



TOWN OF CALEDON
PLANNING
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MASTER URBAN DESIGN BRIEF

TULLAMORE INDUSTRIAL GP
LIMITED

0 & 12245 TORBRAM ROAD
TOWN OF CALEDON

APRIL 2023
WESTON FILE # 10208

TABLE OF CONTENTS

1. INTRODUCTION	4
1.1 PURPOSE, INTENT, AND DESCRIPTION OF PROJECT5
1.2 DESIGN VISION6
1.3 DESIGN OBJECTIVES6
1.4 SITE CONTEXT7
1.5 POLICY FRAMEWORK	10
1.5.1 PROVINCIAL DIRECTION	10
1.5.2 REGION OF PEEL OFFICIAL PLAN, APRIL 2022	11
1.5.3 TOWN OF CALEDON OFFICIAL PLAN (2018)	14
1.5.4 TULLAMORE SETTLEMENT AREA	16
1.5.5 FUTURE CALEDON OFFICIAL PLAN (DRAFT)	17
1.5.6 COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES	19
1.5.7 MINISTER'S ZONING ORDER (MZO)	24
2. SITE PLAN	26
2.1 DEVELOPMENT PROPOSAL-GENERAL DESIGN STANDARDS	27
2.2 BUILDING RELATIONSHIP TO THE STREET AND NEIGHBOURING BUILDINGS	30
2.3 PARKING & LOADING (INCLUDING ACCESSIBILITY).	31
2.4 SITE CIRCULATION – SITE ACCESS AND MOVEMENT	32
2.5 SUSTAINABILITY/SITE MANAGEMENT	33
2.6 OUTDOOR STORAGE	34
3. BUILT FORM & ARCHITECTURAL DESIGN	36
3.1 PROPOSED BUILT FORM (MASSING AND DESIGN)	37
3.2 BUILDING HEIGHT AND RELATIONSHIP	39
3.3 MATERIALS AND COLOURS	40
3.4 WALL ARTICULATION AND OPENINGS	41
3.5 EXTERIOR EQUIPMENT (ROOFTOP MECHANICAL, ETC.)	42
3.6 PRIORITY LOTS – PRESTIGE INDUSTRIAL	43
4. LANDSCAPE	44
4.1 LANDSCAPE PLAN	45
4.2 LANDSCAPE BUFFERS – SIDES AND REAR	46
4.3 LANDSCAPE BUFFERS – STREET FRONT AND BUILDING ENTRANCE	47
4.4 INTERNAL STREETSCAPES	48
4.5 SUSTAINABILITY	49
5. CONCLUSION	50
6. APPENDIX 1	52

LIST OF FIGURES

Figure 1: Precedent examples of Prestige Employment buildings	6
Figure 2: Aerial context	8
Figure 3: Streetview of the Subject Lands from Mayfield Road	9
Figure 4: Streetview from Torbram Road showing the Greenbelt plan area	9
Figure 5: Schedule E-1 Regional Structure ROP	11
Figure 6: Schedule E-3 The Growth Plan Policy Areas ROP	12
Figure 7: Schedule E-4 Employment Area ROP	13
Figure 8: Schedule B-5 Greenbelt Plan Area Land Use Designation ROP	13
Figure 9: Draft Schedule A2 Growth Management, Draft OP	17
Figure 10: Precedents of Prestige Employment building design.	20
Figure 11: Precedent of entrance signage integrated with landscaping in Prestige Employment area	21
Figure 12: Example of a transit-oriented and pedestrian-friendly street in employment area.	23
Figure 13: Images of the existing heritage farmhouse at 12245 Torbram Road. Sourced from CHIA prepared by GBCA Architects.	23
Figure 14: Map No. 314 associated with the MZO	25
Figure 15: Proposed revised Site Plan prepared by Turner Fleischer Architects Inc.	28
Figure 16: Proposed Phasing Plan prepared by Turner Fleischer Architects Inc.	29
Figure 17: Comparison of desirable and undesirable building relationship to the street sourced from TWDG.	30
Figure 18: Extract of revised site plan showing loading bays generously setback from the street line. Courtesy of Turner Fleischer Architects Inc.	31
Figure 19: Extract of proposed concept plan illustrating traffic flow. Courtesy of Turner Fleischer Architects Inc.	32
Figure 20: Precedents of sustainable stormwater design features	33
Figure 21: Demonstration of ideal location for outdoor storage along major and minor roads. Sourced from TWDG.	34
Figure 22: Conceptual preliminary rendering of single-tenant building. Courtesy of Turner Fleischer Architects Inc.	38
Figure 23: Conceptual preliminary rendering of multi-tenant building. Courtesy of Turner Fleischer Architects Inc.	38
Figure 24: Proposed preliminary building elevation. Courtesy of Turner Fleischer Architects Inc.	39
Figure 25: Preliminary material suggestions.	40
Figure 26: Conceptual preliminary rendering of single-tenant building. Courtesy of Turner Fleischer Architects Inc.	41
Figure 27: Demonstration of ideal location for outdoor storage along major and minor roads. Sourced from TWDG.	42
Figure 28: Precedent of industrial buildings on priority lots - corner lot (left), major road building (right)	43
Figure 29: Proposed preliminary landscape concept prepared by GEI Consultants	45
Figure 30: Various types of buffers sourced from TWDG	46
Figure 31: Various arrangements of decorative rockery sourced from TWDG	46
Figure 32: Various arrangements of buffer landscaping sourced from the TWDG	47
Figure 33: Precedent internal streetscaping examples	48

1 INTRODUCTION

1.1 PURPOSE, INTENT, AND DESCRIPTION OF PROJECT

This Master Urban Design Brief (MUDB) is a revised version of the previously submitted MUDB (Previous MUDB), dated February 2022. The purpose of the revised MUDB is to highlight the changes in the design development that have occurred since the last submission. The key design changes are associated with the acquisition of additional lands to the north, and the inclusion of additional buildings, parking, driveways and landscaping on the acquired lands. The revised MUDB also acknowledges changes in the policy regime including the approval of the new Regional of Peel Official Plan (ROP), the Draft Future Caledon Official Plan (Draft OP), and the approval of the Minister's Zoning Order (MZO), and includes additional discussions pertaining to these recent policy developments. The development remains similar in nature being an industrial park with warehousing facility.

This MUDB has been prepared for Tullamore Industrial GP Limited with the purpose of establishing a comprehensive design framework for the proposed master plan of the industrial park. The general location of the development remains the same along Airport Road, Torbram Road and Mayfield Road in the Town of Caledon, beside the Tullamore Settlement Area. The revised site boundaries are illustrated in Figure 2.

The MUDB has been prepared based on Terms of Reference provided by the Town of Caledon. The purpose of the MUDB is to evaluate the proposed development in the context of Provincial and Regional directions as well as provide a design assessment in relation to the Town of Caledon's urban design policies and guidelines. The MUDB establishes key design objectives and broad design principles pertaining to site, building and landscape design for the entire Subject Lands. These guidelines will establish an overall framework that will guide the design of the proposed industrial park. Subsequent urban design briefs will be required on a site specific basis to articulate design details during more advanced stages of the development.

The MUDB is in support of re-submitted applications for an Official Plan Amendment, and a Draft Plan of Subdivision. The Draft Plan of Subdivision and parkland block, once approved, will establish the blocks for industrial development, a block for the protection of Provincial Greenbelt Lands, a block for the protection of on-site wetland and natural features, and sustainable storm water management design, and new public streets.

The revised design includes eight industrial blocks with nine buildings located in a campus type setting. A total of approximately 562,380 square metres of industrial, warehouse, and distribution space will be contained within these buildings. The previous north-south road is extended from Mayfield Road to the northern extent of the Subject Lands, with east and west connections from Airport Road and Torbram Road respectively. Two storm water management blocks (Blocks 13 and 14) measuring approximately 4.66 hectares and 4.74 hectares have been established at the southwest part of the site. The boundaries of the two Greenbelt blocks have been revised and delineated to include an area of approximately 20.28 hectares. Two blocks measuring a total of approximately 9.89 hectares are dedicated as environmental protection areas (EPA). A park block (Block 34) is introduced at the southwest corner of the Subject Lands measuring approximately 5.48 hectares.

The existing farmhouse on 12245 Torbram Road is proposed to be preserved and re-located from its current location to a more suitable place for increased visibility from the public realm. Please refer to the supporting Cultural Heritage Impact Statement.

1.2 DESIGN VISION

The design vision is to establish a high-quality employment development at a gateway location in the Town of Caledon. The building design will reflect the proposed Prestige Employment use along major streets as well as establish a compatible relationship with neighbouring areas. Enhanced streetscaping and interior site design will be supported by high-quality landscaping. Sustainable design features will support the project's greening initiatives. The design intent is to signify one of the southern gateways of the Town for its strategic location bordering the City of Brampton, high visibility from the public realm, and evolving nature of the area as an employment centre.

1.3 DESIGN OBJECTIVES

- Develop an industrial identity through high-quality building design, site design and landscaping.
- Establish well-landscaped streetscapes and front yard conditions to contribute to a high-quality public realm.
- Establish compatibility with adjacent lands with appropriate built form design, scale, massing and site design.
- Protect and enhance existing natural heritage features on site with adequate setbacks, buffering and planting, as recommended by qualified professionals.
- Preserve cultural heritage resources by relocating the existing heritage farmhouse on-site.
- Provide sustainable design solutions for storm water management.



Figure 1: Precedent examples of Prestige Employment buildings

1.4 SITE CONTEXT

The Subject Lands are located at the southern edge of the Town of Caledon, along the border of the City of Brampton at the south. Additional lands to the north have been incorporated since the first submission to provide a total area of approximately 202.914 hectares, including areas of natural heritage features and valley lands within the Greenbelt. Major roads border the Subject Lands to the west, south and east. The frontage along Torbram Road is increased to approximately 1,808 metres as a result of the additional land acquisition. Mayfield Road, located at the south, provides 1,030 metres of frontage. Airport Road, located at the east, provides a total frontage of approximately 450 metres.

The Subject Lands consist primarily of actively managed agricultural fields with two tributaries of the West Humber River flowing through its southwest, northeast and northwest parts. The tributary closest to Torbram Road is located within the Greenbelt Plan area and is designated as part of the Natural Heritage System (NHS) under the Greenbelt Plan (2017).

Agricultural lands abut the north of the Subject Lands and extend along Torbram Road. The Mayfield Golf Club is located northwest of the site on the west side of Torbram Road. Agricultural lands are also located west of Torbram Road. The City of Brampton is located at the south as Mayfield Road forms the municipal boundary between the Town of Caledon and the City of Brampton. Agricultural lands and the West Humber River tributaries are located south of Mayfield Road. Convenience commercial, that include gas stations, a bank, a coffee shop, and a farmer's market for fresh vegetables, are located at the intersection of Airport Road and Mayfield Road. The Tullamore Settlement Area is located to the east of the Subject Lands. Industrial uses are located both on the east and west sides of Airport Road that include large warehousing facilities as well as smaller industrial buildings. See Figure 2 for a context aerial photograph.

A number of development applications within the vicinity of the Subject Lands are currently under review by the Town. These development applications propose employment uses consisting of warehousing, distribution centres and the development of blocks of land for Prestige Industrial and General Industrial development. Please refer to the accompanying Planning Justification Report (PJR) for detailed description. The area is in the process of transforming from mostly vacant and former agricultural lands to providing more employment uses and establishing an employment hub within the Town of Caledon and the Region of Peel. This provides an appropriate context for the proposed employment development.

In terms of transportation, the site is located in a highly accessible area by vehicle with two High Capacity Arterial Roads (Mayfield Road and Airport Road) serving high volumes of long distance traffic, and a Collector Road (Torbram Road) serving low to moderate volumes of short distance traffic. Highway 410 is located approximately 3.5 kilometres west of the Subject Lands. The Subject Lands are within the vicinity of the proposed GTA West Transit Corridor. The location of the Subject Lands in proximity to the Provincial Highway System, regional and municipal roads support the proposed Employment Use by providing access for shipping and receiving goods and services across the Region.

In terms of transit opportunities, the Subject Lands are served by Brampton Transit bus stops, located at the intersection of Mayfield Road and Airport Road. The proximity of a 400 series highway and two Arterial Roads support the proposed employment use by facilitating the shipping and receiving of goods and services across the Region. Crozier and Associates Inc. have been in contact with Brampton Transit to discuss the extension of bus routes into the business park along the proposed industrial collector roads.

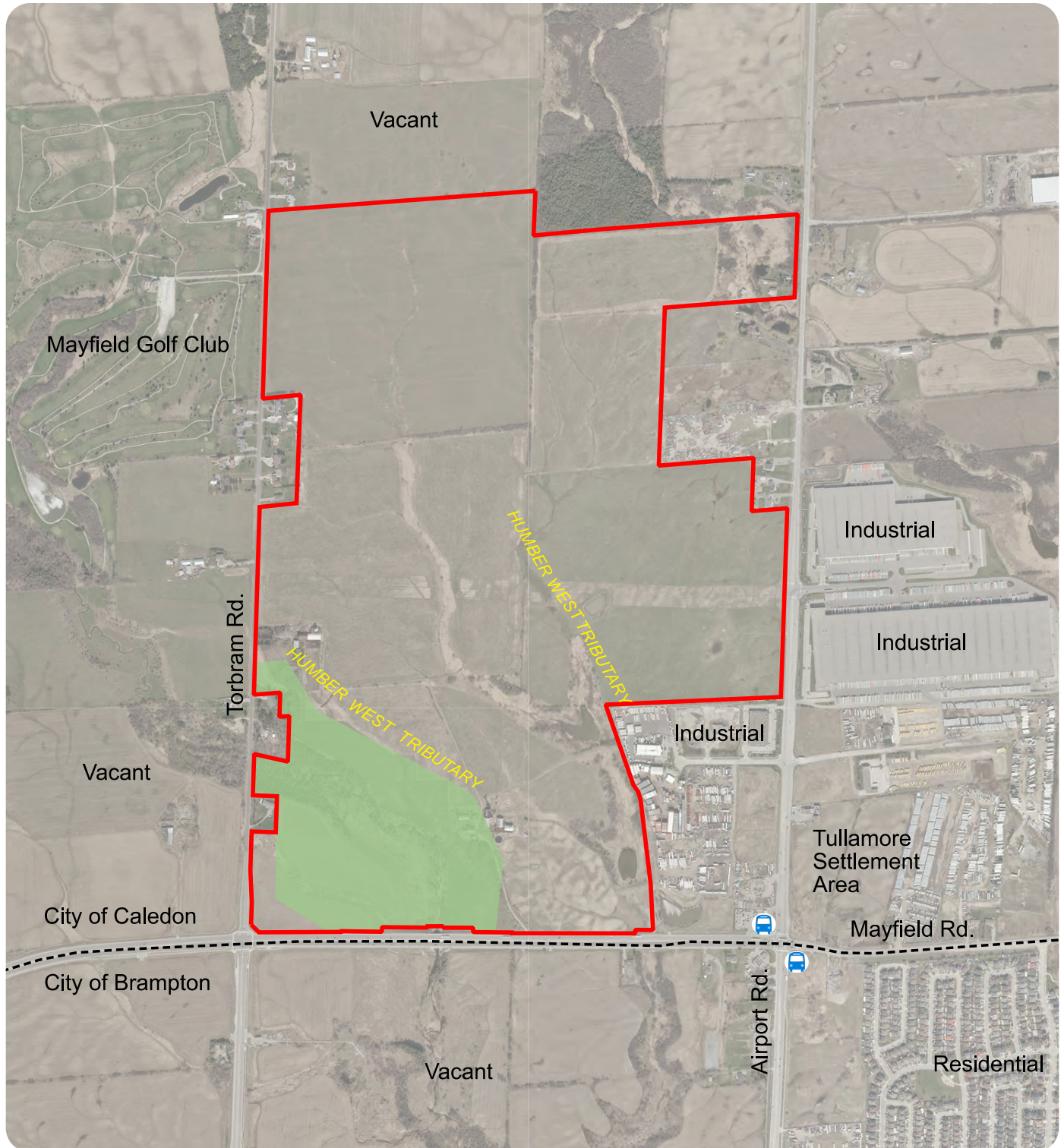


Figure 2: Aerial context



Figure 3: Streetview of the Subject Lands from Mayfield Road



Figure 4: Streetview from Torbram Road showing the Greenbelt plan area

1.5 POLICY FRAMEWORK

1.5.1 PROVINCIAL DIRECTION

The proposal supports the policies of the Provincial Policy Statement 2020 (PPS) as it will advocate the following:

- building strong communities;
- providing an opportunity for economic development and competitiveness;
- optimizing land use through proper utilization of existing infrastructure and transit; and
- establishing context sensitive development.

The Proposed Development supports the Growth Plan for the Greater Golden Horseshoe 2019 (the Growth Plan). It contributes to the policies of a complete community by providing significant employment opportunities in a part of the Town of Caledon that is experiencing change, and evolving into an employment hub. The Region of Peel's Municipal Comprehensive Review (MCR) proposed the inclusion of the Subject Lands within the urban boundary, and designated the Subject Lands Employment, thereby pursuant to provincial policies contained in the Growth Plan and PPS.

In terms of protecting the Provincial Greenbelt, the proposed development does not contemplate any development within the Greenbelt Area and no changes to the Greenbelt Plan are being proposed. The Comprehensive Environmental Impact Study and Management Plan (CEISMP) prepared by GEI Consultants concludes that the proposed development will protect and enhance the Greenbelt Planning Area and the West Tributary, and recommends a 30 metre vegetated buffer to enhance and protect the natural heritage features form and function.

Please refer to the PJR prepared by Weston Consulting, and CEISMP prepared by GEI Consultants for additional information.

1.5.2 REGION OF PEEL OFFICIAL PLAN, APRIL 2022

Regional Council adopted the Regional of Peel Official Plan (ROP) on April 2022 through By-law 20-2022. This By-law repealed and replaced the former July 11, 1996 Region of Peel Official Plan. The ROP was subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022.

The proposed industrial development supports the overarching themes of the ROP by promoting a strong, prosperous, and vibrant economy and contributing to the Region's supply of employment lands. The development also provides a safe and efficient transportation system to support a diverse and growing economy. The environmental imperatives of the ROP are supported by maintaining the Greenbelt Area and protecting its ecological systems. The long-term preservation of the listed farmhouse through re-location on-site will support the ROP's objective of protecting cultural heritage resources.

The Subject Lands, excluding the Greenbelt Area, is now included in the Regional Urban Boundary and 2051 New Urban Area as per Schedule E-1 Regional Structure. The Regional Urban Boundary indicates where urban growth is planned up to 2051. According to the ROP, development and re-development within the Regional Urban Boundary will occur in a timely, orderly, and sequential manner making efficient use of available services. The 2051 New Urban Area includes New Designated Greenfield Areas to accommodate growth to 2051. Schedule E-3 of the ROP identifies the Subject Lands within the Designated Greenfield Area. According to the ROP, Designated New Greenfield Areas will include employment areas as the focus for new clusters of business and economic activities. The proposed development of the industrial park will support the policy objectives of the ROP by coordinating Employment Areas to multi-modal transportation options and protecting significant natural heritage systems and cultural resources.

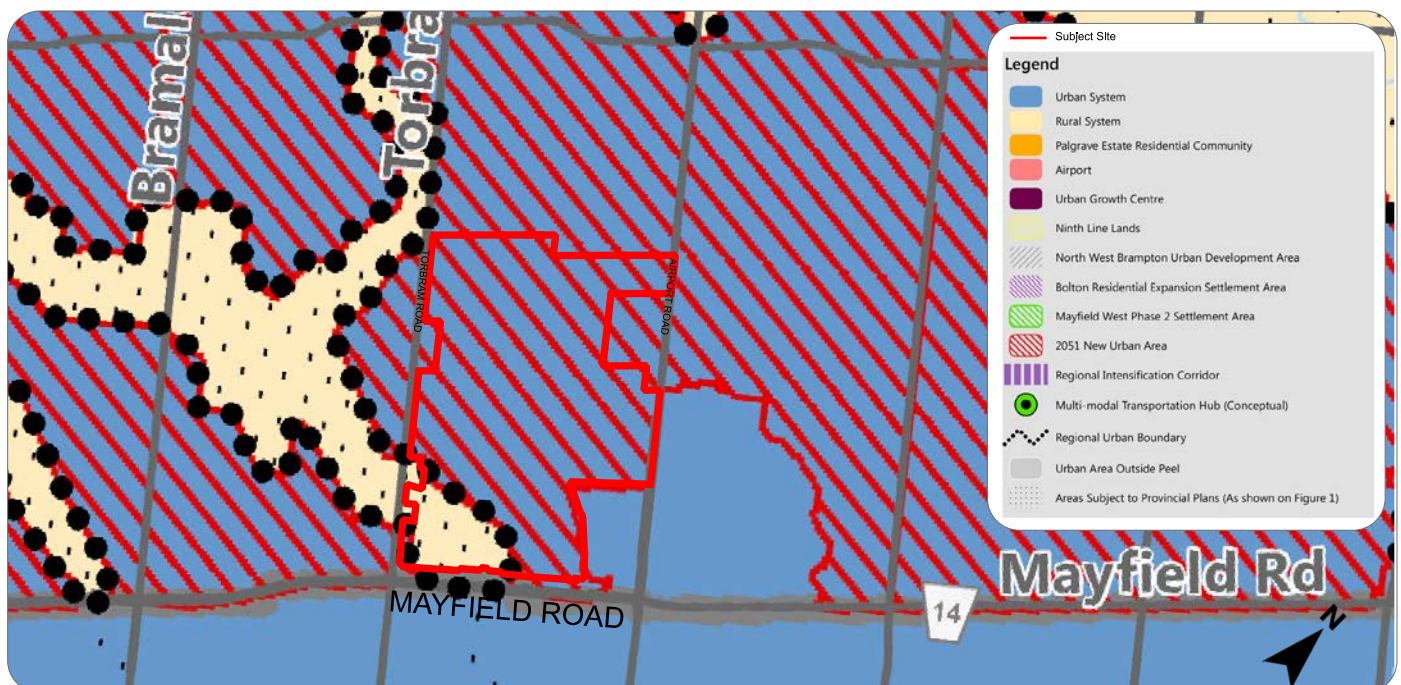


Figure 5: Schedule E-1 Regional Structure ROP

Based on Schedule E-4 of the ROP, the majority of the Subject Lands are designated Employment Area. Developing the proposed industrial development consisting of warehouses and support services will contribute to implementing policies rendered for Employment Areas. The proposed development will support the Region's economic growth target of a minimum density of 26 jobs per hectare in Caledon through various industrial services and employment opportunities. New roads within the Subject Lands will provide for transportation infrastructure and connectivity to the broader Region. Land use compatibility is ensured through adequate setbacks and the protection of Greenbelt lands and environmental areas.

The ROP recognizes and emphasizes the importance of healthy natural systems and their role in protecting, restoring, and enhancing natural systems, including the Greenbelt Plan Area. Schedule B-5 of the ROP designates the southwest parts of the land Protected Countryside and Natural Heritage System. The proposed development supports the ROP's goal of ensuring a healthy, resilient, and self-sustaining natural environment within the Region of Peel by protecting the Greenbelt lands within site. The development proposal contributes to sustainable stormwater management by dedicating separate blocks for sustainable stormwater functions. In addition, large landscaped areas all around and within the site will further environmental and climatic benefits and contribute to the Region's urban green network.

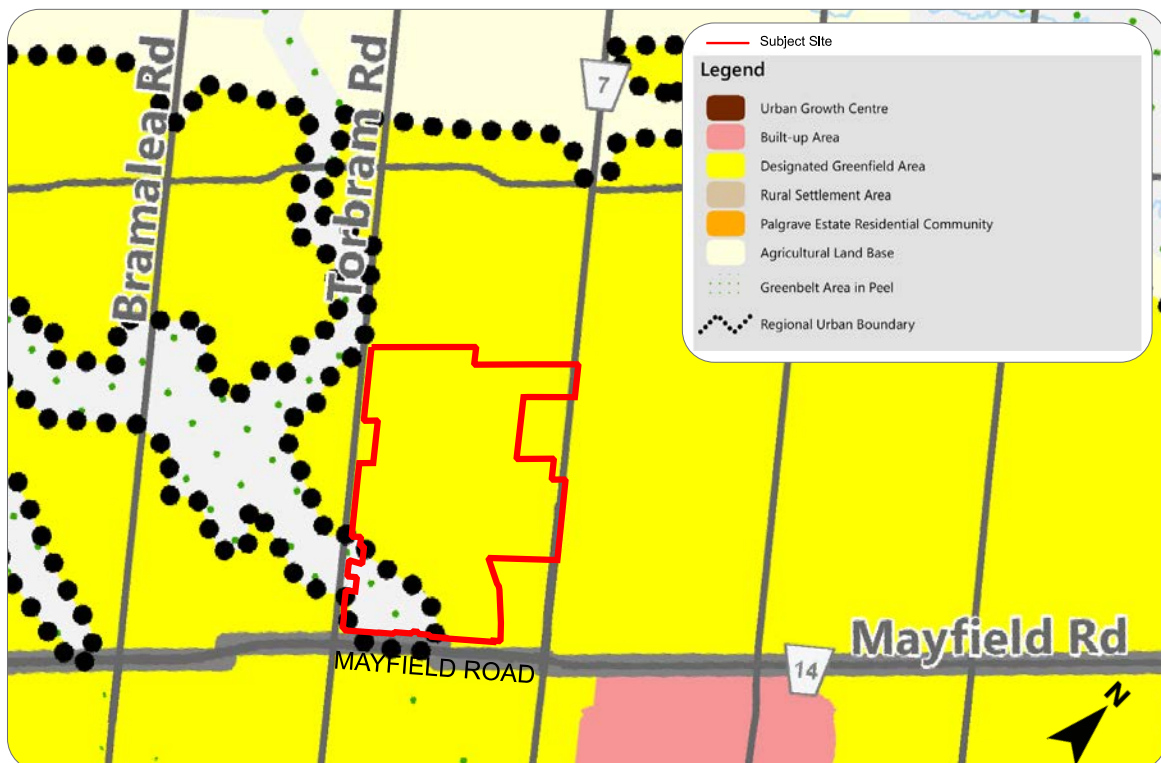


Figure 6: Schedule E-3 The Growth Plan Policy Areas ROP

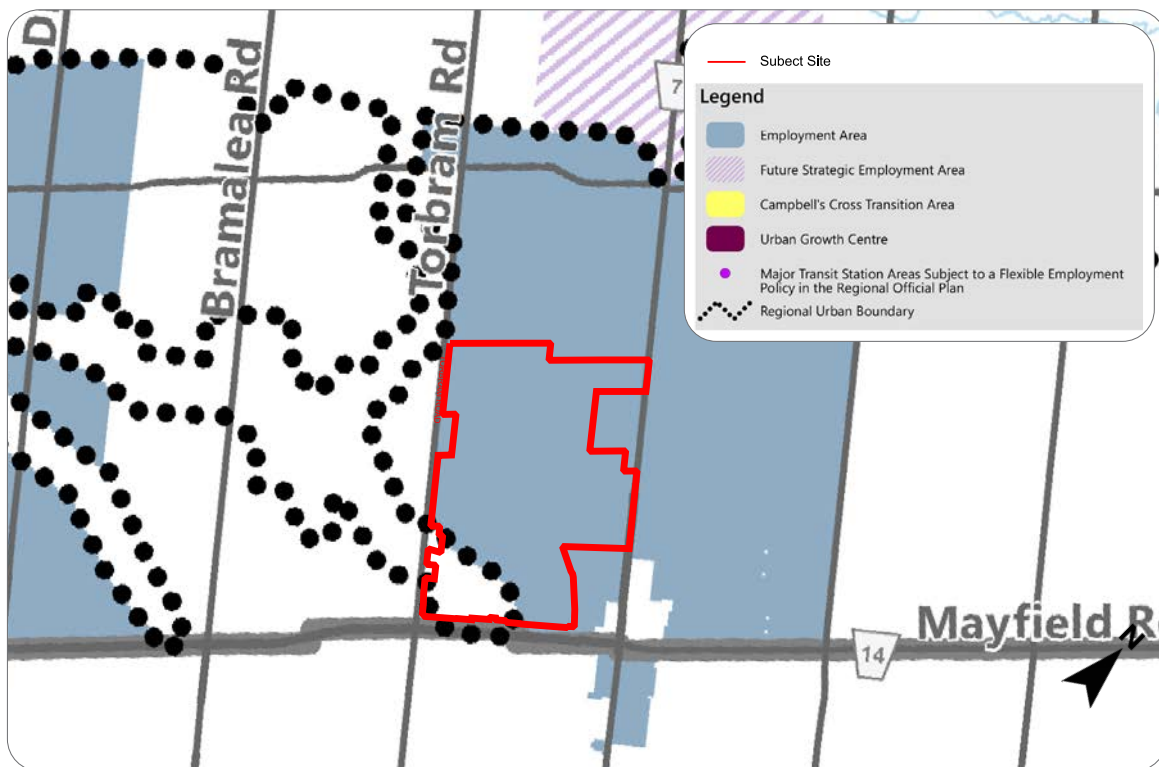


Figure 7: Schedule E-4 Employment Area ROP

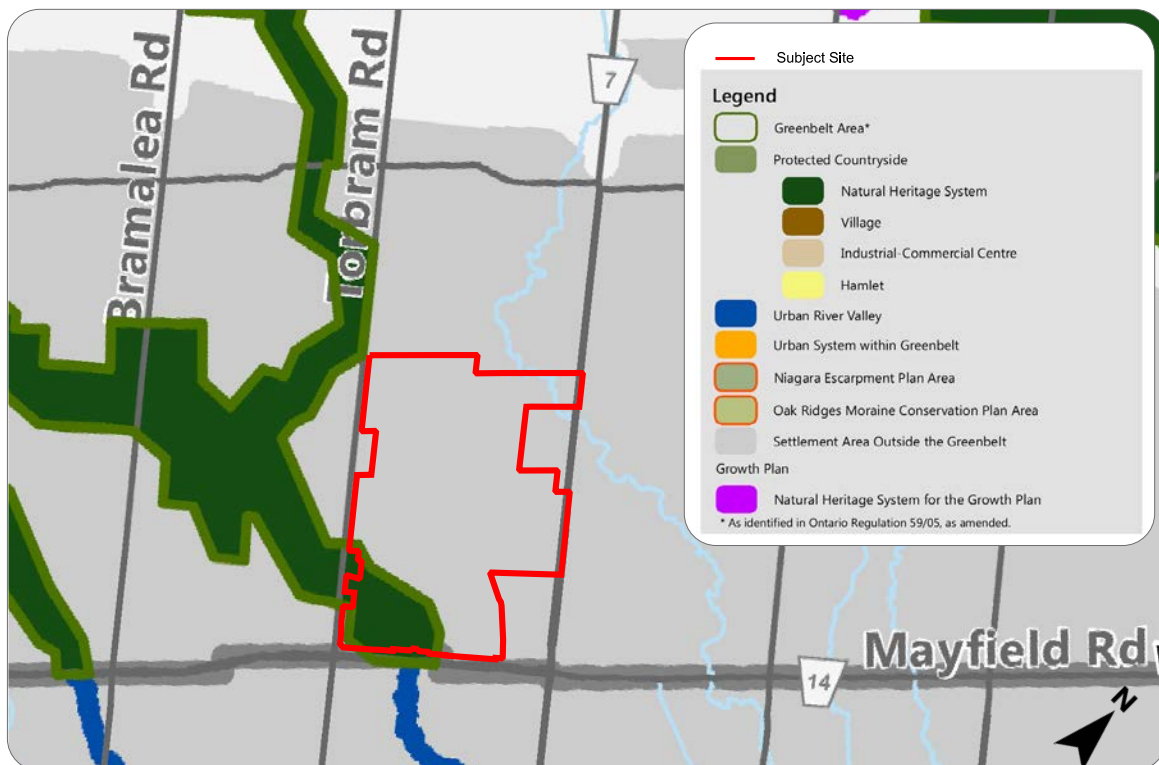


Figure 8: Schedule B-5 Greenbelt Plan Area Land Use Designation ROP

1.5.3 TOWN OF CALEDON OFFICIAL PLAN (2018)

The Town of Caledon Official Plan, 2018 (COP) provides goals, principles, objectives and policies intended to guide future use and physical development and change within the Town. The Subject Lands are currently designated Prime Agricultural Area and Environmental Policy Area as per Schedule A of the COP. An Amendment to the Town of Caledon's Official Plan is now required to bring the Subject Lands into the Town's settlement area boundary in alignment with the Regional Official Plan and the approved MZO. The land use planning rationale is provided in the accompanying PJR. Section 5.5.4 and 5.5.5 of the COP include policies for Prestige Industrial and General Industrial Lands. The proposed development is in conformity with these policies. The proposed development contemplates nine industrial buildings that will facilitate the permitted uses within both designations.

Section 5.5.7 of the COP includes general design policies for industrial development proposals. The following are relevant policies for discussion:

Policy 5.5.7.1

To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals:

- a. *Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress;*
- b. *Innovative building forms will be encouraged;*
- c. *Visual and functional relationships between individual buildings will be handled in ways appropriate to their function;*

d. *The following are basic landscaping and planting guidelines:*

- i. *use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas;*
- ii. *use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas; and,*
- iii. *use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils;*

e. *The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability.*

Policy 5.5.7.2

Lands with a prominent visual exposure or lands adjacent to residential uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, site design, and on-site open space and landscaping features.

Policy 5.5.7.3

Open storage shall be discouraged from locating on lands with prominent visual exposure from streets, roads and highways or adjacent to nonindustrial uses.

Policy 5.5.7.4

Lands adjacent to any non-industrial uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, and site design.

Discussion

Although the policies stated above are to be used in conjunction with Site Plan approval, the proposed preliminary development concept, renderings and building elevations show site design and building design characteristics that respond to these policies. The preliminary massing, site layout, orientation, scale of development, landscaping, ingress and egress locations will ensure a high-quality employment development. The siting and orientation of individual buildings establish a compatible visual and functional relationship with each other. Buildings along the major streets are sited and aligned to create a strong street presence as well as a consistent street wall.

Landscaping strips and peninsula islands are used to delineate pedestrian and vehicular routes. Landscaping and buffer planting will be utilized for the screening of loading areas from the public realm. Landscaped separations are also provided along the site's periphery for buffering from existing adjacent land uses. Parking areas are conveniently located near front offices for ease of access. The visual impact of parking areas adjacent to streets will be reduced with landscaping strips and planting of trees and vegetation. The proposed development concept provides 9 metre wide landscape buffers along Mayfield Road, Torbram Road and Airport Road. These wide buffers will facilitate enhanced landscaping opportunities to screen undesirable views of parked cars as well as provide green edges along the main public edges of the development. The internal roads will include 6 metre landscaping buffers for similar reasons.

In response to policy 5.5.7.2 we are of the opinion that the site for the proposed development is located in an area with high visibility, and the preliminary development concept and landscape design illustrate the extensive use of landscaping buffers and areas to signify its locational prominence as well as establish a compatible relationship with neighbouring lands.

The design and location of outdoor storage areas will be appropriately screened from streets with landscaping, trees and vegetation.

1.5.4 TULLAMORE SETTLEMENT AREA

The Subject Lands are located adjacent to the Tullamore Industrial/Commercial Area and were granted special zoning rights through an MZO to permit employment uses. Furthermore, the Region of Peel's new Official Plan identifies the Subject Lands within an Employment Area and permits the proposed industrial use. An amendment to the COP is being submitted to bring the Subject Lands into the Town's settlement area boundary in alignment with the MZO and the Regional Official Plan. Accordingly, participation in the expansion of the Tullamore Secondary Plan area is no longer required. The proposed development of the Subject Lands will align with the existing Tullamore Secondary Plan area, and not preclude or impede development associated within the Secondary Plan area.

1.5.5 FUTURE CALEDON OFFICIAL PLAN (DRAFT)

The Town is working towards bringing a new Official Plan in 2023, The Future Caledon Official Plan (Draft OP). The Draft OP is expected to guide development within the Town's jurisdiction and establish a collective vision for Caledon until 2051.

According to draft Schedules A1 and A2, the subject site is located within the Urban and Designated Greenfield areas. These changes align with the subject site's new Peel Regional Official Plan designations and support the site's proposed industrial and employment use. Please refer to the accompanying PJR for detailed discussions.

Section 4.3 of the Draft OP contains policies about design excellence and creating a positive relationship between buildings, open spaces, and the private and public realms. The proposed industrial development supports several design-related policies, as discussed below:

Public Realm - Streetscape

A coordinated streetscape design throughout the site will reinforce the intended character development of the site. Gateway features may be introduced at strategic entry points to the site. The street right-of-ways will be adequately sized to accommodate all services within an efficient space and allow sufficient widths for vehicles, pedestrians, landscaping, and tree planting. Landscaping will be utilized to highlight entrance areas, create visual interest, and improve the area's aesthetic quality. Sidewalks and adjacent streetscapes will be of sufficient width to accommodate the anticipated pedestrian volume and people with disabilities, as well as street furnishings, public utilities, tree plantings, landscaping, and transit shelters.

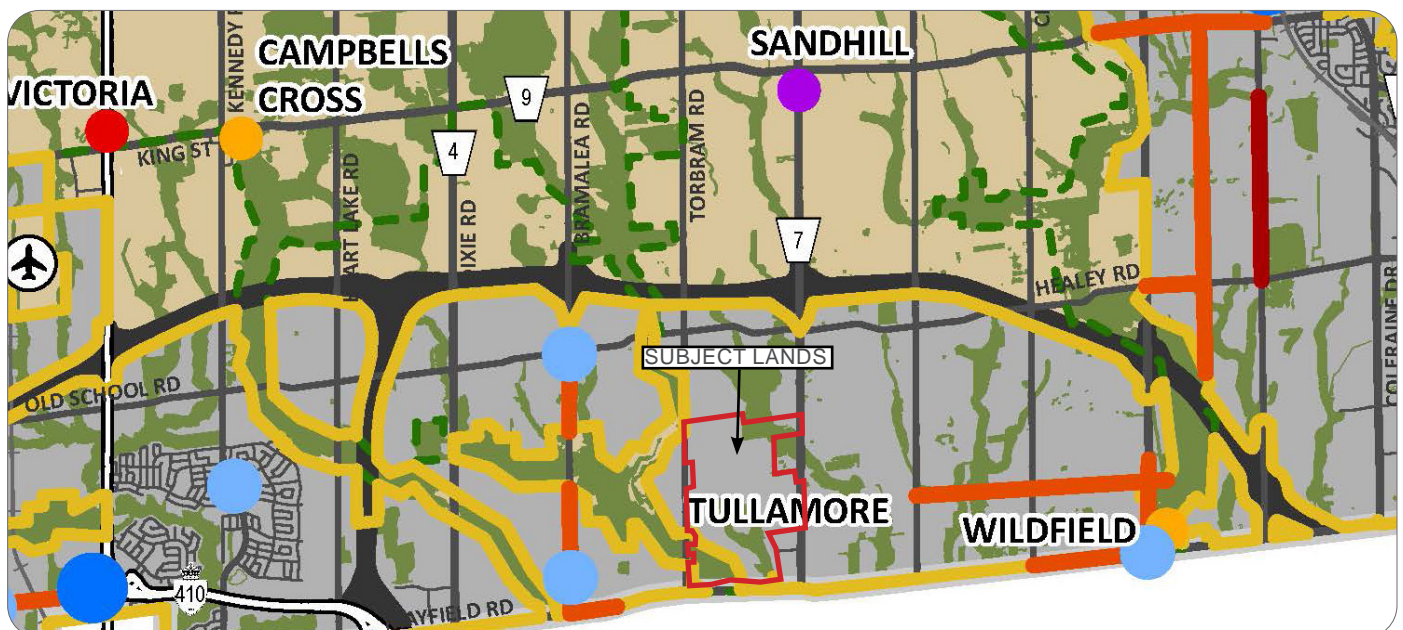


Figure 9: Draft Schedule A2 Growth Management, Draft OP

Private Realm - Built Form, Site Design, and Building Design

The proposed development supports the policies for private realm design. The buildings are located to address the streets. The proposed employment buildings are similar to those in neighbouring industrial areas. The character of the area is reinforced with low-rise, expansive employment buildings. The development addresses compatibility with adjacent lands about density, height, and massing through appropriate site layout, building locations, orientation, and landscaped areas. Development areas adjacent to the Greenbelt and stormwater management blocks will be sensitively designed with adequate landscaping strips and building setbacks. The site design facilitates connections between the street sidewalks and building entrances and improves access for pedestrians, and future public transit users. Services and loading areas will be treated to mitigate their impact on the public realm.

The building design will deploy a range of materials, colours, and textures for variety and architectural articulation while creating a compatible relationship between the buildings themselves and the surrounding area. The proposed development will comply with the Integrated Accessibility Standards (Ontario Regulation 191/11) and other applicable accessibility regulations.

Lighting, Signage, and Utilities

Careful considerations will include ensuring all lighting is internally oriented to avoid glare and light spillage onto adjacent properties. Signage will be designed and constructed as per the Town's sign by-law. All signage will be complimentary to the architectural style of the building. Utilities will be located and designed to reduce their impact and enhance the visual appeal of the public realm.

Parking Design

The development's manufacturing and warehousing industrial use calls for large vehicle parking lots. However, the design strategy is to mitigate views to at-grade parking lots from the pedestrian boulevard with landscaped buffers and breaking long parking rows with landscaped islands and medians. These landscaped areas will aid in sustainable water infiltration, micro-climatic benefits, and snow storage.

Landscaping

The development will contribute to the Town's existing tree canopy cover by planting new trees within the public and private realms. In addition, the long-term health of trees will be ensured by appropriate soil volume, growing conditions, and drainage. Street tree planting will be based on the Town's standards and include a variety of native and hybrid species to avoid a monoculture of tree species.

1.5.6 COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES

The Comprehensive Town-Wide Design Guidelines (TWDG) provide a 'Made in Caledon' approach to area specific urban design, landscape and architectural design solutions. Section 11.0 of the TWDG includes design guidelines for industrial and employment lands. The following paragraphs discuss how the proposed development complies with key design recommendations:

Site Planning

Buildings will be sited to have the office/sales component towards main streets for clear visibility. Warehousing or manufacturing facilities will be located at the rear of buildings where possible. Buildings will be located in a compatible manner with each other in terms of maintaining adequate spacing, and views. A substantial building presence will be established along Airport Road and Torbram Road as they offer a gateway characteristic to the development. Buildings with dual frontage conditions on corner lots will generally address the higher order road through enhanced building design. Landscape buffering will be utilized to screen loading and servicing on secondary streets.

In terms of site circulation, pedestrian, vehicular and truck circulation are separated as much as possible to minimize conflict. Pedestrian routes will connect parking areas to main building entrances and municipal sidewalks. Detailed sidewalk routes will be provided in more advanced stages of the design.

The development concept provides 9 metre landscape buffers along the major roads for buffering of street facing parking areas. Vehicle parking spaces are divided into small clusters and rows with landscaped peninsulas.

In response to Section 11.2.4 Design Guideline A, where possible, loading will be located away from street frontages. Where this is not possible depending on loading needs, loading areas will be

screened with landscaping. Design strategies will include landscaping, berming, and architectural screening as required. Where possible, the waste collection will be contained inside the building. The location of loading decks will be well organized to minimize their visual impact.

All lighting will be high efficiency to reduce energy consumption. All parking areas, pedestrian areas and building entrances will be well lit. Downward lighting will be maintained to reduce glare and the spillage of light. Detailed lighting design will be provided at the Site Plan application stage.

Signage will provide identification of the tenant(s). Wall mounted signage will be an integral part of the facade design and will generally be located at the main building entrance. Multi-tenant buildings should utilize a unified size, material, colour and style. Please refer to Figure 24 for preliminary conceptual rendering of multi-tenant building with signage.

Built Form

All buildings within the development will be designed to have a compatible relationship with each other in terms of height, scale and massing. Design emphasis will be placed on the front office component. Appropriate articulation and materiality will be utilized to emphasize entrance areas and offices. The preliminary conceptual elevations and renderings suggest the use of glazing, coloured accents and signage as key design elements. Large windowless wall surfaces will be articulated both vertically and horizontally to create the illusion of structural bays and scale down the building mass. High quality materials will be utilized that are suitable for a Prestige Employment area. Screening devices or parapet design will be used for the screening of rooftop equipment. The development will have regard for design guidelines for Priority Lots while developing detailed elevations and site design features for buildings within those lots.

ENTRANCE IDENTIFICATION



WAREHOUSING FACILITY



STRONG PRESENCE OF FRONT OFFICE



LOADING BAYS

Figure 10: Precedents of Prestige Employment building design

Please refer to Section 3.1 for building design guidelines for the proposed development.

Landscape Design

The streetscape of both internal streets and major roads will be according to applicable design guidelines. The design of pedestrian sidewalks will comply with accessible design standards. Sidewalks will be provided on one side of the public streets.

Relevant municipal standards will be maintained for utility poles and overhead wires as well as the planting of trees and vegetation along streets for a coordinated design.

Site entrances will be emphasized with accent planting and landscaping features that will integrate with the streetscaping. The design of entrances will ensure that visibility for pedestrians and vehicles is not hampered. Please refer to Section 4.0 for landscape design guidelines.

Prestige Employment

Buildings shall be designed to optimize their highly visible location. Main building entrances will face and provide access to higher order streets. Loading spaces will be located along the sides and rear of buildings. Generous landscape buffers, high quality landscaping and screening devices will be utilized to reduce the visual impact of loading areas from the public realm to ensure a high quality, Prestige Employment presence in these areas. No outside storage will be permitted in the Prestige Employment areas. The preliminary concept and renderings prepared for this development suggest the intended character development suitable for Prestige Employment areas.



Figure 11: Precedent of entrance signage integrated with landscaping in Prestige Employment area

Although the proposed development is at a block plan stage, it supports the TWDG's key design principles as discussed below:

Sustainable Design and Compact Development

The proposal incorporates sustainable design and compact development. The proposed Draft Plan of Subdivision aims to create separate blocks for the protection and enhancement of on-site existing wetlands and natural features, the protection of the Provincial Greenbelt Lands, and the creation of storm pond blocks that will facilitate sustainable storm water management. The development supports social and economic sustainability through stimulating employment and economic growth, and preserving existing cultural and natural heritage assets of the Town. The existing heritage house at 12245 Torbram Road is proposed to be re-located on-site while maintaining contextual and heritage considerations.

Accessibility and Universal Design

The proposed development will comply with applicable regulatory standards for universal design to promote accessibility to people of all ages and abilities ensuring a barrier-free environment. Detailed design features will include, but not be limited to, barrier-free parking and paths of travel, accessible building entrances, depressed curbs and ramps as required, tactile surfacing at intersections and pedestrian crossings and other measures will be articulated in the Site Plan stages of the development. The site plan illustrated in Figure 15 shows general parking spaces located adjacent to front building facades and sidewalks. This parking strategy will facilitate barrier-free spaces in close proximity to main building entrances allowing ease of access from these parking spaces.

Community Safety and Security

Community safety and security will be ensured through appropriate site design and the placement of buildings with main entrances and facades oriented towards the streets providing natural surveillance. In addition, the development will be adequately illuminated at night, and there will be limited visual obstructions to ensure a safe environment day and night.

Complete Streets and Active Transportation

The proposed Draft Plan creates two new industrial roads that will support active and alternative modes of transportation. In addition, Crozier and Associates are in discussion with Brampton Transit to extend bus routes on these roads providing access to transit. The new roads will be designed per municipal standards with sidewalks for pedestrian connectivity. The new streets will have wide green boulevards with landscaping as per municipal standards.

Cultural Heritage Conservation

The existing heritage farmhouse located at 12245 Torbram Road is a one and half storey neo-classical styled farmhouse (built c. 1850-1875) and is proposed to be preserved and relocated elsewhere on-site. According to the Cultural Heritage Impact Assessment (CHIA) prepared by GBCA Architects the proposed conservation strategy will involve the preservation, rehabilitation and restoration of the house. The CHIA also recommends that a detailed Conservation Plan with recommendations for repair, stabilization, preservation and long-term conservation will be provided at a later date.



Figure 12: Example of a transit-oriented and pedestrian-friendly street in employment area



WEST ELEVATION



EAST ELEVATION

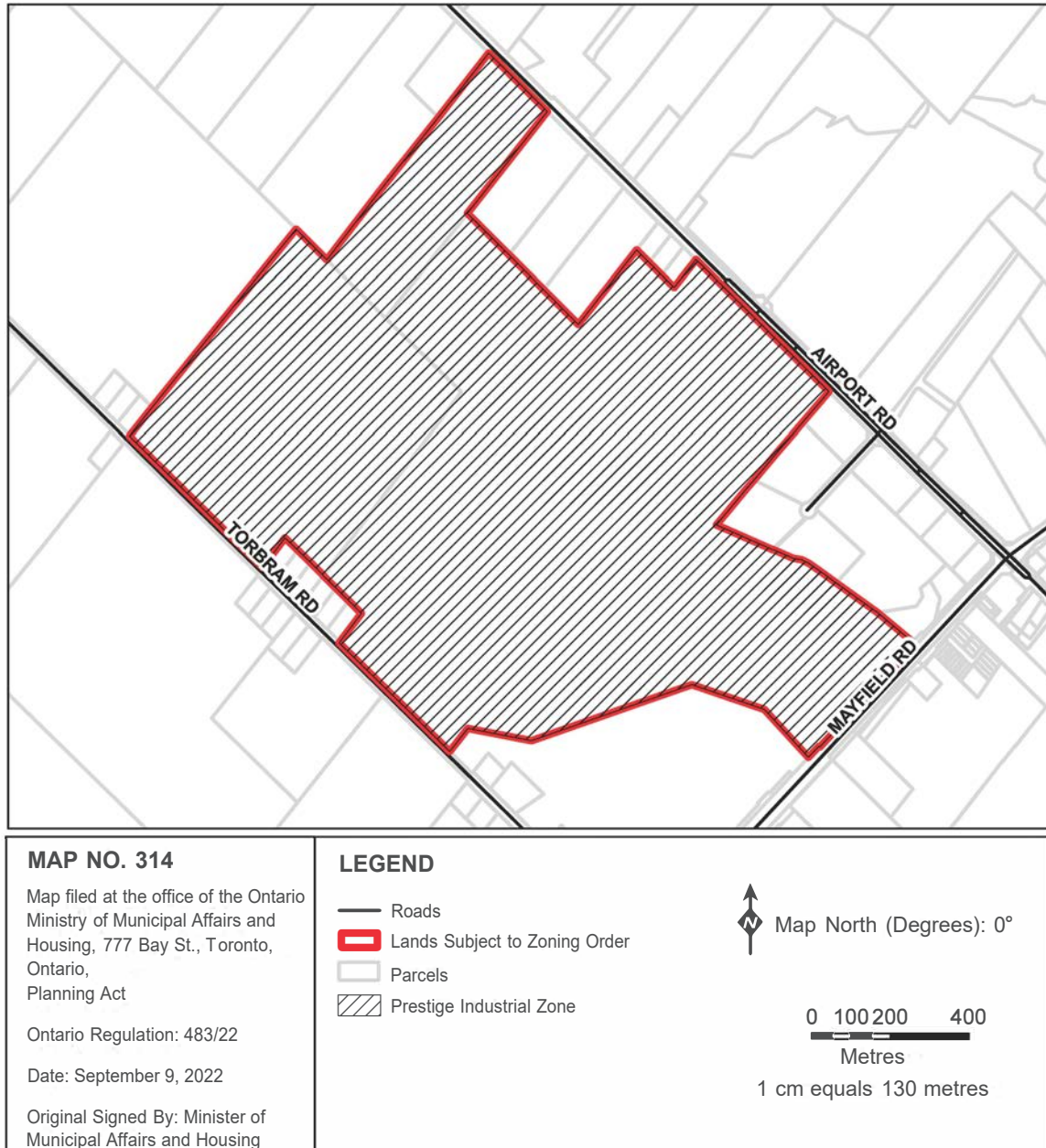
Figure 13: Images of the existing heritage farmhouse at 12245 Torbram Road. Sourced from CHIA prepared by GBCA Architects

1.5.7 MINISTER'S ZONING ORDER (MZO)

A Minister's Zoning Order (MZO) was approved on September 09, 2022, concerning the Subject Lands and its proposed industrial park development. The MZO regulates the type of industrial uses permitted on-site and various specific zoning requirements about the lot size, building area, building setbacks, building height, landscaping requirements, and specific requirements for the open storage of goods and materials. In addition, the MZO will regulate the proposed development and future design iterations.

The MZO requirements will ensure good urban design practices and support a healthy, sustainable, and aesthetically pleasing built environment through generous planting strip widths along local and arterial roads. In addition, the planting strip requirements along property lines will ensure compatibility, land use transition, and buffering from sensitive land uses. Furthermore, the minimum setback requirement for parking spaces from property lines will establish adequate buffers and mitigate the impact of parked vehicles from the public realm and neighbouring lands. In addition, the zoning requirements for building height, maximum building area, and building setbacks will create positive relationships between the site, the building, and open spaces and ensure compatibility with the surrounding planned context. Finally, the requirements for open storage areas will support the maintenance of a visually pleasing and healthy environment. The MZO is attached as Appendix 1 to this MUDB. The associated map is illustrated in Figure 14.

Part of Lots 17-20 and the Road Allowance Between Lots 17 and 18, Concession 6, East of Hurontario Street, (Chinguacousy), Town of Caledon, Regional Municipality of Peel



Map Description:
The map represents no. 314 referred to in a Minister's Zoning Order. It shows lands located in, Part of Lots 17-20 and the Road Allowance Between Lots 17 and 18, Concession 6, East of Hurontario Street, (Chinguacousy), Town of Caledon, Regional Municipality of Peel. We are committed to providing accessible customer service (<https://www.ontario.ca/page/accessible-customer-service-policy>). On request, we can arrange for accessible formats and communications supports. Please contact MMAH by email (mininfo@ontario.ca) for regulation details.

THIS IS NOT A PLAN OF SURVEY
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Figure 14: Map No. 314 associated with the MZO

2 SITE PLAN

2.1 DEVELOPMENT PROPOSAL-GENERAL DESIGN STANDARDS

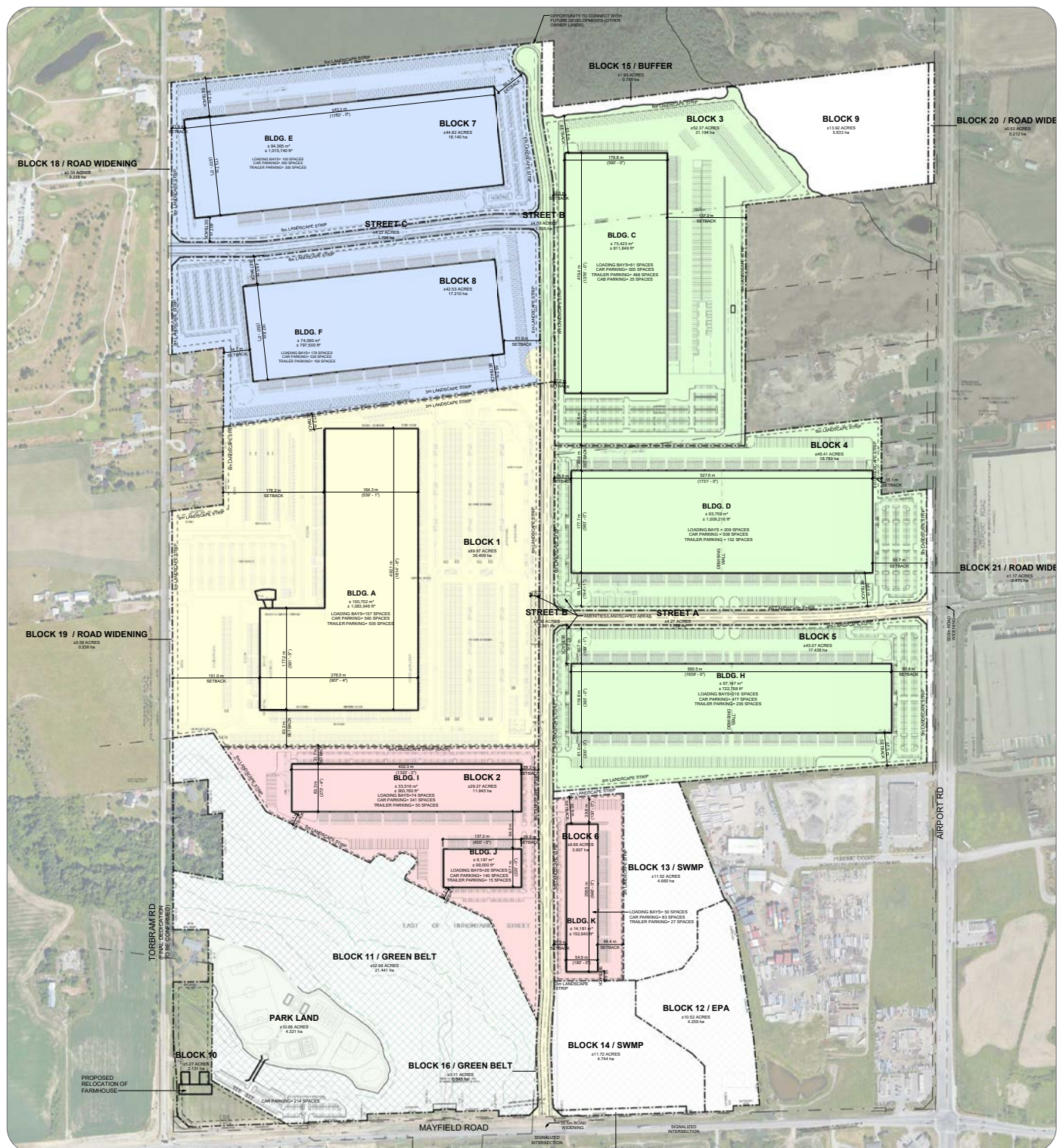
This section includes general design guidance for site design to ensure desirable building presence and streetscape conditions while maintaining effective operations.

Design Guidelines:

- The proposed buildings and streetscapes shall be designed to provide quality settings. Buildings will be sited to address street frontages.
- The scale and massing of the buildings will be designed to provide a consistent look throughout the development and establish a compatible relationship with neighbouring lands. In addition, landscaping features, buffers, and setbacks will enhance the development quality.
- The existing heritage house at 12245 Torbram Road is proposed to be relocated on-site near Torbram Road.
- Loading and storage areas will be located away from highly visible and pedestrian-oriented streetscapes where possible. However, where this cannot be avoided, landscaping will be used to screen loading areas.
- Landscaping, site design, and on-site open space will provide adequate buffering from the streetscapes.
- Open storage shall only be permitted on lands proposed to be re-designated General Industrial.
- Buildings will be fronting onto and oriented towards major roads and the internal roads.
- The revised site design illustrates landscaped amenity areas near Buildings D, H, and A. There are additional opportunities for amenity use within the landscaped areas.
- The site design facilitates walking paths that connect parking areas, main building entrances, street sidewalks, and bus stops. Proposed walking paths will be delineated later at more detailed design stages.
- As recommended in the Environmental Noise Impact Study (ENIS) prepared by Valcoustics Canada Ltd., noise mitigation measures will include sound barriers in varying heights and extents. Sound barriers ranging in height from 3.5 metres to 8.5 metres are required for noise mitigation. Please refer to the ENIS.



MASTER URBAN DESIGN BRIEF | 0 & 12245 TORBRAM ROAD, TOWN OF CALEDON



2.2 BUILDING RELATIONSHIP TO THE STREET AND NEIGHBOURING BUILDINGS

Design Guidelines:

- Proposed buildings will be located ensuring good sight lines for vehicular and pedestrian traffic.
- The siting of the proposed buildings within various blocks will ensure compatibility as illustrated in Figure 17 below. Buildings are setback from streets with subtle variations in order to create a well defined and continuous street edge.
- The active uses of front office/sales office will be located to face the street and will be clearly visible with the warehouse/manufacturing part at the back, where feasible.
- A strong building presence will be established by locating buildings close to streets with their edges parallel to the streets. Additionally, the length of building facades will be optimized proportionally to the street lot frontage, where they are visible from the street.
- On corner lots, buildings will be sited to address the higher order street. Buffering will be provided to screen loading areas if located along secondary streets.
- Buildings A, and F are oriented to face Torbram Road. Although loading areas are located at the front and sides, they are generously distanced from the street line to mitigate impacts. Buildings D and H are dual-frontaged addressing both Airport Road and the new north-south road. The loading areas of these buildings are located on the sides and distanced adequately from the public realm. Buildings C, E, I, J, and K address the internal streets, and are adequately setback from the street line. Moreover, landscaped islands and street boulevards will facilitate trees, vegetation and berming for visual buffering from the streets.

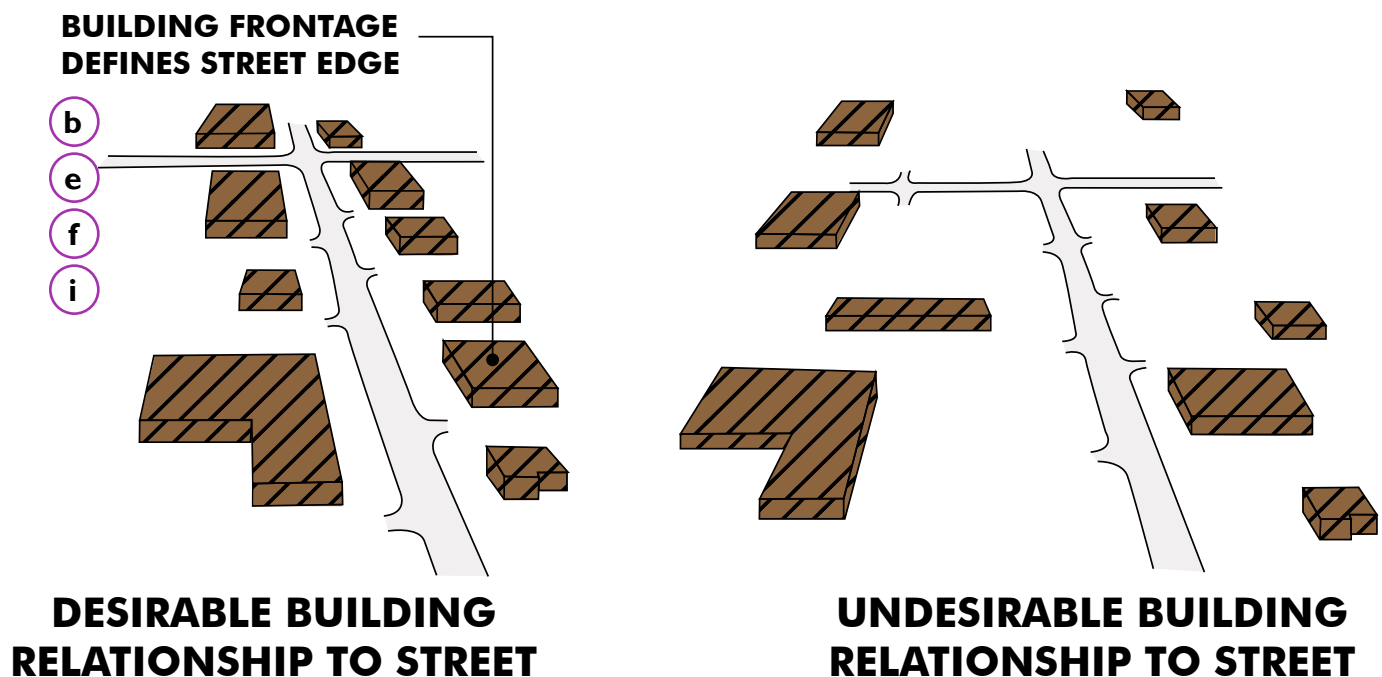


Figure 17: Comparison of desirable and undesirable building relationship to the street sourced from TWDG.

2.3 PARKING & LOADING (INCLUDING ACCESSIBILITY)

Design Guidelines:

- A 9 metre landscaping strip will be maintained along the street frontages of Airport Road and Torbram Road to facilitate appropriate landscaping for enhanced streetscape conditions and the buffering of parking areas.
- Landscaped peninsulas are provided along street fronting parking rows to avoid continuous parking strips. The TWDG recommends 1 peninsula with a minimum width of 5 metres for every 20 parking stalls. The preliminary site plan illustrates frequent landscaped breaks along parking rows that generally comply with this standard.
- Additional design strategies to reduce the visual impact of parking from streets will include tree planting and vegetation, berming, fencing or hedging as appropriate.
- Landscaped islands and medians are used to break large parking areas and delineate main traffic routes.
- The safety of all parking areas will be ensured through CPTED design principles and adequate illumination at night.
- Accessible parking spaces will be provided as per applicable design standards and Zoning regulations, and will be located close to main building entrances for ease of access. Details will be provided at the Site Plan phase.
- The visual impact of loading areas will be reduced by locating them away from street fronts where possible.
- Where located against street facing building walls, various design strategies will be employed to reduce their impact on streets that may include generous setbacks from streets, landscaping buffers, landscaping berms, architectural screening walls, and decorative fencing.
- Service and waste areas will be contained within buildings. Outdoor waste storage, if provided will be contained in an enclosure.

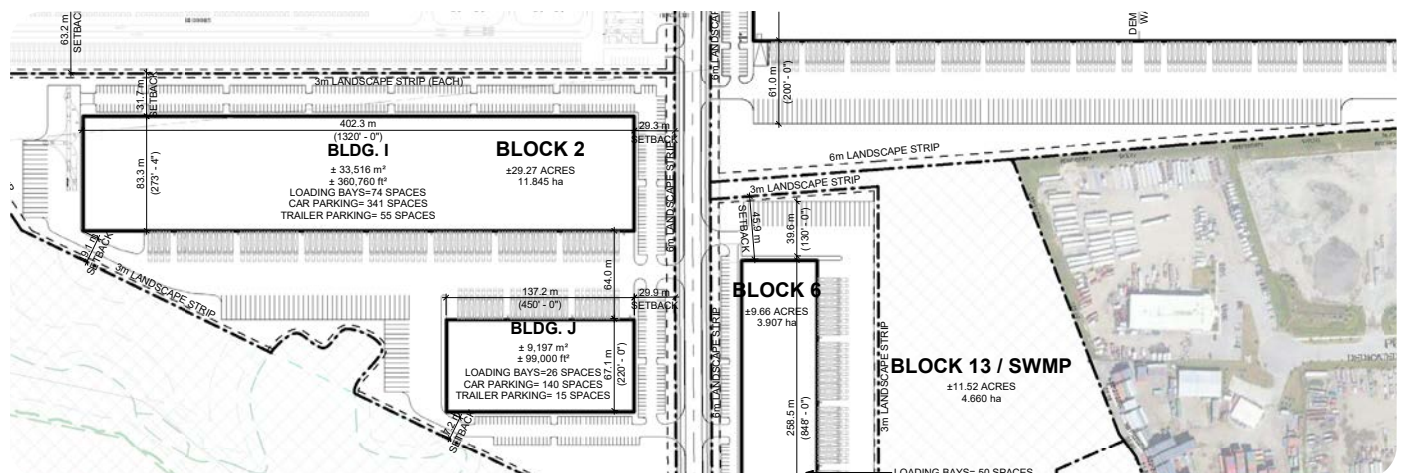


Figure 18: Extract of revised site plan showing loading bays generously setback from the street line. Courtesy of Turner Fleischer Architects Inc.

2.4 SITE CIRCULATION – SITE ACCESS AND MOVEMENT

Design Guidelines:

- Access points that are clearly visible will be provided to each industrial block from the newly created Streets. No access will be offered from the major roads except Block 1. The updated site plan shows Block 1 accesses from both Torbram Road and the internal northsouth connector road.
- Access points will be identified through landscaping, low profile signage and landscaping details of which will be provided at the Site Plan stage.
- Access to corner sites will be located away from the street intersection as provided in the proposed revised site plan.
- The circulation system will be designed to avoid conflict between pedestrian and vehicular traffic. Truck routes will be separated from employee and visitor parking areas and circulation routes as much as possible. Landscaped medians will be used to separate traffic flow.

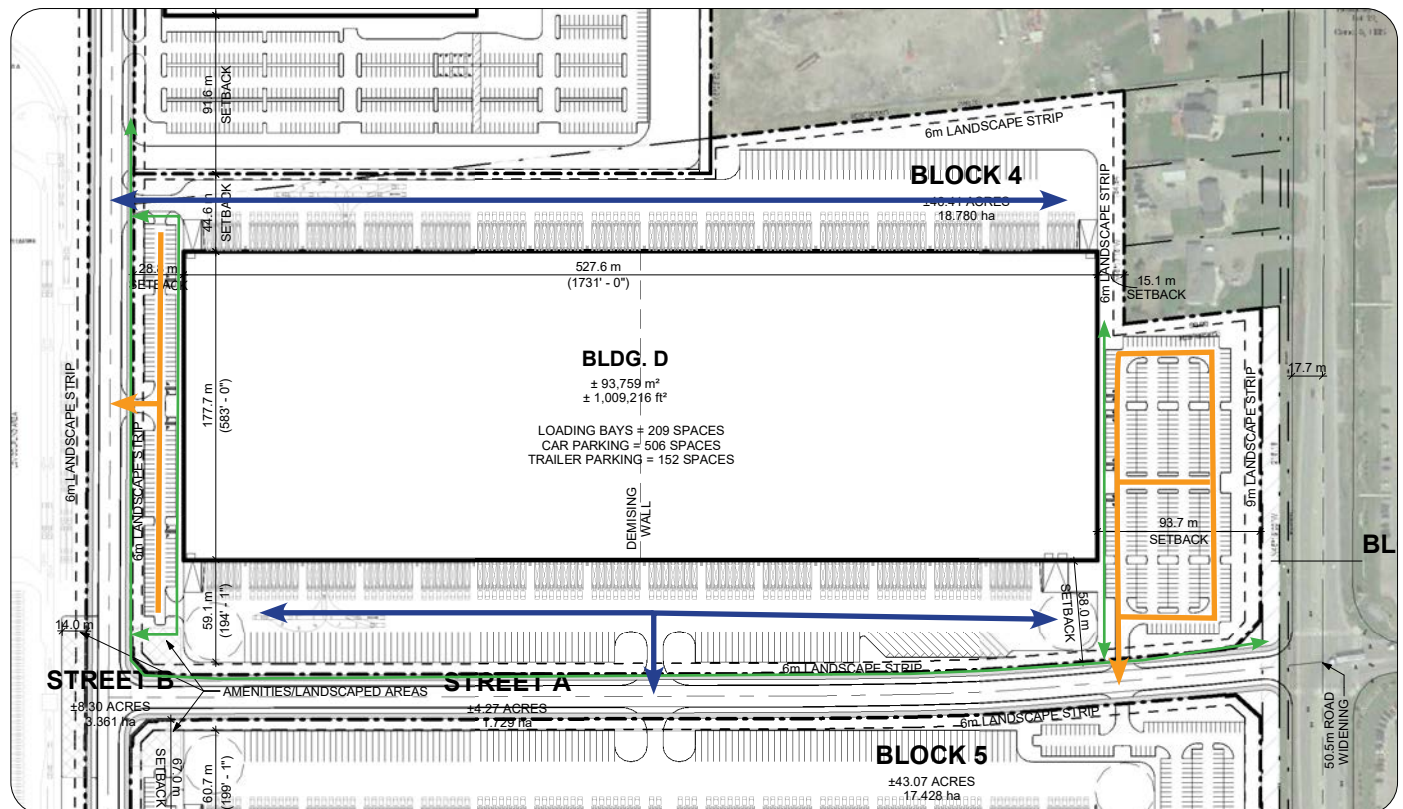


Figure 19: Extract of proposed concept plan illustrating traffic flow. Courtesy of Turner Fleischer Architects Inc.

2.5 SUSTAINABILITY/SITE MANAGEMENT

Design Guidelines:

- A major sustainable site design feature is the protection of the Greenbelt Plan and the western tributary with its valley lands. Adequate setbacks and buffers will be maintained from the natural heritage feature. The proposed Draft Plan of Subdivision establishes separate blocks that will be reserved for the protection and ecological enhancement of the valley lands and Greenbelt Plan area.
- The protection of this area will ensure its ecological integrity including providing habitat for the endangered Redside Dace.
- Sustainable storm water management features will be incorporated in the proposed stormwater management blocks. The proposed pond will provide enhanced ecological functions and habitat for species as well as offering a sustainable solution for storm water restoration and infiltration.
- The preliminary site plan and landscape concept provide ample opportunities for landscaping. These areas will contribute to micro-climatic benefits and may incorporate additional sustainable storm water design features.
- All buildings will be designed as per the Ontario Building Code and meet Provincial targets in terms of energy efficiency and water efficiency.
- The development is designed in a campus type setting based on the logical expansion of municipal services and utilities. Thus encouraging efficient land use.
- Additional sustainable site design features may include Dark Sky Lighting, LID measures such as, bio-swales, permeable pavers, underground storage tanks to re-charge ground water, recycled concrete, EV Charging station(s), and pollinator gardens. Sustainable building design will provide measures of water efficiency, indoor air quality and energy efficiency with the mechanical systems.



Figure 20: Precedents of sustainable stormwater design features

2.6 OUTDOOR STORAGE

- Outdoor storage will comply with design standards contained in the TWDG.
- Outdoor storage areas will be located in rear yards and interior side yards and shall be screened from the street. Fencing will be provided if required as per TWDG.

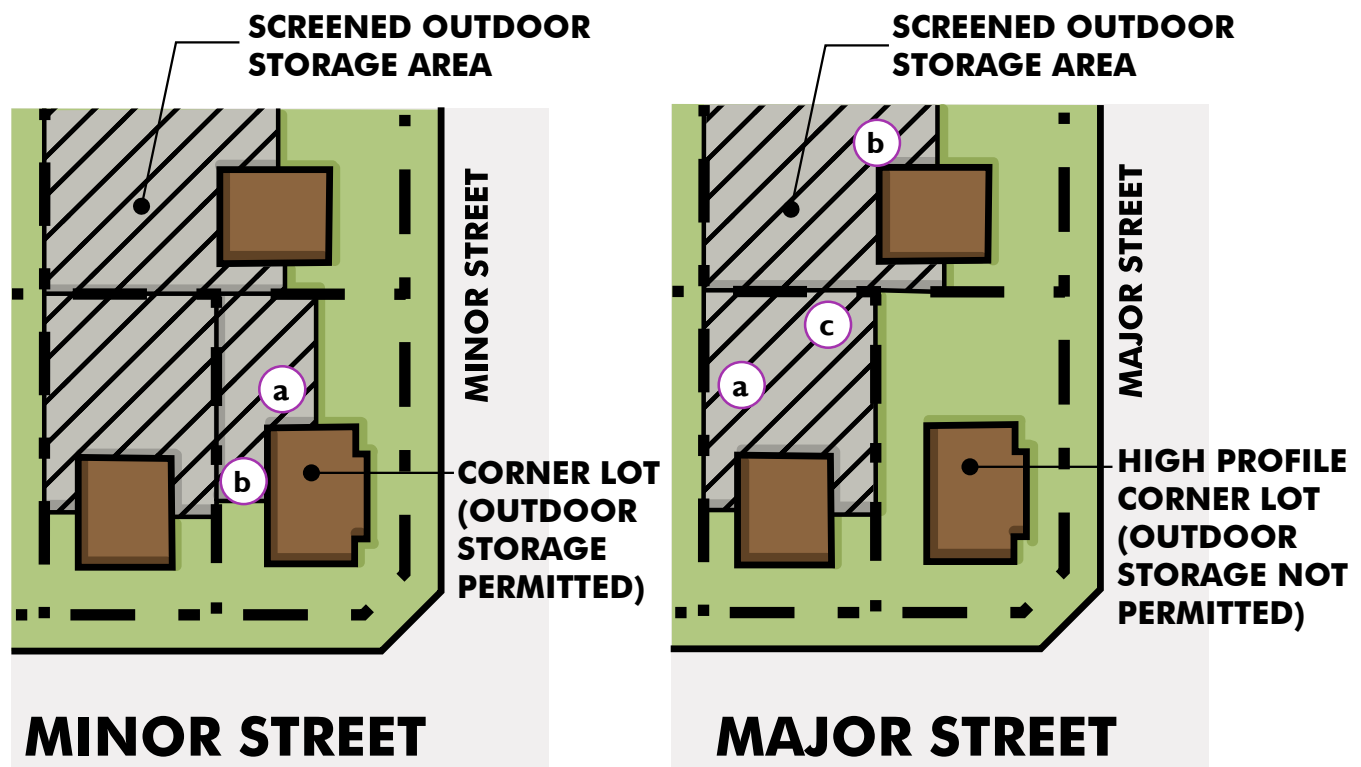



Figure 21: Demonstration of ideal location for outdoor storage along major and minor roads. Sourced from TWDG.

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3 BUILT FORM & ARCHITECTURAL DESIGN

3.1 PROPOSED BUILT FORM (MASSING AND DESIGN)

This section includes general design recommendations for the proposed industrial buildings. The intended character of these buildings is to enhance the quality of industrial buildings, in particular the *Prestige Employment Areas* the project is seeking to establish along Mayfield Road, Torbram Road and Airport Road. Coherent and consistent massing and design strategies will aid in establishing a distinct industrial neighbourhood identity.

Design Guidelines:

- Corner lot buildings will be designed to address both street frontages with massing articulation and enhanced materiality.
- Buildings within the Prestige Employment Area will include enhanced design in terms of materiality and massing articulation. In particular, industrial buildings adjacent to streets will receive the highest attention of design.
- The office component of the industrial buildings will be located at the front in highly visible and accessible locations from the streets. The office component will receive high-quality material treatment and design emphasis and will be clearly distinct from the manufacturing component. However, a harmonious relationship will be ensured in the design of the office and manufacturing components as parts of a whole composition.
- Dominant massing features may be utilized at corners or in front office areas for a stronger area identity.
- Design strategies to break the large volumes may include wall undulations, wall openings, vertical and horizontal articulation, articulated roofscapes and enhanced parapet design, and materiality.
- A higher proportion of glazing will be encouraged in the front offices for transparency and aesthetic appeal.



Figure 22: Conceptual preliminary rendering of single-tenant building. Courtesy of Turner Fleischer Architects Inc.



Figure 23: Conceptual preliminary rendering of multi-tenant building. Courtesy of Turner Fleischer Architects Inc.

3.2 BUILDING HEIGHT AND RELATIONSHIP

Design Guidelines:

- The overall building height will be consistent throughout the development with buildings generally 1-2 storeys high.
- Considering the industrial use of the buildings, and proper functioning of warehouse and manufacturing use, a maximum building height of 25 metres is required as per the approved MZO, except where any building containing a Cold Storage Warehouse use may have a maximum height of 45 metres. Please refer to the MZO attached as Appendix 1.
- The 2 storey building components or mezzanine floors can be accommodated in the front offices for massing enhancements.
- Buildings will be adequately setback from streets in order to reduce their impact on pedestrians walking on street sidewalks.

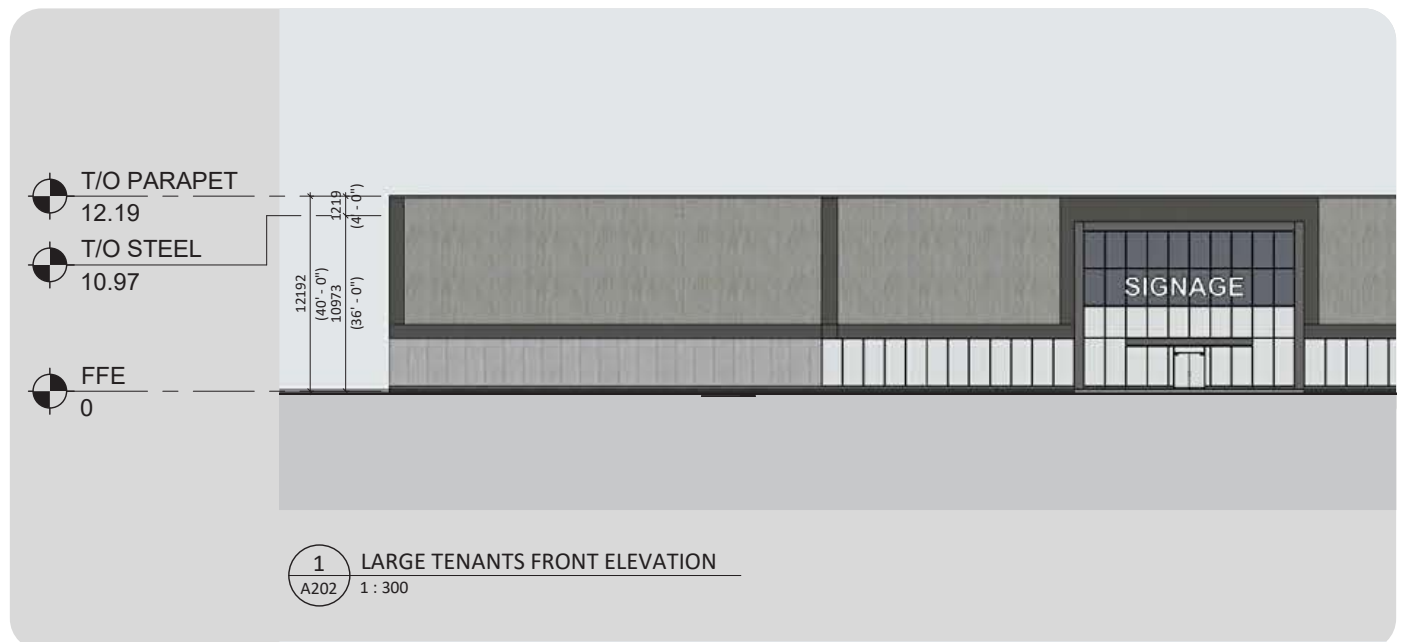


Figure 24: Proposed preliminary building elevation. Courtesy of Turner Fleischer Architects Inc.

3.3 MATERIALS AND COLOURS

Design Guidelines:

- High quality building materials appropriate for employment buildings will be utilized.
- Materials used in the front office and warehousing facility will be compatible with each other.
- The exterior cladding materials will be low maintenance that may include brick, pre-cast panels, manufactured stone, architectural metal, glass and textured blocks.
- Neutral tones are encouraged for large wall surfaces with colour accents at entrance areas and front offices.
- Both horizontal and vertical articulation will be provided through material changes.

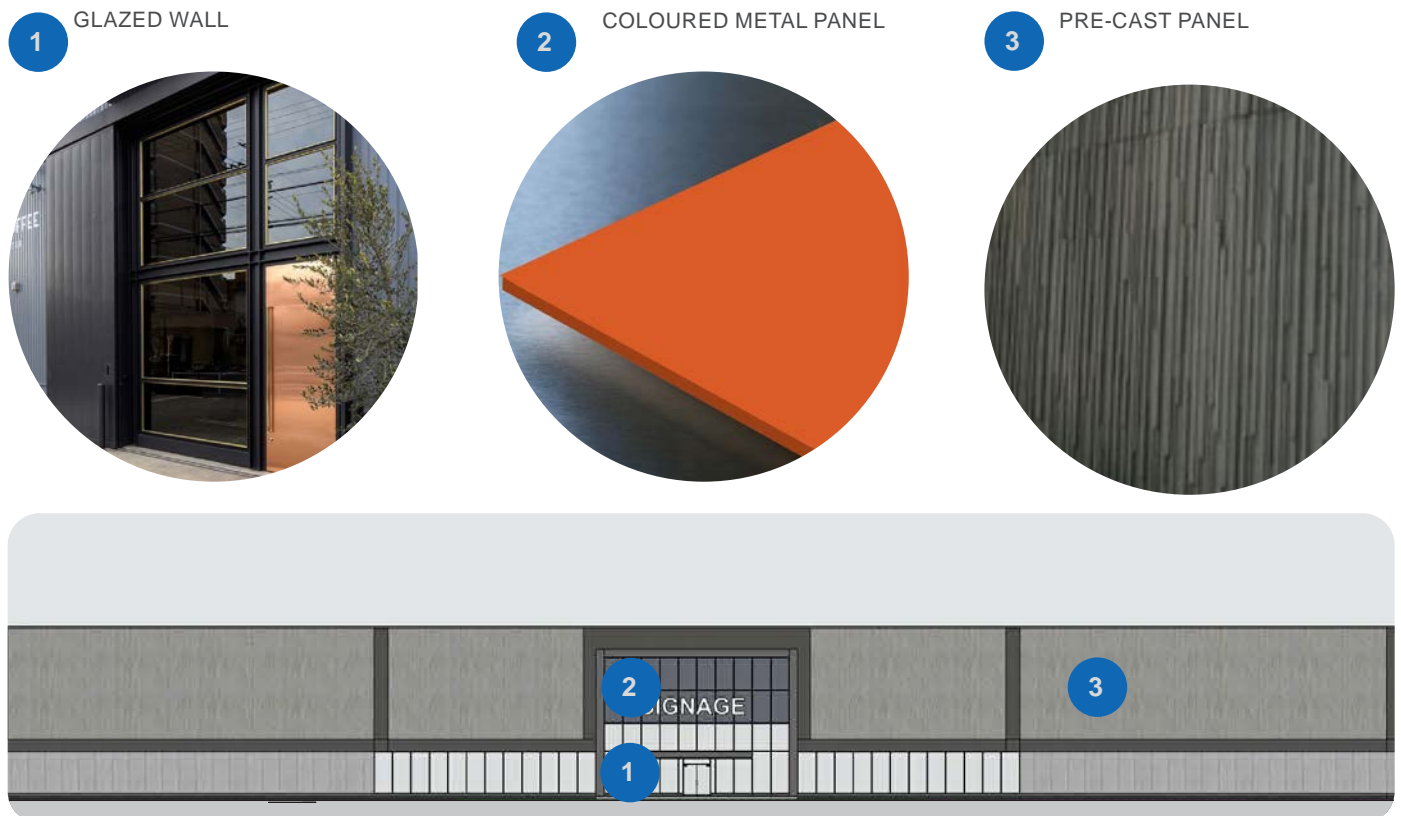


Figure 25: Preliminary material suggestions.

3.4 WALL ARTICULATION AND OPENINGS

Design Guidelines:

- The majority of street facing building facades will have sufficient fenestration to contribute to an attractive streetscape.
- Primary entrances will be designed as the focal point of street facing facades. Design emphasis will be provided through distinct design and material treatment. The preliminary conceptual renderings provided by Turner Fleisher Architects Inc. show the use of glazing to add transparency and contrast with the solid wall surfaces (Figure 26).
- Elements that provide weather protection will be used in main entrance areas. The preliminary elevations illustrate the use of canopies for this purpose.
- Large windowless wall surfaces will be broken up both horizontally and vertically with materiality, reinforcing the visual characteristics of structural bays.



Figure 26: Conceptual preliminary rendering of single-tenant building. Courtesy of Turner Fleischer Architects Inc.

3.5 EXTERIOR EQUIPMENT (ROOFTOP MECHANICAL, ETC.)

Design Guidelines:

- Rooftop mechanical equipment shall be screened from public view by parapet walls or screening devices.
- Materials used for screening will be complementary to other materials.
- Ground-related mechanical equipment and utilities will be contained inside the building, or screened from public view.
- The location and screening method of rooftop mechanical equipment will be shown on proposed elevations and plans in the Site Plan application stage.

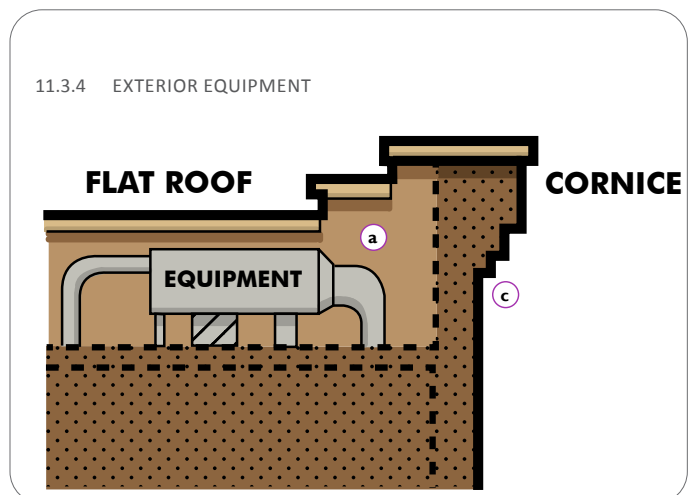


Figure 27: Demonstration of ideal location for outdoor storage along major and minor roads. Sourced from TWDG.

3.6 PRIORITY LOTS – PRESTIGE INDUSTRIAL

Design Guidelines:

- Priority lot locations are subject to high exposure in the public realm, and buildings in these lots play a major role in establishing a visual impression.
- Corner buildings will be designed to address both street frontages with design emphasis provided on the higher order street.
- All main building portal entrances along the street will be enhanced with upgraded architectural elements and all corners abutting public street will be enhanced.
- Buildings along major roads and edges will utilize enhanced landscaping for improved streetscape conditions.
- Buildings adjacent to the Greenbelt block (Buildings I and J), and SWMP blocks (Building K) are located close to these features as much as possible while allowing for private roads and truck parking.
- The preliminary building elevations suggest the use of materiality for articulation and breaking up large surfaces into structural bays. This treatment will be carried on highly visible facades including those that are exposed to the Greenbelt and SWMP blocks.



Figure 28: Precedent of industrial buildings on priority lots - corner lot (left), major road building (right)

4 LANDSCAPE

4.1 LANDSCAPE PLAN

Figure 29 illustrates the preliminary landscape concept plan. Although the landscape concept plan is based on the previous site plan concept, the broader design objectives will be maintained in the future landscape plan. The streetscape,

boulevard, and parking lot areas follow the Town's Development Standard Manual. In addition, areas within the Greenbelt will be protected, and additional Environmental Protection Areas will be established.



Figure 29: Proposed preliminary landscape concept prepared by GEI Consultants

4.2 LANDSCAPE BUFFERS – SIDES AND REAR

Design Guidelines:

- Minimum landscaping strips will be maintained along the interior and rear lot lines. The TWDG recommends a minimum width of 1.5 metres against adjoining properties to have a total width of 3 metres for landscaping and the planting of trees.
- The proposed preliminary landscape concept facilitates perimeter landscaping. The minimum landscaping width requirements have been established in the MZO with a minimum planting strip width of 6 metres to ensure adequate growing conditions for trees and buffering unsightly areas.

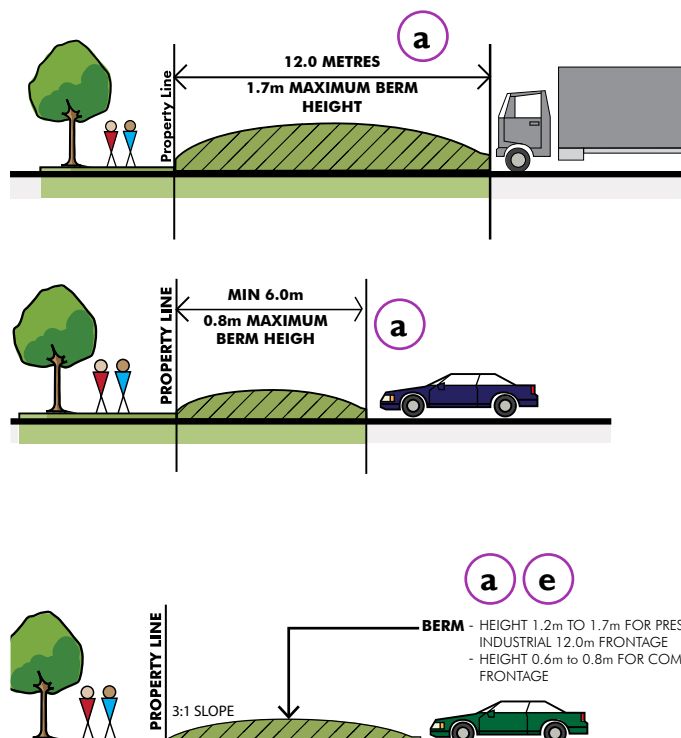
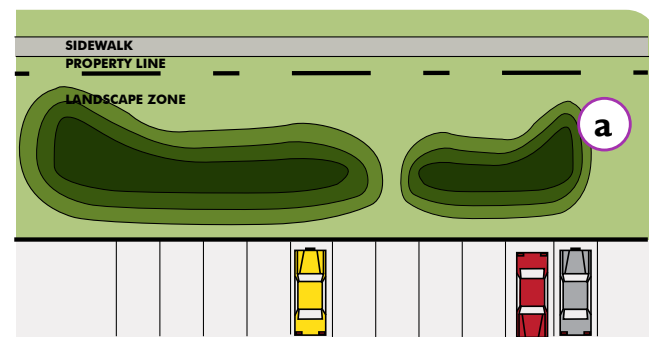


Figure 30: Various types of buffers sourced from TWDG



Simple buffer landscape.

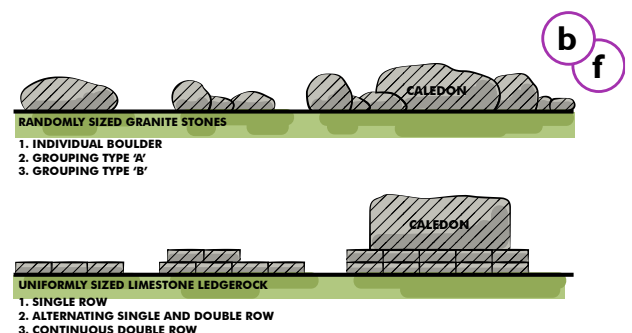


Figure 31: Various arrangements of decorative rockery sourced from TWDG

4.3 LANDSCAPE BUFFERS – STREET FRONT AND BUILDING ENTRANCE

Design Guidelines:

- The major street frontages will maintain a 9 metre landscaping strip for buffering and landscaping as per the TWDG.
- The planting of trees, shrubs, and/or landscaping features, such as berms, will be provided to screen parking and loading areas facing streets.
- Raised landforms or berms, if required and provided, will be designed as per applicable design standards in order to reduce the visibility of parking areas without compromising the overall landscape design aesthetic.
- Decorative stone rockery may be used in combination with sloping berms.
- A range of hard and soft landscaping elements will be utilized near site and building entrances to highlight access and egress points.
- The design and arrangement of decorative rockery will have a natural style and comply with TWDG design standards. Limestone ledge rock and granite stones will be used for decorative rockery as per the TWDG.
- The planting of deciduous and coniferous trees and shrubs will be according to the TWDG, design standards to provide a coherent and harmonious streetscape condition. The planting of perennials and bulb plantings are encouraged to provide seasonal interest.

The preliminary landscape concept prepared by GEI Consultants identifies areas that will include streetscaping, boulevard treatment and parking lot landscaping as per the Town of Caledon Standards Manual 2019.

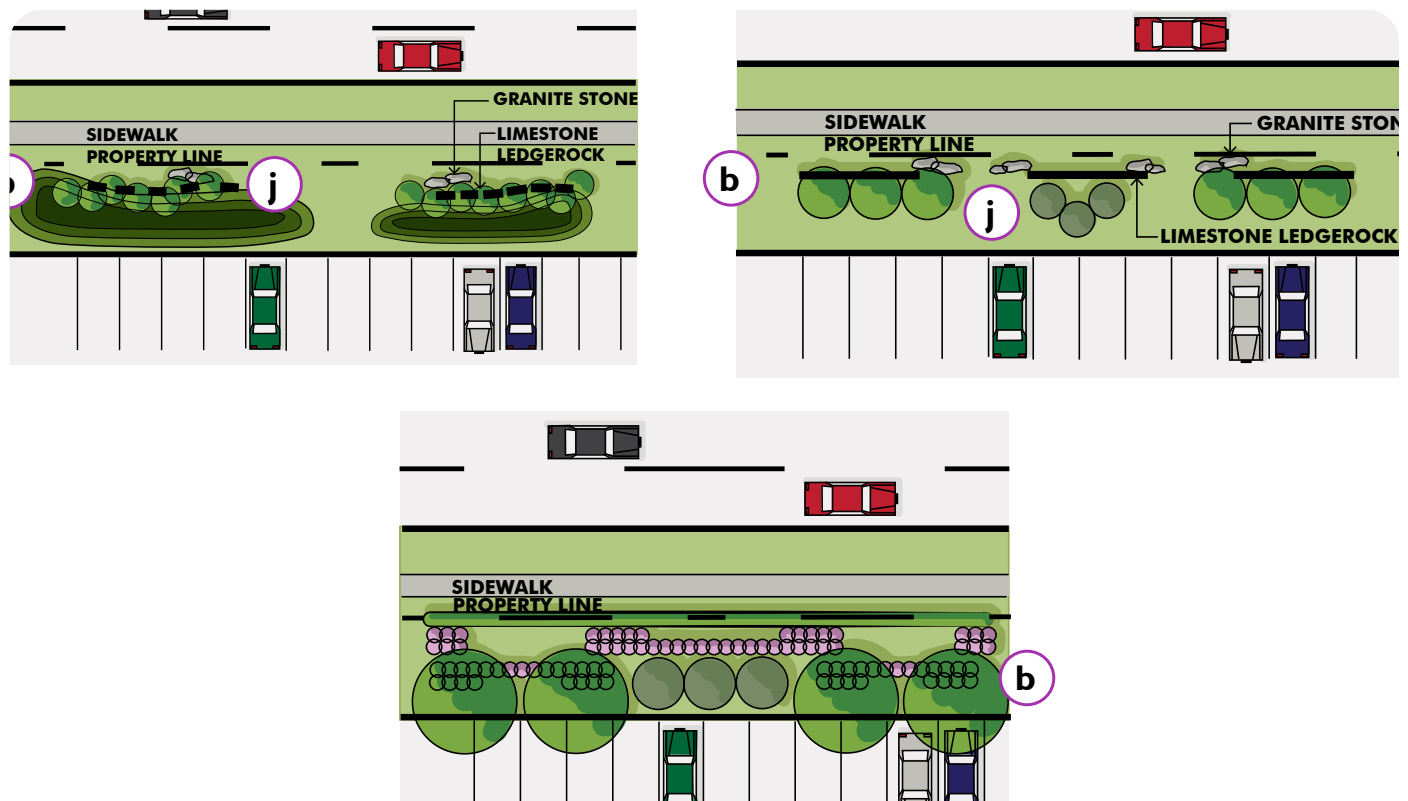


Figure 32: Various arrangements of buffer landscaping sourced from the TWDG

4.4 INTERNAL STREETSCAPES

Design Guidelines:

- The preliminary landscape concept prepared by GEI Consultants identifies areas that will include streetscaping, boulevard treatment and parking lot landscaping as per the Town of Caledon Standards Manual 2019. A detailed landscaping plan will be provided at a more advanced design stage that will specify and articulate the tree and plant species and their spacing for internal streets.

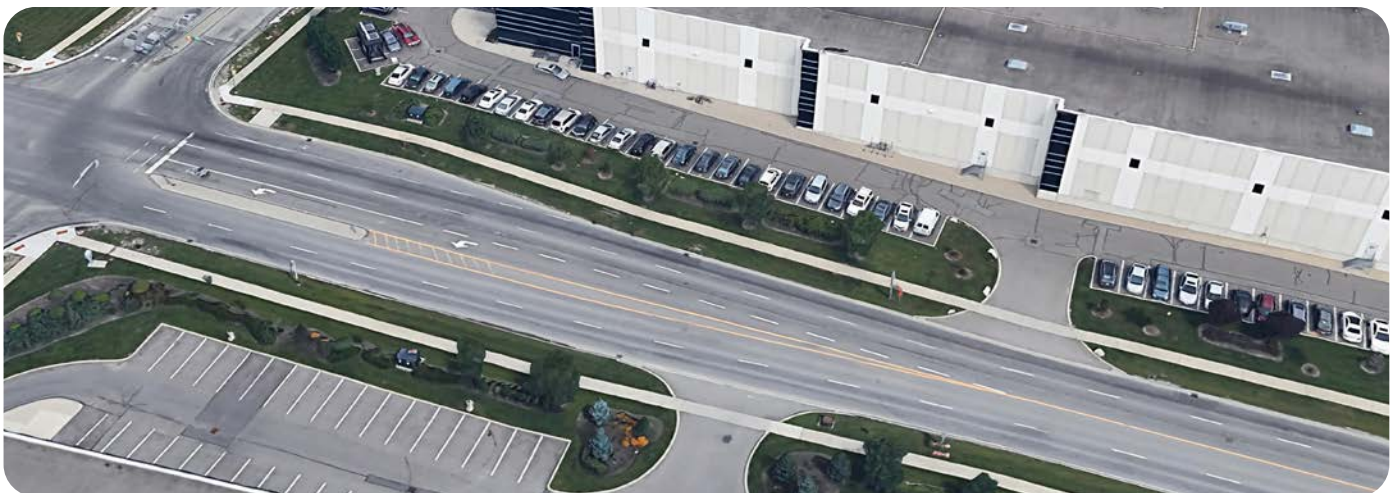


Figure 33: Precedent internal streetscaping examples

4.5 SUSTAINABILITY

- The Greenbelt Plan Area that includes the west tributary will be protected with adequate building setbacks and landscape buffers.
- The boundaries of natural heritage features are identified based on TRCA staking of top of bank, dripline and wetlands.
- Sustainable and innovative storm water design strategies will be employed and integrated with areas for landscaping and tree planting.

Please refer to the accompanying Arborist Report for the removal of trees for development impact, and the preservation and compensation of trees. If compensation planting areas within the Subject Lands are unable to meet the required tree numbers, compensation through cash-in-lieu may be considered at a rate determined by the Town. Native species to the TRCA watershed are recommended for compensation tree planting.

The preliminary landscape concept prepared by GEI consultants identifies areas within the Subject Lands for sustainable storm water management and protection and enhancement of natural heritage features on site. These areas include the following:

- the Greenbelt Plan area;
 - tree planting and restoration areas;
 - tree planting areas to benefit Redside Dace habitat;
 - tree planting and clean water collection galleries;
 - a storm pond for extended stormwater detention;
 - stormwater conveyance channels and additional areas for channel design; and
 - potential wetland/floodplain restoration area.
- Trees removed on site will be compensated according to a comprehensive landscaping and tree compensation plan prepared by a qualified landscape architect.

5 CONCLUSION

Including additional lands to the north results in an extension of the previous scheme. However, the additional buildings, new roads, and open spaces make greater contributions than the previous design to reinforce the Town's employment area and contribute to targeted employment growth.

The proposed revised design will create a prestigious industrial identity in this area with its high-quality building design and landscaping treatment. The development will support this area's transformation into an employment hub. In addition, the street environment and public realm will benefit from the proposed development's landscaping design strategies and signify the gateway location along the border with the City of Brampton. Most importantly, the proposed design supports sustainable design by protecting and enhancing the Greenbelt Plan area and including LID stormwater management features.

The proposed development conforms to the industrial area urban design policies of the COP and supports the policies of the Peel Regional Official Plan. In addition, the development has regard for the draft Future Caledon Official Plan. The design guidelines established in this MUDB are referenced from the TWDG and will ensure best practices in urban design are followed throughout subsequent design developments. Sound urban design principles support the proposed Draft Plan of Subdivision and Official Plan Amendment.

APPENDIX 1

Filed with the Registrar of Regulations
Déposé auprès du registraire des règlements

SEP 09 2022

Number (O. Reg.)
Numéro (Règl. de l'Ont.) → 483/22

ONTARIO REGULATION

made under the

PLANNING ACT

ZONING ORDER - TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

Definition

1. In this Order,

“Zoning By-law” means Zoning By-Law No. 2006-50 of the Town of Caledon.

Application

2. (1) This Order applies to lands in the Town of Caledon, in the Regional Municipality of Peel, in the Province of Ontario, being the lands outlined in red on a map numbered 314 and filed at the Toronto office of the Ministry of Municipal Affairs and Housing located at 777 Bay Street.

(2) For the purposes of this Order, the side yard of any building abutting a property line adjacent to a public road shall be considered an exterior side yard.

Prestige Industrial Zone

3. (1) This section applies to the lands located in the area shown as the Prestige Industrial Zone on the map referred to in subsection 2 (1).

(2) Every use of land and every erection, location or use of any building or structure is prohibited on the lands referred to in subsection (1), except for,

- (a) the uses permitted in the Prestige Industrial (MP) Zone in the Zoning By-law;
- (b) cold storage warehouses;
- (c) accessory open storage areas;

- (d) accessory outside display or sales areas; and
- (e) retail stores.

Zoning requirements

4. (1) The zoning requirements for the lands referred to in subsection 2 (1) are as follows:
1. The minimum lot frontage is 30 metres.
 2. The minimum lot area is 925 square metres.
 3. The maximum building area is 50 per cent.
 4. The minimum front yard setback is 9 metres.
 5. The minimum exterior side yard setback is 7.5 metres.
 6. The minimum interior yard setback is 6 metres.
 7. The minimum rear yard setback is 7.5 metres.
 8. The maximum building height is 25 metres.
 9. Despite paragraph 8, any building containing a cold storage warehouse may have a maximum height of 45 metres.
 10. The minimum landscaping area is 10 per cent.
 11. Despite paragraph 10, the minimum landscaping area for a corner lot is 12.5 per cent.
 12. The minimum planting strip width is 6 metres.
 13. Despite paragraph 12, the minimum planting strip width abutting an arterial road is 9 metres.
 14. A planting strip is required along,
 - i. each front lot line,
 - ii. each exterior side lot line,
 - iii. any portion of a rear lot line that abuts a residential zone or a lot containing a residential use,

- iv. any portion of an interior side lot line that abuts a residential use, and
 - v. each lot line of an interior side yard.
15. The landscaped area may include a surfaced walk, a surfaced patio, a stormwater management pond and a naturalized area, but must not include any driveway or vehicular access ramp, curb, retaining wall, parking area, delivery space or loading space.
 16. The minimum parking space setback is 6 metres from any front lot line and 3 metres from any other lot line.
 17. The maximum net floor area of a factory outlet is 20 per cent of the net floor area of the industrial facility to which it is accessory.
 18. The maximum net floor area of a sales display area associated with a wholesale warehouse is 33 per cent of the total net floor area.
 19. For the purposes of calculating the lot area,
 - i. the lands described in subsection 2 (1) shall be considered a single lot, and
 - ii. public roads and public lands shall not be included in the lot area calculation.
 20. For the purposes of calculating the building area, the gross floor area is to be divided by the lot area, excluding any rooftop mechanical structures.
 21. The maximum entrance width is 25 metres.
 22. Despite the requirements set out in section 5.2.3 of the Zoning By-law, the parking requirements for a warehouse use are one space per 230 square metres of gross floor area.
 23. Section 5.2.19 of the Zoning By-law does not apply to the lands described in subsection 2 (1).
 24. Despite paragraph 23, where loading and delivery parking areas are illuminated, no part of the lighting fixture shall be more than 14 metres above grade.
- (2) The zoning requirements for the open storage of goods and materials are as follows:
1. The storage of goods and materials must not exceed 25 per cent of the lot area.

2. No open storage is permitted in any front or exterior side yard.
3. No open storage is permitted within 30 metres of an arterial road.
4. An open storage area must be completely enclosed by a solid board fence that is a minimum of 1.8 metres in height.
5. The open storage of any goods or materials that are visually obnoxious, including derelict or scrap motor vehicles or machinery and worn-out appliances or equipment, is not permitted.

Terms of use

5. (1) Every use of land and every erection, location and use of any building or structure shall be in accordance with this Order.

(2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.

(3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.

(4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

Deemed by-law

6. This Order is deemed for all purposes, except the purposes of section 24 of the Act, to be a by-law passed by the council of the Town of Caledon.

Commencement

7. This Regulation comes into force on the day it is filed.

Made by:


.....
Signature

Minister of Municipal Affairs and Housing

Date made: September 9/22

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An aerial photograph of an industrial and commercial district. The image shows a dense arrangement of large, flat-roofed buildings, likely warehouses or manufacturing facilities, interspersed with parking lots filled with vehicles. A network of roads and highways crisscrosses the area. In the lower-left corner, there is a large, open, undeveloped area with dry, yellowish-brown earth and some sparse vegetation. A semi-transparent blue rectangle is overlaid on the center of the image, containing the company logo.

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