

TOWN OF CALEDON
PLANNING
RECEIVED

Jul 15, 2020

URBAN DESIGN BRIEF

10819 HIGHWAY 9, TOWN OF CALEDON



APRIL 2020
FILE: 972-001

TABLE OF CONTENTS

1.0 INTRODUCTION	3
1.1 Background Information	3
1.2 Town of Caledon Policy Review	3
2.0 EXISTING SITE CONDITIONS.....	5
2.1 The Site.....	5
2.2 Adjacent Land Uses	6
2.3 Surrounding Context	6
3.0 SITE DESIGN	7
3.1 Built Form	8
3.2 Architectural Treatment	8
3.3 Landscaping	10
3.4 Access and Parking	10
4.0 CONCLUSION	11

FIGURES

Figure 1 – Caledon OP - Sch 'G'	4
Figure 2 – Caledon OP - Sch 'I'	4
Figure 3 – Zoning Map.....	4
Figure 4 – Aerial Context Map	5
Figure 5 – Surrounding Area Context Map	6
Figure 6 – Development Concept Plan	7
Figure 6.1 – Floor Plan Layout	7
Figure 7 – Elevations - South	8
Figure 7.1 – Elevations - East	9
Figure 7.2 – Elevations - North.....	9
Figure 7.3 – Elevations - West.....	9
Figure 8 – Landscape Plan	10

Glen Schnarr & Associates Inc. was retained by 2203315 Ontario Corp, herein referred to as 'our client'. to assist in obtaining the necessary planning approvals to allow for the temporary use of a motor vehicle gas bar, with an accessory retail store, and restaurant on the land municipally known as 10819 Highway 9, in the Town of Caledon. The above noted lands will herein be referred to a "the subject property". The intent of this brief is to review the Towns guidelines in relation to the proposed development, identify how the design complies with the existing policy, discuss the design intent, and demonstrate how the proposed temporary uses will contribute to the property and broader community.

This Urban Design Brief has been prepared in a collaboration with Taker Turner Inc., and Glen Schnarr & Associates Inc. at the request of our client.

1.1 BACKGROUND INFORMATION

In the year 1988 the subject property was used for a single family dwelling, a commercial garage, with an accessory office, a confectionary stand and four (4) double gasoline pumps. In the year 1996 the previous owner discontinued the gasoline pumps, while the remaining uses continued and the underground storage tanks remained on the subject property. In the year 2009, our client purchased the subject property with the intent of continuing the use of the gasoline pumps.

As a result, a legal non-conforming use application was submitted in 2015, which was refused by the town as staff had determined that the motor vehicle gas bar use was interrupted, therefore loosing its Legal Non-conforming status. The proposed temporary use Zoning By-law amendment application is intended to reinstate the historical employment uses on the subject property for a temporary period.

1.2 TOWN OF CALEDON POLICY REVIEW

The subject property is located within the 'Palgrave Estate Residential Community' boundary and designated Policy Area 4', as shown on Schedule G in the Town of Caledon Official Plan (refer to Figure 1 – Palgrave Estate Residential Community Map). Furthermore, portions of the subject property are partially designated 'Environmental Zone 1' by schedule I of the Town of Caledon Official Plan (refer to Figure 2 - Palgrave Estate Residential Community Zoning Map). The Town's Official Plan designations on the subject property generally limit the permitted uses to environmental related uses, however the Official Plan also permits temporary uses for periods up to three (3) years in accordance with Section 6.2.13. The Temporary Use By-law is not intended to prevent the lands from developing for their intended purpose, but to allow specific uses that are appropriate in the short term.

Prior to the passing of a Temporary Use By-law, Council shall be satisfied that the proposed temporary uses meet the following conditions set out in Section 6.2.13.2 of the Town's Official Plan:

- That it is compatible with neighbouring land use activities;
- That adequate parking can be provided;
- That an adverse impact on traffic will not be created;
- That the construction of a permanent building or structure is not encouraged;
- That the use cannot become permanent and difficult to terminate; and,
- That adverse environmental impacts will be avoided, minimized or mitigated.

This Urban Design Brief will evaluate how the subject property's existing conditions contribute to the towns overall urban design vision.

The subject property is partially zoned Rural Oak Ridges Moraine–Exception 450 (A2-450-ORM) and partially zoned Rural Oak Ridges Moraine – Exception 450 Environmental Policy Area (A2-450-ORM E) under the Town of Caledon Zoning By-law 2006-50 (refer to Figure 3 – Zoning Map). The proposed Temporary use By-law Amendment seeks to reinstate the historical employment uses on the subject

PLANNING
RECEIVED

JUL 15, 2020

property to bring the property into conformity with the Town of Caledon Zoning By-law. The proposed temporary uses will enable historical employment uses to operate on the subject property which, will contribute to the areas growing economic needs to serve the residential community. The proposed temporary uses will operate and function similar to the already permitted gasoline pump island use. Furthermore, the proposed uses are consistent with the surrounding industrial, commercial and agricultural land uses located within the Palgrave Estate Residential Community. The Highway Commercial

(CH) zone best represents an appropriate zone for the proposed temporary uses based on the subject property's location, therefore considerable design efforts have been made to accommodate the zoning by-law requirements of this zone.

The Town of Caledon Comprehensive Town Wide Design Guidelines (TWDG) provide creative and sustainable recommendations for growth in rural and urban areas of the Town that protect and enhance the natural environment, while accommodating future development and design trends. The Temporary Zoning By-law Amendments will

be reviewed against the TWDG's to evaluate how the proposed development will contribute to the Town's vision outlined in this document. In summary the design intent for the proposed development is intended to create a service destination, which will create employment and provide services for the broader community. To achieve this, the TWDG's have been evaluated to inform the proposed developments architectural and site design components to help compliment the property's existing rural landscape.

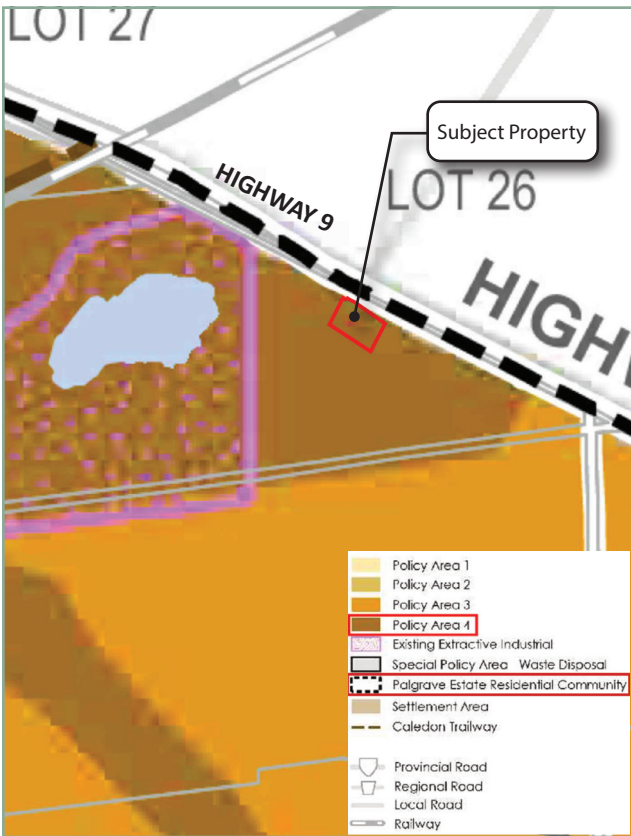


Figure 1: Caledon Official Plan - Sch 'G':Palgrave Estate Residential Community Map



Figure 2: Caledon Official Plan - Sch 'I':Palgrave Estate Residential Community Zoning Map

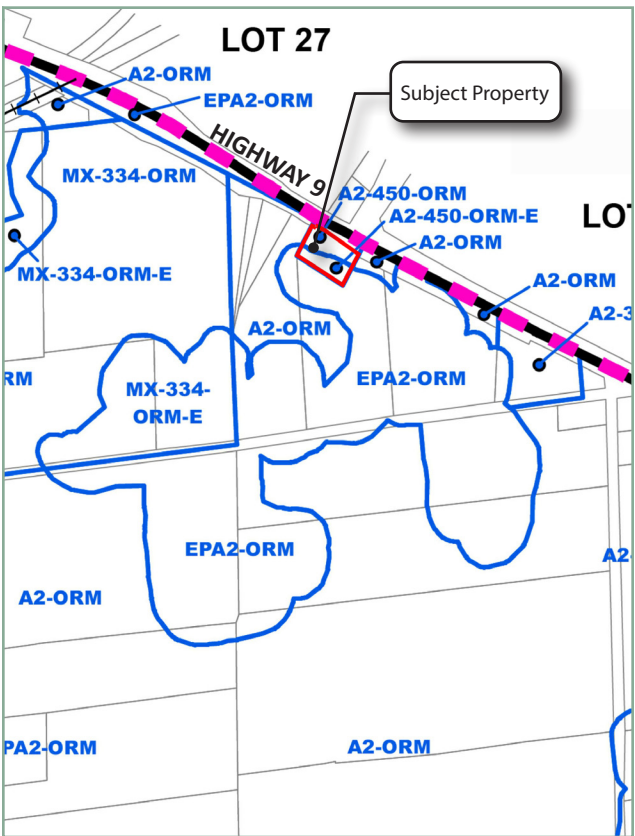


Figure 3: Zoning Map

2.0 EXISTING SITE CONDITIONS

2.1 THE SITE

The subject property is located at the intersection of Highway 9 and Tottenham Road, on the south side of Highway 9, along the Town's municipal north boundary. The property is a rectangular shaped lot with an approximate area of 0.64 hectares (1.58 acres) with a frontage of approximately 100 meters (328 feet) on Highway 9. The subject property currently has two buildings located on the property. On the northwest portion of the property, there is a vacant single-storey industrial building, which formally contained a motor vehicle repair facility and gas bar which stopped operating in 1996. On the south eastern portion of the subject property, there is a two-storey residential dwelling which is currently occupied. The subject property primarily consists of open space except for the paved asphalt parking area on the north portion of the property, which separates the existing buildings from Highway 9. The paved area is where the former four gasoline pumps were previously located and where the existing underground storage tanks are located (refer to Figure 4 Aerial Context Plan).



Figure 4: Aerial Context Plan

EXISTING SITE CONDITIONS

2.2 ADJACENT LAND USES

North: The property immediately to the north of the subject property (1008 Tottenham Road), is located in the town of New Tecumseth, and contains a single-storey residential dwelling. The residential dwelling is located on a corner lot which abuts Tottenham Road and Highway 9, it backs onto a large woodlot that extends west.

East: The property immediately to the east of the subject property (10839 Highway 9), is occupied by a two-storey industrial building with an accessory building. The buildings are substantially setback from the road with access by a paved driveway and are screened by natural features.

South: The property 10839 Highway 9 occupies the land immediately south of the subject property, which includes a large woodlot area.

West: The property immediately to the west of the subject property (10795 Highway 9), contains a two-storey office building fronting the street and an industrial building further setback within the property.

2.3 SURROUNDING CONTEXT

The uses surrounding the subject property are predominantly characterized by a mix of residential, commercial, agricultural and industrial uses. The immediate surrounding area is characterized by large lots containing agricultural and industrial uses with the exception of Tecumseth Pines, a residential subdivision one (1) kilometre northeast of the subject property that contains small detached dwellings. These various industrial uses include the following in the immediate area; a garden centre, dog shelter, sand and gravel supplier, and an automotive salvage yard etc. For locations of the above noted non-residential uses refer to Figure 5 – Surrounding Area Context Map. Careful design consideration has been given to the proposed development as a result of the subject property's unique land use development pattern.



Figure 5: Surrounding Area Context Map

Jul 15, 2020

Our client is proposing to renew the discontinued use of a motor vehicle gas bar with an accessory retail store, in addition to adding a restaurant use for a period of three (3) years through redeveloping the subject property. To facilitate the proposed development both the existing residential dwelling and industrial buildings will be demolished to permit the new temporary single-storey commercial building with an area of 260 square metres (2,799 square feet) for the accessory retail store and restaurant as well as upgrading the gasoline pumps.

The proposed development will have access through a proposed full moves access at the existing signalized intersection of Highway-9 and Tottenham Road. The layout has been designed with consideration of fire route turning radiuses and garbage collection with a proposed Earthbin Waste Collection system on the property. Furthermore, there will be no development proposed within the Environmental Zone 1 area associated with the existing woodlot and a 10.0 metre buffer has been applied to the approximate drip line to provided protection to the abutting natural feature (refer to Figure 6 – Development Concept Plan).

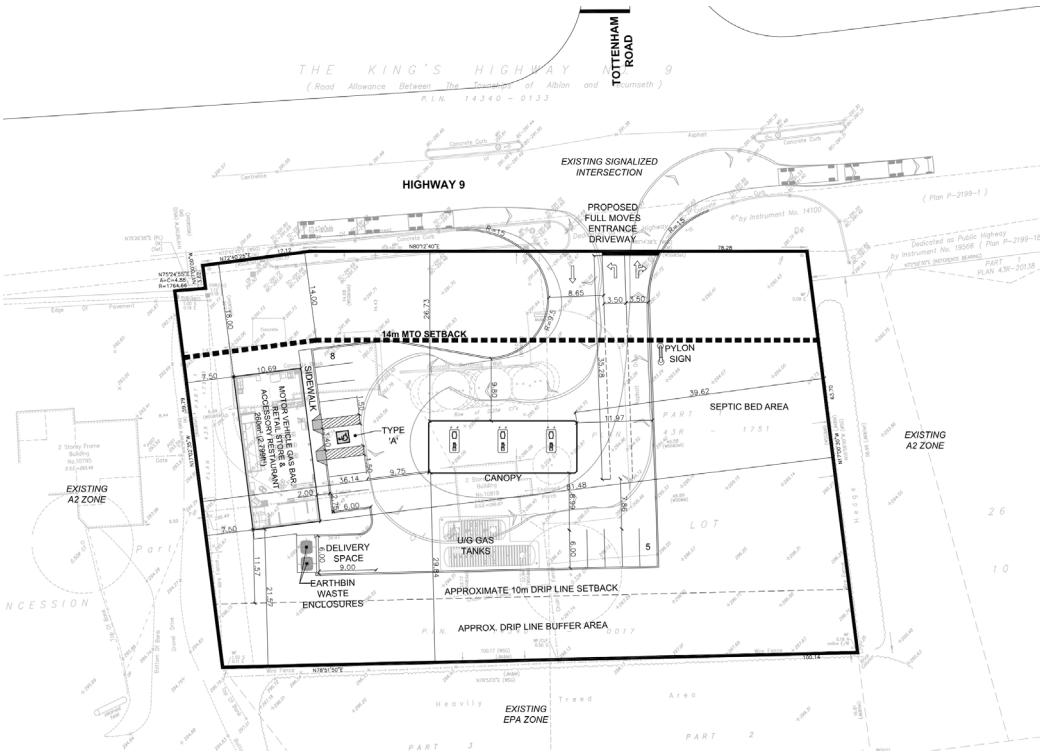


Figure 6: Development Concept Plan



Figure 6.1: Floor Plan Layout

3.1 BUILT FORM

The proposed development will contain a single-storey commercial building which will include a motor vehicle gas bar with an accessory retail, and restaurant. In addition to the commercial building, the proposed development includes a canopy structure with three (3) double gasoline pumps located east of the proposed commercial building. Both structures being proposed on the subject property are under two (2) storey's in height providing a built form that is consistent with the surrounding community. The proposed developments building height and setbacks are consistent with and

respect the existing built form in the area which satisfies the objectives outlined in the Commercial & Industrial section of TWDG's (S.13.2.i and 13.2.j).

3.2 ARCHITECTURAL TREATMENT

The goal of the proposed development is to incorporate architectural elements, which will ensure consistency and compatibility with the surrounding rural character of the area. The proposed building will include a flat roof with a built-up parapet to screen the mechanical from the public view. Moreover, the proposed development will

satisfy the Design considerations of the infill development section of the TWDG's by including façade materials which will be consistent with the character and materiality of nearby developments (S.4.1). Appropriate building materials options will be explored through the Site Plan Application process. The architectural elements will be selected to help create a visual connection between the building's envelope and the exterior space, enhancing the experience for the users and the public view.



Figure 7: Elevations - South



Figure 7.1: Elevations - East

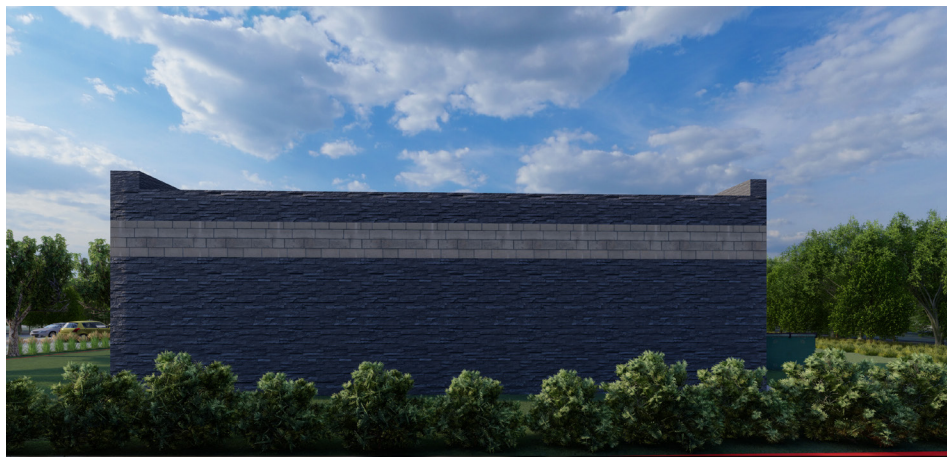


Figure 7.2: Elevations - North



Figure 7.3: Elevations - West

TOWN OF CALEDON

PLANNING

3.3 LANDSCAPING

The commercial building on the proposed development has been purposefully set back from Highway 9, to allow for a naturalized landscape buffer which consists of a variety of native species along Highway 9, providing screening of the surface parking (S.13.2.l and 13.2.q). The proposal also includes a large natural area along the eastern edge of the property which will provide a buffer from the existing residential property and a 10-meter buffer from the dripline at the rear of the subject property to provide protection to the abutting natural feature (S.3.1). Furthermore, landscape treatment will be designed to ensure that vehicle and pedestrian visibility is not hampered. The design elements on the subject property will ensure the proposed development supports the relevant policies and objectives outlined in the TWDG's.

3.4 ACCESS & PARKING

The subject property currently includes two (2) entrances, one on the western portion of the property and one on the eastern portion of the property. The proposed development contemplates the removal of the westerly entrance. Access to the proposed development will provided through a proposed full moves access at the existing signalized intersection of Highway-9 and Tottenham Road. The proposed developments new entrance configuration satisfies TWDG S.13.2.d of limiting access to a single access point to minimize traffic on adjacent roads. The building's orientation towards the street frontage will provide clear sight lines to the

intersection and allow for efficient circulation of vehicles. Furthermore, the parking has been located along the buildings edge and at the rear of the property to reduce the visual impact on the property's frontage. These features will reduce the visual impact of the parking and

loading on the property to create an aesthetically pleasing interface with Highway 9. The proposed development also includes two (2) accessible parking spaces which maintains the TWDG objective of addressing accessibility requirements (S.13.2.f).

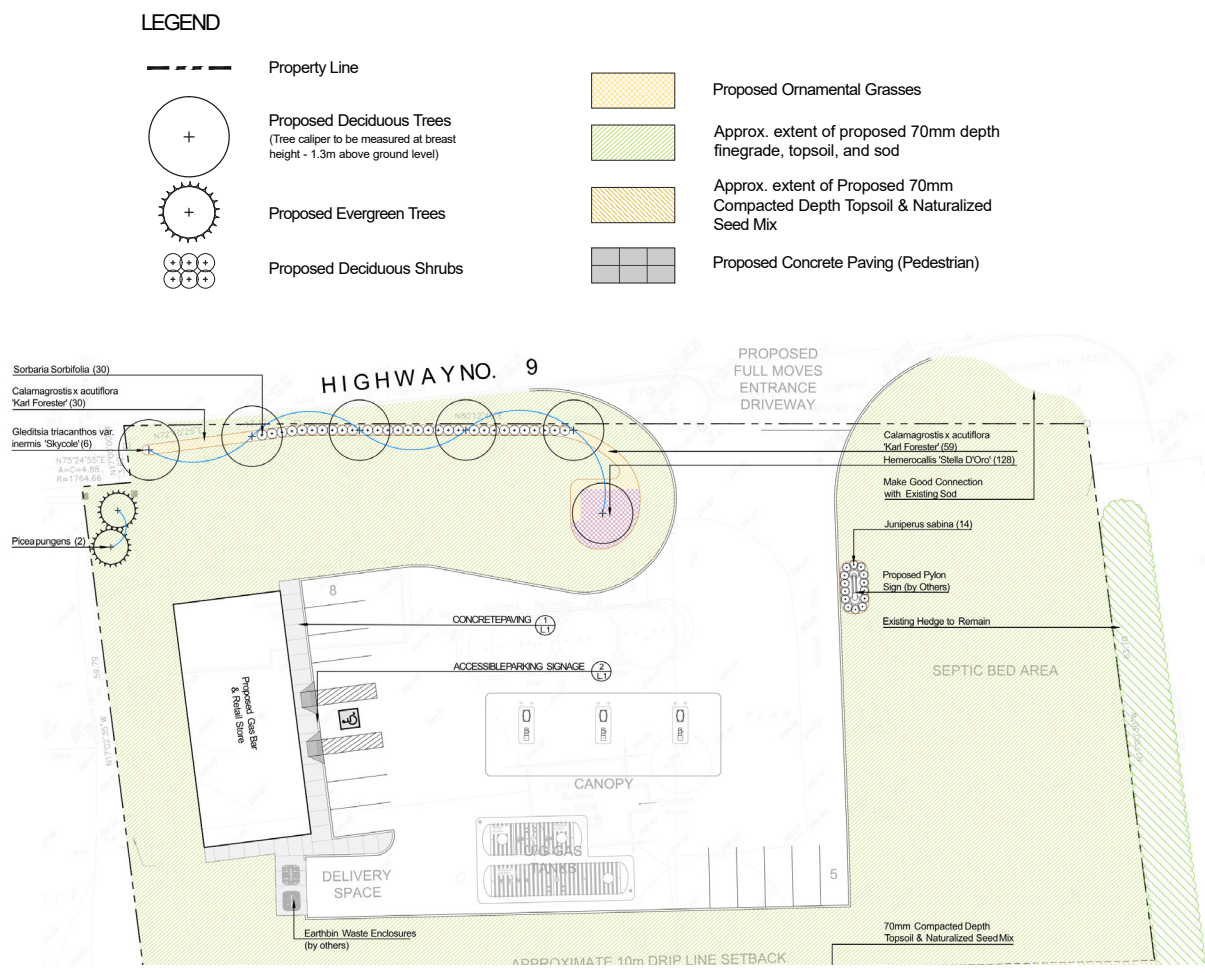


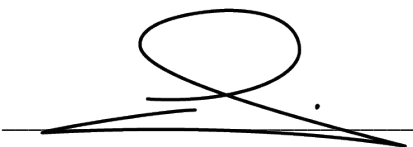
Figure 8: Landscape Plan

Jul 15, 2020

In summary this urban design brief illustrates how the proposed development’s built form, architectural treatment, landscaping, access and parking represents good urban design given its surrounding rural context. The proposed development is a comprehensive design response that is sensitive to the property’s surrounding rural context which will create an attractive and appropriate design that will compliment the property’s unique surroundings. Upon review of the Town of Caledon’s applicable land-use and design polices, it is our opinion that the proposal on the subject property represents good urban design.

Respectfully submitted,

Glen Schnarr & Associates Inc.



Colin Chung
Partner

