

TOWN OF CALEDON  
PLANNING  
RECEIVED  
Sept. 21, 2020

# **BRIEF OF URBAN DESIGN**

**PREPARED BY: n Architecture Inc.**



**n Architecture Inc**

September 01<sup>st</sup>, 2020



1. <a href="#">Introduction</a>	p.3
2. <a href="#">Purpose of Report Framework</a>	p.3
3. <a href="#">The Site</a>	p.3
4. <a href="#">The Proposal</a>	p.3
5. <a href="#">Site Analysis</a>	p.5
6. <a href="#">Urban Design Policy Context</a>	p.6,7,8
7. <a href="#">Design Process</a>	p.9,10
8. <a href="#">Conclusion</a>	p.10

## **List of Figures**

1. <a href="#">Site location:</a>	p.4
2. <a href="#">Site Plan</a>	p.4
3. <a href="#">Landscape plan</a>	p.4
4. <a href="#">Colored elevation of the C-store and office</a>	p.11,12
5. <a href="#">Colored elevation of Car wash and Body shop office</a>	p.13,14



## INTRODUCTION

The purpose of this report is to provide urban design assessments for a proposed Gas station, C-store, office, car wash, and body shop located at 12544 highway 50 Bolton, Ontario.

## PURPOSE OF REPORT

This report has been completed by n Architecture Inc. An integral part of the urban design report is the provision of urban design advice on the provision of the proposal itself.

Consequently, we are of the opinion that the urban design considerations have been appropriately and successfully addressed within the proposal submitted to city. This report identifies how the proposal has approached key urban design principles including those set out for consideration in the comments received March 2016.

## REPORT FRAMEWORK

The report initially focuses on the context of the proposal that guides the design response. The body of the report reviews the proposal in a variety of ways; architecturally and urban design parameters. A conclusion provides an executive summary of the report.

## THE SITE

The site is located on 12544 Highway 50, Bolton. The site is approximately 5723.80 sqm. in area and it currently contains parking areas, a run-down house and a storage shed the middle of the site. The adjacent property to the south including a 1 storey building. A car dealership with a large parking lot is located further south on the west side of the highway 50. Commercial building setback from the street and with front yard parking and/or driveways are located north of the property commercial/Industrial buildings set back from the street and with large parking lots are located on east side of highway 50, across from subject site.

## THE PROPOSAL

This application is to propose three buildings on the site:

1. To the lot front:
  - 1st floor- Convenience store (182.04 Sqm.)
  - 2nd floor- Office (182.04 Sqm.)
2. Middle of the lot
  - Gas bar with 4 pumps
3. To the rear of the lot:
  - 1st floor- Car wash + Body shop
  - 2nd floor- Offices.

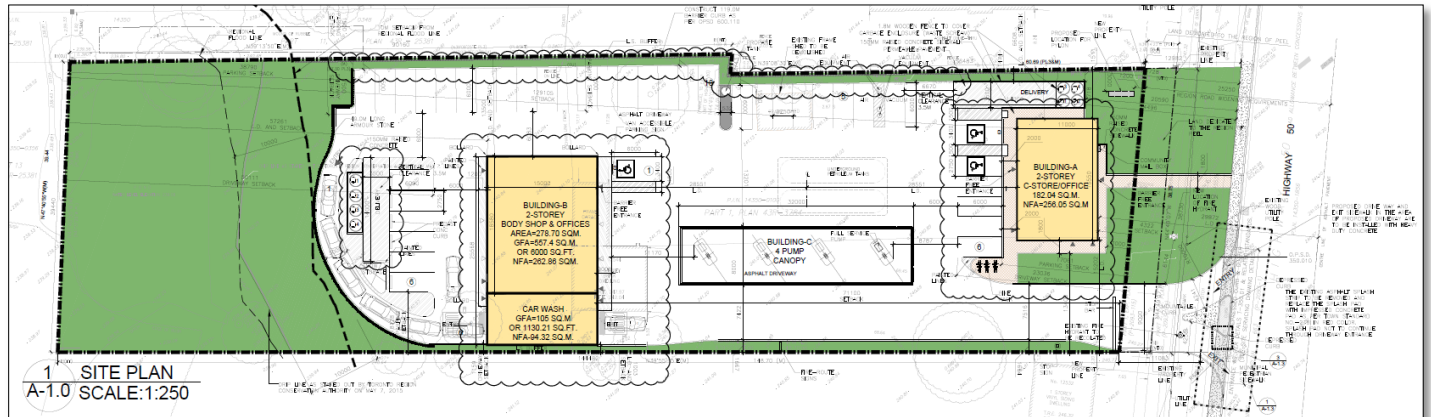


FIGURE 1: SITE PLAN

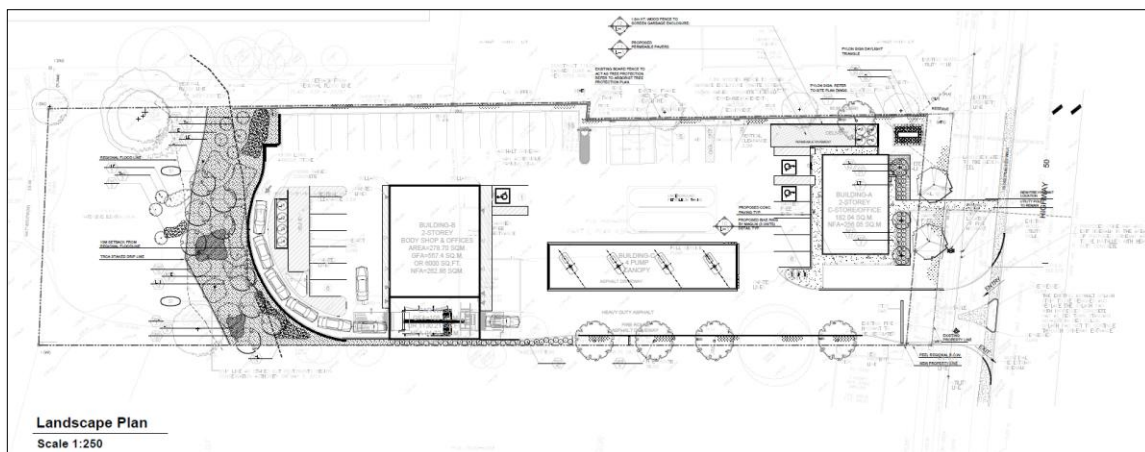
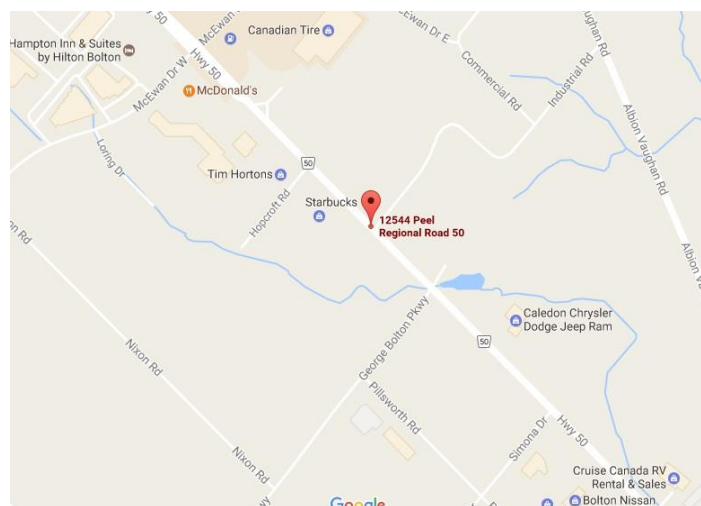


FIGURE 2:

LANDSCAPE PLAN





## FIGURE 3: KEY PLAN

### SITE ANALYSIS:

#### Vehicular and pedestrian Site access and circulation :-

The location of the vehicular entrance is designed as right in and right out with a Mountable curb in the middle. As per the Region of Peel comments.

As per the Region comments, The Region will support a right in/ right out access to Highway 50 for this site. In addition, the Owner shall establish cross easement to the properties immediately to the north and south to achieve internal roadway connectivity. At such time as the properties immediately to the north and south proceed with an application to develop lands, the Owner shall pursue a reciprocal permanent easements; and therefore the location of the entrance is changed and it is going to be shared with neighbour.

Also, the applicant shall ensure that sufficient Highway 50 widening is gratuitously dedicated as public right-of-way to the Region of Peel. The Region's road widening requirements for mid-block are 22.50 metres from the centreline of Highway 50. Additional property over and above the Official Plan requirement will be required to account for BILD requirements, resulting in a right-of-way of 50.50 metres along Highway 50 within 245 metres from the centreline of Industrial Road intersection (25.25 metres from the centreline) ; therefore 25.25 m from centre road of the Highway 50 is dedicated to the Region with 0.3 m reserve behind the property line.

The pedestrian access is aligned to the building entrance away from the vehicular entrance for pedestrian safety and minimize conflicts.

The access point to the site is clearly visible from the street - Highway 50.

The proposed location of the ground pylon sign is located to have clear vehicular traffic vision at the entry point.

All driveways on-site are defined with hard surface material- Asphalt.

The Building on the site has pedestrian walkway aligned to the building entrances and around where ever possible.

#### Parking area, Loading, Services and Garbage Areas :-

Car Parking is designed to maximize the spaces within the site and achieve the City Requirements. The size of the parking are as per city by-laws.

Delivery space for each building is designed in close proximity for convenience during all climatic conditions.

For Garbage Moloks are proposed at 2 locations within the site.

Bike Parking are shown on the Site Plan for the convenient access of the pedestrian.

Snow storage area is also provided on the site.

#### Site Lighting :

Considering the City By-Laws/Setbacks the Pedestrian walkways, entrances, parking areas are designed with adequate illumination.

Lighting design on site is planned to avoid cluttering.



## **Urban Design Policy Context :-**

Town of Caledon Official Plan Schedule C- Bolton Land Use Plan designates this property as Bolton Highway 50 Commercial Area. Section 5.10.4.5.6.5 states : " All new development shall provide high quality landscape and streetscape features adjacent to all abutting roads, Including Highway 50, in accordances with the general design policies of Section 5.4.9. For development on the west side of Highway 50, which may obtain access from a road to the west of the Bolton Highway 50 Commercial Area, the east side of buildings which are adjacent to Highway 50 shall be designed as commercial facades, notwithstanding that the frontage of such new development may be on the west side of such building."

- Section 5.4.9 General Design Policies of the Official Plan require ".. a high standard of the site and building architectural design, appropriate buffering from possible adjacent residential uses, a safe and efficient design for internal and external vehicular/ pedestrian circulation, and an adequate supply of parking/loading facilities.." and provide policies dealing with massing, landscaping, parking and loading.

Bolton CIP and the associated Urban Design Guidelines provide direction for the subject proposal. In the document, the site is in the area identified as 5c Highway Commercial Area under development. Section 2.2 (Regional Road 50 Commercial Corridor) identifies areas for street scape improvements, built form and site layout/treatment recommendations, landscaping, and signage. The Guidelines state that the intention is to create a 'complete' street, one that accommodates the needs of pedestrians, transit users, cyclists as well as private automobile use. In terms of built form, the intent is to encourage a stronger building edge along the whole corridor by locating surface parking on the side or rear of buildings. Highway Commercial Area, Potential key improvements figure indicates the site as having : Streetscape Improvement; Intermittent Street Frontage; and a Potential Service Laneway midway through the subject site. In summary the following sections indicate :

Section 2.2.1 Streetscape - a 3m deep landscape zone or private lands.

Section 2.2.2 Built Form - limited access driveways from Highway 50; a minimum of 50% of the streetwall occupied by building frontages within a building zone of 0 to 6m from the public right of way.

Section 2.2.3 Parking - parking area located at the side and/or rear of buildings; buffer landscaping; and breaking up larger areas of parking with landscaping.

Section 2.2.4 Site Access - consolidated vehicular access points off Highway 50.

Section 2.2.5 Landscape - increased green space on the properties; and subdividing large parking areas.

Section 2.2.6 Signage - should be clear, attractive and scaled to its intended users; signs should not create visual clutter on the street.

Industrial/Commercial Design Guidelines specifically refer to South Bolton Industrial Park, which includes the subject property. Section 8.4, Lots in Priority Locations show " Edge Buildings" along the Highway 50 frontage. Section 4.2 Edge Buildings indicates



that they have a very high level of public visibility and require superior design qualities such as increased building massing/height and architectural interest for facades facing the street; and main parking areas located away from street frontages.

## **Urban Design and Architectural Review :-**

Please find our response to Urban design comments in Red below:

### **Urban Design Peer Review**

Site Plan and Landscape Plan: The landscape plan shows a pylon sign facing Highway 50. We require details of the sign to ensure that it is attractive, scaled to its intended users, and does not create visual clutter on the street. This has not been addressed from the previous submissions, please address this comment on your next resubmission.

[n]: The Pylon Sign drawing has been submitted with the SPA package.

2. Convenience Store and Office Elevations: Provide more detail on the wall sign, including size and type. This has not been addressed from the previous submissions, please address this comment on your next resubmission.

[n]: The wall sign materials and dimensions are specified in the elevation drawings.

3. Car Wash and Body Shop Elevations: Provide more detail on the wall signs, including size and type. This has not been addressed from the previous submissions, please address this comment on your next resubmission.

[n]: The wall sign materials and dimensions are specified in the elevation drawings.



## OVERVIEW

The design is reviewed here by considering basic design principles. In regards to the comment from urban designer peer review.

## BULK AND SCALE

The bulk of the proposal given it contains 2 storey buildings which are well broken down, while the scale from the public street can be considered to be human in that it has been lined.

The overall height of the proposal is around 11.5 metres. However, the effective height as experienced as one walks around this proposal is that of a one and a half storey development approximately equating to 6 or 7 metres in height. The human scale is further articulated given the vertical articulation provided by the various materials, colours, skyline, modelling and signage.

The most significant aspect to consider is that as a pedestrian the proposal viewed from the street itself given the buildings are generally set back and provide a street wall occupied by building frontage.

## ORIENTATION AND CONFIGURATION

The orientation and configuration of the proposal on the site given the specific context of the area has been strongly influenced by good urban design practice.

The buildings are generally broke down to three buildings in front, middle and rear of the site for the proper circulation.

This in effect a clear definition between public and private spaces. Drive thru for carwash is provided at the back of the site behind the buildings while the public space which provides for car parking is provided at the front of the building, the provides a form that is consistent with other development in the area.

## MATERIALS AND COLOUR

The materials palette is rich and diverse, but restrained in colour. The materials palette includes: glass, concrete block, hardie panels, and stone.

The colour palette is generally in brown and beige tones. Timber is also used to provide warmth and variety to the materials and colour. The overall effect is one of restraint with the occasional flash of colour. This approach has lead positively to the signage being integrated into the architecture of the building.

## ROOFLINE/SKYLINE

The articulation of shop frontage and sloped roof generally screen the roof top units from public views. This obviously diminishes the impact of these roofs which are not over looked from any surrounding aspect and consequently are well concealed.

## FENESTRATION AND MODELLING

Given the nature of the development proposed three building lined and interlinked with each other. However the diversity of materials does provide an illusion of modelling. Furthermore, the fenestration is designed to provide variety, the type and





colour of the materials is complimentary to each other. We are using c and hardie panels that are broke down and separated from each other with bands and trims. Brick detailing such as double soldier, course brick are used to break down the elevation into a number of smaller sections which in themselves are detailed in various ways.

## ARTICULATION AND DETALING

The proposal is well articulated. The elevations which face the public are rich in detail. Those elevations which do not face the public are not seen in the most part and are consequently simple manner.

At this stage of the development process it is often difficult to assess the quality of detailing as drawings which would illustrate this are not usually required for resources consent. Certain aspects however give clues to the likely outcome, such as other recent projects that have been completed by the applicants. Furthermore, the developers have a vested interest in the quality of the product as they will remain owners of the development and consequently will benefit from a well detailed scheme.

The architectural drawings do indicate a high level of competency and care over how the building looks and is presented at this stage of the development process.

## LANDSCAPE

The soft and hard landscape proposals are key in breaking up the large car park while providing an attractive frontage to the street. It is important to note that good sightlines are maintained from the street across the site to ensure that this area (driveway) will be safely surveilled. A great number of native plants are proposed throughout the public area.

The hard landscaping is high in quality providing a variety of materials and street furniture. The landscape material palette of exposed aggregate pavements. The street furniture including: seats litter bins, bollards and bike stands will be provided in high quality finishes.

## SUMMARY

This is a very appropriate development for the area and will effectively enhance the surrounding general environment. The location, configuration and design of the proposal are high in quality meeting all the urban design parameters one would impose on such a development. It provides a design solution that responds we believe particularly well to the context and successfully meets the urban design requirements of the district plan.

# Urban Design Brief



1 NORTH ELEVATION  
A-3.0a SCALE:1:50



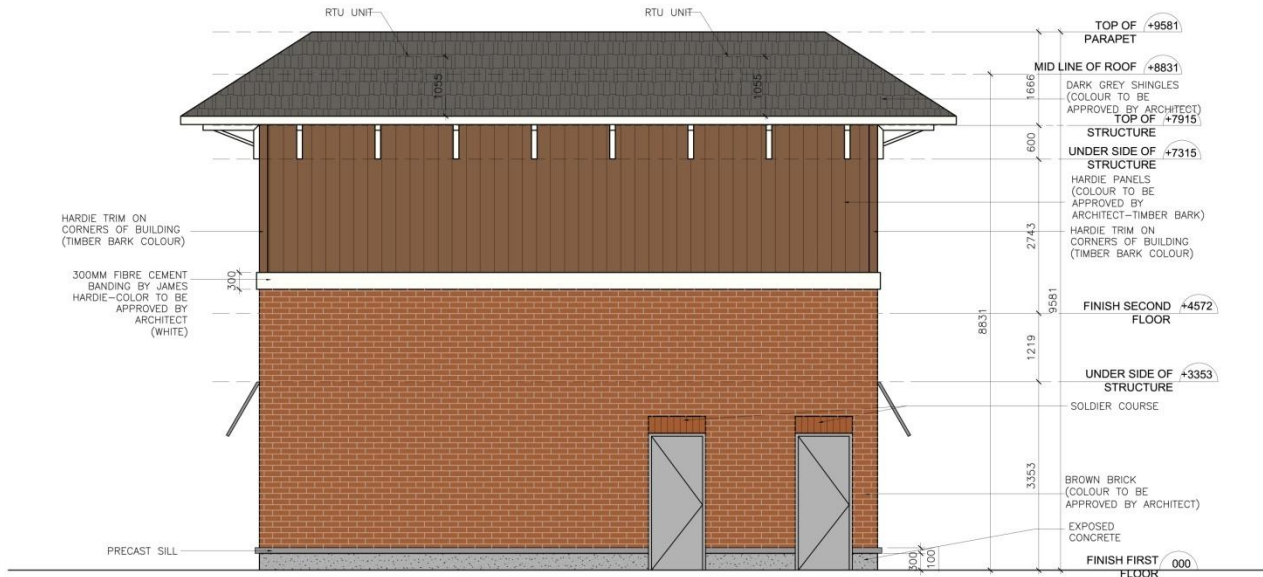
2 SOUTH ELEVATION  
A-3.0a SCALE:1:50



n Architecture Inc

208-9120 Leslie Street, Richmond Hill, ON. L4B 3J9 | T: 416.303.4821 | E: info@narchitecture.com

# Urban Design Brief



1 EAST ELEVATION  
A-3.1a SCALE:1:50



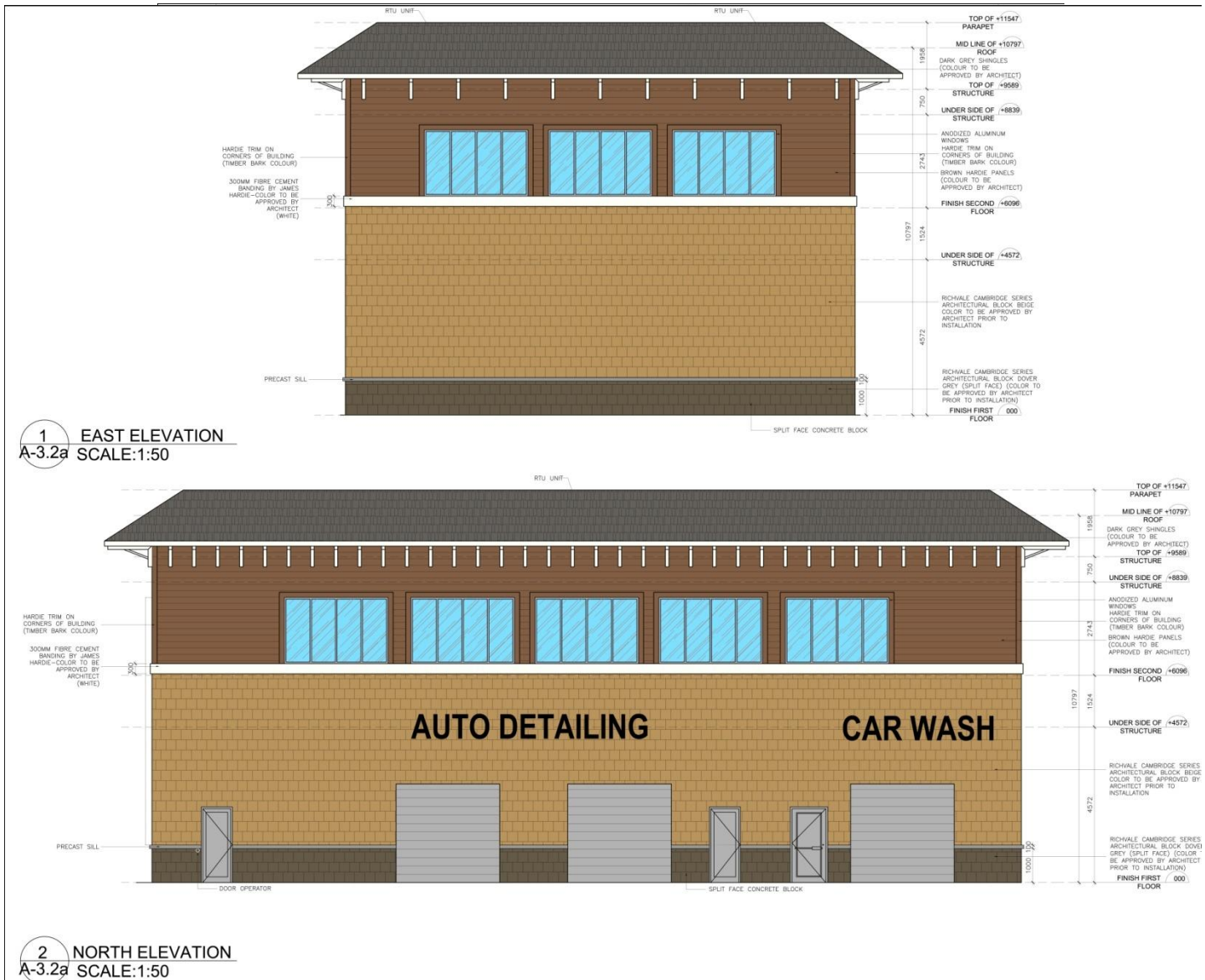
2 WEST ELEVATION  
A-3.1a SCALE:1:50



n Architecture Inc

# Urban Design Brief

208-9120 Leslie Street, Richmond Hill, ON. L4B 3J9 | T: 416.303.4821 | E: info@narchitecture.com



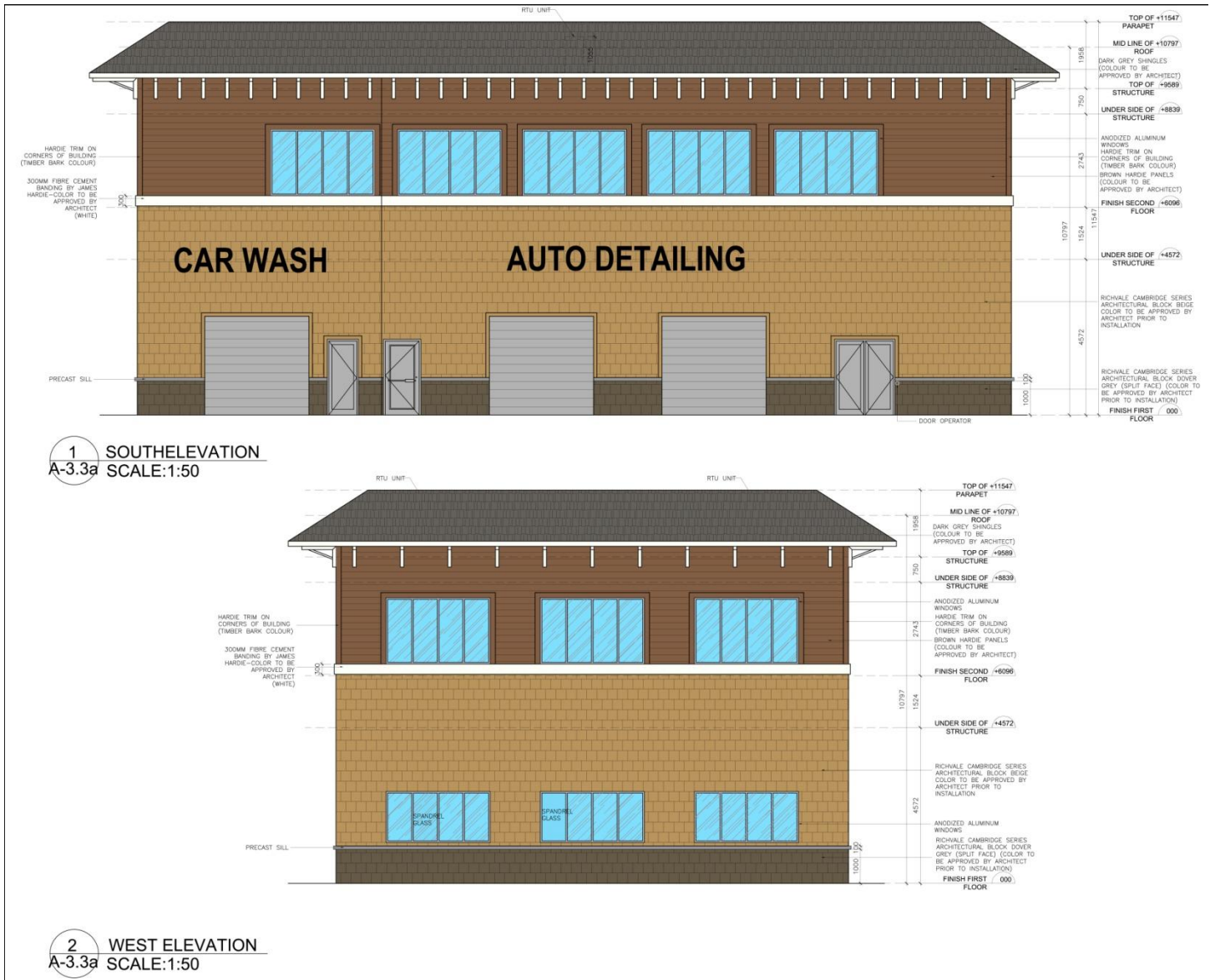




n Architecture Inc

# Urban Design Brief

208-9120 Leslie Street, Richmond Hill, ON. L4B 3J9 | T: 416.303.4821 | E: info@narchitecture.com





n Architecture Inc

# Urban Design Brief

208-9120 Leslie Street, Richmond Hill, ON. L4B 3J9 | T: 416.303.4821 | E: info@narchitecture.com



PERSPECTIVE VIEW-1



PERSPECTIVE VIEW-2



**PERSPECTIVE VIEW-3**



**PERSPECTIVE VIEW-4**





PERSPECTIVE VIEW-5



PERSPECTIVE VIEW-6





**PERSPECTIVE VIEW-7**



**PERSPECTIVE VIEW-8**



n Architecture Inc

# Urban Design Brief

208-9120 Leslie Street, Richmond Hill, ON. L4B 3J9 | T: 416.303.4821 | E: info@narchitecture.com



**PERSPECTIVE VIEW-9**



**PERSPECTIVE VIEW-10**



n Architecture Inc

# Urban Design Brief

208-9120 Leslie Street, Richmond Hill, ON. L4B 3J9 | T: 416.303.4821 | E: info@narchitecture.com



PERSPECTIVE VIEW-11