

# WARE MALCOMB

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PLANNING  
INTERIORS

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BRANDING  
BUILDING MEASUREMENT



## Urban Design Brief

### QuadReal Property Group

12489 and 12861 Dixie Road, Caledon

December 15, 2023

Updated: December 11, 2024

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## INTRODUCTION

This Urban Design Brief has been prepared in support of the Official Plan Amendment/Zoning By-Law Amendment for the development of the property at 12489 Dixie Road, Caledon. The proposed development will facilitate the construction of three single-loaded distribution light-industrial buildings, one stormwater management pond with additional below-grade storm water storage, and associated trailer storage and surface parking.

Existing environmental features at the north and south ends of the site, in the Protected Area of the Greenbelt Plan, are being preserved.

The Urban Design Brief provides information on the design direction that has been pursued to ensure the proposed development is effectively integrated into the surrounding community, features sustainable building and operations strategies and respects the intent of the Town of Caledon Official Plan and Town-Wide Design Guidelines.



The proposed design features three large +/- 500,000 SF single-loaded industrial buildings oriented east-west. The building closest to Dixie road is oriented so that the offices face the street. The specific needs of large industrial buildings differ from those of smaller facilities and there are different considerations for loading, parking and pedestrian connectivity. These issues are addressed in the Brief.

## SITE LOCATION AND PROPOSED DEVELOPMENT

The subject property is a 143-acre agricultural parcel located on Dixie Road, about midway between Old School Road and Mayfield Road. It is just to the west of the Mayfield West community, an area identified by the Town of Caledon's Official Plan as a place of growth and densification. Approved uses in the Mayfield West community include Prestige Industrial, General Industrial and other community and employment uses. The surrounding area has been transitioning from a predominantly rural land use to a developing urban employment area.

There are a number of residential properties on Dixie Road: at the NW corner of the site, about midway between the north and south boundaries of the site and a cluster of residences at the SW corner of the site. These properties will remain and will be screened from the proposed development.

The Heritage house on Dixie Road, located to the east of Building 1 and south of Building 2, will be preserved and provided with its own access, pedestrian connections and parking.



QuadReal intends to develop the property into three Class "A" single loaded distribution facilities with subsidiary office space located at building corners. The buildings have a combined floor area of 134,565 m<sup>2</sup>.

Building 1:	42,912 m <sup>2</sup>
Building 2:	49,269 m <sup>2</sup>
Building 3:	42,383 m <sup>2</sup>
Building Height:	16m

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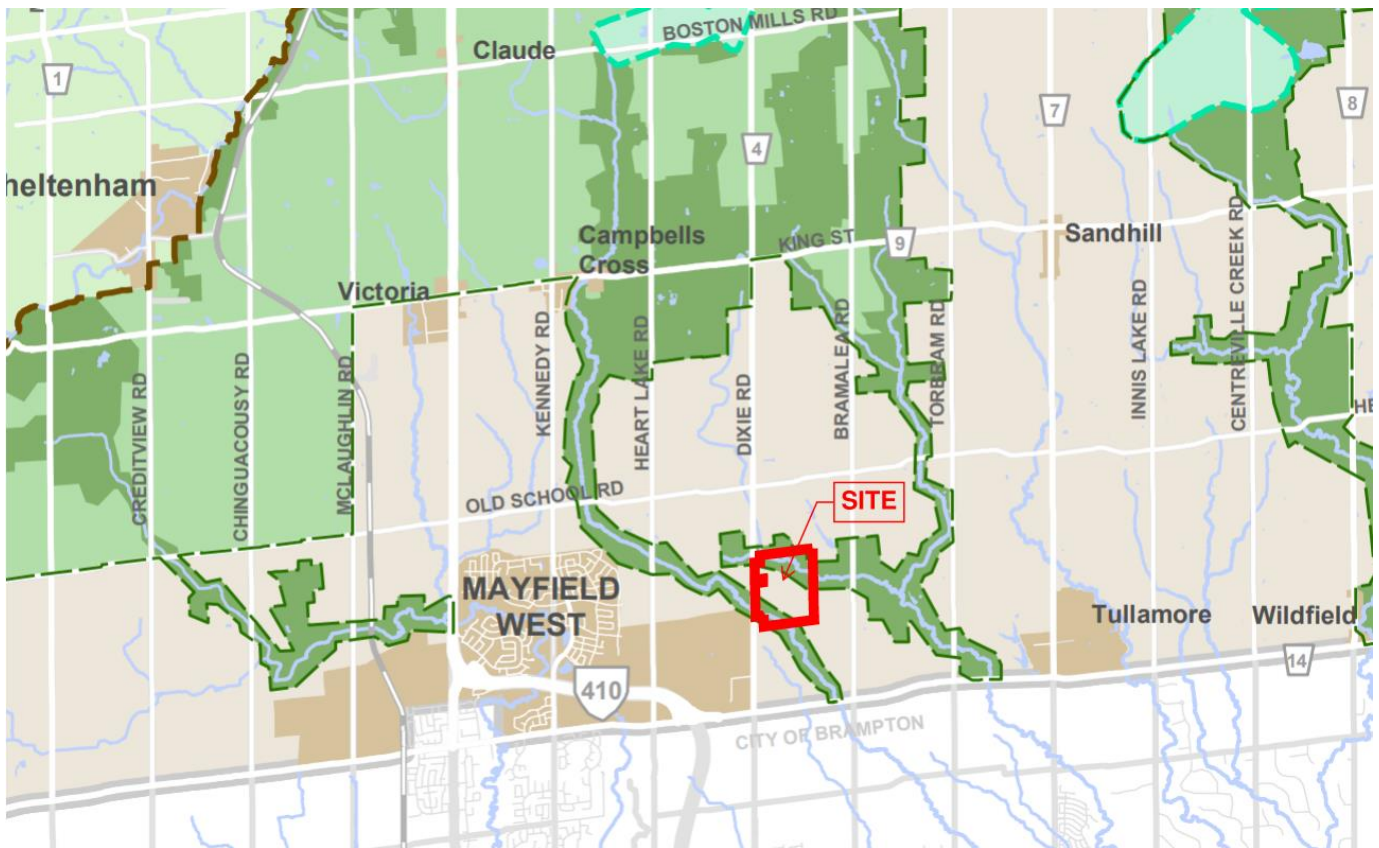
## TOWN OF CALEDON POLICIES

### Town of Caledon Official Plan

The subject property is located within the urban boundary of the Town of Caledon.

The site is currently zoned A1 - Agricultural. We propose to change the zoning to MP – Prestige Industrial. The site's proximity to the Mayfield West Area makes it an appropriate location for industrial uses where it has the opportunity to become an employment hub approaching the entry point to the Town of Caledon from the City of Brampton.

Greenbelt Plan Natural Heritage System lands are located at the north and south portions of the site and will be preserved.

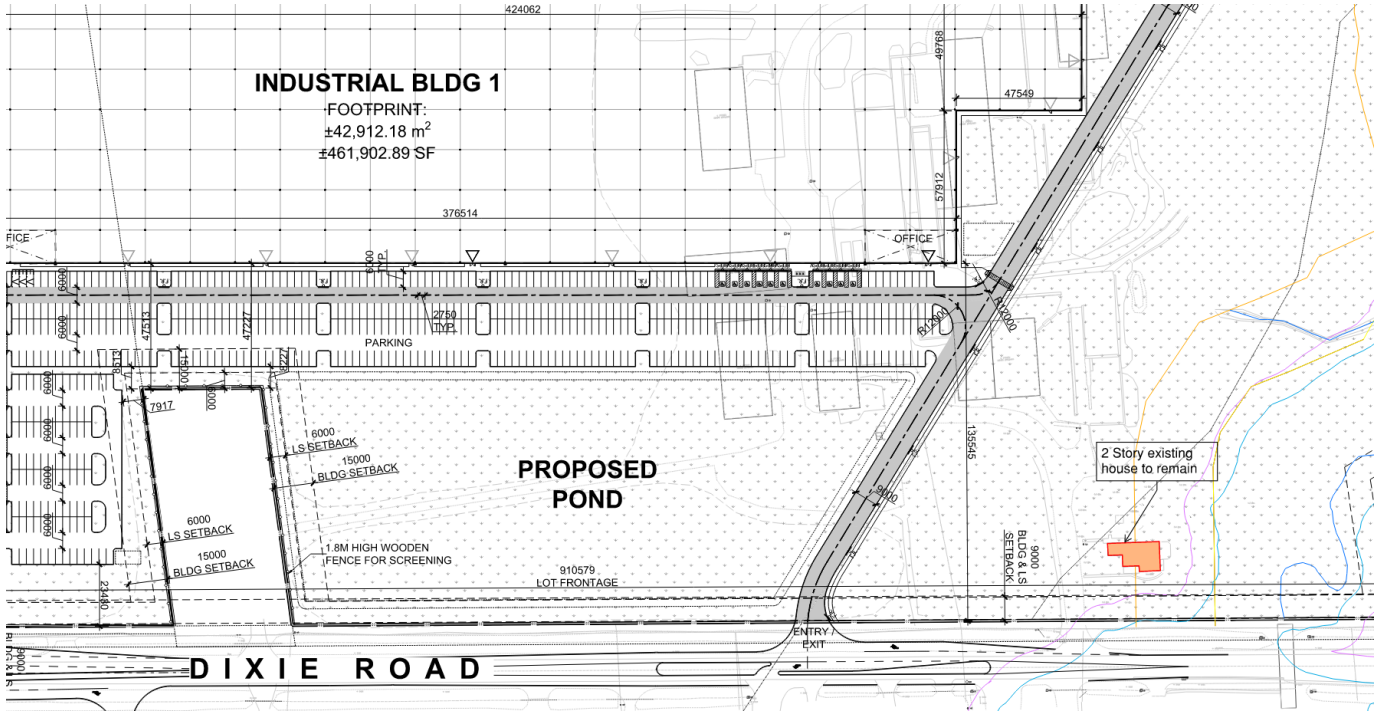


### Town of Caledon Town-Wide Design Guidelines

The development responds to the Key Design Principles outlined in the Town of Caledon Town-Wide Design Guidelines: Sustainability, Accessibility, Community Safety, Active Transportation and Preservation of Cultural Heritage. The TWDG are referenced throughout the Brief.

## Cultural Heritage

Refer to Cultural Heritage Impact Statement report provided by Stantec dated December 6, 2024. For the purpose of this redevelopment, all the existing dwellings will be demolished, except the existing 2-story residential building on the south side of the development area, as highlighted below:



## SITE DESIGN

### Parking and Loading

A total of 1606 on-site parking spaces have been provided. The parking areas are accessed off the internal private road to minimize impact on Dixie Road from turning vehicles. Parking areas for Building 1 are distributed along the principal façade to provide convenient access for the occupants of both office areas. Additional parking is provided at the NW corner of Building 1. The parking for Buildings 2 and 3 is distributed between the buildings to provide the best access to the offices. In all cases passenger vehicle circulation in the parking areas is kept separate from heavy truck traffic per best practices for safety.

The Town of Caledon Town-Wide Guidelines discourage parking between the building and the public way; however, this is a challenge with industrial buildings for two reasons:

1. The buildings are very large and require a lot of parking;

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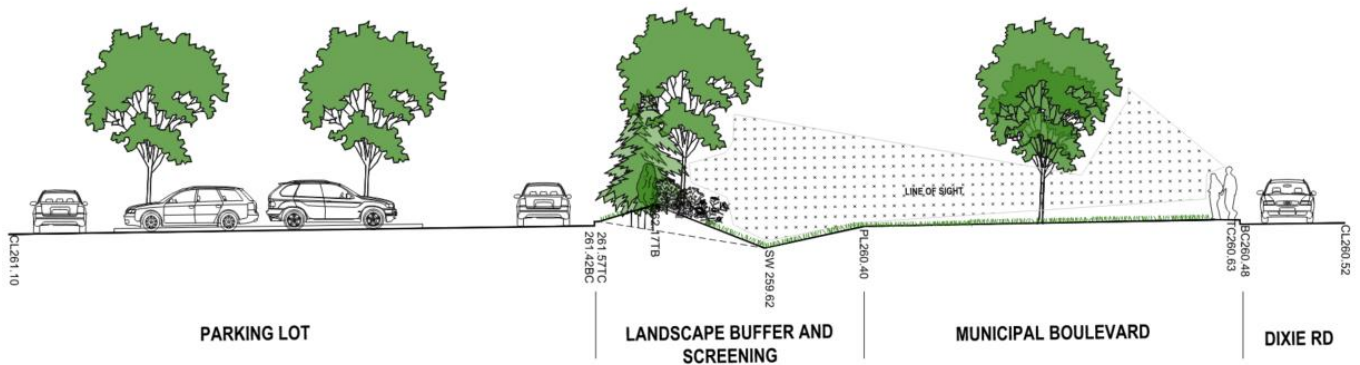
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2. It is the nature of industrial distribution facilities to have large truck courts at the rear of the buildings which are not compatible with passenger vehicle parking and pedestrian circulation. This pushes parking to the front and sides of the buildings.

To reduce the visual impact of parking close to Dixie Road strong consideration has been given to provide screening from the public way with landscaping and by locating the Stormwater Management Pond, with its native plantings, between the parking and the street. In addition to the perimeter landscape screening, the parking areas themselves feature large, landscaped islands with plants and trees.

A walking path has been designed adjacent to the Natural Heritage area. Amenity areas with benches and plantings are distributed at intervals to encourage occupants to exercise and enjoy the outdoors whenever possible.

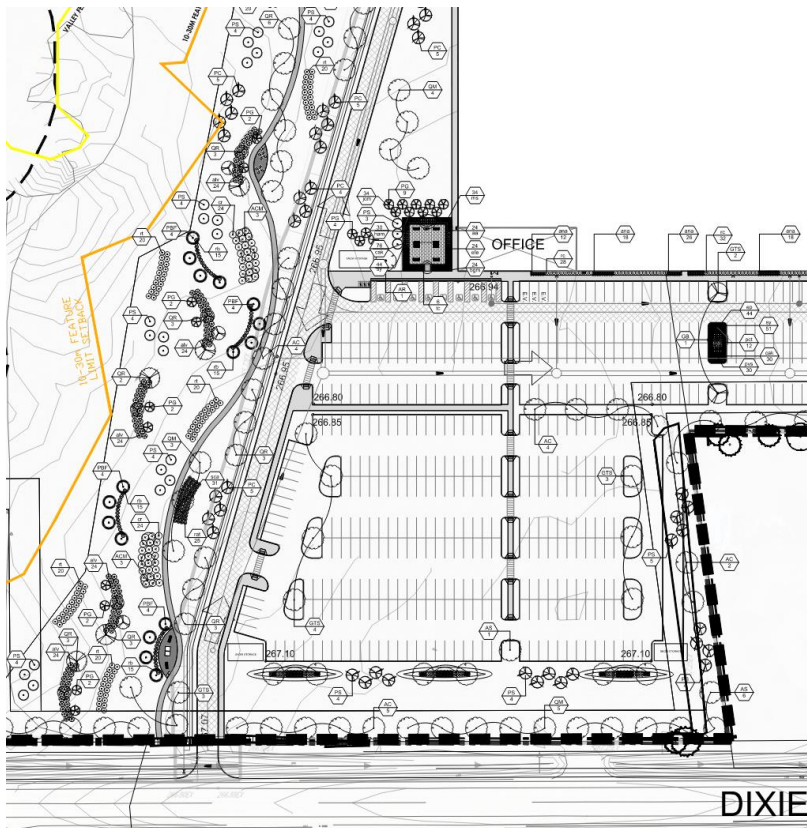
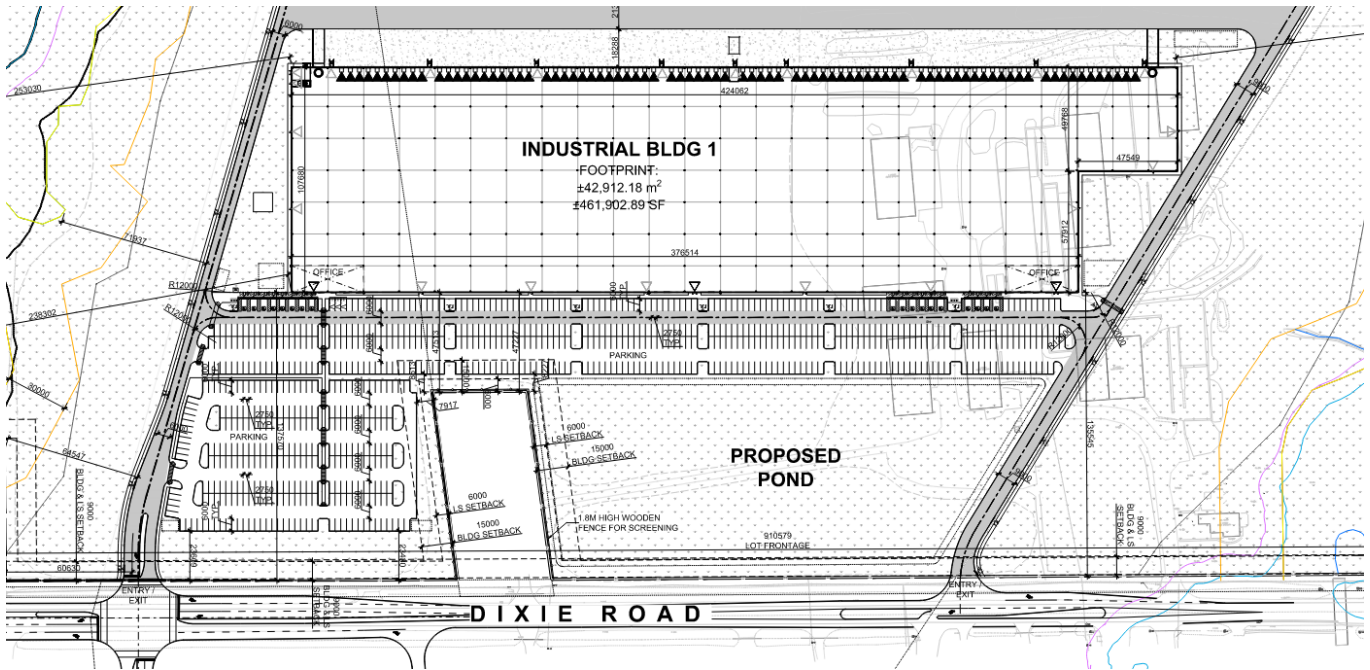
The proposed landscaping has been enhanced to provide greater screening of the parking from Dixie Rd. Screening features include a series of undulating berms for visual interest. Deciduous trees and shrubs are planted on the berms to provide additional enrichment in the summer months. The rhythm of the berms is broken by coniferous plantings to provide continuous year-round screening.



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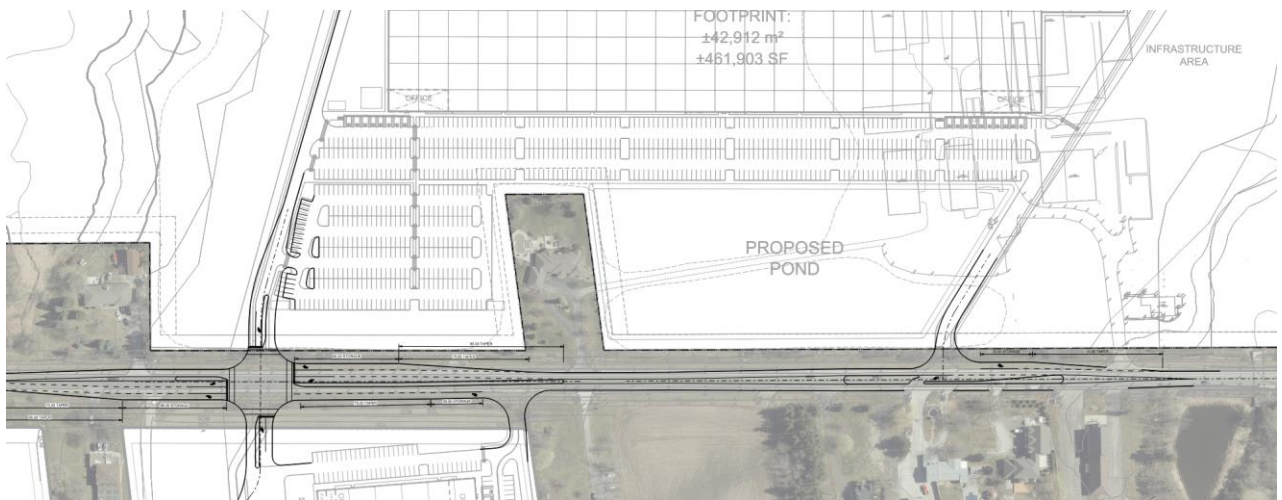
A total of 249 loading spaces are provided to serve the three buildings. The loading docks are both truck-level and drive-in type to support the distribution function of the buildings. In addition, trailer storage areas are located to the north of Building 1 and Building 3. As required in the TWDG for Prestige Employment zones, the loading areas are screened from views from Dixie Road by the buildings. Wood board fencing and plantings are proposed to screen the central residential property on Dixie from the parking areas. Residences at the north and south ends of the site benefit from extensive natural screening from the Natural Heritage areas. Care has been taken to separate passenger vehicle traffic from truck circulation, as noted above.



## Site Access, Safety and Accessibility

Two access points are proposed for the site:

- Site Access 1: The southernmost access along Dixie Road is proposed to operate under right-in/right-out.
- Site Access 2: The northernmost access along Dixie Road is proposed to operate under signalized control and under full moves access. Site Access 1 would align with the future driveway access to the site on the opposite side of Dixie Road.



Access for passenger vehicles and trucks is consolidated at the street to minimize the number of curb cuts required; however, passenger vehicles split away from the heavy vehicle traffic upon entry to the site and remain separated so they can circulate independently within the parking areas safely.

There is an existing bus service that operates in proximity to the site, including the 18 Dixie bus. There is no existing bicycle infrastructure on Dixie Road; however, bike-friendly travel options near the site include a multi-use path located along the south side of Mayfield Road which subsequently provides connections to the wider bicycle network within the City of Brampton.

Due to the agricultural uses of surrounding lands, there is an absence of sidewalks in the area immediately surrounding the Site. Despite the minimal pedestrian infrastructure, crosswalks are available at the signalized intersection of Dixie Road/Mayfield Road and Dixie Road/Old School Road. Crosswalks will be provided at the proposed signalized intersection at the north entrance to the site.

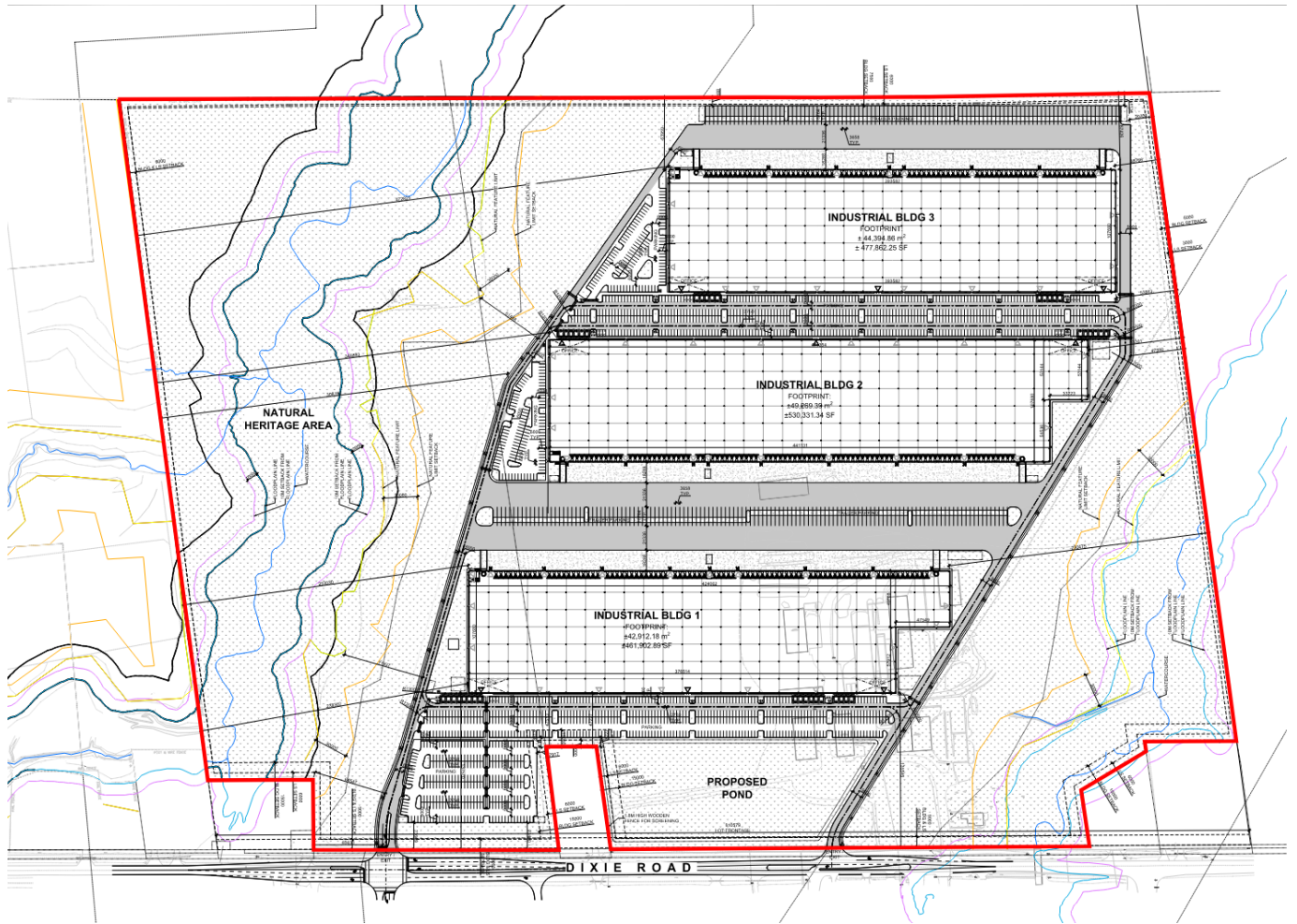
A road widening project is planned for Dixie Road.

Please refer to the report prepared by BA Group, for additional information and detailed analysis of projected future traffic volumes.

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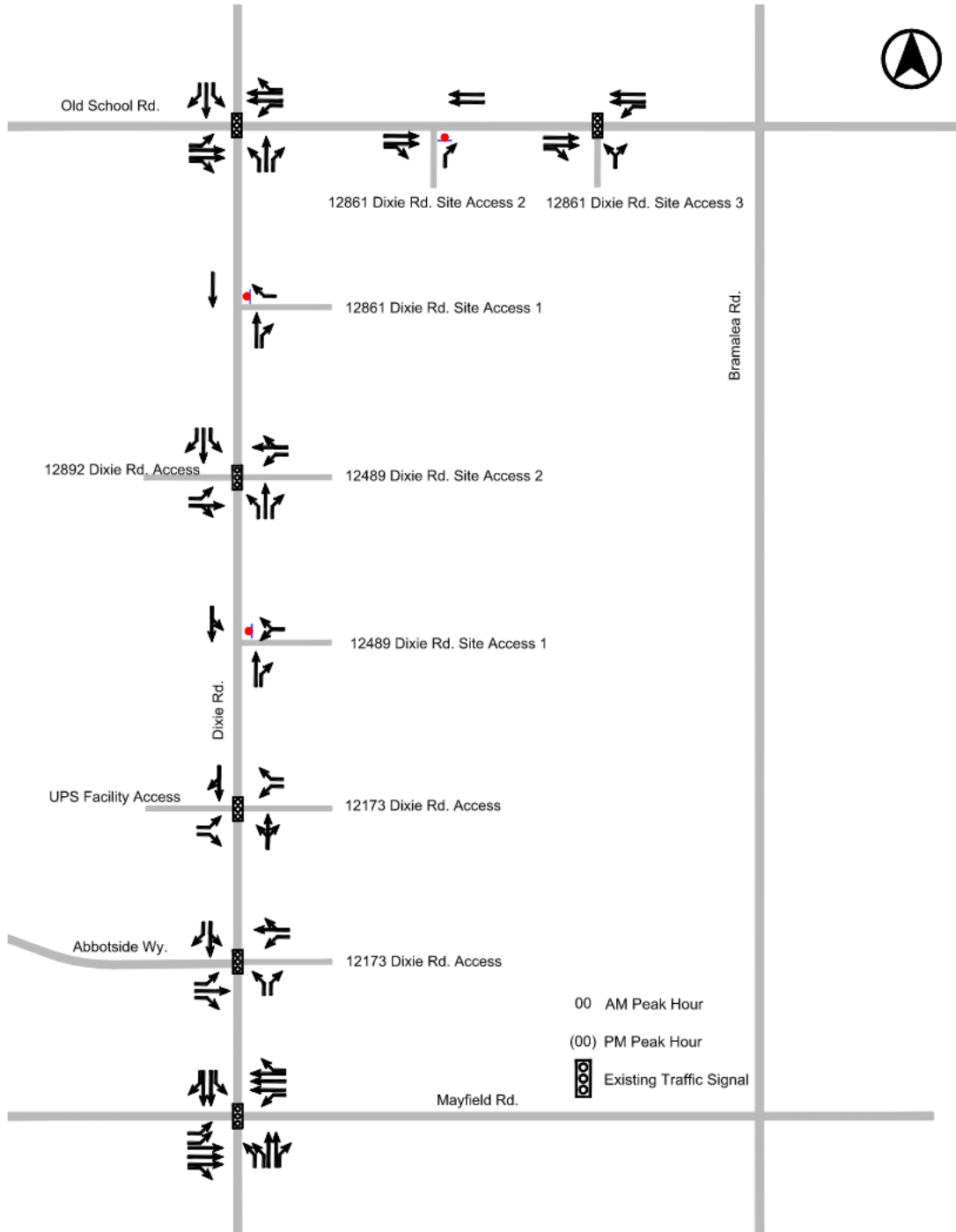
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**FIGURE 4 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL**

BA GROUP 7843-21

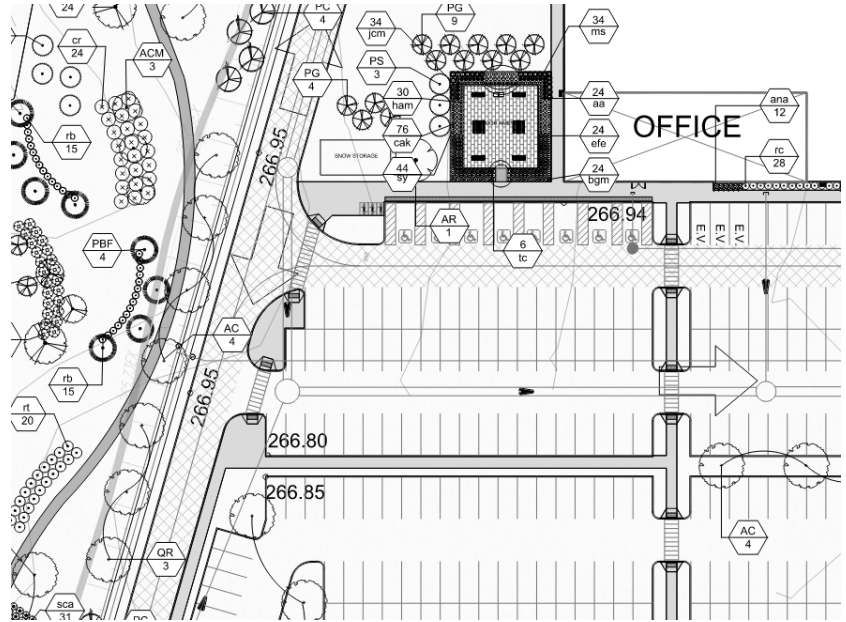
12489 and 12861 Dixie Road

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On-site pedestrian crossings at drive aisles have been located at key locations. They are provided with pavement striping and tactile warning indicators at the curb cuts for greater visibility.

As per the requirements highlighted in the TWDG for Accessible Design, the site is fully accessible with designated signed accessible parking spaces located close to the office principal entrances and follows the provisions in the Accessibility for Ontarians with Disabilities Act, 2005. Building entrances are at grade with provision of power door operators at the entrance door as per the provisions of the OBC; and sheltered from the elements by canopies. The site features a variety of amenity spaces, linked by an accessible walking trail.



## Crime Prevention Through Environmental Design.

The Town of Caledon embraces the principles of Crime Prevention Through Environmental Design. These recognize that safety and security can be achieved through well thought-out site and building designs. Strategies include adequate lighting, views to the outside to put "eyes on the street" and maintaining facilities in good condition to encourage its active use and discourage crime.

Lighting is an important aspect for site safety and has been provided around the building perimeter, at parking areas amenity areas

Office areas are proposed at prominent locations, at building corners, to encourage an active human presence throughout the site, views of the main site access points and parking areas. Durable materials and native plants are proposed throughout the site so the outdoor areas will be easy to care for and maintain to a high standard.

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## BUILDING DESIGN

The buildings are designed to respect the elevated standards of the Town of Caledon Prestige Industrial Zone as outlined in section 11.0 of the Town-Wide Design Guidelines. Among the design objectives of the TWDG's Prestige Industrial zone are:

- The buildings on site are oriented towards Dixie Rd with offices planned for the building corners to animate the facades. The buildings have a strong industrial/commercial neighborhood identity through the development of attractive, well-designed sites and buildings.
- Well-landscaped and visually pleasing streetscapes and front yards.
- Attractive focal areas at entrances into and along the edges of the industrial subdivision.
- Compatibility with adjacent lands uses and high-quality streetscapes in visible locations.
- Innovative and cost-effective designs in both the public realm and on private lands.



Building 1 - Conceptual Rendering - West Perspective

### KEYNOTES

- |   |  |  |  |
|---|--|--|--|
| 1 INSULATED METAL PANEL - DARK GREY<br>KINGSPAN - KS SERIES - MICRO-RIB - WEATHERED<br>ZINC | 4 ALUMINIUM COMPOSITE METAL PANEL - BRONZE<br>ALPOLIC - MBX METALLIC BRONZE    | 8 2" MULLION CAP - BLACK<br>TYPICAL    | 12 6" CONCRETE CURB<br>TYPICAL   |
| 2 INSULATED METAL PANEL - WHITE<br>KINGSPAN - KS SERIES - MICRO-RIB - ASCOT WHITE           | 5 CURTAIN WALL<br>VITRO - GRAYLITE II  | 9 5'-0" X 37'-6" CLERESTORY<br>TYPICAL | 13 ALUMINIUM COMPOSITE METAL PANEL -<br>CHARCOAL<br>ALPOLIC - CNC CHARCOAL |
| 3 INSULATED METAL PANEL - SILVER<br>KINGSPAN - KS SERIES - MICRO-RIB - BRIGHT<br>SILVER     | 6 SPANDREL PANEL IN CURTAIN WALL SYSTEM<br>SHERWIN WILLIAMS - FOGGY DAY SWIGGS | 10 KNOCK-OUT PANEL<br>TYPICAL          |  |
|   | 7 EXTENDED 2" MULLION CAP - BLACK<br>TYPICAL                                   | 11 2'-6" CONCRETE CURB<br>TYPICAL      |  |

The elevations have a clean modern look with accent banding along the parapets and contrasting copper-coloured canopies. The entrances are clearly visible and inviting, highlighted by Aluminum Composite Metal accents, glazing and canopies.

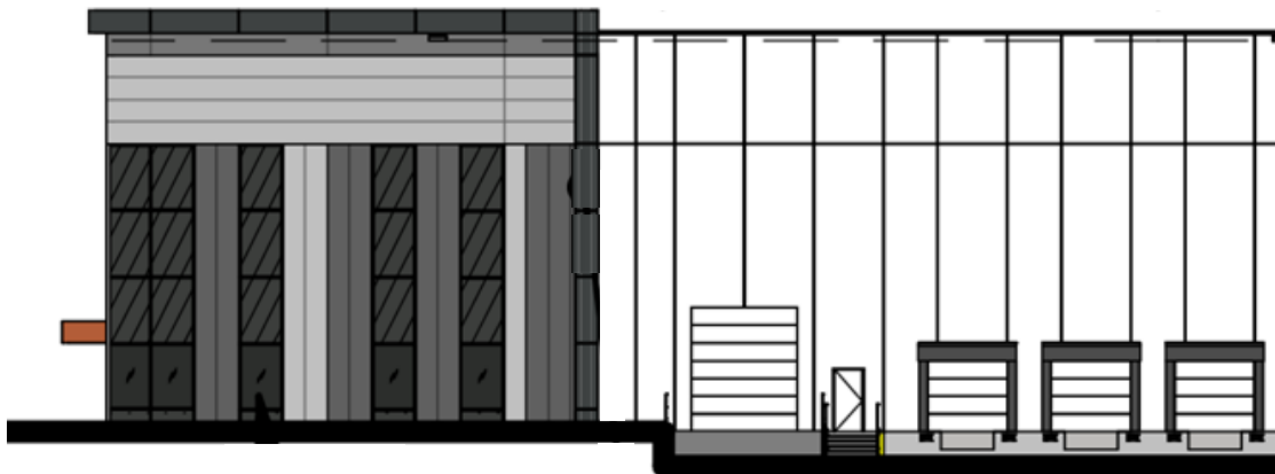
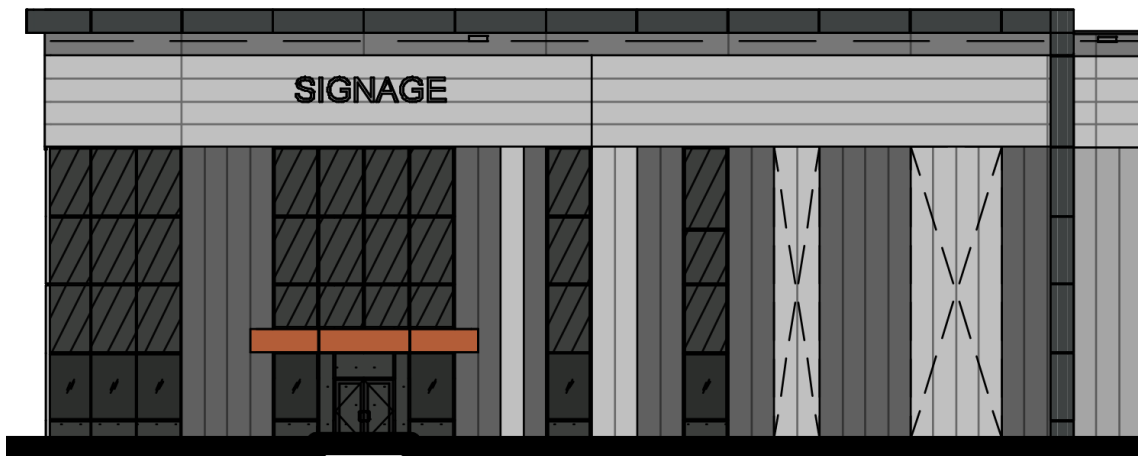
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The exterior walls are of premium smooth architectural Insulated Metal Panel, installed both horizontally and vertically to create a visually appealing rhythm of tone and pattern on the facades. The buildings are oriented with the principal facades facing Dixie Road and are accented with extensive landscaping and amenity areas.

The office areas feature high-quality curtain wall glazing while colour blocking and the generous quantity of vertical glazed bands break down larger expanses of building wall to create visual interest facing Dixie Road. Importantly, they also allow natural light into the warehouse space. Loading areas are clad in full height durable architectural precast panels. Loading areas are screened from view from the street by a combination of landscaping, fencing and orientation.

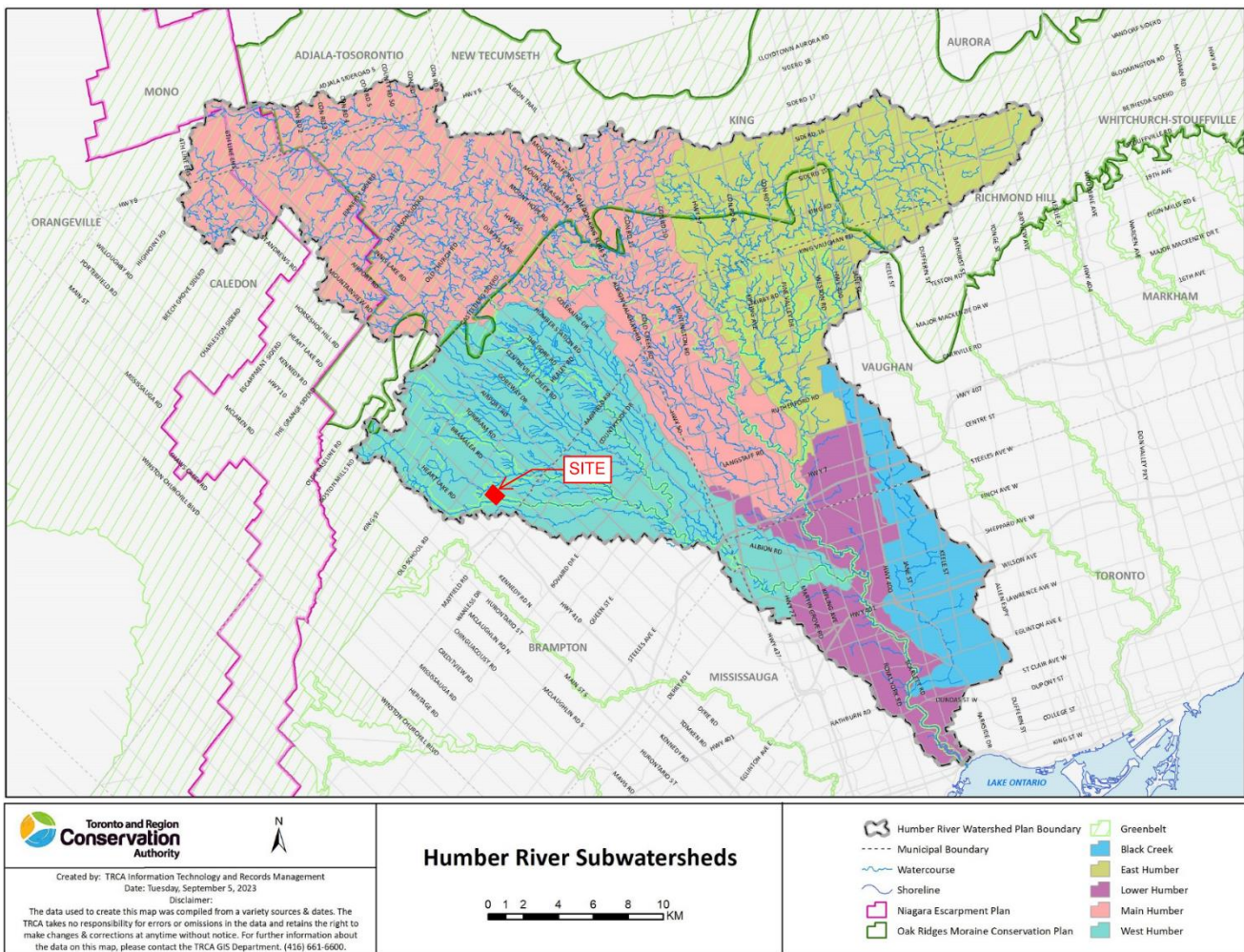
Roof top mechanical equipment will be screened by the parapet walls and will not be visible from the public way. The Town will have an opportunity to review the proposed RTU locations once mechanical design is completed at the detailed design/Permit Drawing stage.



## LANDSCAPING AND ENVIRONMENTAL FEATURES

Effective water management is proposed in the form of a large retention pond and natural vegetated areas to be preserved. Additional retention below-grade may be provided. Caledon’s Town-Wide Design Guidelines, section 6.6.1 Storm Water Management Ponds, notes it is desirable to “locate, design and implement stormwater management ponds to support and enhance the larger open space network.” In keeping with this recommendation, the proposed stormwater management pond for this site is located at the southwest corner of the site next to the existing natural heritage area. This location was chosen as it works best with the contours of the land and outlet locations for drainage. Importantly, it integrates well with the existing Greenbelt natural features of the site and provides screening for parking areas.

12489 Dixie Road is located within the TRCA’s Humber River Watershed (West Humber) and TRCA standards have been referenced by Stantec, Civil Engineering consultants, when designing water discharge control, water balance and erosion control. Please refer to the Storm Water Management report prepared by Stantec.



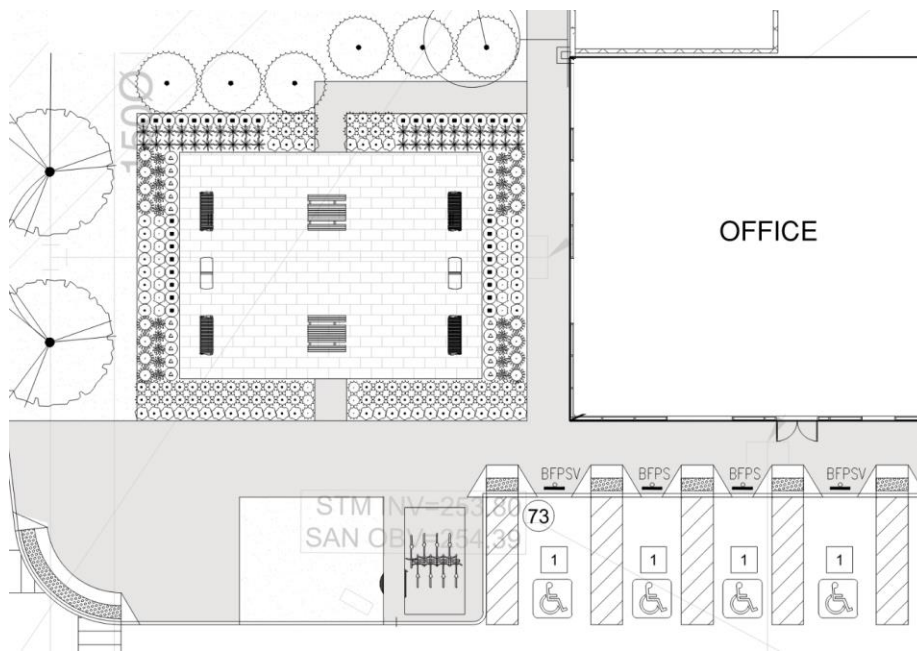
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## Amenity Areas

Amenity areas consist of various features to serve the entire site, with designated areas conveniently concentrated at the office entrances to encourage daily use by employees. Amenities include benches and picnic tables for outdoor seating and/or gathering areas. The amenity areas closer towards the offices also include receptacles, trash cans along with the benches and other areas even include activity spaces and incorporate an adequate blend of hard and soft landscape features along with the natural vegetation being a part of it. A winding walking trail has been designed adjacent to the Natural Heritage area. It includes native plantings, rest areas and amenity spaces distributed along its length. The design of these areas incorporates the overall landscape features of the site to create an aesthetic and coherent environment.



## SUSTAINABILITY

The proposed development will include sustainable development practices to encourage energy conservation, limit water use and promote health and wellness.

Bicycle parking is located conveniently, close to each office entrance. Designated priority parking will be reserved to low-emission vehicles and six Level 2 electric vehicle charging stations will be provided. Rough in for future expansion of the EV charging network is planned.



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A landscaped walking trail circumvents the site to bring people close to vegetated and water features on site. It is punctuated by amenity areas, shaded by trees and animated with planting. It will be lit for pedestrian safety and security.

QuadReal is part of the LEED 4.1 Volume Program and is standardizing sustainable features in its developments. Roofs are designed with low-albedo white-coloured membranes. The buildings are designed to be "solar ready" with roofs designed to support Photovoltaic panels and additional room in the electrical rooms to accommodate solar equipment.

The building envelope is designed with high-performance durable assemblies, including precast concrete, double-glazed low-e windows with thermally broken frames, and R-values exceeding the requirements of the Ontario Building Code.

Mechanical systems will include high-efficiency roof top units and low-flow plumbing fixtures. Lighting will be energy-efficient LED fixtures and site lighting will be fully cut-off dark sky compliant.

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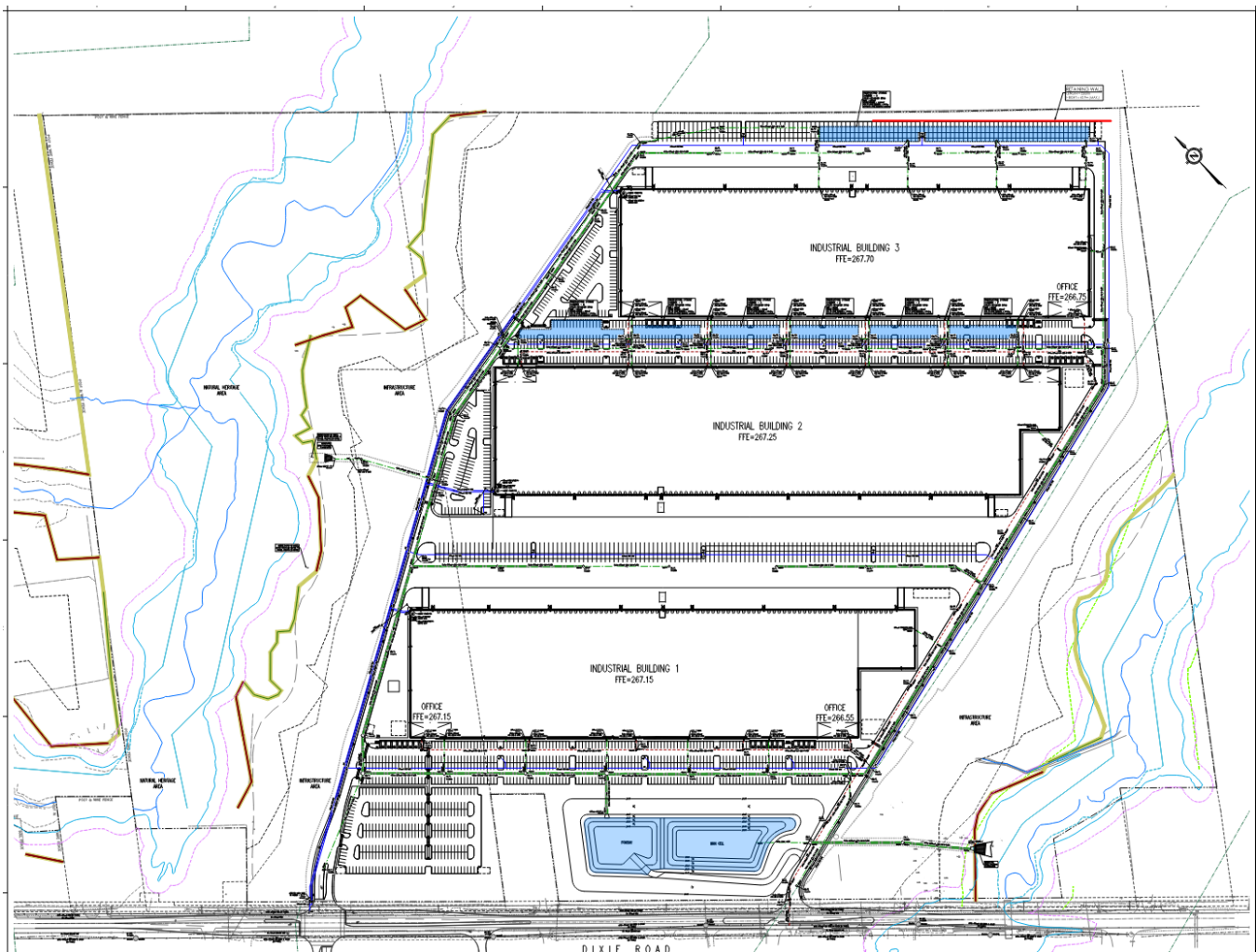
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## Low-Impact Development

In accordance with Caledon’s Town-Wide Design Guidelines, section 3 Low Impact Development, Landscaping will be designed to feature native and non-invasive species that do not require irrigation to thrive.

As detailed in Stantec’s Stormwater Management Report, the stormwater management pond will be constructed with native plantings which allow water to percolate naturally into the soil. Plant roots aid in preventing erosion and excessive water run-off.

Additional water will be directed to on-site below-grade infiltration galleries to reduce run-off and increase the amount of water returned to the soil.



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## CONCLUSION

The proposed development is consistent with the Town of Caledon Official Plan and Town-Wide Design Guidelines. It respects the natural environment while featuring high-quality built form and site amenities appropriate to a Prestige Industrial area. The site design provides a variety of landscaping, pedestrian walkways and appropriate lighting and signage. The development will integrate the natural and built environment, and provide employment uses benefitting the community.



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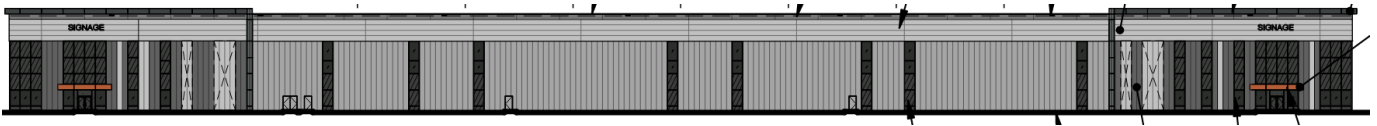
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## INTRODUCTION

This Urban Design Brief has been prepared in support of the Official Plan Amendment/Zoning By-Law Amendment for the development of the property at 12861 Dixie Road, Caledon. The proposed development will facilitate the construction of two cross-dock distribution light-industrial buildings, one stormwater management pond with additional below-grade storm water storage, and associated trailer storage and surface parking.

Existing environmental features at the south and west boundaries of the site, in the Protected Area of the Greenbelt Plan, are being preserved.

The Urban Design Brief provides information on the design direction that has been pursued to ensure the proposed development is effectively integrated into the surrounding community, features sustainable building and operations strategies and respects the intent of the Town of Caledon Official Plan and Town-Wide Design Guidelines.



The proposed design features two large +/- 1,000,000 SF cross-dock industrial buildings oriented east-west, with offices facing Dixie Road. The specific needs of large cross dock facilities differ from those of smaller industrial buildings and there are different considerations for loading, parking and pedestrian connectivity. These issues are addressed in the Brief.



## SITE LOCATION AND PROPOSED DEVELOPMENT

The subject property is a 143-acre agricultural parcel located at the south-east corner of Dixie Road and Old School Road. It is just to the west of the Mayfield West community, an area identified by the Town of Caledon's Official Plan as a place of growth and densification. Approved uses in the Mayfield West community include Prestige Industrial, General Industrial and other community and employment uses. The surrounding area has been transitioning from a predominantly rural land use to a developing urban employment area.

There is a residential property on Dixie Road which is about midway between the north and south boundaries of the site. A second residential property is located on Old School Road at the north-east corner of the site. This property will remain and will be screened from the proposed development.

The Heritage house on Dixie Road, located to the south of Building 2, will be preserved and provided with its own access, pedestrian connections and parking.



QuadReal intends to develop the property into two Class "A" cross-dock distribution facilities with subsidiary office space located at building corners. The buildings have a combined floor area of 188,718 m<sup>2</sup>.

Building 1:	100,758 m <sup>2</sup>
Building 2:	87,960 m <sup>2</sup>
Building Height:	16m

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## TOWN OF CALEDON POLICIES

### Town of Caledon Official Plan

The subject property is located within the urban boundary of the Town of Caledon.

The site is currently zoned A1 - Agricultural. We propose to change the zoning to MP – Prestige Industrial. The site's proximity to the Mayfield West Area makes it an appropriate location for industrial uses where it has the opportunity to become an employment hub approaching the entry point to the Town of Caledon from the City of Brampton.

Greenbelt Plan Natural Heritage System lands are located at the south and west portions of the site and will be preserved.



### Town of Caledon Town-Wide Design Guidelines

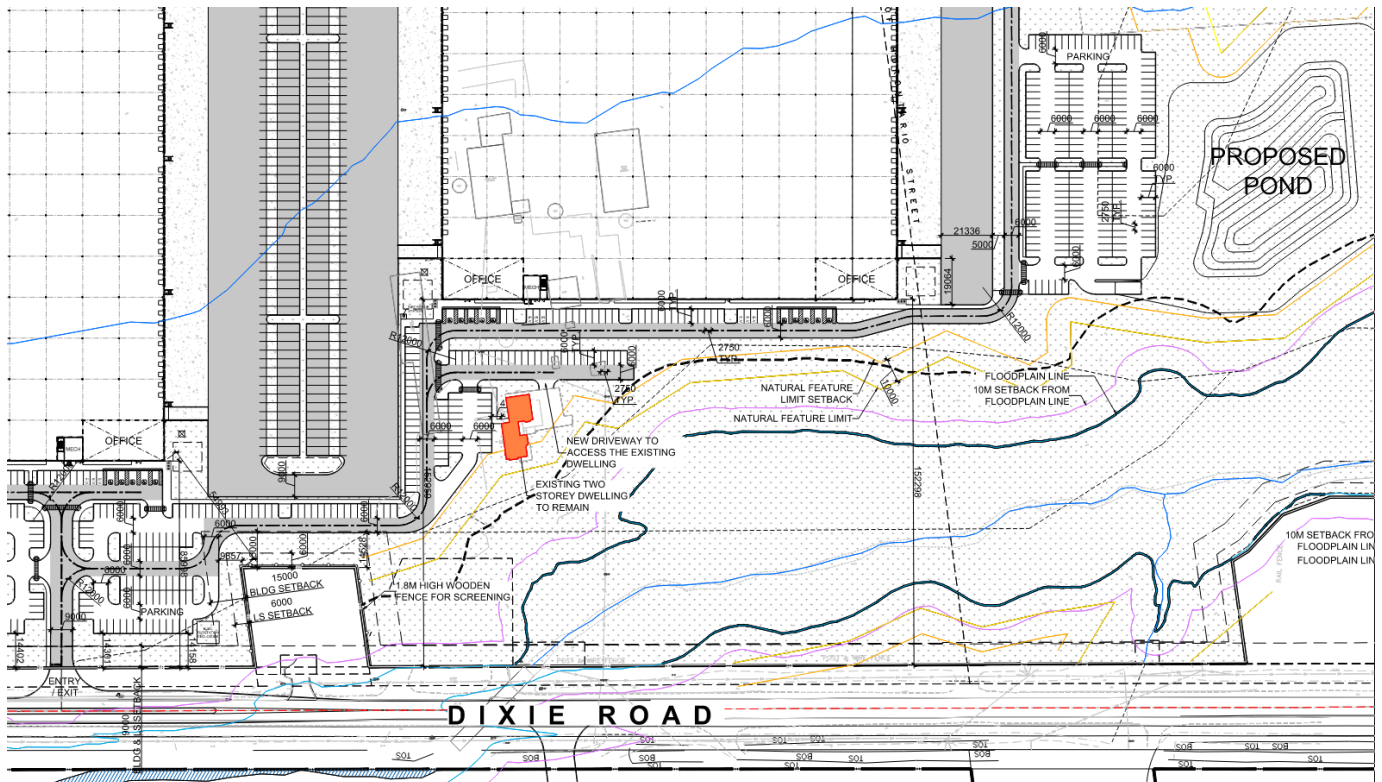
The development responds to the Key Design Principles outlined in the Town of Caledon Town-Wide Design Guidelines: Sustainability, Accessibility, Community Safety, Active Transportation and Preservation of Cultural Heritage. The TWDG are referenced throughout the Brief.

## Cultural Heritage

A Cultural Heritage Impact Assessment was prepared by Stantec Consulting Ltd, dated December 6, 2024. This report was focused on a residential property located approximately 0.5km south of Old School Road. It consists of a two- and one-half storey brick residence, barn, outbuildings, creek area, mature trees and vegetation, and agricultural fields. The proposed redevelopment of the Study Area includes the construction of an industrial facility with a truck trailer and car parking, loading space, environmental area, and stormwater management area. The existing farmstead would be removed under the proposal; however, the existing residence is proposed to be retained in situ.

The project team recognizes the importance of minimizing the impact of the proposed development on the adjacent heritage property. We recognize that the proposed development will result in a new backdrop to the historic property. Recommended mitigation options noted in Section 9.0 "Recommendations" of the Cultural Heritage Impact Study include the following: "Softscaping elements should be incorporated into the proposed development to support the CHVI of the residence. This may include planting shrubs and trees, some of which may partially screen or grow to screen the proposed development from the existing residence."

In keeping with these recommendations, landscaping is proposed to screen the heritage property from adjacent trailer storage/loading.



Refer to photos below for existing condition of the farmhouse (photos provided by Stantec and included in their Heritage impact Assessment report as well):



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Photo 11: South elevation looking north



Photo 12: South elevation porch looking north



Photo 13: West elevation of addition looking northeast



Photo 14: South elevation of addition looking north



Photo 15: East elevation of addition looking west



Photo 16: East elevation of the original residence looking southwest



Photo 17: North elevation looking south



Photo 18: North elevation looking southeast



Photo 19: North elevation gabled bay looking southeast



Photo 20: North elevation of addition looking southwest

## SITE DESIGN

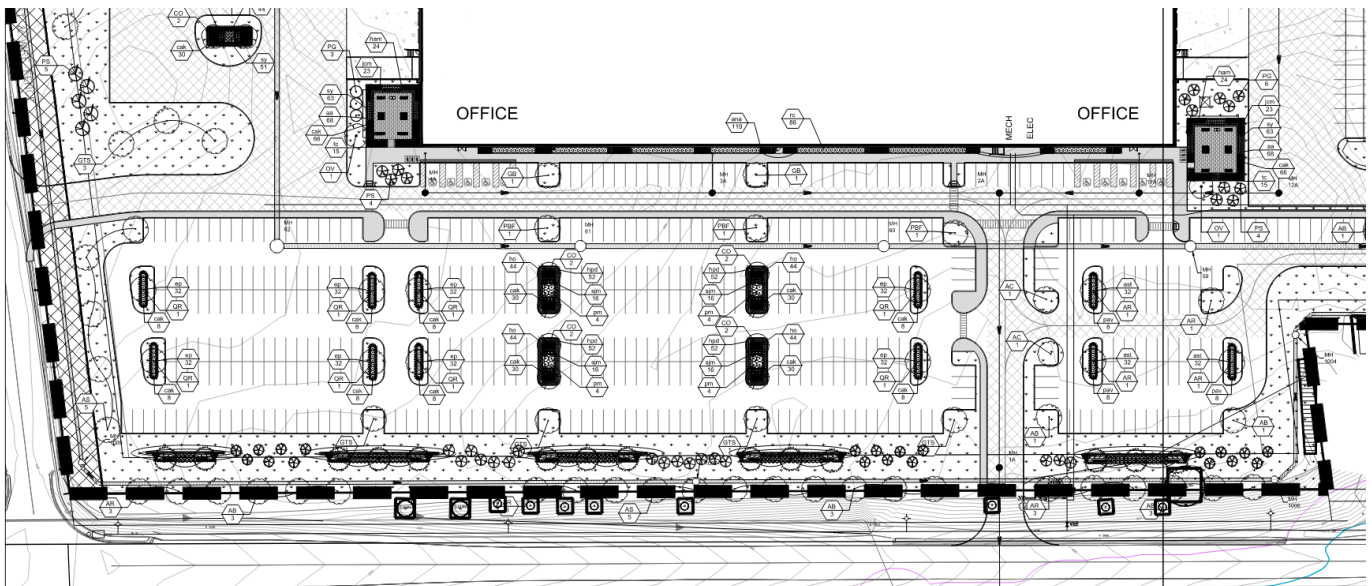
### Parking and Loading

A total of 1972 on-site parking spaces have been provided. The parking has been distributed at both the east and west sides of the buildings, rather than being grouped in one location. This provides flexibility to demise the buildings to serve multiple tenants, all of whom will need parking and pedestrian access close to their respective office entrances. The large size of the buildings means that some tenants would have to walk a long distance from a centralized parking area to access their units.

The Town of Caledon Town-Wide Guidelines discourage parking between the building and the public way; however, this is a challenge with industrial buildings for two reasons:

3. It is the nature of industrial distribution facilities to have large truck courts on the long sides of the buildings which are not compatible with passenger vehicle parking and pedestrian circulation.
4. It is a best practice for safety to separate passenger vehicles from heavy truck traffic.

As a result, the parking is concentrated close to the offices on the short ends of the buildings along Dixie Road. As per the requirements of TWDG for Prestige Employment areas, to reduce the visual impact of parking, strong consideration has been given to provide screening from the public way with landscaping. In addition to the perimeter landscape screening, the parking areas themselves feature large, landscaped islands with plants and trees.

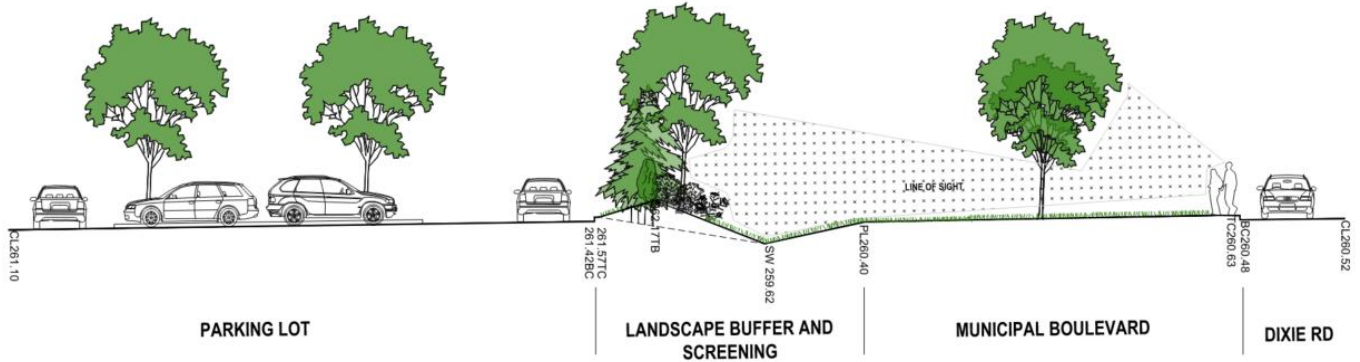


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The proposed landscaping has been enhanced to provide greater screening of the parking from Dixie Rd. Screening features include a series of undulating berms for visual interest. Deciduous trees and shrubs are planted on the berms to provide additional enrichment in the summer months. The rhythm of the berms is broken by coniferous plantings to provide continuous year-round screening.

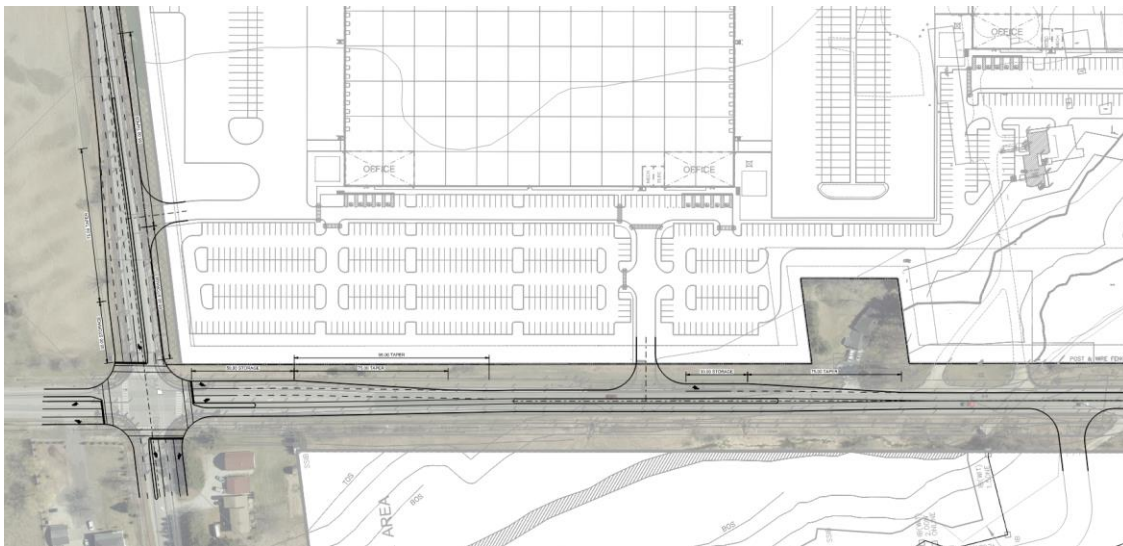


A total of 394 loading spaces are provided to serve the two buildings. The loading docks are both truck-level and drive-in type to support the distribution function of the buildings. In addition, trailer storage areas are located to the north and south of each building. As required in the TWDG for Prestige Employment zones, the loading areas are oriented away from Dixie Road. Loading and trailer storage for Building 1 facing Old School Road will be screened with plantings. Wood board fencing is proposed to screen the residential properties on Dixie and Old School Road from the truck courts. Care has been taken to separate passenger vehicle traffic from truck circulation, as noted above.

## Site Access, Safety and Accessibility

Three access points are proposed for the site, including one signalized intersection and two right-in/right-out driveway entrances.

- Site Access 1: On Dixie Road, proposed to operate under right-in/right-out.
- Site Access 2: On Old School Road, approximately 65 meters west of Dixie Road, proposed to operate under right-in/right-out.
- Site Access 3: The easternmost access along Old School Road is proposed to operate under signalized control and under full moves access.



Access for passenger vehicles and trucks is consolidated at the street to minimize the number of curb cuts required; however, passenger vehicles split away from the heavy vehicle traffic upon entry to the site and remain separated so they can circulate independently within the parking areas safely.

There are two existing bus services that operate in proximity to the site, including the 15 Bramalea bus and the 18 Dixie bus. There is no existing bicycle infrastructure on Dixie Road or Old School Road; however, bike-friendly travel options near the site include a multi-use path located along the south side of Mayfield Road which subsequently provides connections to the wider bicycle network within the City of Brampton. Bike repair stations are proposed at the north side of both Buildings 1 and 2, close to the NW office entrances.

Due to the agricultural uses of surrounding lands, there is an absence of sidewalks in the area immediately surrounding the Site. Despite the minimal pedestrian infrastructure, crosswalks are available at the signalized intersections of Dixie Road/Old School Road.

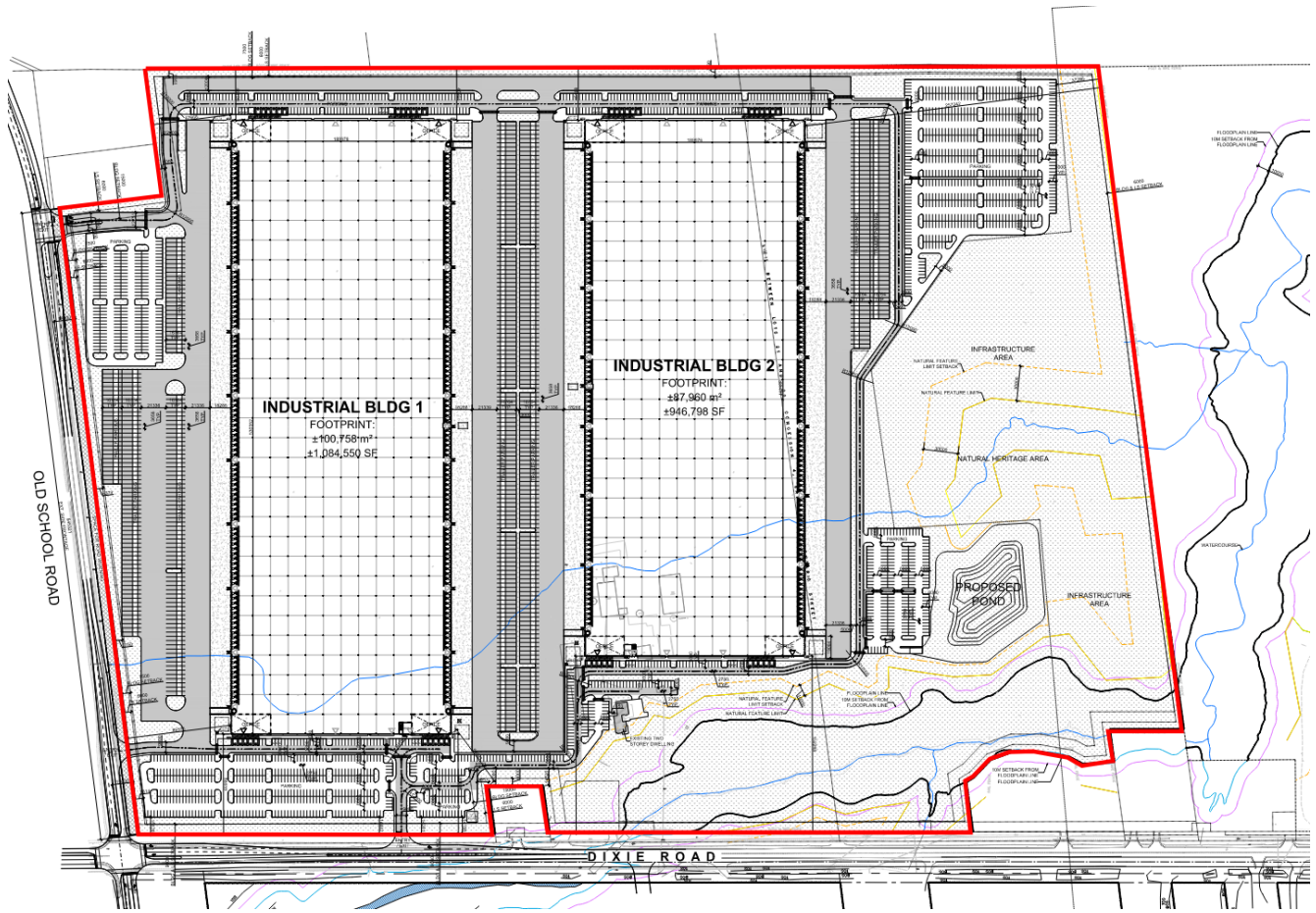
Road widening projects are planned for both Dixie and Old School Roads.

Please refer to the report prepared by BA Group, for additional information and detailed analysis of projected future traffic volumes.

# WARE MALCOMB

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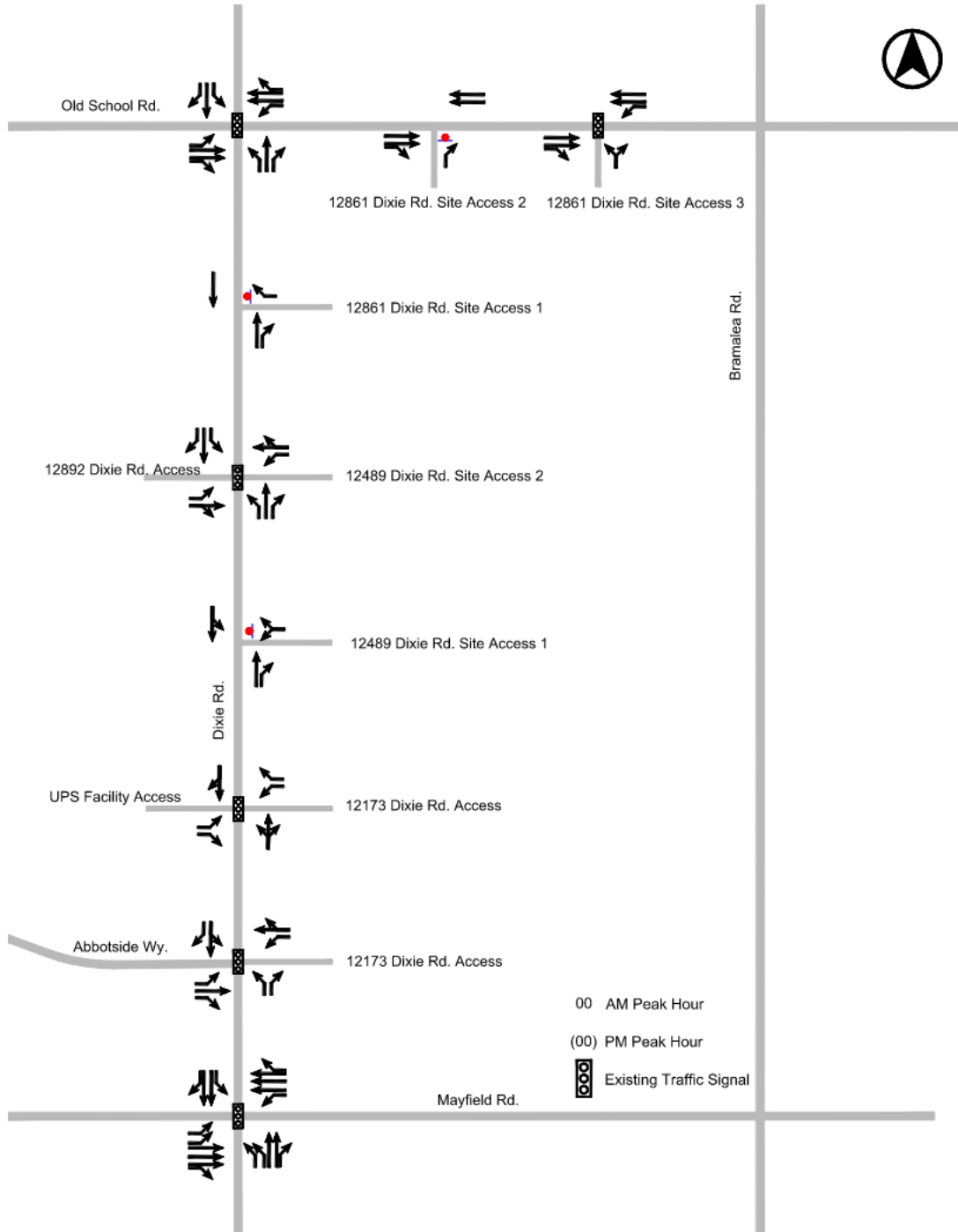
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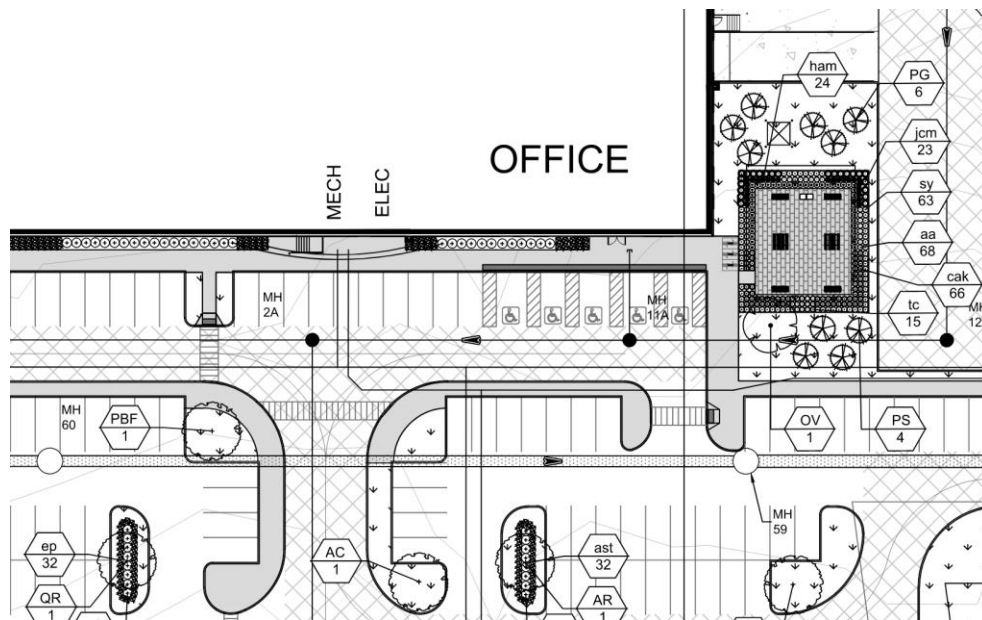
**FIGURE 4 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL**

BA GROUP 7843-21

12489 and 12861 Dixie Road

On-site pedestrian crossings at drive aisles have been located at key locations. They are provided with pavement striping and tactile warning indicators at the curb cuts for greater visibility.

As per the requirements highlighted in the TWDG for Accessible Design, the site is fully accessible with designated signed accessible parking spaces located close to the office principal entrances and follows the provisions in the Accessibility for Ontarians with Disabilities Act, 2005. Building entrances are at grade with provision of power door operators at the entrance door as per the provisions of the OBC; and sheltered from the elements by canopies. The site features a variety of amenity spaces, linked by an accessible walking trail.



## Crime Prevention Through Environmental Design.

The Town of Caledon embraces the principles of Crime Prevention Through Environmental Design. These recognize that safety and security can be achieved through well thought-out site and building designs. Strategies include adequate lighting, views to the outside to put “eyes on the street” and maintaining facilities in good condition to encourage its active use and discourage crime.

Lighting is an important aspect for site safety and has been provided around the building perimeter, at parking areas and along the walking trail and amenity areas.

Office areas are proposed at prominent locations, at building corners, to encourage an active human presence throughout the site, views of the main site access points and parking areas. Durable materials and native plants are proposed throughout the site so the outdoor areas will be easy to care for and maintain to a high standard.

# WARE MALCOMB

- |              |                      |
|--------------|----------------------|
| ARCHITECTURE | CIVIL ENGINEERING    |
| PLANNING     | BRANDING             |
| INTERIORS    | BUILDING MEASUREMENT |

## BUILDING DESIGN

The buildings are designed to respect the elevated standards of the Town of Caledon Prestige Industrial Zone as outlined in section 11.0 of the Town-Wide Design Guidelines. Among the design objectives of the TWDG's Prestige Industrial zone are:

- The buildings on site are oriented towards Dixie Rd with offices planned for the building corners visible from both Dixie Rd and Old School Road. The buildings have a strong industrial/commercial neighborhood identity through the development of attractive, well-designed sites and buildings.
- Well-landscaped and visually pleasing streetscapes and front yards.
- Attractive focal areas at entrances into and along the edges of the industrial subdivision.
- Compatibility with adjacent lands uses and high-quality streetscapes in visible locations.
- Innovative and cost-effective designs in both the public realm and on private lands.



Building 1 - Conceptual Rendering - West Perspective

### KEYNOTES

- |   |  |  |  |
|---|--|--|--|
| 1 INSULATED METAL PANEL - DARK GREY<br>KINGSPAN - KS SERIES - MICRO-RIB - WEATHERED<br>ZINC | 4 ALUMINIUM COMPOSITE METAL PANEL - BRONZE<br>ALPOLIC - MBX METALLIC BRONZE    | 8 2" MULLION CAP - BLACK<br>TYPICAL    | 12 6" CONCRETE CURB<br>TYPICAL   |
| 2 INSULATED METAL PANEL - WHITE<br>KINGSPAN - KS SERIES - MICRO-RIB - ASCOT WHITE           | 5 CURTAIN WALL<br>VITRO - GRAYLITE II  | 9 5'-0" X 37'-6" CLERESTORY<br>TYPICAL | 13 ALUMINIUM COMPOSITE METAL PANEL -<br>CHARCOAL<br>ALPOLIC - CNC CHARCOAL |
| 3 INSULATED METAL PANEL - SILVER<br>KINGSPAN - KS SERIES - MICRO-RIB - BRIGHT<br>SILVER     | 6 SPANDREL PANEL IN CURTAIN WALL SYSTEM<br>SHERWIN WILLIAMS - FOGGY DAY SWIGGS | 10 KNOCK-OUT PANEL<br>TYPICAL          |  |
|   | 7 EXTENDED 2" MULLION CAP - BLACK<br>TYPICAL                                   | 11 2'-6" CONCRETE CURB<br>TYPICAL      |  |

The elevations have a clean modern look with accent banding along the parapets and contrasting copper-coloured canopies. The entrances are clearly visible and inviting, highlighted by Aluminum Composite Metal accents, glazing and canopies.



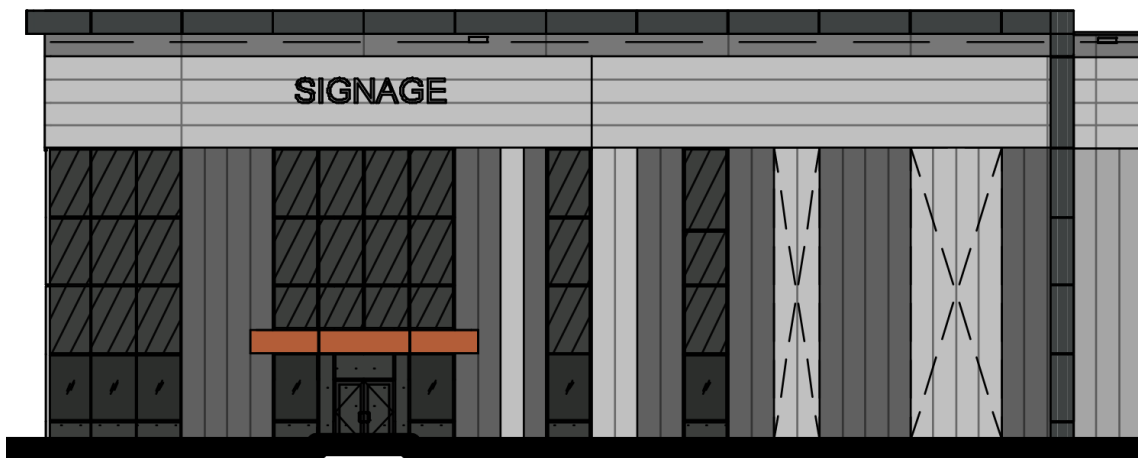
# WARE MALCOMB

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- BRANDING
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The exterior walls are of premium smooth architectural Insulated Metal Panel, installed both horizontally and vertically to create a visually appealing rhythm of tone and pattern on the facades. The buildings are oriented with the principal facades facing Dixie Road and are accented with extensive landscaping and amenity areas.

The office areas feature high-quality curtain wall glazing while colour blocking and the generous quantity of vertical glazed bands break down larger expanses of building wall to create visual interest facing Dixie Road. Importantly, they also allow natural light into the warehouse space. Loading areas are clad in full height durable architectural precast panels. Loading areas are screened from view from the street by a combination of landscaping, fencing and orientation.

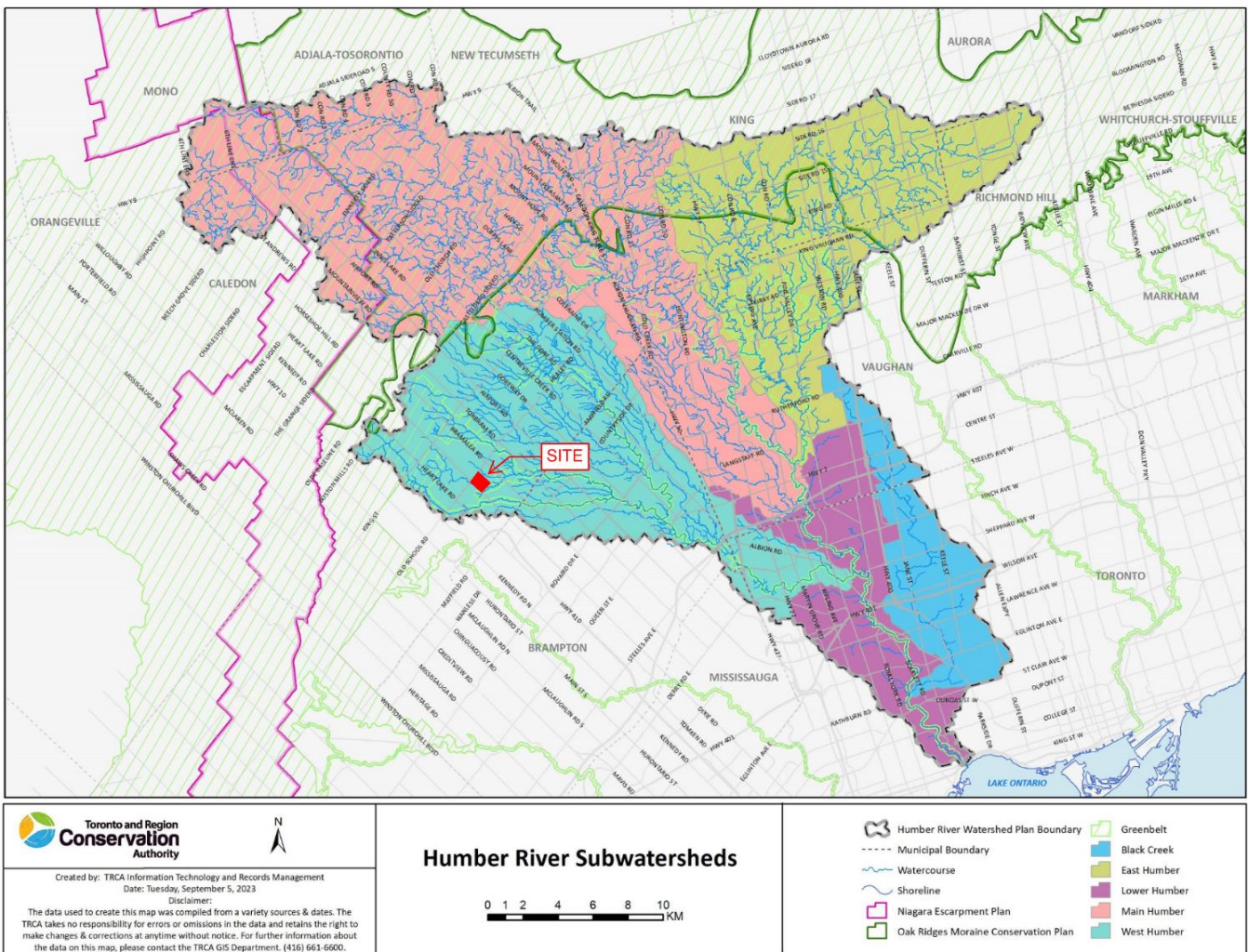
Roof top mechanical equipment will be screened by the parapet walls and will not be visible from the public way. The Town will have an opportunity to review the proposed RTU locations once mechanical design is completed at the detailed design/Permit Drawing stage.



## LANDSCAPING AND ENVIRONMENTAL FEATURES

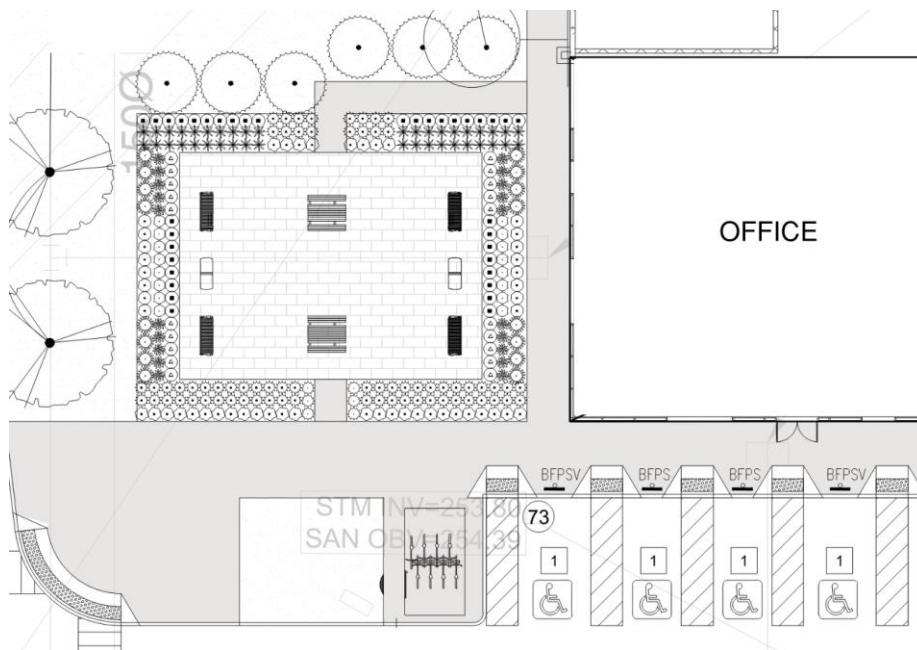
Effective water management is proposed in the form of a large retention pond and natural vegetated areas to be preserved. Additional retention below-grade may be provided. Caledon’s Town-Wide Design Guidelines, section 6.6.1 Storm Water Management Ponds, notes it is desirable to “locate, design and implement stormwater management ponds to support and enhance the larger open space network.” In keeping with this recommendation, the proposed stormwater management pond for this site is located at the south side of the site. This location was chosen as it works best with the contours of the land and outlet locations for drainage. Importantly, it integrates well with the existing Greenbelt natural features of the site.

12861 Dixie Road is located within the TRCA’s Humber River Watershed (West Humber) and TRCA standards have been referenced by Stantec, Civil Engineering consultants, when designing water discharge control, water balance and erosion control. Please refer to the Storm Water Management report prepared by Stantec.



## Amenity Areas

Amenity areas consist of various features to serve the entire site, with designated areas conveniently concentrated at the office entrances to encourage daily use by employees. Amenities include benches and picnic tables FOR outdoor seating and/or gathering areas. The amenity areas closer towards the offices also include receptacles, trash cans along with the benches and other areas even include activity spaces including ping-pong tables etc. and incorporate an adequate blend of hard and soft landscape features along with the natural vegetation being a part of it. The design of these areas incorporates the overall landscape features of the site to create an aesthetic and coherent environment.



## SUSTAINABILITY

The proposed development will include sustainable development practices to encourage energy conservation, limit water use and promote health and wellness.

Bicycle parking is located conveniently, close to each office entrance. Designated priority parking will be reserved to low-emission vehicles and six Level 2 electric vehicle charging stations will be provided. Rough in for future expansion of the EV charging network is planned.

# WARE MALCOMB

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A landscaped walking trail circumvents the site to bring people close to vegetated and water features on site. It is punctuated by amenity areas, shaded by trees and animated with planting. It will be lit for pedestrian safety and security.

QuadReal is part of the LEED 4.1 Volume Program and is standardizing sustainable features in its developments. Roofs are designed with low-albedo white-coloured membranes. The buildings are designed to be “solar ready” with roofs designed to support Photovoltaic panels and additional room in the electrical rooms to accommodate solar equipment.

The building envelope is designed with high-performance durable assemblies, including precast concrete, double-glazed low-e windows with thermally broken frames, and R-values exceeding the requirements of the Ontario Building Code.

Mechanical systems will include high-efficiency roof top units and low-flow plumbing fixtures. Lighting will be energy-efficient LED fixtures and site lighting will be fully cut-off dark sky compliant.

# WARE MALCOMB

ARCHITECTURE  
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INTERIORS

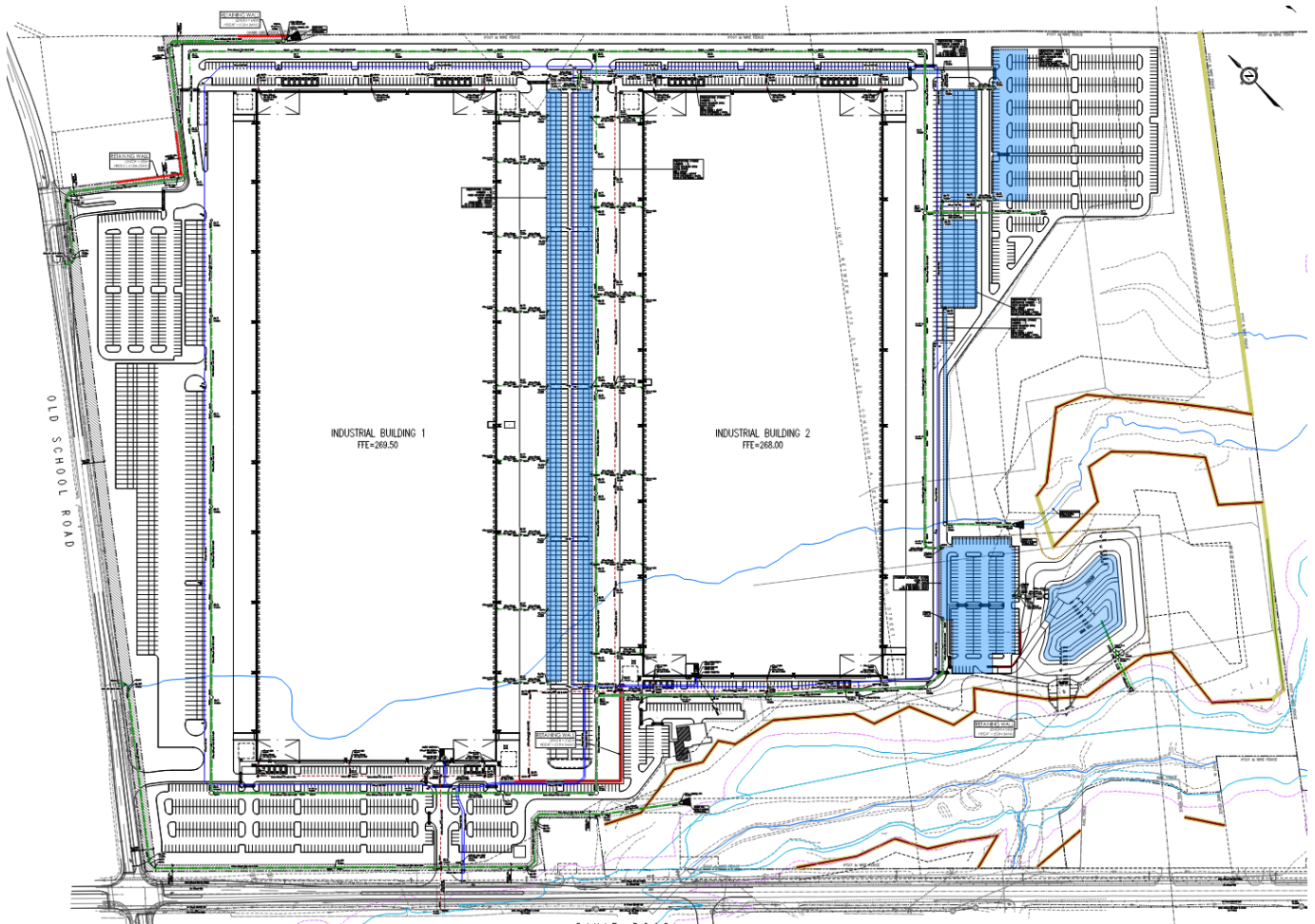
CIVIL ENGINEERING  
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## Low-Impact Development

In accordance with Caledon's Town-Wide Design Guidelines, section 6.6.2 Low Impact Development, Landscaping will be designed to feature native and non-invasive species that do not require irrigation to thrive.

As detailed in Stantec's Stormwater Management Report, the stormwater management pond will be constructed with native plantings which allow water to percolate naturally into the soil. Plant roots aid in preventing erosion and excessive water run-off.

Additional water will be directed to on-site below-grade infiltration galleries to reduce run-off and increase the amount of water returned to the soil.



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## CONCLUSION

The proposed development is consistent with the Town of Caledon Official Plan and Town-Wide Design Guidelines. It respects the natural environment while featuring high-quality built form and site amenities appropriate to a Prestige Industrial area. The site design provides a variety of landscaping, pedestrian walkways and appropriate lighting and signage. The development will integrate the natural and built environment, and provide employment uses benefitting the community.