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## **SITE SERVICING, SITE GRADING & STORMWATER MANAGEMENT**

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### **Bolton Camp Architectural and Engineering Services - CAMP DINING HALL, RECREATION HALL, SITE ENTRANCE/ACCESS, AND PARKING – PHASE 1**

**Client:** LGA Architectural Partners  
**Contact:** Danny Bartman  
**Phone:** 416 203 7600 x 227  
**Email:** Danny Bartman < danny@lga-ap.com >

**Architect:** LGA Architectural Partners

**Location:** 13540 Caledon King Townline, Bolton, Ontario

**Construction Cost:** \$1,500,000 (Servicing/Grading/Surface Works SWM – Phase1)

**Completion Date:** Fall 2018 (Phase 1)

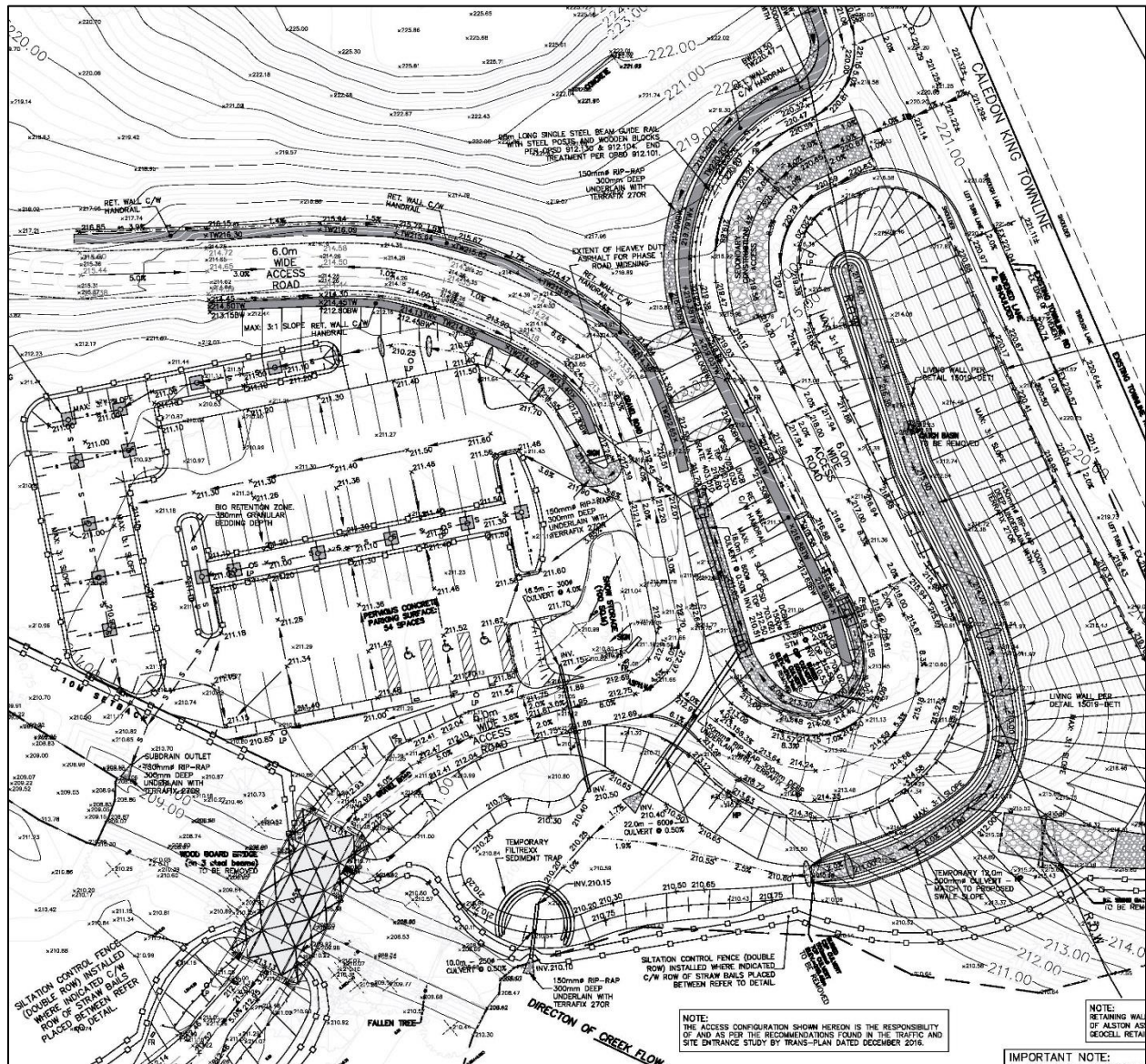
#### **Project Description:**

Bolton Camp is located at 13540 Caledon King Townline South, in Bolton, Ontario and is situated in the Cold Creek subwatershed of the Upper Main Humber River. The site has a total current area of 279 acres and initially included over 60 buildings and structures within the property boundaries. In 2010 however, 24 of the remaining 64 on-site camp structures were identified as being historically significant under the Ontario Heritage Act in 2010. With these findings, as well as the TRCA looking to repurpose the site into an adventure and leadership development centre, professional services were required to develop detailed design and working drawings for the retrofit and renovation of the identified primary structures and areas.

Work completed by the Urban Watershed Group (UWG) is to be undertaken in three (3) distinct phases for various subject site areas including the site entrance and parking lots (Phase 1 complete), as well as the dining, recreation and pool hall structures (Phase 2 and 3). Phase 1 also includes the design of a Challenger Baseball Diamond. Tasks to be completed for each phase include pre-design assessment, design development, construction drawings/specifications, permitting and tendering, and contract administration services.

During the design development component of this project, specific attention and care was given by Urban Watershed Group to implement **Low Impact Development (L.I.D.)** techniques in order to mitigate stormwater quantity and quality concerns due to the increase in site impervious areas. Design solutions included the incorporation of bioretention zones, raingardens and dry ponds.

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Of note the entrance road required significant design finesse in order to achieve safe traffic movement in accordance with O.B.C and local grading codes while overcoming a 10 metre vertical grade difference between the municipal road and the internal parking areas for the site. The treatment of swales and ditches also required careful attention to ensure no risk of erosion due to the steep grades.