

URBAN DESIGN BRIEF

12476 Highway 50

Town of Caledon



Prepared for the Town of Caledon

By:

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1) Introduction

Purpose

This brief has been prepared to address the design principles and guidelines for the proposed development. The primary goal of the report is to ensure compatibility of the subject property within the surrounding neighbourhood within the Town of Caledon.

In general, this brief will allow the designer to demonstrate how the design guidelines have been addressed. This brief mainly contains architectural, landscape and site design aspects.

This Urban Design Brief describes the principles and standards on which the development will be based.

1. To provide a high standard of site plan design particularly relating to the location of the development along the major roads; the George Bolton Parkway and Highway 50 intersection.
2. Coordinated design effort by producing an attractive, successful and economically viable development.
3. Conformity with the Official Plan policies and guidelines, in particular Highway Commercial and Industrial Commercial Design Guidelines.
 - a. Creating an attractive well-designed site and buildings
 - b. Well-landscaped and visually pleasing streetscapes
 - c. Attractive focal areas at the entrance of the building
 - d. Innovative and cost-effective designs in both the public realm and private lands.

Location

The subject property is located at 12476 Highway 50, on a rectangular shaped lot, on the southwest corner of the Highway 50 and George Bolton Parkway intersection. The property is approximately 10,517 m² (1.05 hectares) in size. The subject property consists of one building; a Retail Fuel Outlet (gas station) and its associated convenience store on the southeast corner of the property, along with vacant unoccupied lands in the remaining portions of the property.



2) Content Analysis

Land Use

Existing condition

The property is located in a Commercial Prestige Industrial area, bound as follows: Robinson Creek to the north, George Bolton Parkway to the south, an existing industrial development to the west and an existing gas station and Highway 50 to the East.

Proposed Development

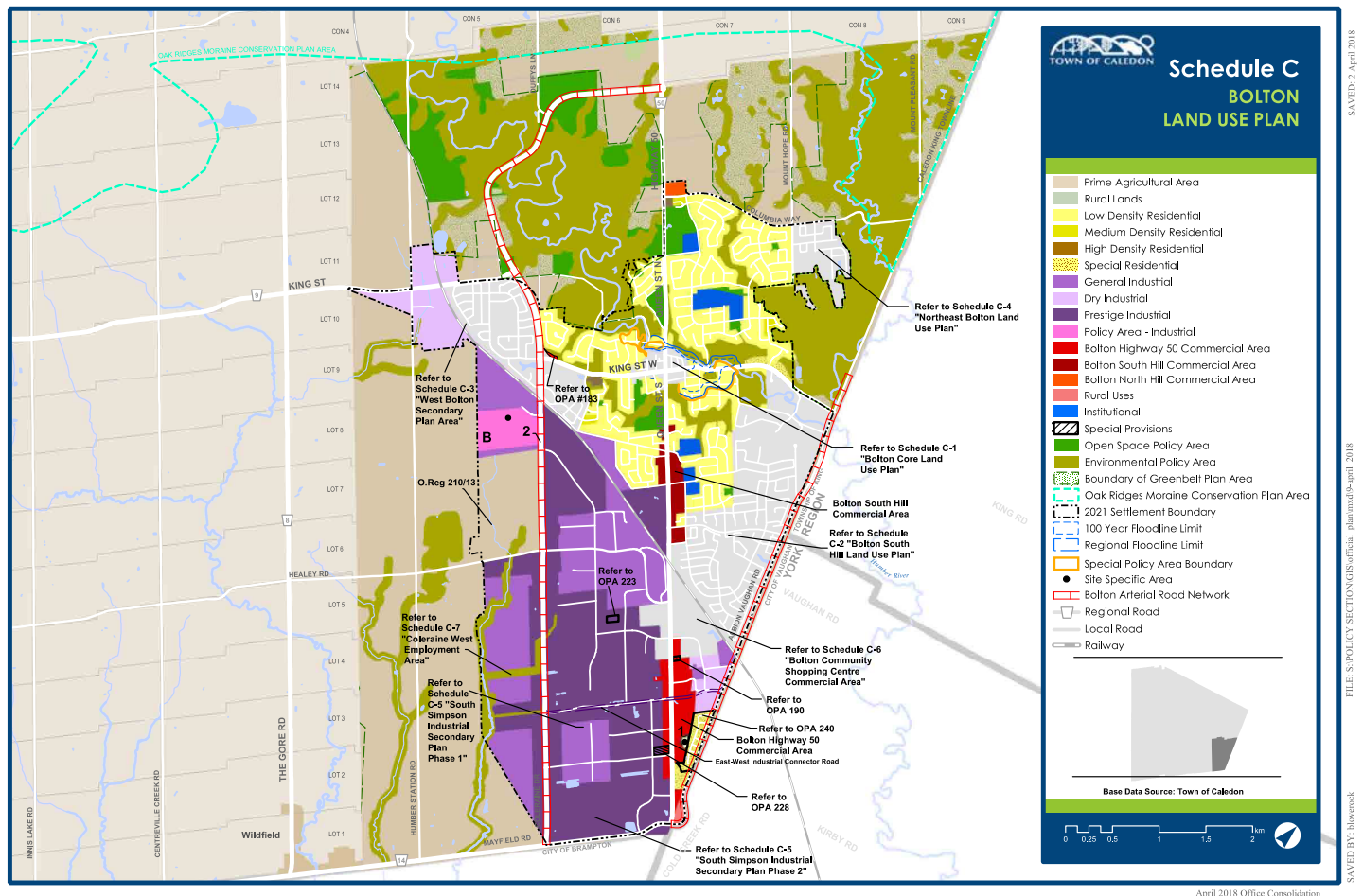
Based on the Bolton Land Use Plan, the subject property has zoning designations of Prestige Industrial and Highway Commercial.

It is proposed that the subject lands are to be developed in order to permit a range of Bolton Highway Commercial uses and to incorporate site specific setbacks for legal non-conforming existing uses, more specifically a five storey hotel and retail fuel outlet (gas station) and associated convenience store.

Built Form Priority Locations

The proposal will show an Edge Building whose side and frontage façade fronts onto the major road of George Bolton Parkway. The building proposal is a five storey Hotel with superior design qualities, including increased building massing/height and architectural interest for facades facing the street. Section ICDG 4.2.1

A Traffic Impact Study prepared by C.F. Crozier & Associates has been prepared in support of the proposed development and submitted as part of the Site Plan Application.



Major Roads

Based on the ICDG, provincial highways, regional highways, regional roads and town arterials are all considered major roadways. Within the surrounding area, the proposed development intersects at Highway 50. According to The Town of Caledon Official Plan Highway 50 is designated as a high capacity arterial with a 36 metre right-of-way. High capacity arterials are considered roadways under provincial or regional jurisdiction. Access to the properties are to be limited and on-street parking is discouraged on major roads.

Minor Roads

The proposed development also intersects with George Bolton Parkway which is a minor road with 26 metre right-of-way. Collector and local roads under the Town's jurisdiction in some areas will allow for on-street parking. The entrance way allows access to both the proposed development and the existing gas station. This is the original access point which is located too close to the Highway 50 intersection and therefore probably will not permit on street parking.

Landscaping elements will be designed to maintain appropriate visibility into the site and the façade signage. The entrance will provide accent areas with decorative features and planting.

Transit

The only transit facility in the surrounding area is the GO bus stop at Mayfield Road and Highway 50 along with the Park & Ride Lot.

Based on the Bolton Transportation Master Plan and The Caledon Transportation Master Plan there are no planned bus routes, nor a GO station within the surrounding area.

Cycling & Pedestrian Mobility

Currently there are no sidewalks or bike lanes on major roads within the surrounding area of the development, while minor roads including Simpson Road and Pillsworth Road do have sidewalks. George Bolton Parkway has a trail between Coleraine Drive and Simpson Road and a sidewalk between Simpson Road and Highway 50.

According to the Bolton Transportation Master Plan, a multi-use trail is proposed along Highway 50. Within the Caledon Transportation Master Plan, George Bolton Parkway has a separated on-road cycling route as part of the existing cycling network.

See the Traffic Impact Study prepared by C.F. Crozier & Associates. The study was completed in accordance with the procedures set out in the Region of Peel Traffic Impact (TIS) Study guideline.

Natural Features

There is a natural tributary Robinson Creek to the north of the property. Based on the mappings provided by TRCA, the Regional Floodplain of Robinson Tributary extends onto approximately one third of the property. The proposed development site is vegetated undeveloped land and absent of mature trees. A Phase II Environmental Site Assessment prepared by A&A Environmental Consultants has been included with the Site Plan Application.

3) Policy Context

The Region of Peel Official Plan

The subject property is located in the Town of Caledon, within the Region of Peel. The Region of Peel Official Plan is committed to requiring all new developments to be designed in such a way to support Crime Prevention Through Environmental Design (CPTED) Section (7.5). The proper design and effective use of the built environment can lead to a reduction in the fear and incident of crime and an improvement in the quality of life.

It is the policy of the Regional Council to: (7.5.2.1) Direct the area municipalities to include policies in their Official Plans that support the design of communities to minimize crime by the use of such approaches as CPTED principles, (7.5.2.2) Encourage the area municipalities to achieve improved design and effective use of the built environment for crime reduction, and (7.5.2.3) Encourage the area municipalities, as appropriate, to implement the CPTED principles. Crime Prevention Through Environmental Design principles provide one such conceptual framework to create a better designed physical environment that reduces the possibility of crime. To address and implement CPTED recommendations, the site plan lights are located along the property line. Also facing the entrance of the hotel in view of the George Bolton Parkway, it provides visitors and cars who drive by with a view of the property and surrounding parking area.

The Town of Caledon Official Plan

The proposed Site Plan addresses the following items as they relate to the Town of Caledon Official Plan.

Highway Commercial areas within Industrial/Commercial centres provides for a wide range of service opportunities for the travelling public. Section (5.4.5.1) of the Caledon Official Plan indicates such areas shall be located at key points along major highways and arterial roads for accessibility and visibility. Highway Commercial uses include tourist accommodation and automotive services.

The proposal achieves several of the Industrial General Design Policy objectives in the Official Plan (Subsection 5.5.7) which promotes to achieve a high standard of building design, landscape and streetscape through the following attributes and in conjunction with a Site Plan Approval. Section (5.5.7.1) (a) Buildings and streetscapes in the industrial areas will be designed to provide for quality settings through the treatment of features, forms, massing, scale, site layout orientation, landscaping, ingress and egress (b) Innovative building forms.

Prestige uses will be located within enclosed buildings with no outdoor storage and uses shall be encouraged to occupy prominent locations along major roads and highways (5.5.4) Prestige Industrial.

The proposed hotel concept plan provides an upgraded façade facing George Bolton Parkway. The building exterior materials are enhanced and visually appealing from all roadway viewpoints meeting the design guidelines and site plan requirements. There is a landscaping buffer provided fronting the property boundary to George Bolton Parkway. The front elevation of the hotel will be of an upgraded form, with regards to detail and design. Access to the front of the hotel is introduced by a one-way sweeping drop off and pick up driveway under a canopy. Provisions have been made for accessible parking spaces that comply with the Zoning By-law. There are also ample parking facilities to meet the demands of the five storey, 119 room hotel. Access into and out of the property is being maintained by the existing driveway of the abutting gas station. There is a generous landscaping buffer surrounding the perimeter of the subject lands.

The proposal achieves the Highway Commercial initiatives Section 5.4.5.1 that provides for a wide range of service opportunities for the travelling public. Such areas shall be located at key points along major highway/arterials for accessibility and visibility. Highway Commercial uses shall include tourist accommodation. The General Design Policies guidelines within Highway Commercial Section 5.4.9 (b) the development shall have, whenever possible, consolidated access/egress on the site and with adjacent developments and also integrated parking vehicular/pedestrian circulation.

The subject lands are appropriately positioned to facilitate the development of the hotel and maintain the function of the existing Gas Station.

Industrial Commercial Design Guidelines (ICDG)

The purpose of the Design Guidelines are to establish the design principles and guidelines to be used in developing industrial and commercial lands within Caledon's Industrial/Commercial centre. Overall, this brief aims to provide the design principles and guidelines pursuant to the Town of Caledon Official Plan.

- Providing a quality and consistency of design that will create an attractive, successful and economically viable development (ICDG 1.1a)
- Assisting the Town of Caledon staff in the review and approval of each development application (ICDG 1.1 b)

The Site Plan design, Landscape design and Architectural design descriptions are based on ICDG documents and the requirements.



The Building Relationship To The Street

The proposed building, parking area and frontage landscaping are situated in such a way as it will help to establish a defined street edge at George Bolton Parkway (ICDG 2.1).

The orientation of the proposed building is positioned in such a way that the side façade will be the primary visual focus from George Bolton Parkway (ICDG 2.1.1). The building is situated close to the major intersections of Highway 50 and George Bolton Parkway and shall display enhanced architectural design features that will respect the gateway location (ICDG 2.1.8). The Site Plan and proposed building will be located to ensure compatibility with the existing gas station through the original shared access off of George Bolton Parkway. Utilization of the original access point to the site allows for a reduced number of access points on the street (ICDG 2.1.7). Signage will be shown as to provide a clear view of vehicular traffic at the entry point (ICDG 2.2.2).

Vehicular and Pedestrian Circulation

To maximize pedestrian safety and minimize circulation conflicts, vehicular and pedestrian site access and circulation are designed to be consistent with the following guidelines.

Access points to the site and the building are clearly visible from the street (ICDG 2.2.1 and 2.2.2). Onsite parking and vehicular linkage are separated from the pedestrian route (ICDG 2.2.5). All driveways and onsite vehicular routes will be paved by asphalt (ICDG 2.2.6).

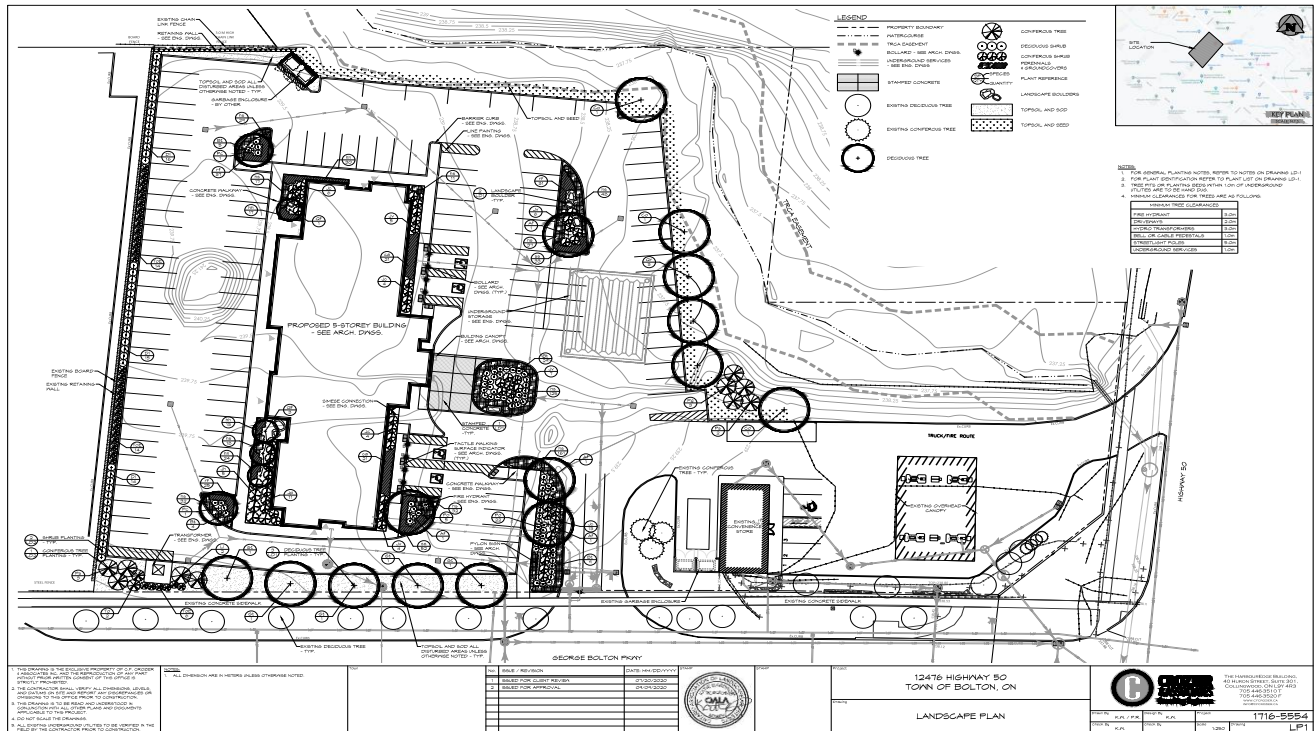
Parking Area

The location of the main parking area will be at the side and/or the rear of the building (ICDG 2.3.1). The passenger drop-off area is to be located at the main entrance. Access to the front of the hotel is introduced by a one-way sweeping drop off and pick up area under a canopy. The parking areas are visible from the street, landscape buffering and architectural screening shall be provided such as tree planting, decorative fencing and or hedging (ICDG 2.3.6). The parking area will be well lit (ICDG 2.3.8). The parking area will be paved by asphalt (ICDG 2.3.9). There are landscaping strips around the property for planting opportunities to enhance the streetscape. The number of parking spaces provided meets the minimum requirement set out in the Zoning By-law. The visitor parking spaces are integrated into the main parking area and close to building (ICDG 2.3.2).

Landscape Strips

The landscaping strip that is adjacent to George Bolton Parkway is 3.0m in depth which is less than the existing Zoning By-law requirement. The subject property retains one building, Retail Fuel Outlet (Gas Station) and associated convenience store in the southeast corner of the property.

The existing planting strip width requirement is 6.0m the proposal is providing 3.0m (as existing on the original site).



Outdoor Storage Area

In order to maintain a desirable streetscape appearance, outdoor storage shall not be permitted on High Corner Lots (ICDG 2.5.1).

Loading, Services and Garbage Area

The site plan design aims to avoid exposing the loading, services and garbage area to public view by orienting them away from, and screening them from George Bolton Parkway. (ICDG 2.61). The side yard landscaping will provide separation from adjacent properties for the garbage area (ICDG 2.6.4). Site Plan identifies Garbage Area.

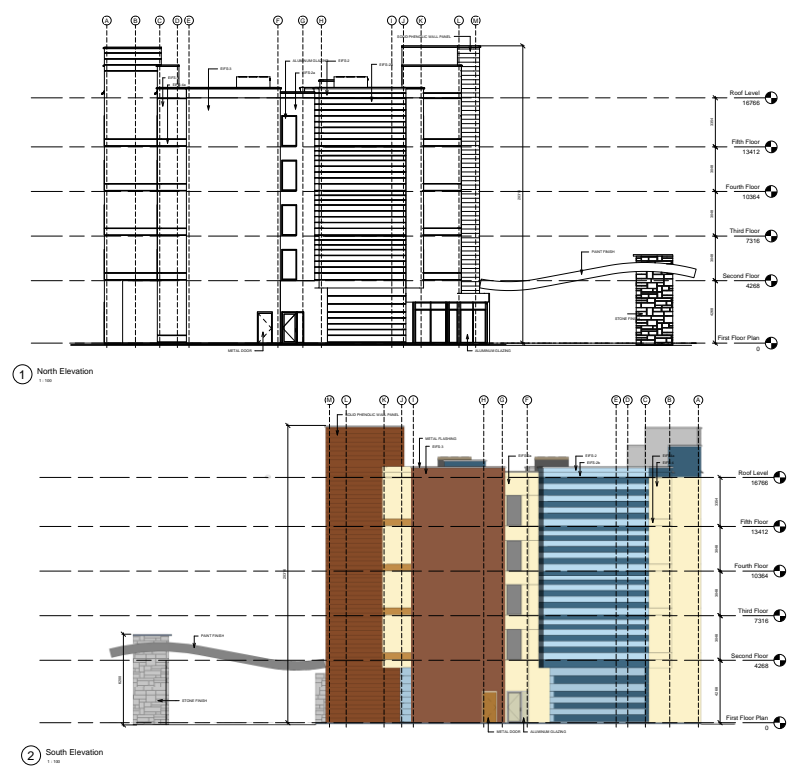


ALL INFORMATION AND DIMENSIONS MUST BE CHECKED AND VERIFIED ON SITE. DO NOT SCALE DRAWINGS. ANY VARIANCES OR DISCREPANCIES MUST BE REPORTED TO THE DESIGNER PRIOR TO CONSTRUCTION. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND BUILDING CODES HAVING JURISDICTION OVER THIS CONSTRUCTION SITE. THE DESIGNER AND ARCHITECTS INC. SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE BUILDING. THE ARCHITECTS INC. SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE BUILDING.

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FAIRFIELD BY MARRIOTT
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ELEVATIONS (EAST & WEST)
 Project Number: 2001
 Date: 03-07-2020
 Drawn by: NL
 Checked by: NL
 Scale: 1:100

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FAIRFIELD BY MARRIOTT
 12476 HIGHWAY 50, CALEDON, ONTARIO
ELEVATIONS (NORTH & SOUTH)
 Project Number: 2001
 Date: 03-07-2020
 Drawn by: NL
 Checked by: NL
 Scale: 1:100

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Wall Articulations and Openings

Appropriate use of wall articulations and placement of windows and doors can help to achieve a well-designed building and a pleasant streetscape.

The hotel has a primary entrance which is a focal point from the street and provides a weather protection canopy (ICDG 3.2.2). The building entrance, although not facing the street, is easily identified from the street (ICDG 3.2.5).

Exterior Materials and Colours

The appropriate selection of exterior building materials will contribute to the architectural and streetscape quality (ICDG 3.3). The exterior materials of the hotel have been selected to be suitable in the design of a Prestige Industrial Highway Commercial building. The hotel is located on a major street, so it is important to provide high quality and diverse design to contribute to a desirable streetscape. Exterior Materials should be low maintenance.

Exterior Equipment

The proposed hotel exterior equipment includes rooftop mechanical equipment and will be screened from the public view (ICDG 3.4.1).

6) Landscape Design

Public Realm

Major Road Streetscape

The proposed development is located at the intersection of George Bolton Parkway and Highway 50. Based on the ICDG, provincial highways, regional highways, regional roads are all considered major roadways.

Street trees will be planted closer to the property line along Highway 50 to be consistent with a providing manicured look (ICDG 5.1.1.1).

Landscaping elements will be designed to maintain appropriate visibility into the site, and of façade signage. The entrance will provide accent areas with decorative features and planting.

Minor Road

The property also intersects with George Bolton Parkway. To create an attractive streetscape, planting a variety of plants is proposed.

Site Components Relationship

Screening

Landscaping and Planting

The site plan will organize views and screen parking from the street where possible (ICDG 5.2.6.1). A plant material list is included with the landscaping drawings (ICDG 5.2.9).



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