Town of Caledon and was crafted to establish the appropriate zoning for lands within the Town. The Subject Lands are currently zoned as 'RR - Rural Residential' Zone. The portion of the lands subject to the proposed residential development will be amended to 'RM - Multiple Residential' with site-specific amendments to allow apartment residential to be developed on the lands. The portion of the lands featuring the watercourse and natural buffer area will be rezoned to 'EPA 1 - Environmental Policy Area 1'. The proposed amendment to the Zoning By-law will permit the proposed residential development while protecting the natural heritage features on the subject lands.

### 1.4.3 CALEDON URBAN DESIGN GUIDELINES

The Town of Caledon Comprehensive Town-Wide Design Guidelines (November, 2017), are intended to provide guidance for both urban and rural settings in the Town. The Guidelines are intended to ensure that future development within the Town contributes to the individuality and sense of place. This Urban Design Brief will be referencing sections of the Urban Design Guidelines considered for the proposed residential development.

Figure 6- Town of Caledon Official Plan, Bolton Land Use, Schedule C



**Subject Lands**  
12148 Albion-Vaughan Road  
Part of Lot 1, Concession 7  
Town of Caledon  
Regional Municipality of Peel



FIGURE 12: OFFICIAL PLAN DESIGNATION

## 2. SITE DESIGN AND VISUAL IMPACT

The following section is not intended to predetermine a particular architectural style for the proposed development; however, it aims to establish a set of guidelines that will unify the detailed design of the built form with its relationship to the elements of the streetscape and surrounding context within the Community of Bolton.

### 2.1 BUILDING SITING

Section 8.1 of the Caledon Town-Wide Design Guidelines provides direction in regard to Built Form of residential developments. The below guidelines have been prepared for the proposed residential development based on Section 8.1 of the Caledon Town-Wide Design Guidelines. To provide for a compatible integration of the proposed residential development within the existing surroundings and have a pleasant visual impact, the development should follow the Design Guidelines. Notwithstanding the high-rise building form classification for a 6 and 7-storey building in the Town of Caledon, in most municipalities in the Greater Toronto Area, a 6-12 storey building is considered to have a mid-rise building form. The Caledon Town-Wide Design Guidelines does not detail High-Rise building form, as such, the below Mid-Rise Buildings section is included below:

#### Section 8.1.7 - MID-RISE BUILDINGS

- Buildings should be sited to maximize the proximity to public transit, bike and walking routes;
- Setbacks shall be established which will not negatively impact neighbouring buildings and with respect to sun/shadow and site lines;
- The design of building entrances shall emphasize their importance for orientation from the public boulevard;
- Incorporate balconies into the overall design and massing of the building;
- Where feasible, underground parking garages are preferred, allowing for landscaped enhanced open spaces.

### 2.2 VISUAL IMPACT

The proposed development will have a primary entranceway from Albion-Vaughan Road and the existing Highway 50 access is intended to be closed. The Subject Lands will feature the 6 and 7-storey apartment towers internal to the Subject Lands. High-Density buildings within Caledon are required to articulate the base, middle and top of the buildings to minimize their visual impact on the surrounding low-rise housing. It is also encouraged to transition the building heights downwards towards the lower-scale neighbourhoods. The watercourse and naturalized lands will create a visual buffer along Highway 50 by featuring planting along the border of the subject lands. The planting in the naturalized area will include deciduous and coniferous trees along with sodded areas and naturalization seed mix to add visual appeal and provide a buffer from Highway 50 to the proposed development.

## 2.3 SHADOW STUDY

As per Section 5.3 of the Town of Caledon Town-Wide Design Guidelines, a shadow study may be required to accompany certain Development proposals. The shadow study provides a visual model and written description of the impact of shadows cast by a proposed development.

The shadow study for the Subject Lands was prepared for the following dates:

March 20 - Spring Equinox (Figure 13)

Most of the shadows throughout the day are cast over the site with shadows slightly extending across Albion-Vaughan Road.

June 21 - Summer Solstice (Figure 14)

Most of the shadows throughout the day are cast directly over the site and are rather minimal in impact.

September 22 - Fall Equinox (Figure 15)

Most of the shadows throughout the day are cast over the site with shadows slightly extending across Albion-Vaughan Road.

December 21 - Winter Solstice (Figure 16)

Most of the shadows are cast directly over the site and extend slightly to the northwest over Highway 50, slightly over the property to the north.

Overall there is a minimal shadow impact to the lands adjacent to the proposed development site. The greatest shadow impact occurs in the winter and the least shadow impact occurs in the summer.

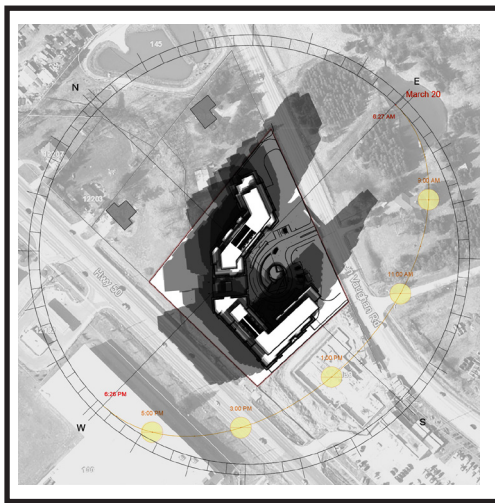


FIGURE 13: MARCH 20, SPRING EQUINOX

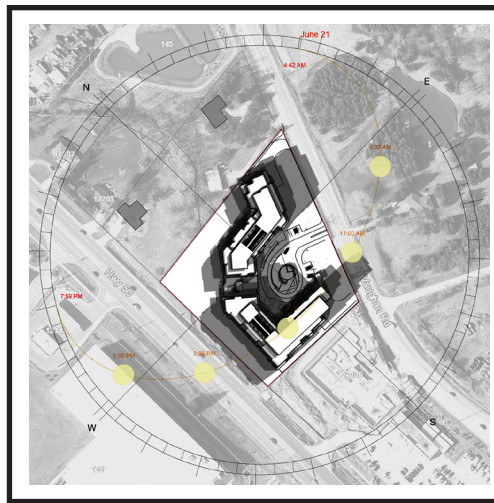


FIGURE 14: JUNE 21, SUMMER SOLSTICE

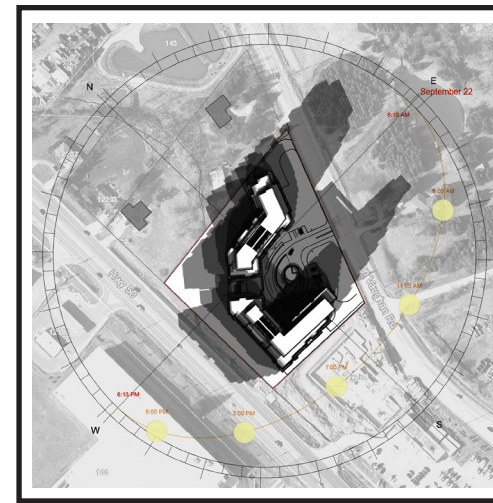


FIGURE 15: SEPTEMBER 22, FALL EQUINOX

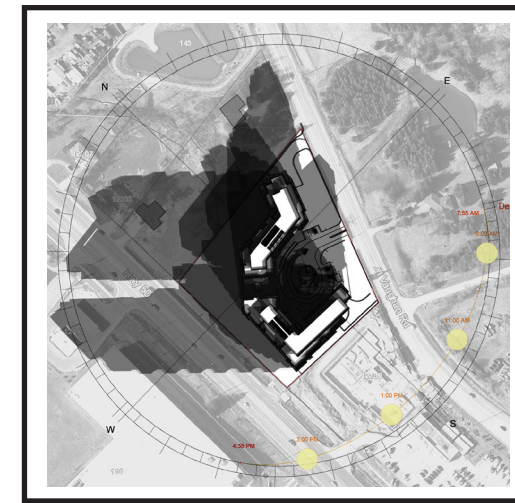


FIGURE 16: DECEMBER 21, WINTER SOLSTICE

## 2.4 GREEN EDGE

A green edge should provide a relationship between the interior and exterior spaces of the development, alternatively with the outdoor green space. The following guidelines should apply:

- Landscaped edges are encouraged to create a softer edge to the community;
- Strong architectural elements must be coordinated with landscape features (in terms of colours, materials and textures).

As demonstrated on the Landscape Plan (Figure 17), there is a green edge surrounding the proposed residential development. The colours, materials, and textures create a physical and visual buffer surrounding the development.

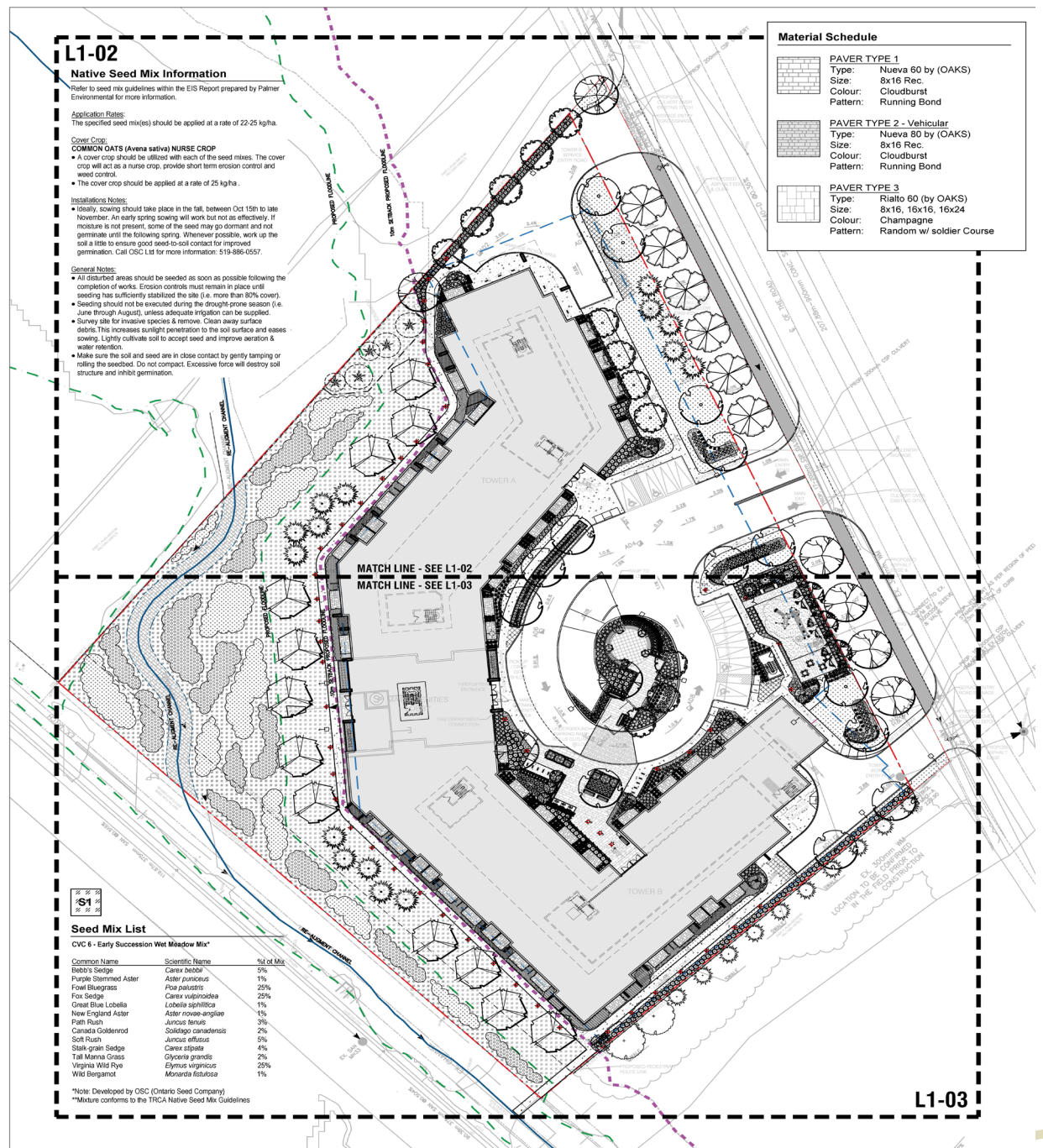


FIGURE 17: LANDSCAPE PLAN

## 2.5 OPEN SPACE AREAS

Open space consists of the portion of the lands that remain undeveloped. The Town-Wide Design Guideline standards that are taken into account are:

- Promote ecologically diverse, healthy and sustainable, connected natural systems and wildlife corridors;
- Remediation, restoration, and enhancement of natural heritage system;
- Reinforce core areas with buffers and edges.

The proposed residential development will feature an open space area containing the watercourse and a 10m naturalized buffer. The open space lands will be conveyed by the Owner into public ownership. The realignment and restoration of the watercourse will ensure long-term protection of the lands. The proposed residential development will not feature any development within the lands subject to the watercourse and naturalized area.



## 2.6 SHARED OUTDOOR AMENITY SPACE

Section 8.2.2 of the Town of Caledon Town-Wide Design Guidelines outlines the Design Standards and Design Requirements for shared outdoor amenity spaces. The landscaped open spaces shall incorporate both hard and soft landscape features into the development site. The soft landscape features will aid the overall aesthetic of the site and the hardscape features will create a physical buffer to support crime prevention and create a pedestrian friendly area.

The proposed residential development features a two-storey shared amenity space. The ground floor and second floor characterize indoor amenity space, with an outdoor green roof above. Additionally there is a 136.92m<sup>2</sup> children's play area on the east side of the building. The shared amenity spaces are intended for use by the future residents.



FIGURES 18 & 19: OUTDOOR AMENITY & LANDSCAPED AREAS

## 2.7 SUSTAINABILITY

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. The design objective is to create a sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, intensification versus sprawl, conservation of natural areas, building in harmony with the surrounding environment and a greater use of existing infrastructure.

As such, a number of sustainability measures have been implemented within the latest design of the site. These measures are intended to improve the ecological function of the site, and to offset any potential development impacts.

Firstly, green roofs are proposed atop both of the towers, resulting in a total of 2335.6 m<sup>3</sup> of green roof which is just over half of the total roof area. The green roofs significantly reduce the volume and rate of runoff, and may provide heating and cooling savings by insulating the buildings. Additionally, the green roofs proposed provide aesthetic benefits, air quality benefits and reductions in the “urban heat island” effect. Figure 20 identifies the green roof proposed. In addition to the green roofs, amenity space is proposed atop the entrance foyer between the two towers (2nd floor roof).

Second, within the naturalization portion of the site, there are a number of items proposed to improve the ecological function of the site. These items include:

- (a) riparian edge restoration, restored with live stakes and native plantings;
- (b) flood plain restoration, with native trees, shrubs, and seed mix; and
- (c) soil amendments to improve existing soil conditions.

Next, the following items have been proposed within the landscape plans in order to offset potential ecological development impacts. These include:

- (a) high albedo (reflective) paving and large shade trees to mitigate urban heat island effect;
- (b) native planting areas to increase the biodiversity of the natural systems; and
- (c) drought tolerant planting to reduce the requirement for irrigation.

Finally, the site design allows for appropriate building placement and orientation, as well as efficient pedestrian and vehicular circulation. The site plan identifies accessible walkways throughout the site, as well as bike racks at the primary entrance to the building.

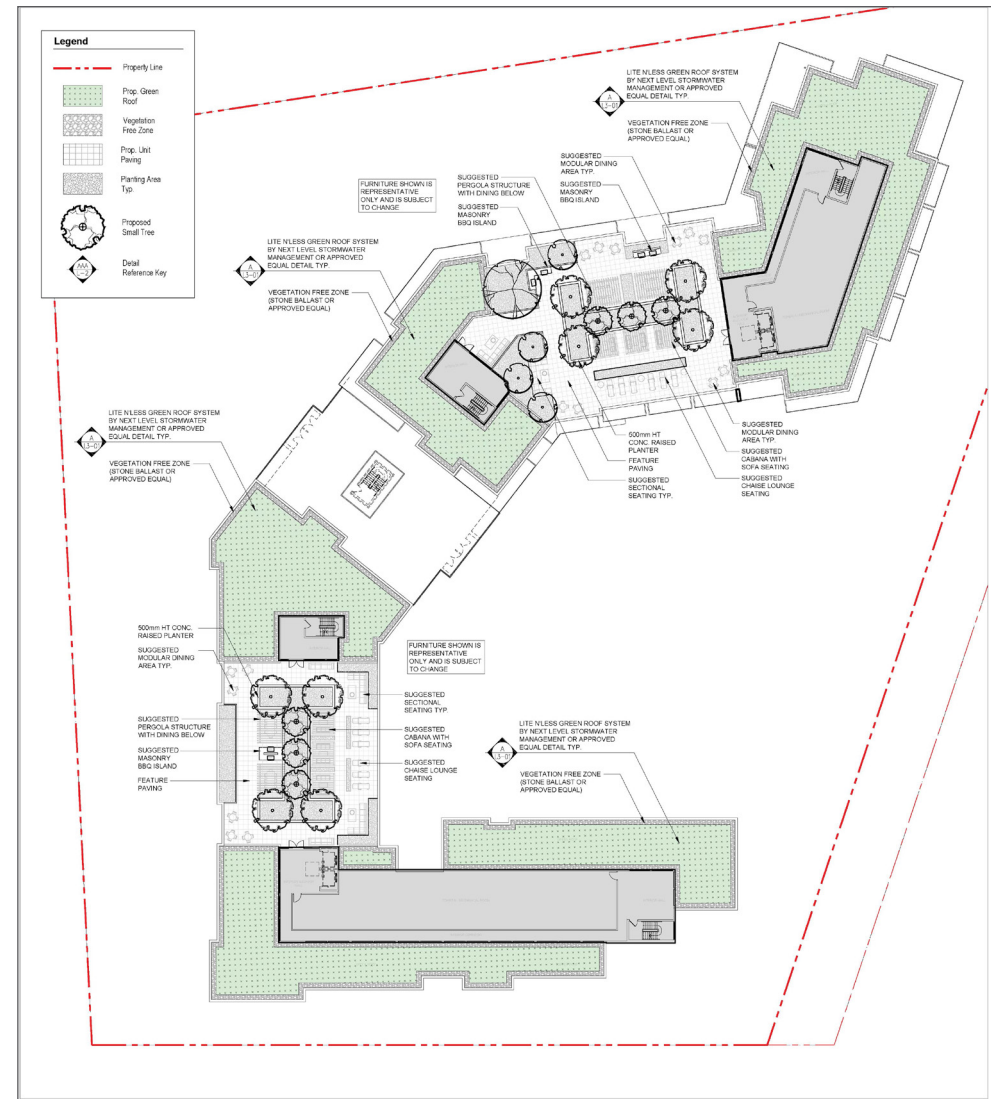


FIGURE 20: GREEN ROOF PLAN

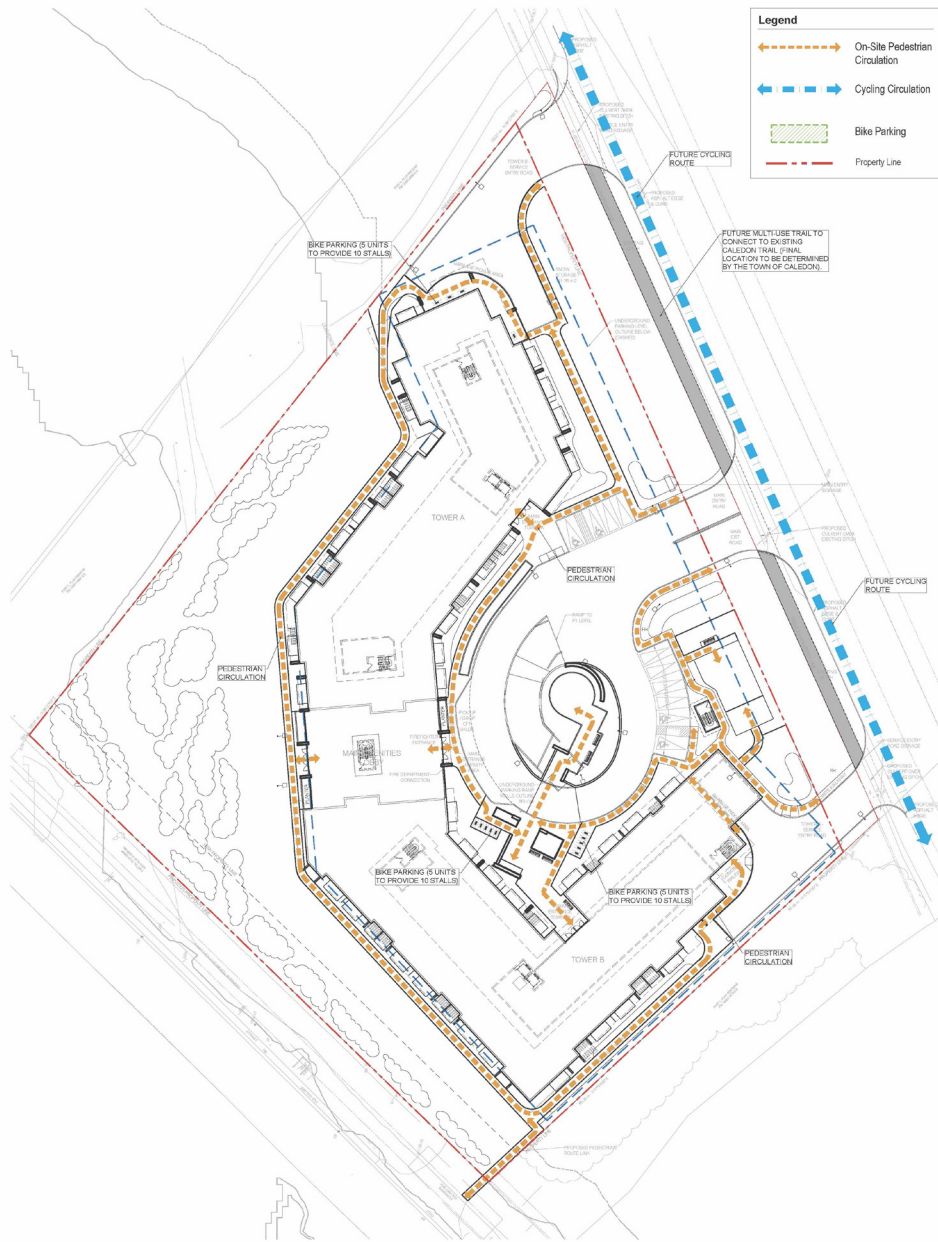


FIGURE 21: PEDESTRIAN CIRCULATIONS AND CONNECTIONS

## 2.8 SITE CIRCULATION NETWORK

The Caledon Town-Wide Design Guidelines speak to specific guidance for Site Circulation and Parking. The Guidelines assist new developments in integrating with the expected design standards and requirements. Site circulation is important to facilitate community connectivity and accessibility.

### 2.8.1 Pedestrian Circulation

The pedestrian realm can be defined as the walkable environment between buildings and other destinations, including transit and open space amenities. Good pedestrian circulation will involve creating a safe and comfortable experience for all users by designing the spaces at a human scale. These design elements include being sensitive to the needs of persons with physical disabilities, providing adequate separation between pedestrian and vehicular activity, and ensuring connectivity through linkages. As per Section 8.1.7 of the Town-Wide Guidelines, to achieve the design requirements, clear and unobstructed pedestrian routes are to be provided using pavement markings and signage ensuring wayfinding for all users. The proposed development features designated pedestrian pathways along the rear perimeter of the apartment complex. These pathways are well lit and join at the centre where the indoor common amenity area and the outdoor children's play area are.

All of the internal walkways are connected to the proposed multi-use pathway fronting Albion-Vaughan Road, and there will be a connection to the existing sidewalk along Highway 50, adjacent to the storage building that will facilitate people to cross at a new signal light to the south and access the planned multi-use trail on the west side of Highway 50, expected in 2025.



## 2.8.2 Vehicular Circulation

The site currently has driveway access on both Albion-Vaughan Road and Highway 50 however, the Highway 50 access will be closed to vehicles and the Albion-Vaughan Road access will become the primary entranceway to the future residential development. The Highway 50 access is proposed to be converted into a pedestrian walkway that will link the development site to the existing southerly sidewalk on Highway 50.

The two separate loading and servicing driveways will have dedicated access to the loading space that will serve each residential tower (i.e. only access for service vehicles). These driveways are located at the north and south ends of the site on Albion Vaughan Road. The parking and loading areas will be located away from Albion Vaughan Road. Hard and soft landscape treatments are to be provided along the perimeter with low level screening adjacent to the public street. The location and design of the loading areas should minimize conflict with vehicles and pedestrians through signage and provide appropriate sight lines for oncoming traffic.

The overall impact of the proposed residential development regarding vehicle traffic is anticipated to be minimal. No conflicts or issues were identified regarding the site accesses, internal circulation, loading areas, and the designated underground parking.

## 2.8.3 Parking

The proposed development will provide 10 surface floor parking spaces as well as an underground parking garage with 213 parking spaces on level P1 and 231 spaces on level P2. Of the total parking count, 12 spaces will be reserved for handicapped parking, comprising 4 surface spaces and 8 underground spaces. For the 265 proposed residential units, there will be a total of 462 parking spaces.

A total of 462 parking spaces will serve the apartment complex. 464 spaces are required by the Town's Zoning By-law resulting in a parking deficiency of 2 spaces.

The parking structure and at grade parking will provide barrier free parking spaces located close to the building entrances for ease of access. Visitor parking areas should be located at grade and marked with signage. Ramps and entrances to the underground parking structure will be enclosed with secure access. The ramp to the underground parking will be well lit and have trees planted to add visual appeal. The Town-Wide Design Guidelines recommend locating parking garages away from the public view, screening them where possible.

Long-term bicycle parking is proposed on site and will be secured by way of storage rooms within the underground parking structure. There is also bike parking available at the main building entrances.

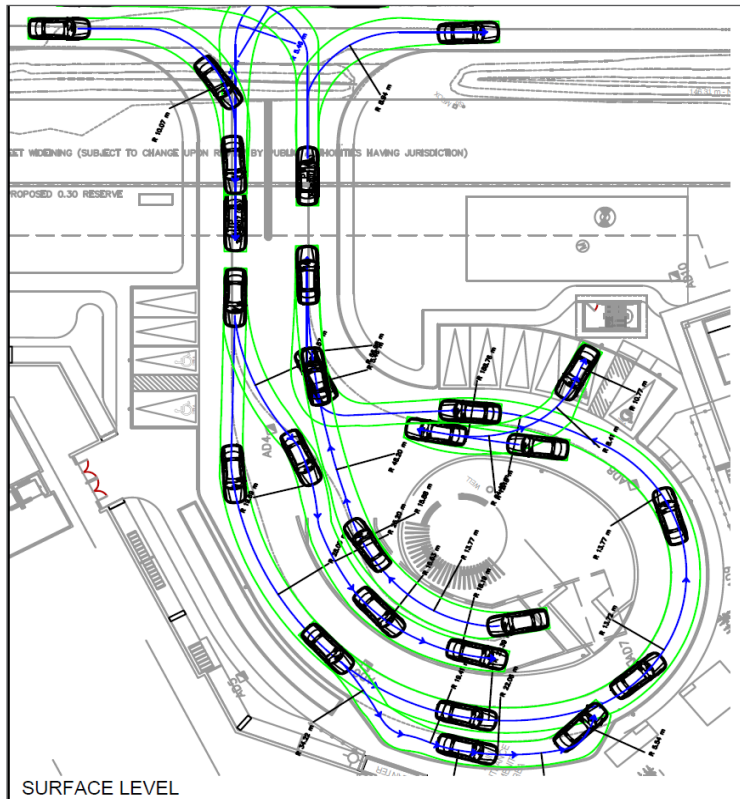


FIGURE 22: SURFACE LEVEL VEHICULAR CIRCULATION

# 3. SITE FURNITURE AND LANDSCAPE DESIGN

## 3.1.1 Site Furniture

Section 6.3.5 of the Caledon Town-Wide Design Guidelines refers to Furniture and how to properly utilize it to enhance a site.

- Furniture should be visually attractive, low maintenance, and resistant to seasonal elements;
- Located in strategic locations that support pedestrian activity, bicycle and transit use without blocking pedestrian sight lines.

As discussed earlier in this brief, the proposed development will feature a three-storey shared amenity space. The second-floor amenity space is an outdoor terrace. The proposed site furniture should compliment the architecture of the buildings to create a cohesive development. The placement and organization of all site furnishings should assist in creating a safe, convenient, and comfortable space for visitors and future residents. There will be bench seating located throughout the site near building entrances and in shared central areas.

## 3.1.2 Hardscape Paving

Paving should be used throughout the site as a key element in high pedestrian traffic locations to highlight the pedestrian network and encourage movement. Hard landscaping and paving is important to facilitate movement of both vehicles and pedestrians.

The proposed development will incorporate paving designs that are cognizant of all accessibility issues. Decorative paving should be incorporated within the road way paving to clearly delineate pedestrian crossings as a form of traffic calming.

## 3.1.3 Planting Material

Planting restoration will occur on site to restore any natural areas where disturbances have occurred. Only native trees should be selected in order to increase the character and quality of the overall natural heritage system on site. The proposed planting area of the site surrounds Robinson Creek and follows along the western boundary of the Subject Lands. The trees to be planted surrounding the watercourse will assist with the natural buffer lands between the watercourse and the proposed residential development. On the developable lands there will be plantings and trees throughout the site for visual appeal. Curb planters are proposed surrounding the centre entrance to the underground parking garage.

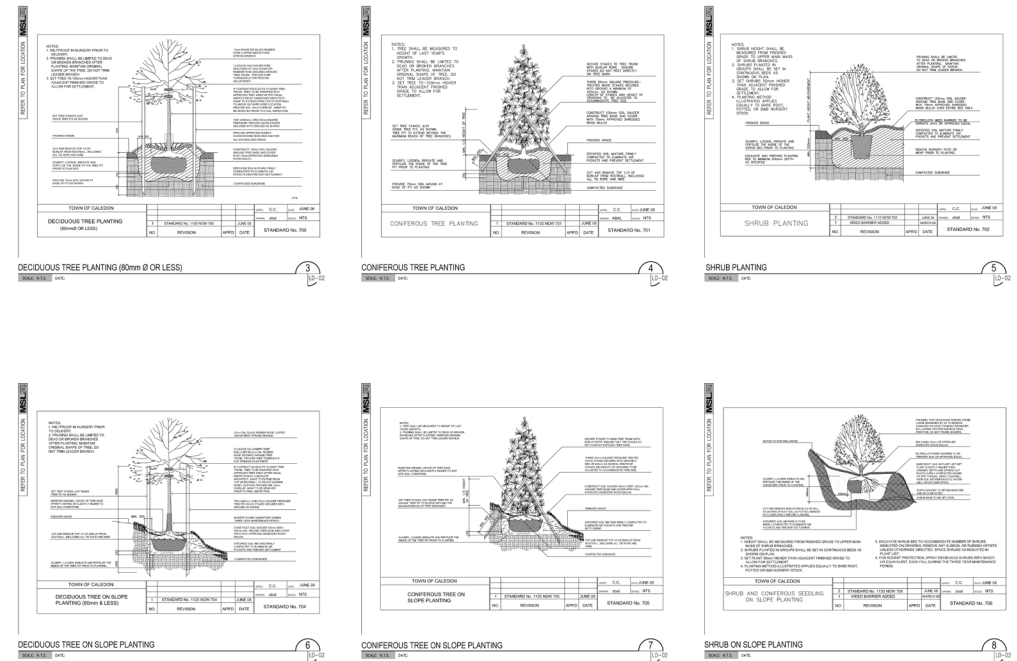


FIGURE 23: PLANTING MATERIALS

### 3.2 SITE LIGHTING

Section 8.1.7 of the Caledon Town Wide Design Guidelines provides guidelines for site lighting within high-rise residential developments. The guidelines below have been scoped based on this project.

1. Site lighting in outdoor areas should be designed and located to provide safe outdoor space for users at night, and to facilitate crime prevention (CPTED).
2. Lighting for outdoor areas, including signage lighting, should be located to minimize light spillage onto adjacent properties and the sky, and should be cast downward, where possible.

The lighting for this site will be both pole lighting and bollard lighting (Figure 24) around the perimeter of the proposed buildings, within the central courtyard space, and in the vicinity of the driveways and accesses. (Figure 25). As the central courtyard is anticipated to be the most travelled portion of the site, the lighting intensity will be strongest there. This not only facilitates crime prevention, but focuses stronger lighting in the centre which lessens the lighting intensity near the property limits and minimizes the light impact and spillage to adjacent neighbours.

### 3.3 SERVICING AND LOADING

Section 8.3 of the Caledon Town Wide Design Guidelines states that utility coordination is required to ensure that streetscapes are viable and visually appealing. Utilities should be placed away from the public realm in an underground or internal location. The location of utilities must be coordinated with parking, servicing, and loading areas to maximize high-quality open spaces and minimize unsightly views.



FIGURE 24: BOLLARD LIGHTING

### 3.4 SIGNAGE

Section 6.7 of the Town-Wide Design Guidelines states that effective wayfinding and signage are essential to achieving the key design principles of accessibility and community safety.

Directional signage will be provided to indicate the main building entrance. Signs will be provided to specify residential, visitor and accessible parking spaces, as well as drop-off/service areas.

The use of signage on the site will enhance the architectural character of the building facade where possible. Signage will also allow the site to be more pedestrian and vehicle friendly by assisting in wayfinding.

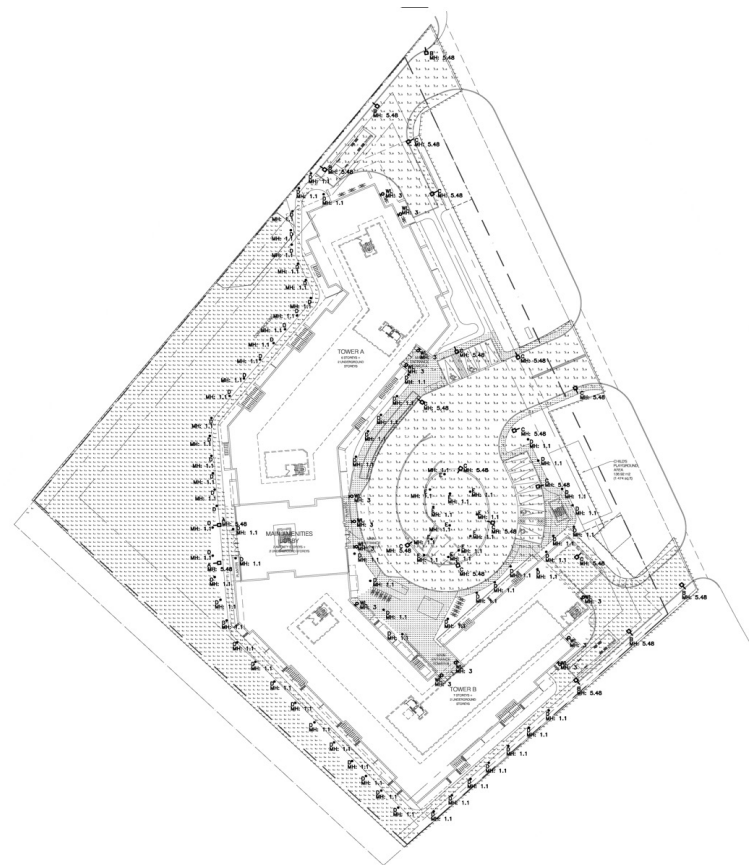


FIGURE 25: LIGHTING PHOTOMETRIC PLAN

### 3.5 ARCHITECTURAL DESIGN AND FACADE TREATMENT

The facade of a building is meant to establish and showcase the identity of the development and to provide for a lasting visual image of the property that is consistent with the surrounding community. Buildings are recognized and remembered by the features that make them stand out amongst other building facades. Unique facades can also help transform a building into a landmark for the community, as they can help enhance the identity of the surrounding community to form distinct developments.

The following Town of Caledon Town-Wide Design Guidelines are to be implemented in the proposed residential development:

- Provide varied and compatible architectural styles for a sense of place and to create interesting surroundings;
- A variety of elevation treatments should be provided and alternate elevations;
- Architectural elements are required to maintain existing proportions found prevailing in the assigned architectural style, and should not be excessive.

The colours and materials that will be used in the development are consistent with that of the surrounding uses. Please refer to the 3D Renderings on the following two pages for a visual perspective of the proposed development.



FIGURES: 26-29: RENDERINGS OF PROPOSED RESIDENTIAL DEVELOPMENTS



FIGURE: 30: RENDERING OF PROPOSED RESIDENTIAL DEVELOPMENT

# 4. IMPLEMENTATION

This Urban Design Brief has been prepared to illustrate the design intent of the proposed residential development at 12148 Albion-Vaughan Road. The preliminary drawings, precedent images, and informative text in this document will help to demonstrate a clear vision for the aesthetic appeal and overall functionality of the proposed residential development. This document will also be used to help understand the developments integration within the existing community and overall vision for the Town of Caledon, Community of Bolton, and will be used to guide the Site Plan Application.

To conclude, the proposed development will add to the new residential activity in the Community of Bolton while offering more residential housing options for new residents in the Town of Caledon. The naturalized buffer on the subject lands will create a pleasant visual impact along Highway 50 and Albion-Vaughan Road, and integrate the development with the surrounding lands.

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