

TOWN OF CALEDON
PLANNING
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APPROVED

Planning & Development Services

Senior Manager, Urban Design

Date

Project Address:

'0' Dixie Road, Caledon , Ontario

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The text and images contained in this document reflect a conceptual representation of the intended vision and character of the proposed development within this site plan area. These guidelines incorporate current Town standards, or approved alternative design standards (ADS's), as applicable, at the time of approval of this document. Final designs for site plan elements such as streetscapes, landscape open spaces, gateway features, street lighting, street signage, utility locations, fencing, and associated construction standards, etc., may change over time. Changes may be permitted, subject to Town approval, due to amendments to Town standards, changes in technology, safety, and/or construction codes, changes necessitated by the availability of identified materials or modifications to maintenance practices, etc.

In addition, the built form/architectural guidelines depicted in this document are for the use of the original residential developer(s)/ builder(s). Subsequent homeowners are encouraged to abide by these guidelines should any alteration be contemplated to the exterior of the dwelling as originally approved, and that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

In this regard, the material represented in this document should not be construed or interpreted literally. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community without the expressed approval of the Town of Caledon.

For further information or questions pertaining to the document or this disclaimer, the reader is encouraged to contact Urban Design Section under Planning and Development Services Department.

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Section 1: Site Plan + Overview

1.1 Context

The subject site is located on the east side of Dixie Road, north of the intersection with Mayfield Road. The site and has a total area of 9.07ha (22.4Ac). Of the total site area, 1.17ha is developable, 2.10ha is a part of an Environmental Protection Area (EPA 2), 0.56ha is a 10m Buffer from the Environmental Protection Area, and 5.23ha is part of Existing Agricultural.

The site is bounded by Dixie Road to the west, an existing industrial warehouse building (UPS Canada) to the west and an existing agricultural and residential uses to the north, east and south.

A tributary of the West Humber River and associated open space corridor traverses the subject site.



Context Plan

Section 1: Site Plan + Overview

1.2 Opportunities & Constraints

The site plan design process has presented a set of opportunities and constraints related to the development location and the need to ensure that the industrial site is compatible with neighboring uses to provide a harmonious, attractive, and high-quality environment. The approach aligns with mandated design policies which will help influence the growth of the town and provide the starting point for the evaluation of more detailed urban design. These opportunities and constraints include the following:

- 1.2.1 Balancing the principles of urban design with function to allow for a desirable building presence and streetscape which ensures an economically viable and effective business operation.
- 1.2.2 Ensuring a thoughtful and sensitive “fit” of the proposed built form into the existing context.
- 1.2.3 Mitigating the visual impact of required loading areas / garbage facilities.
- 1.2.4 Adhering to the environmental protection measures to ensure the areas are protected from the proposed development.



Neighbouring Property to the West



Neighbouring Property to the East

Section 1: Site Plan + Overview

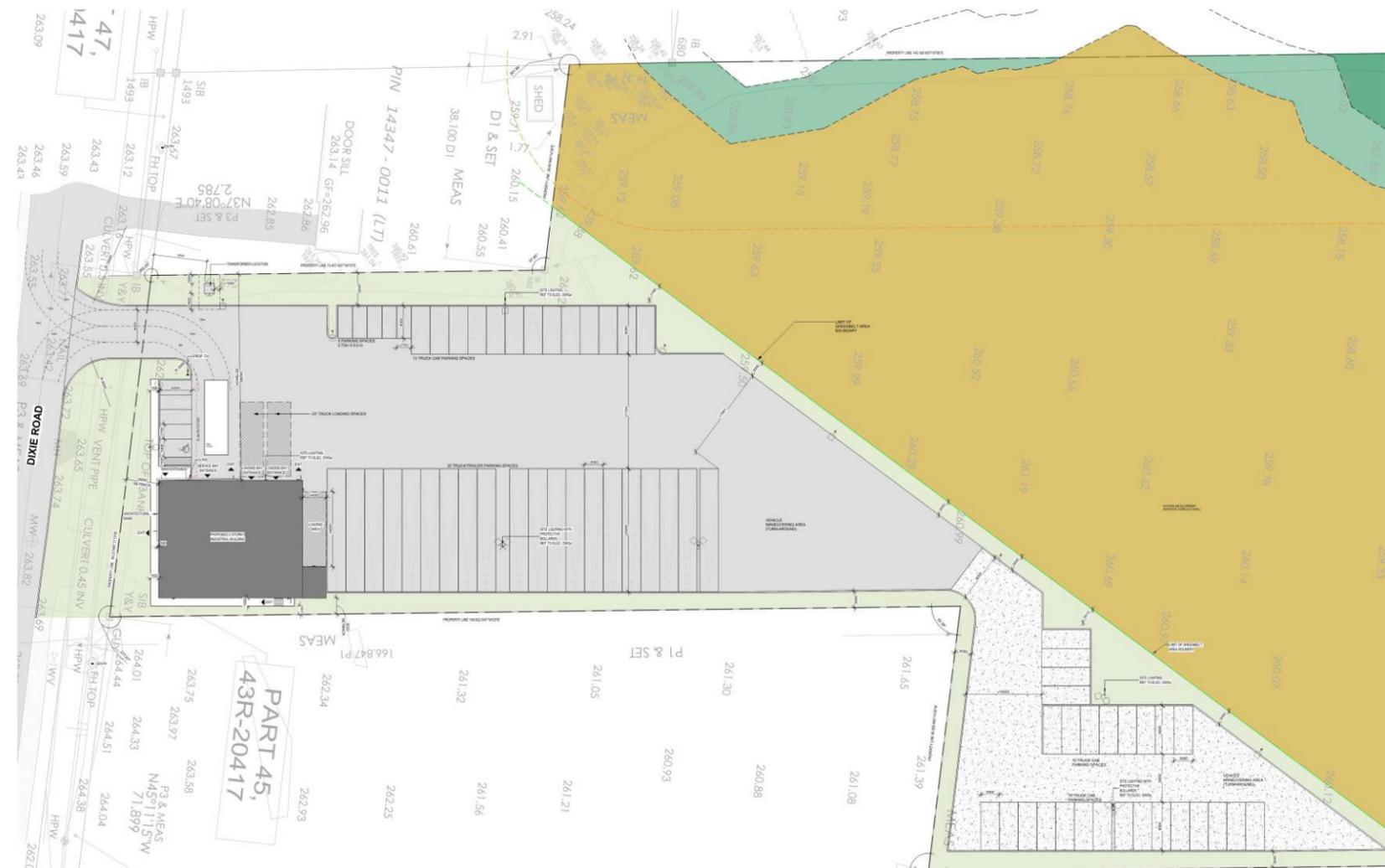
1.3 Site Plan and Development Vision

The site plan has been designed in agreement with the Town of Caledon's design guidelines and standards. The site plan accommodates the facility requirements for the use of the site as a transportation depot. The building includes space for offices and vehicle repair and has a carefully-considered form and selected materials that will be appropriately integrated within the mixed site context.

The 2ST built form shall consist of a singular mass that works with the functional program requirements for the business and is articulated with material patterns, colours, and architectural bands. The site consists of a proposed office and repair building with a variety of parking stalls for cars, truck cabs, and trailers.

The following principles shall be used to guide the development and realize the vision:

- 1.3.1 Develop a strong development image and character.
- 1.3.2 Create a visually attractive, distinctive built form environment.
- 1.3.3 Ensure a strong built form orientation to Dixie Road.
- 1.3.4 Achieve an effective transition / buffer between the existing residential building and environmental protection area
- 1.3.5 Establish an effective and consistent landscape treatment, along the frontage of Dixie road to maintain an appropriate streetscape.



Enlarged Site Plan

Section 2: Public / Private Realm

2.1 Linkage, Connection and Circulation

2.1.1 Pedestrian Circulation

Safe, direct, and logical pedestrian connections have been located around the building and site.

- 2.1.1.1 Provide direct sidewalk connection from parking areas to the main entrance to minimize conflicts between pedestrians and vehicles.
- 2.1.1.2 Ensure all sidewalks within the development consist of broom-finished concrete at a minimum width of 1.5m.
- 2.1.1.3 Ensure all sidewalks comply with barrier-free design set out by the Ontario Building code.

2.1.2 Vehicular Circulation

Vehicular access into the development will occur at the west side of the site, from Dixie Road:

- 2.1.2.1 Ensure vehicular access is clearly identified and includes safe and logical pedestrian connections.
- 2.1.2.2 Providing parking to the side and rear of the proposed building to minimize their impact on the streetscape and providing appropriate landscaping to buffer parking from the streetscape, where possible.
- 2.1.2.3 Addressing the accessibility requirements for example by provision of accessible parking and pedestrian connections.

Section 2: Public / Private Realm

2.1 Linkage, Connection and Circulation

2.1.3 Transit

Safe, direct access from the subject site to public transit is provided with connections to downtown Brampton and the Brampton GO Station:

2.1.3.1 The site is accessible by public transit operated by the City of Brampton from Dixie Road via Bus Route 18. This route runs northbound and southbound along Dixie Road and extends north to service employees at the UPS Distribution Centre located opposite the subject site.



Section 2: Public / Private Realm

2.2 Landscape Plan

2.2.1 Streetscape

The frontage along Dixie Road is proposed to be landscaped to maintain an appropriate streetscape and where required screening will be implemented at the parking area through landscaping and architectural elements.

2.2.2 Site Lighting

Pedestrian walkways, entrances, and parking areas will be adequately illuminated and organized to avoid clutter of light standards. The building itself will be illuminated with wall mounted light fixtures to provide security around the building.

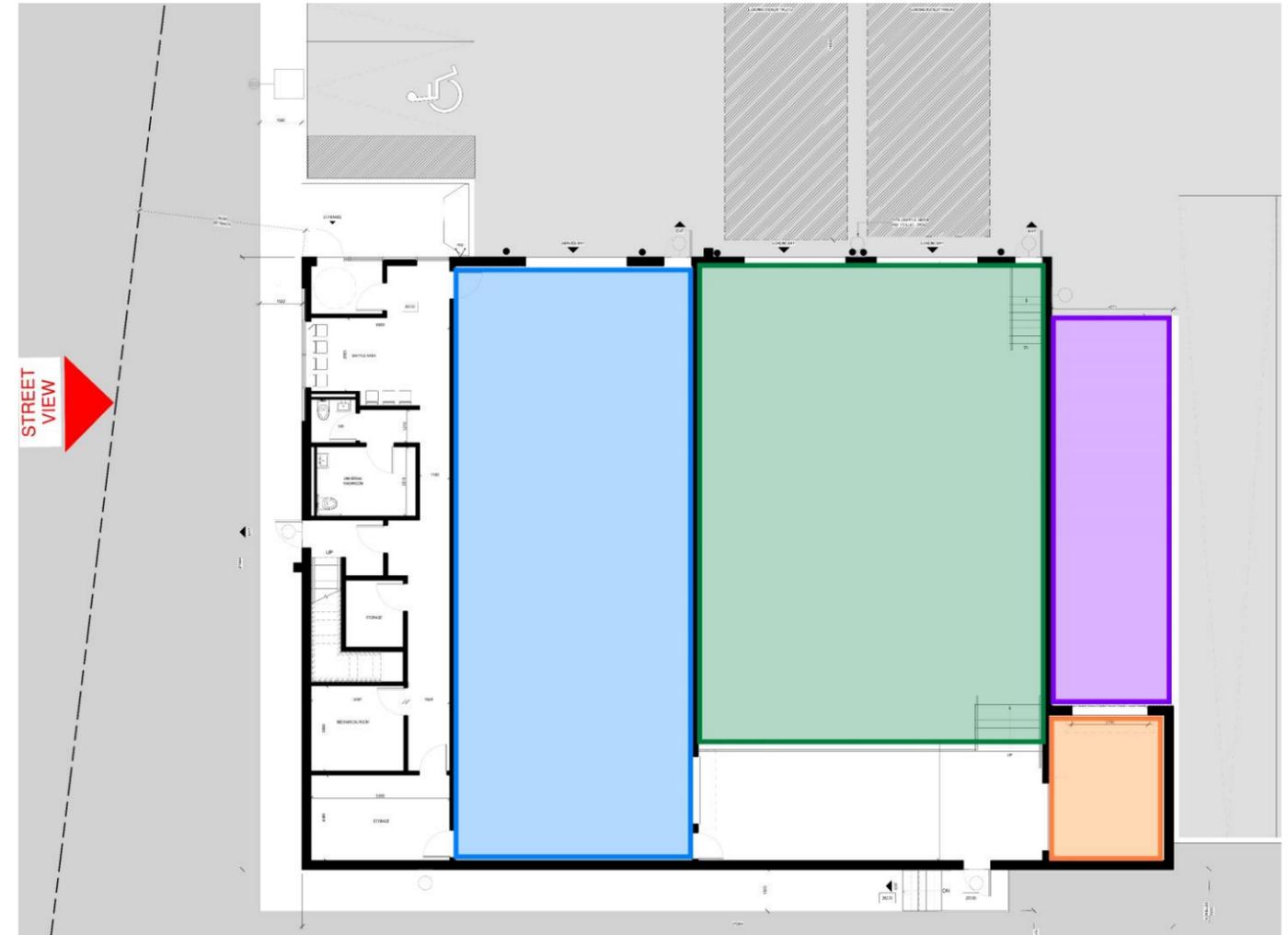
2.2.3 Parking

Approximately 70 parking spaces are proposed on the subject site which is comprised of ten car stalls, 40 truck cab stalls, and 20 Truck/trailer stalls.. Vehicular entry to the site is located on the southwest portion of the subject site.

2.2.3 Service areas

Service areas are to be integrated into the building design, away from public view and be screened where possible to minimize undesirable pedestrian/streetscape conditions. If required rooftop mechanical units will be screened from public view.

Loading, service and waste areas are to be oriented away from the street. In the proposed design the waste enclosure is located within the building and the loading space is not visible from the street site line.



LEGEND

- Service Area
- Storage & Loading Space
- Waste Enclosure
- Exterior Garbage Loading Space

Section 3: Built Form

3.1 Built Form Principles

The smaller scale form with articulated architectural features is appropriate in establishing a desirable building presence and streetscape condition through an emphasis on materiality of the building façade. A positive building relationship to the surrounding buildings and landscape shall be achieved through the following:

- 3.1.1 Appropriate transition in scale and built form to be provided.
- 3.1.2 The height and mass of the new building will not create an abrupt change to the neighboring buildings.
- 3.1.3 The building design will take into consideration the compatibility with the design, scale, and materials of neighboring buildings.
- 3.1.4 Create a positive street presence.
- 3.1.5 Provide visual interest on building facades.
- 3.1.6 The building façade will incorporate openings and/or wall articulations (vertical and/or horizontal).
- 3.1.7 Provide minimal impact on the aesthetic and open landscape character of the tributary of the West Humber River and associated open space corridor.
- 3.1.8 Ensure protection measures are incorporated for the watercourses and other ecologically significant areas located on the site.
- 3.1.9 Screen all utility and service operations from prominent views.

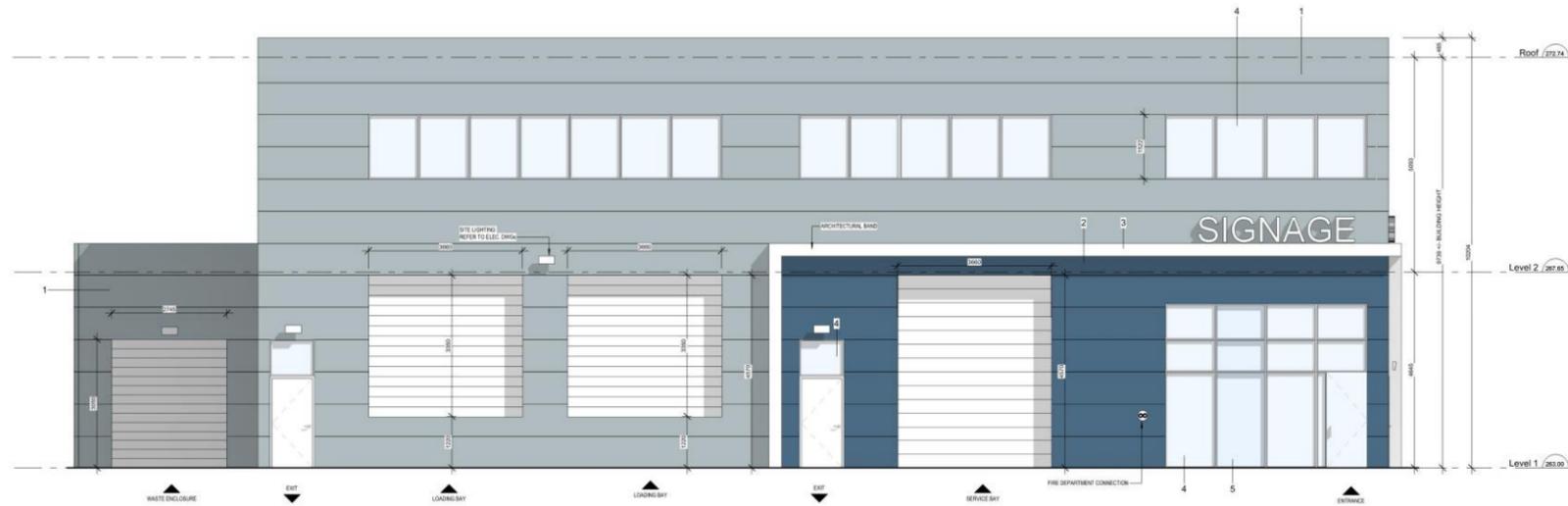
Section 3: Built Form

3.2 Built Form Guidelines

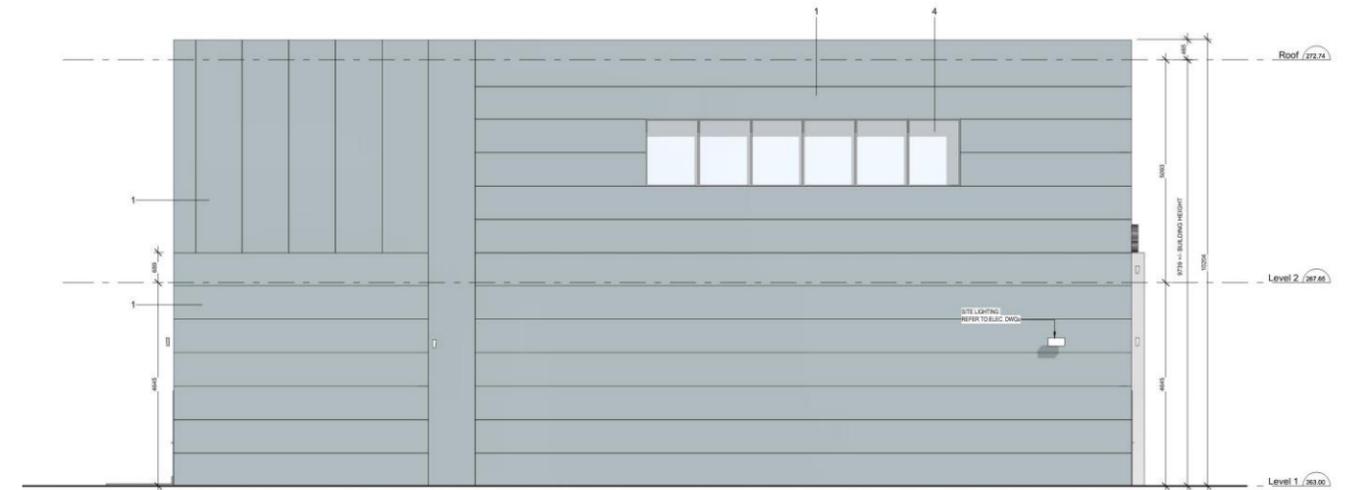
- 3.2.1 Design the building to mitigate any negative impact upon the surrounding neighbourhood.
- 3.2.2 Provide opportunities for flexible space by constructing ground level floor heights to be taller than upper floor heights.
- 3.2.3 Use materials, colours, ample fenestration, wall articulation, and style-appropriate architectural detailing to enhance building facades.
- 3.2.4 Articulate walls to break up the massing of the facade and achieve a more interesting appearance through architectural bands and change in material colours and patterns
- 3.2.5 Emphasize the main entrance and provide visibility into the interior to allow for safe and convenient arrival and departure from the building. The main entrance shall also be ground-related and fully accessible.
- 3.2.6 Provide surface parking for visitors in a non-obtrusive manner. Surface parking areas shall be screened from street views through the use of landscaping to provide appropriate screening.
- 3.2.7 Incorporate garbage facilities into the overall design of the building, hidden from areas of high visibility.
- 3.2.8 Screen mechanical equipment from public view and integrate it into the design of the building.
- 3.2.9 Direct artificial light sources inward and downward to mitigate negative impacts on neighboring uses.

Section 3: Built Form

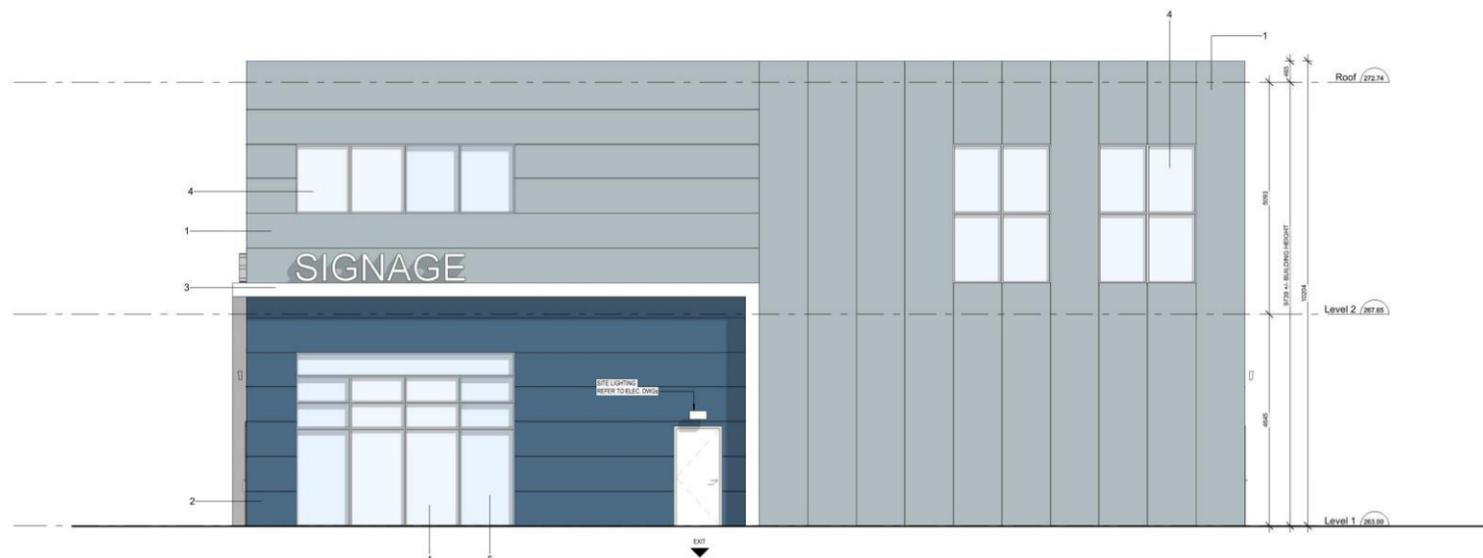
3.3 Elevation Drawings & Perspective Renderings / Views



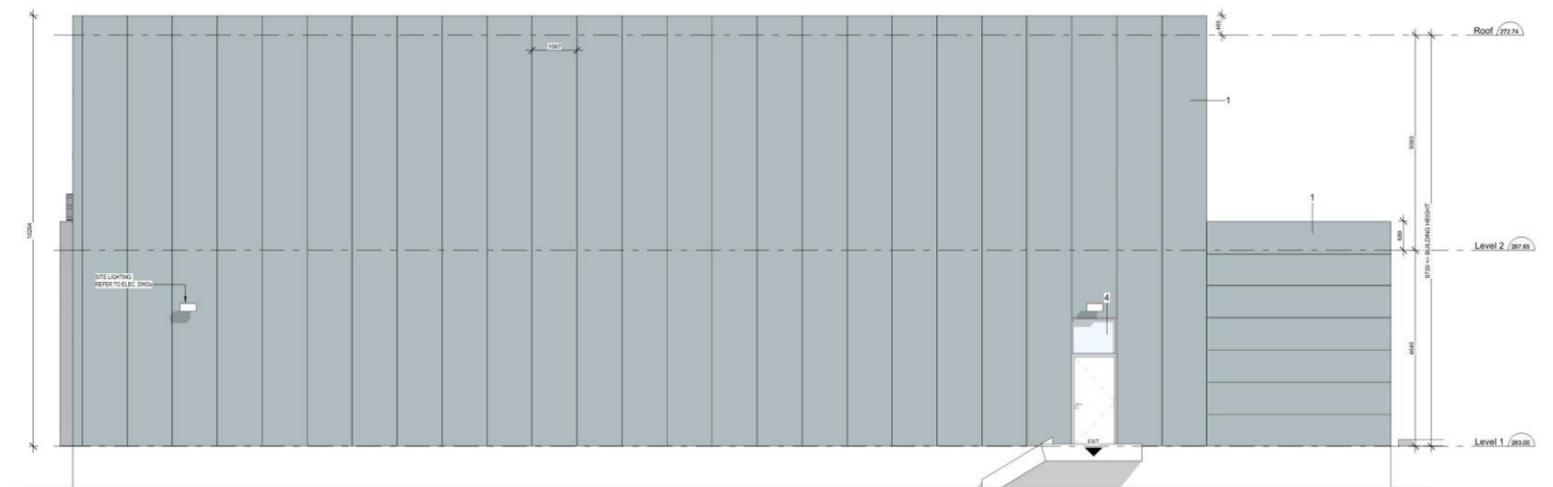
North Elevation



East Elevation



West Elevation



South Elevation

Section 3: Built Form

3.3 Elevation Drawings & Perspective Renderings / Views



Section 4: Sustainability Principles

4.1 Built Environment

The 0 Dixie Road development's design and implementation will integrate sustainable measures, where applicable, as outlined in the **Town's Draft Caledon Green Development Standards**.

4.1 Natural Environment & Open Space

- 4.1.1 Adhering to the protection requirements of the environmentally protected tributary of the West Humber River and associated open space corridor traverses the subject site.

4.2 Green Infrastructure & Building

- 4.2.1 Building is localized at the street boundary to minimize the impact of the natural features within the greenbelt boundary and existing environmentally protected areas

Section 5: Implementation

5.1 Built Environment

An application to amend the Town of Caledon Official Plan and Zoning By-Law is required to permit the development of the westerly portion of the subject site, west of the lands designated Greenbelt, for a Tractor Trailer Transportation Facility/Yard and Truck Repair Facility.

5.1.1 The subject site is designated Town of Caledon Official Plan
The subject site is designated 'Prime Agricultural Area', 'Boundary of Greenbelt Plan Area', and 'Environmental Policy Area' in the current, in-force Town of Caledon Official Plan. An Amendment to the Official Plan is required in order to permit the Transportation Facility/Yard and Repair Facility use on the subject site. An Official Plan Amendment encompassing the subject site has been filed and is being pursued by Armstrong Planning on behalf of Quadreal. 2476998 Ontario Inc. supports the proposed amendment.

On March 26, 2024, Caledon Council adopted the new Town of Caledon Official Plan (Future Caledon), which has been forwarded to the Region of Peel for approval. The subject site is designated 'New Employment Area', 'New Community Area', 'Prime Agricultural Area', and 'Natural Features and Areas'. An Official Plan Amendment would not be required to accommodate the proposed use.

5.1.2 Town of Caledon Zoning By-Law 2006-050

The subject site is zoned 'Agricultural (A1)' and 'Environmental Protection Area Two (EPA2)'. There are a myriad of permitted uses; including, but not limited to: agricultural related uses, detached dwelling, farm, livestock facility, home occupation, etc. A Zoning By-Law Amendment is required to rezone the subject site to 'Serviced Industrial Exception AAA (MS-AAA)', which permits the proposed use, as well as to set out specific Zoning By-Law provisions to guide the development of the subject site.

5.2 Design Review & Approval Process

The Urban Design Brief has been prepared to provide urban design principles and objectives that support the proposed building and private open space design. It is in no way intended to discourage architectural creativity or limit the innovation of the development proposal.

- Performance standards and design objectives within this Brief are in addition to the requirements of the Town Zoning By-Law, Site Plan Approval, and all other applicable agreements and legislation.
- There will be ample opportunity to refine site, landscaping, and building design details during the course of the Site Plan Approval Application.
- The Town's Urban Design Division may evaluate the submitted conceptual Site Plan for compliance and consistency with the approved Brief.
- Proposed designs which are not in total compliance with the Brief will be considered based on their merits and may be approved where the spirit and intent of the Brief is maintained.

5.3 Town-wide Design Guidelines

The Urban Design Brief for 0 Dixie road has been written in consideration of the Town's applicable design guideline reference manuals.

The Architectural design for 0 Dixie road conforms to the most updated **Comprehensive Town-wide Design Guidelines (2017)**