

**TOWN OF CALEDON  
PLANNING  
RECEIVED**

March, 17, 2021

**URBAN DESIGN BRIEF  
TRIBAL PARTNERS**

CALEDON, ON  
MAR. 16, 2021

BALDASSARRA ARCHITECTS

ADDRESS: 12035 DIXIE ROAD

FILE NO: SPA 2021-0013

#### DISCLAIMER

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The text and images contained in this document are only a conceptual representation of the intended vision and character of this development. In this regard, they should not be construed or interpreted literally as to what will be constructed. Although this Design Brief represents Town standards for various design elements at the time of issue, final designs may vary from standards shown in this Brief as standards in technology, safety and construction codes may have been updated over the application approval period.

# CON

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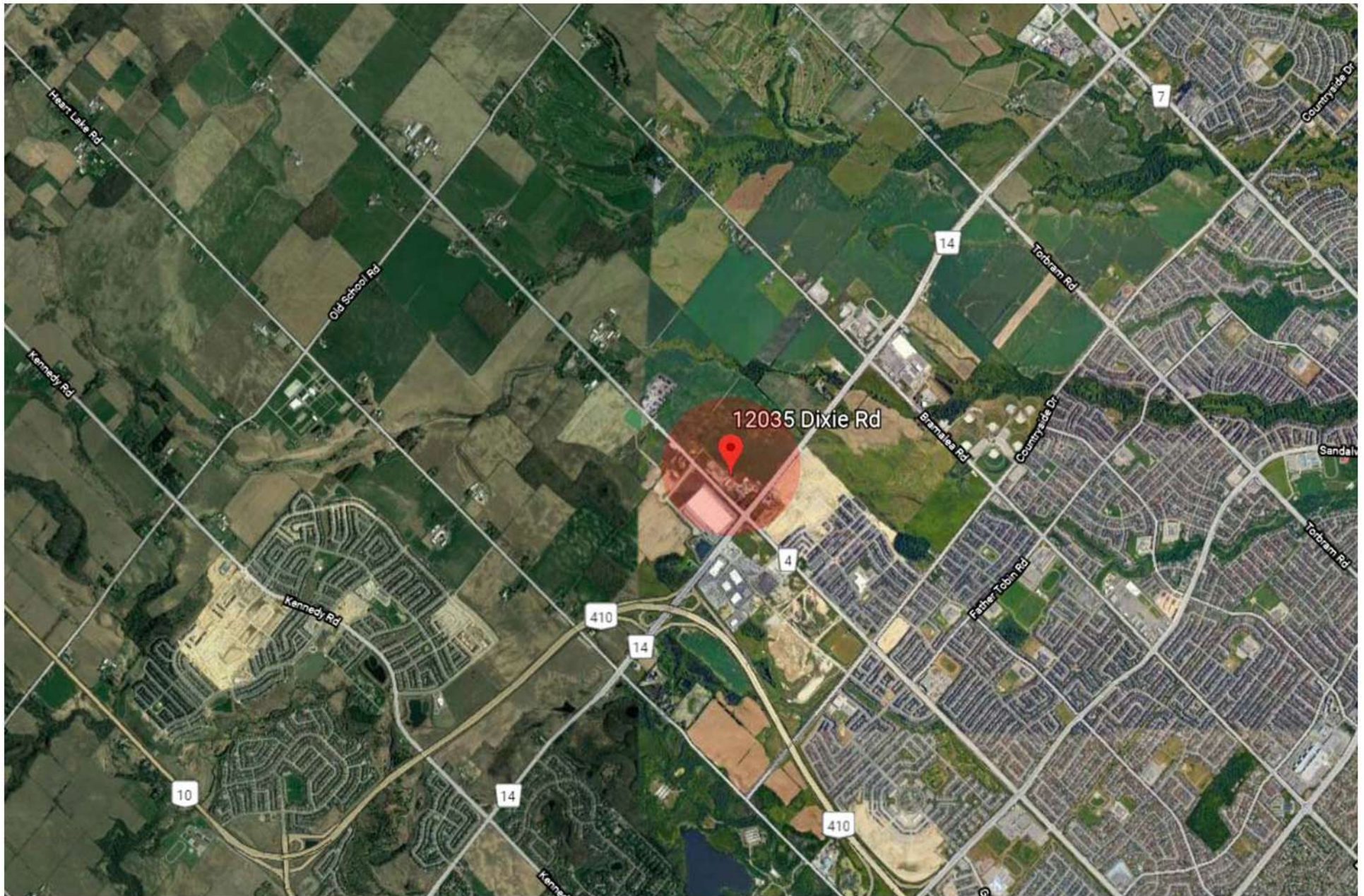


Figure 1: Site Location





*Oblique Aerial Photograph*

## **OVERVIEW**

This Urban Design Brief has been prepared to demonstrate how the overall design concept will respond to the Town of Caledon's urban design directions and Official Plan.

## SITE CONTEXT AND COMPATIBILITY

The site is located on the border of the area known as Mayfield West, a vibrant growing community, which is a large mixed-use community in the Town of Caledon. Mayfield West is located just north of the built up boundary of the City of Brampton. The site is located on the outskirts of the Greater Toronto-Hamilton Area, a region of over 6.5 million people, and is only a 45 minute commute to downtown Toronto.

The development is located on the northeast corner of Dixie Road and Mayfield Road (See Figure 1 – Site Location). The site is surrounded by Prime Agricultural Area, Environmental features, and Industrial uses to the west, and a residential subdivision to the south, in the City of Brampton.

Just west of the site is the Mayfield West Secondary Plan Area, which is an area that has been identified in the Town of Caledon for growth in the form of both community and employment uses. The Mayfield West area includes lands that are designated “Prestige Industrial”, “General Industrial” and “Environmental Policy Area” as noted on Schedule B of the Mayfield West Secondary Plan (see Figure 2 – Town of Caledon Official Plan – Schedule B Mayfield West Land Use Plan).

The built-form and siting of the buildings implement the guidelines of the Town-wide Urban Design Guidelines, Eco-Business Zone Planning and Industrial Commercial Design Guidelines.

The subject site is designated “Prime Agricultural Area”, however, through the ongoing application, will be designated “Serviced Industrial” and “Environmental Policy Area”. The redesignation will continue the employment uses on Dixie Road and Mayfield Road. A consistent street frontage is desirable along the length of Dixie Road, with vehicular access drives limited wherever possible and replaced by service laneways along the rear and sides of the property line. Loading and service areas are oriented away from the streets and screened from streetview elsewhere. The development site provides outdoor amenity, Stormwater management ponds, and landscaping which highlights the edge of the ponds and environmental areas.

Dixie Road has the potential to become an attractive corridor that acts as a gateway within the Mayfield West industrial area. The future GTA West corridor is planned in proximity to the site, making it an optimal location to become an employment hub and corridor for the movement of goods across the GTHA. In terms of built form, the intent is to encourage a continuous building frontage along the corridor by providing appropriate canopy projections and window articulations which will be clearly visible to the public realm.

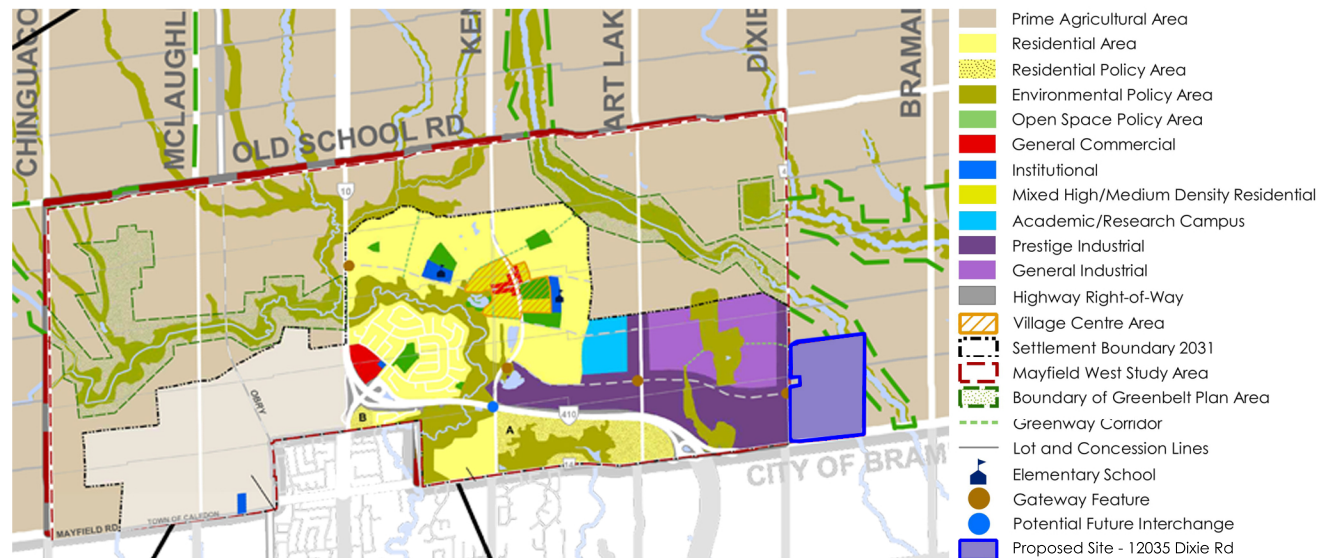


Figure 2: Mayfield West Secondary Plan Schedule B with 12035 Dixie Road as Prestige Industrial Use



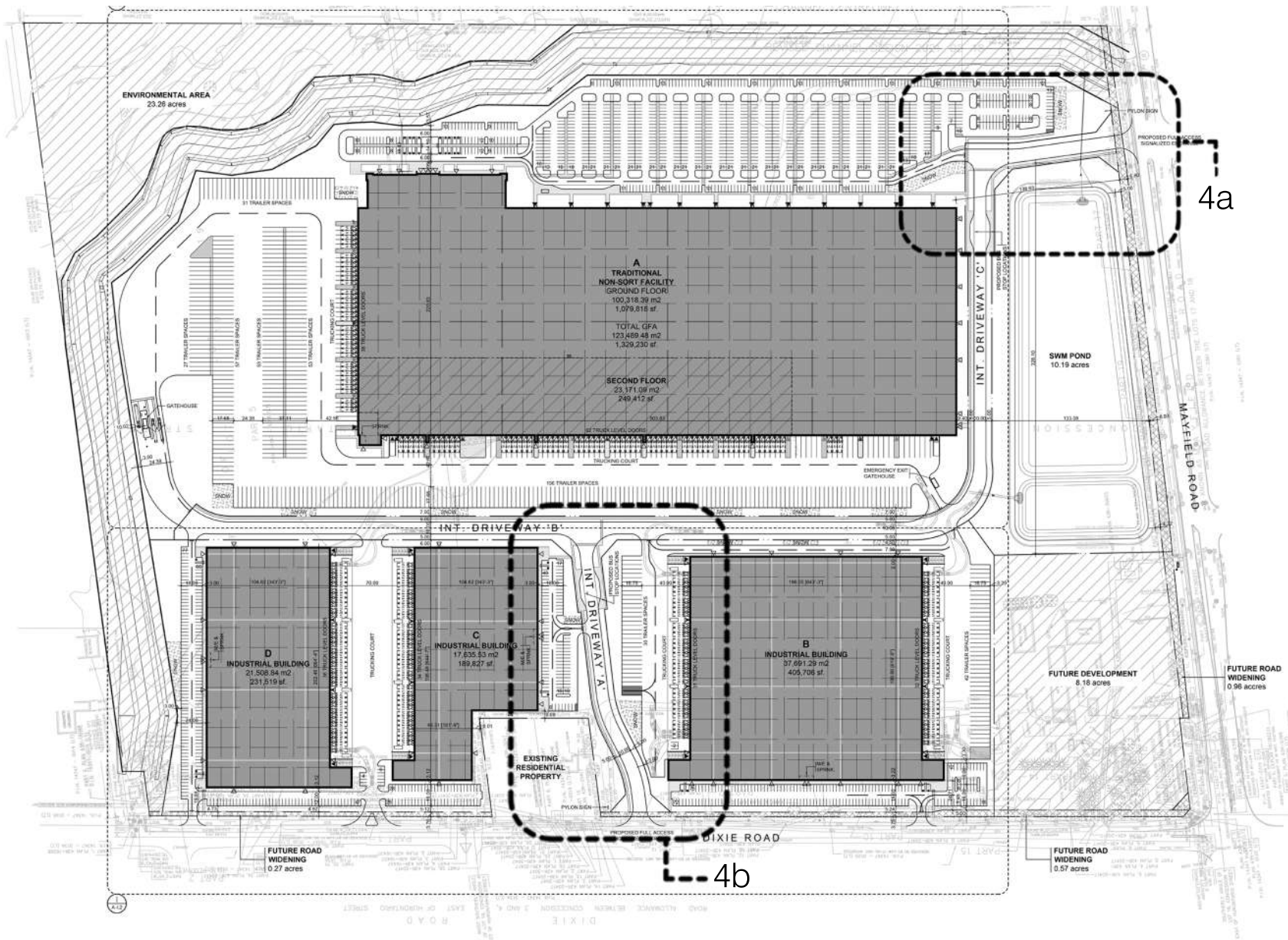


Figure 3: Site Plan

## DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

In recognition of this proposed new development and current operational requirements for industrial uses, the vision for the overall property and frontage is to conform to the Mayfield West Secondary Plan, Eco- Business Zone Planning and Development and the Industrial- Commercial Town-Wide Design Guidelines set out by the Town of Caledon.

In order to ensure the development responds to our overall design vision and the guidelines set out in the aforementioned documents, the primary guiding principle for the design are the buildings' integration into this new development and relationship to the street. This development will unfold in phases. The site has also been carefully designed to connect all four buildings with an integrated pedestrian walkway within the development. This walkway along the internal road network provides access between all buildings. See Figure 3: Site Plan. A two-stop, two hub (east and westbound) local transit route is planned for the development. This will provide greater connectivity within the site and both Dixie and Mayfield Roads, for pedestrian and transit commuters.

Furthermore, the second primary guiding principle is to ensure loading and services areas are screened from public view, and garbage areas to be stored internally to each building. This will provide a more welcoming place to visit.

The first key objective is to enhance street presence along Dixie Road. Buildings B, C, and D are set back, separated and screened from Dixie Road by required buffer strips, along the frontage which enhances and softens the Dixie Road corridor.

The Mayfield Road street facade has been significantly softened by the strategic location of the perimeter landscaped storm water management pond facility along its frontage. In addition, associated increased building and parking lot setbacks as well as increased landscaped areas associated with Building A's development all aid in providing an enhanced street presence along the Mayfield Road corridor.

The design of Buildings B, C, and D introduces two distinctive office pods at either end of the front facade of each building on Dixie Road. Building entrances are defined by canopies as well as design elements such as articulated framed glazing areas. Landscaped areas in the front of the buildings also aid to enhance the pedestrian experience and to provide a more defined urban form and streetscape.

A second key objective is to separate parking from pedestrian areas and main drive aisles with the use of landscape buffer strips, and segregated areas. Pedestrian connections have been introduced from each building to the street frontages on Mayfield Road and Dixie Road. See Figures 4a and 4b.

The third key objective is to provide a well-designed and functional site which supports and enhances the urban experience through architectural design.

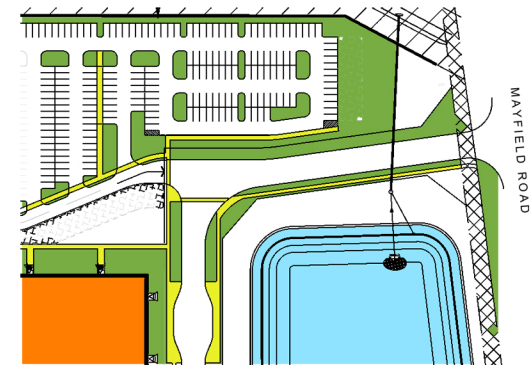


Figure 4a: Interconnected walkway at Building A



## DESIGN RESPONSE AND CONCEPT PLAN

### Site Design Layout

In our opinion and as presented in this Urban Design Brief, the proposed site plan responds appropriately to the built form and Community Design policies within the Official Plan and conforms to the Industrial- Commercial Town-Wide Design Guidelines. Although Building A is set back to the rear of the site, it provides a subtle view from both Mayfield and Dixie Roads through the interconnected pedestrian walkway/sidewalk network. The site layout has been designed appropriately to accommodate efficient flow of vehicular and pedestrian movement to and from Buildings A on the east and Buildings B, C, and D on the west of this development. The buildings will be aligned closer together to create a street wall condition on Dixie Road and to reduce the amount of parking along the frontages for adequate landscaped areas in front of the buildings and along the internal driveway network. The buildings have been oriented to provide a strong unified street presence along Dixie Road, and will be parallel to Dixie Road. The proposed office components will be located on each end of the buildings' main facades and will be clearly visible, particularly from all driveway entrances to the site. Municipal building addresses will also be displayed appropriately on the building's frontage along the main streets to enhance street presence.

In addition, parking along Dixie Road frontage has been reduced to accommodate walkways to link pedestrians to and from the site. By reducing and relocating parking areas our design allows for increased Landscaping and pedestrian-oriented design features, thus enhancing the urban streetscape.

To encourage a strong building frontage, refuse will be stored internally and loading areas are oriented away from public viewing.

The overall site design of all the buildings in this development not only provide good connection to both Dixie Road and Mayfield Road, it also represents a strong high-quality streetscape designed as described in the Industrial-Commercial Town-Wide Design Guidelines.

In summary, all the buildings have been planned in accordance with Caledon's Comprehensive Town-Wide Design Guidelines (TWDGs) as follows:

- Section 11.2.1.e: Buildings are set back to establish a defined street edge.
- Section 11.2.2.d: On-site vehicular routes have been well designed to avoid conflict with pedestrian routes.
- Section 11.2.2.e: Pedestrian entrances/ egress into buildings for visitors and employees are setback and protected from traffic.
- Section 11.2.2.j: Pedestrian routes connect parking areas to the building's main entrances.
- Section 11.2.2.k: Loading and service areas are located away from pedestrian routes.
- Section 11.2.3.c: Landscaping buffers and tree planting are proposed to screen parking along both Dixie and Mayfield Roads, as well as within the internal driveway boulevards.

- Section 11.2.3.d: Parking areas are broken up and defined by landscaping and walkways.
- Section 11.2.4.a: Loading and service areas will be significantly screened by either building massing or landscape areas wherever possible, from the street. Garbage and refuse areas to be stored internally.
- Section 11.2.4.d: Loading and service areas are integrated into both building footprints.
- Section 11.2.7.a: Building addresses will be clearly identifiable from the street.

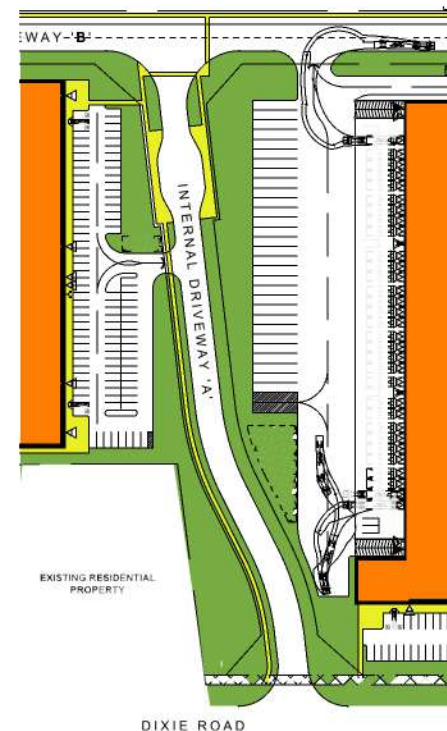


Figure 4b: Interconnected walkway at Building C

# DESIGN RESPONSE AND CONCEPT PLAN

## Built Form

All buildings in this development will create a street presence due to their proximity and visibility to the major street frontages, internal driveway network, and designed architectural facades. The building elevations have been articulated with the use of high vertical and horizontal elements. Various materials, colours and textures are proposed to break up the built form (see Figure 5- Building A Elevations and Figure 6- Building C Elevations).

Spandrel and tinted glazing will be utilized to break-up the use of insulated metal panelling around the perimeter of the buildings. Articulating metal fins (known as “Karrier Fins”) may be introduced in various random, diverse lengths to project vertically from the main facade plain to alleviate the use of metal panelling. Diverse colours of plated aluminum panels together with tinted glazing will be incorporated to enhance building features.

The main entrances to the buildings will be clearly defined by the use of coloured massing elements, which wrap around the corners of the buildings. Future signage will be designed and placed above the canopy entrances as required by future tenants, and in accordance with Town of Caledon requirements. Municipal addresses will be clearly visible from the street and scaled appropriately for their location.

Pylon signage is planning for the development and will be designed and scaled appropriately at major development entrance locations to the site.

Additional corner features and stepping added to the facade of the buildings will further enhance the buildings’ form, allowing for increased landscaping directly in front of the building and assisting in articulating the street facade, creating strong streetscape along all building street frontages.

Buildings within this development will bring a sense of cohesiveness to the entire site, and will provide an enhanced vibrancy to the street presence. The introduction of colour, in the form of accent massing elements along the street frontages will also aid in this endeavor.

Vertical and horizontal elements are to be used to break up building facades, which assist in enhancing building massing elements; while lesser articulated metal components assist in diffusing the overall main facade and bring a level of unity to all phases of the development.

In summary, all buildings have been designed in accordance with Caledon’s Comprehensive Town-Wide Design Guidelines (TWDGs) as follows;

- Section 11.3.1.e: Office and warehouse components are designed in harmonious manner; however, emphasis is shown on the office components.
- Section 11.3.1.f: Buildings facade includes stepping/ jogs.
- Section 11.3.2.c: Primary entrances are the focal point of the building which are visible and defined by canopies.

- Section 11.3.3.a: Acceptable wall cladding materials such as ACM panels, various colours/shades of vertical and/or horizontal IMP architectural panels along with tinted glazing and spandrel panels have been incorporated into the building’s design.



# DESIGN RESPONSE AND CONCEPT PLAN

## Priority Lots

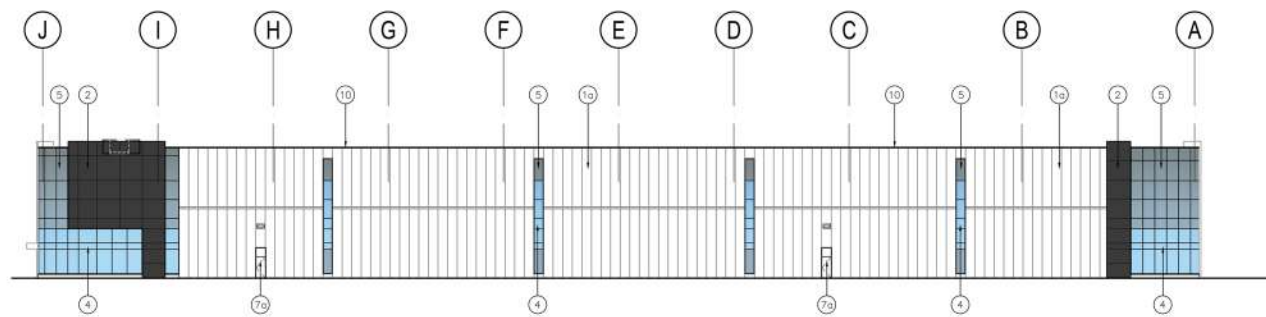
As per Town Wide Design Guidelines (Town of Caledon), the building facades fronting Dixie and Mayfield Roads embody two key roles in establishing a critical first impression for the entire Industrial development as well as setting a streetscape presence along this main arterial road. Key points are as follows in keeping with the TWDGs:

- Section 11.4.1.a: Superior design qualities such as increased massing and building facade articulation has been incorporated.
- Section 11.4.1.a: Use of varied building finishes, textures and colours have been used to increase architectural interest for the front and flankage facades.
- Section 11.4.1.b: Main entrance features at the corners of the buildings have been oriented to face the main street (Dixie Road) and daylight triangle locations.
- Section 11.4.1.c: Increased massing height have been implemented at the main entrance locations of the buildings and at strategic articulation points along the facades.
- Section 11.4.1.d: Flankage facades have been broken up with vertical fenestration and the use of various colours/shades of IMP panels in vertical and horizontal directions to avoid blank wall faces.

- Section 11.4.1.d: The main building facades have been divided into a series of elements highlighted with reveals and recesses in the wall surface, including the use of varying material textures and colours.

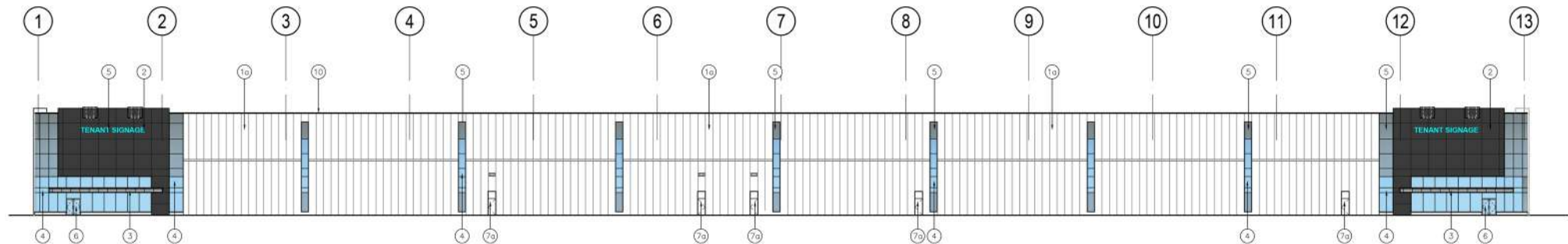
- Section 11.4.1.e: Main parking areas between the building and street line have been reduced and articulated to increase landscape treatment between the parking spaces, and main internal arterial drive aisles. A significant number of parking spaces have been relocated to other areas of the site, away from prominent street facades.

- Section 11.4.2.c: Enhanced landscape treatment is provided to improve streetscape presence and conditions along Mayfield and Dixie Roads. Building development along Mayfield Road is significantly set back from street frontage and is buffered by a perimeter landscaped stormwater management pond area.



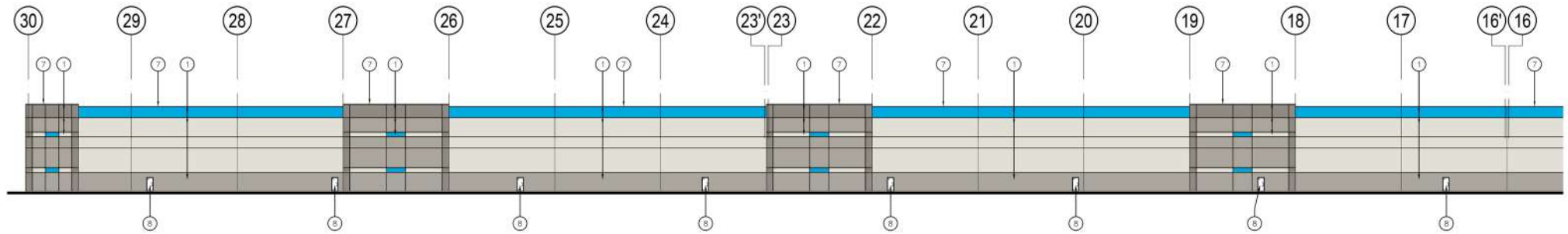
WEST ELEVATION

LEGEND	
10 WALL - VERTICAL INSULATED METAL PANELS (COLOUR: LIGHT GREY)	8 INSULATED HOLLOW METAL SECTIONAL OVERHEAD DOOR CW 305mm x 200mm (WH) LEXAN INSERT. 4270mm x 4880mm (WH). COLOUR TO BE FUTURE SELECTION.
10 WALL - VERTICAL INSULATED METAL PANELS (COLOUR: CHARCOAL)	9 INSULATED HOLLOW METAL SECTIONAL OVERHEAD DOOR CW DOOR SEAL, DOOR LEVELLER, DOOR BUMPER AND 305mm x 200mm (WH) LEXAN INSERT. 3000mm (W) X 3355mm (H). COLOUR TO BE WHITE.
2 WALL - APOLIC COMPOSITE PANELS (COLOUR: CHARCOAL)	10 PREFINISHED METAL CAP FLASHING. COLOUR TO MATCH METAL PANELS BELOW.
3 CANOPY - APOLIC COMPOSITE PANELS (COLOUR: CHARCOAL)	11 STEEL GRATE EXTERIOR STAIR. PRIMED & MARINE OIL BASE PAINTED GREY.
4 WINDOW - THERMAL DOUBLE GLAZING (GREY TINT) IN PREFINISHED ALUMINUM CURTAIN WALL FRAMES. COLOUR OF CURTAIN WALL CAPS: CHARCOAL. ANODIZED ALUMINUM, CW BIRD-FRIENDLY VISUAL MARKERS	
5 SPANDREL GLAZING IN PREFINISHED ALUMINUM CURTAIN WALL FRAMES. COLOUR OF SPANDREL: DARY GREY TINT. COLOUR OF CURTAIN WALL CAPS: CHARCOAL ANODIZED ALUMINUM	
6 CLEAR TEMPERED THERMAL GLASS AND ALUMINUM DOORS. COLOUR OF ALUMINUM TO MATCH CURTAIN WALL CAPS	
10 MAN DOOR - INSULATED HOLLOW METAL DOOR & TRANSOM	
10 MAN DOOR - INSULATED HOLLOW METAL DOOR & TRANSOM	
70 MAN DOOR - INSULATED HOLLOW METAL DOOR & TRANSOM	
70 MAN DOOR - INSULATED HOLLOW METAL DOOR & TRANSOM	

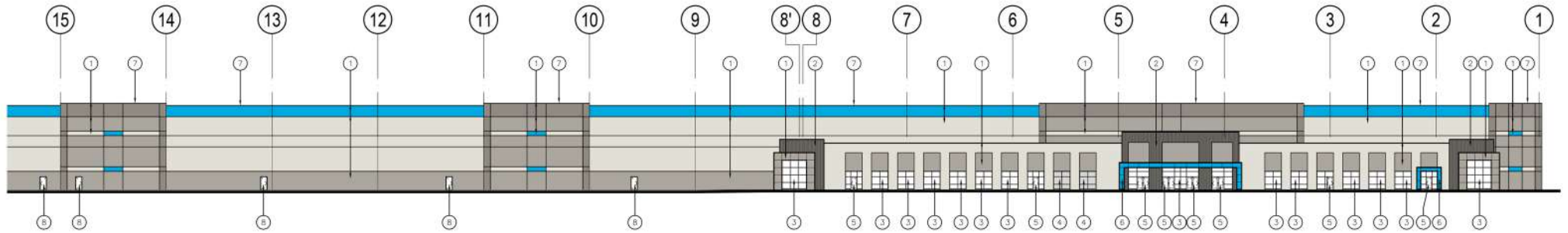


NORTH ELEVATION

Figure 5 - Building D Elevations



PARTIAL EAST ELEVATION



PARTIAL EAST ELEVATION

Figure 6 - Building A Elevations

- ① INSULATED PRECAST CONCRETE PANEL W/ REVEALS. SMOOTH FINISH AND PAINT COATING.
- ② FLEXWALL INSULATED PRECAST CONCRETE PANEL W/ PAINT COATING.
- ③ THERMAL GLAZING IN PREFINISHED ALUMINUM CURTAIN WALL FRAMES.
- ④ SPANDREL GLAZING IN ALUMINUM CURTAIN WALL FRAMES.
- ⑤ ALUMINUM AND TEMPERED THERMAL GLASS DOOR(S) IN PREFINISHED ALUMINUM CURTAIN WALL DOOR FRAMING SYSTEM. COLOUR TO MATCH WINDOW GLAZING SYSTEM.
- ⑥ COMPOSITE ALUMINUM PANEL BY ALPOLIC OR APPROVED EQUAL. COLOUR TO BE BLUE.
- ⑦ PREFINISHED METAL COPING. COLOUR TO MATCH ADJACENT MATERIAL BELOW.
- ⑧ INSULATED HOLLOW METAL DOOR IN PRESSED STEEL FRAMES. DOOR AND FRAME TO BE PAINTED TO MATCH ADJACENT WALL.
- ⑨ INSULATED SECTIONAL OVERHEAD DOOR C/W DOCK SEAL, DOCK LEVELLER, AND DOCK BUMPERS. 9'-0" (2745mm) WIDE 10'-0" (0000) (3050mm) HIGH.
- ⑨a INSULATED SECTIONAL OVERHEAD DOOR C/W DOCK BUMPERS. 9'-0" (2745mm) WIDE 10'-0" (0000) (3050mm) HIGH.
- ⑨b INSULATED SECTIONAL OVERHEAD DOOR. 9'-0" (2745mm) WIDE 10'-0" (0000) (3050mm) HIGH.
- ⑩ INSULATED SECTIONAL OVERHEAD DOOR. 14'-0" (4270mm) WIDE 16'-0" (4880mm) HIGH. COLOUR TO BE WHITE.
- ⑪ STEEL GRATE EXTERIOR STAIR.



## CONCLUSION

In our opinion, the proposed concept will adapt to the relevant built form, urban design guideline requirements and policies of the Town of Caledon Official Plan.

The proposal will result in an industrial development that will display an urban form along both Dixie and Mayfield Roads. The proposal will provide a strong street presence, as well as screen servicing and loading from street views.

In summary the proposal is an appropriate and desirable redevelopment of the subject site, and represents an appropriate built form for the intended Prestige Industrial and Environmental Policy Area of this development.