

# URBAN DESIGN BRIEF

14027 HURONTARIO STREET, TOWN OF CALEDON



DECEMBER 2019  
FILE: 1238-001

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# 1.0 INTRODUCTION

Glen Schnarr & Associates Inc. was retained by BVD Holdings Caledon Inc., herein referred to as 'our client'. to assist in obtaining the necessary planning approvals to permit a *Motor Vehicle Gas Bar, Restaurant, Retail Store Accessory, Parking Area Accessory, and Drive Through Service Facility Accessory* uses on the land municipally known as 14027 Hurontario Street, in the Town of Caledon (refer to *Figure 1.0 Aerial Context Plan*). The above noted lands will herein be referred to as the "subject property". Per a requirement of the Site Plan Application process, an Urban Design Brief has been prepared to review the Town's guidelines in relation to the proposed development, identifying how the design complies with the existing policy, discuss the design intent, and demonstrate how the proposed uses will contribute to the property and broader community.

This Urban Design Brief has been prepared in a collaboration Marton Smith Landscape Architects, Antrix Architects Inc., and Glen Schnarr & Associates Inc. at the request of our client.

## 1.1 BACKGROUND INFORMATION

In 2008, a Site Plan application was conditionally approved on the subject property (SPA 05-74). The conditionally approved Site Plan application contemplated the permissions for a *Motor Vehicle Gas Bar, Retail Store, and Restaurant with an Accessory Drive-Through Service Facility*. This Site Plan application (SPA 05-74) never received final approval from the Town of Caledon as the conditions of approval were never fulfilled.

In 2015, our client purchased the subject property with the intent of facilitating the development of a revised Site Plan application and layout. While the conditionally approved Site Plan application (SPA 05-74) was not finalized, Town of Caledon Staff advised that a new Site Plan Application would be required to permit our clients new proposal. As

such, our client is proposing a new Site Plan Application to facilitate the development of a new commercial plaza development containing *Motor Vehicle Gas Bar, Restaurant, Retail Store Accessory, Parking Area Accessory, and Drive Through Service Facility Accessory* uses (herein referred to as the "proposed development").



Figure 1.0: Aerial Context Plan

# 2.0 TOWN OF CALEDON POLICY REVIEW

The Town of Caledon’s Official Plan sets out the principles, goals, and objectives for how the town should grow within the Greater Toronto Area. The Official Plan must be consistent and conform with the policies of the PPS, Growth Plan, Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Regional Official Plan

## 2.1 TOWN OF CALEDON OFFICIAL PLAN

The subject property is located within the ‘Settlement Area’ boundary as shown on Schedule A Land Use Plan, and designated ‘Greenbelt Plan Protected Countryside Designation’ and ‘Industrial/Commercial Centre’ as shown on Schedule A1 Town Structure in the Town of Caledon Official Plan (refer to Figure 2.0 – Land Use Plan, and Figure 3.0 – Town Structure Plan). Furthermore, the subject property is located within the ‘Victoria’ Industrial/Commercial Centre, as shown on Figure 14 - Victoria in the Town’s Official Plan (refer to Figure 4.0 – Victoria Settlement Area). The subject property is located within the Greenbelt Plan; however, Section 7.13.3.4 of the Town’s Official Plan indicates that lands within the approved boundaries of the existing settlement areas, are not subject to the Greenbelt Plan, but rather the policies outlined in the Town’s Official Plan.

### “5.10.7.1

*Industrial/Commercial Centres will serve a complementary role to other settlements and will provide, at a small scale, a supportive function to the Rural Service Centres for industrial and commercial development. The Centres are located in the southern part of the Town in close proximity to the rest of the Greater Toronto Area and growing markets and are located at the intersections of provincial or regional transportation routes. The Industrial/Commercial Centres are Sandhill, Tullamore and Victoria.*

### 5.10.7.2.5

*New residential uses are discouraged within Sandhill, Tullamore and Victoria due to the focus on industrial and commercial uses.*

### 5.10.7.2.6

*Industrial and commercial development of lands adjacent to any residential uses in Sandhill, Tullamore and Victoria shall be developed in a manner to*

*minimize any land use conflict utilizing such provisions as buffering, landscaping, berming and appropriate site design in accordance with the provisions of Section 5.4.9 and 5.5.7.”*

The proposed commercial plaza conforms with the Section 5.10 of the Official Plan through providing convenient access to a variety of services and amenities for nearby residents and members of the public who are travelling through the area. Additionally, the proposed development does not include any form of residential uses. The proposed development also incorporates landscaping along the exterior and interior of the subject property to frame the street edge and provide an appropriate buffer from the adjacent residential uses (refer to Figure 9.0 – Landscape Plan).

Further applicable design policies are outlined in Section 5.4.9 of the Town’s Official Plan.

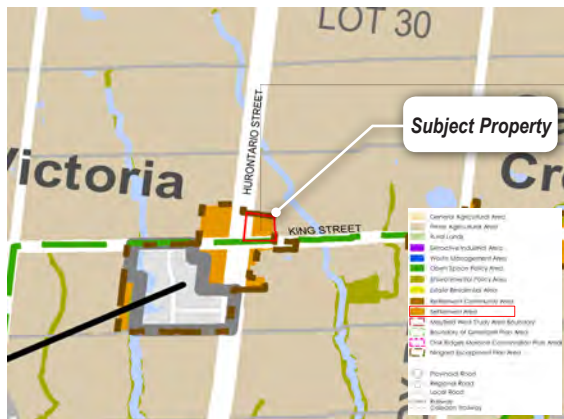


Figure 2.0: Land Use Plan

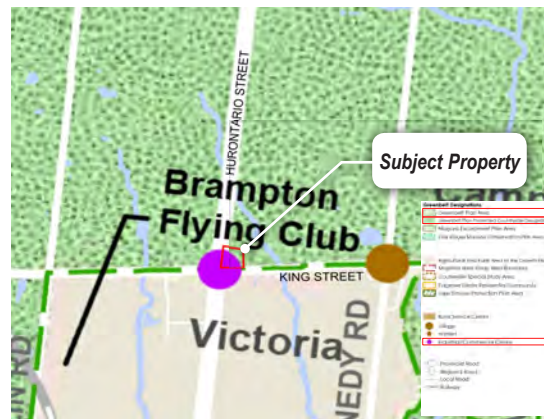


Figure 3.0: Town Structure Plan

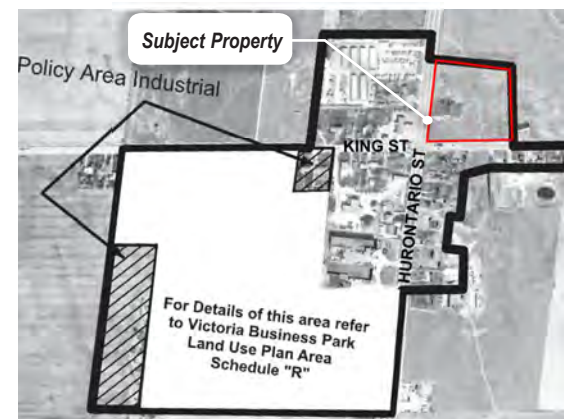


Figure 4.0: Victoria Settlement Area

5.4.9.1 All Commercial development permitted in Sections 5.4, shall be subject to the following General Design Policies to ensure that the development will have a high standard of 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 on-site including:

a) The architectural design and development of commercial districts shall encourage a variety of massings of commercial buildings, which shall be compatible with the scale of the surrounding community and shall discourage linear commercial strip development along roadways in commercial areas;

b) The development shall have, wherever possible, consolidated access/egress on the site and with adjacent development(s), and also an integrated parking and vehicular/pedestrian circulation. Vehicular access and egress points to and from commercial parking areas shall be limited in number, as specified in the implementing Zoning Bylaw, and shall be designed to minimize danger to pedestrian and vehicular traffic, and conflict with adjacent uses;

b) A high standard of landscape and streetscape features shall be provided for all commercial uses; and,

d) Adequate off-street parking and loading spaces are to be provided for all commercial uses.

The proposed commercial development conforms to Section 5.4.9 of the Town of Caledon Official Plan though

the application of appropriate high quality architectural and site design considerations. The massing of the proposed development remains consistent with the surrounding community and the commercial design provides a comprehensive site layout, which provides an alternative solution to a typical linear commercial strip development along Hurontario Street. Additionally, the proposed parking and site access has been designed in accordance with the standards set out in the Town of Caledon Zoning By-law.

## 2.1 TOWN OF CALEDON ZONING BY-LAW 2006-50

The subject property is zoned Village Commercial – Exception 267 (CV-267), Agricultural – Exception 347 (A1-347), and Agricultural (A1) under the Town of Caledon Zoning By-law 2006-50 (refer to Figure 5.0 – Zoning Map). The uses proposed on the subject property are consistent with the surrounding commercial and industrial zoning permissions located within the Victoria - Industrial/Commercial Centre and considerable design efforts have been made to accommodate the Zoning By-law requirements of the applicable Village Commercial and Agricultural zones.

## 2.3 TOWN OF CALEDON COMPREHENSIVE TOWN WIDE DESIGN GUIDELINES

The Town of Caledon Comprehensive Town Wide Design Guidelines (TWDG) provide creative and sustainable recommendations for growth in rural and urban areas of the Town that protect and enhance the natural environment, while accommodating future development and design trends. The Site Plan Application will be reviewed against the TWDG's to evaluate how the proposed developments architectural and site design

components will help compliment the property and its surrounding landscape. Section 4.0 – Site Design, of this brief will outline how the proposed development aligns with the intent of the TWDG's.



Figure 5.0: Zoning Map

## 3.0 EXISTING SITE CONDITIONS

### 3.1 THE SITE

The subject property is located at the intersection of Hurontario Street and King Street, east of Hurontario Street and north of King Street. The subject property is a rectangular shaped parcel with an approximate area of 3.22 ha (7.95 acres). The subject property has a dual frontage with approximately 109 meters (357 feet) on Hurontario Street and approximately 95 meters (311 feet) along King Street. The subject property primarily consists of open space, however one vacant single-storey residential dwelling is located on the westerly portion of the subject property. Access to the vacant residential dwelling is provided off Hurontario Street through a private driveway.

### 3.2 ADJACENT LAND USES

**North:** The property immediately to the north of the subject property (3206 King Street), is a large agricultural lot, which contains a two-storey residential dwelling, several farm equipment storage buildings, and agricultural land. Access to the property is provided from King Street.

**West:** The properties across Hurontario Street immediately to the west of the subject property (14010 and 14072 Hurontario Street), contain a variety of single storey Village Commercial and Highway Commercial uses such as a Motor Vehicle Gas Bar, Restaurant, Retail Store etc.

**South:** The properties immediately south of Kings Street (3023, 3029, and 3061 Kings Street) are characterised by vacant and residential lots. The residential lots are occupied by one and two storey residential dwellings.

**East:** The properties immediately to the east of the subject property (3074, 3092, and 3206 King Street) are characterised by two smaller residential lots and a large agricultural lot. The residential properties are occupied by one and two storey single detached dwellings, while the larger agricultural lot contains a two-storey residential dwelling, several farm equipment and storage buildings, and agricultural land.

### 3.3 SURROUNDING CONTEXT

The uses surrounding the subject property are predominantly characterised by a mix of residential, commercial, agricultural, and industrial uses. The uses that are located within the Victoria Settlement Area Boundary are characterized by small to medium sized lots containing residential and commercial uses, while the uses located outside of the Victoria Settlement Area Boundary are primarily made up of larger lots containing agricultural and industrial uses. The various commercial and industrial uses include the following in the immediate area; *Motor Vehicle Gas Bar (2), Restaurant, Motor Vehicle Repair Facility, Public Self Storage, Contractors Facility, Transportation Depot etc.* For locations of the above noted commercial and industrial uses refer to *Figure 6.0 – Surrounding Context Map*. Careful design consideration has been given to the proposed development as a result of the subject property's unique land use development pattern and surrounding area.



Figure 6.0: Surrounding Context Map

## 4.0 SITE DESIGN

The proposed development has been designed to strike a balance between respecting the existing neighbourhood character and addressing the Town's need for allocating growth within the defined Settlement Areas. The subject property presents an opportunity to provide amenities, which will further enrich the local neighborhood while acknowledging the communities existing character.

Our client is proposing to establish *Motor Vehicle Gas Bar, Restaurant, Retail Store Accessory, Parking Area Accessory, and Drive Through Service Facility Accessory* uses on the subject property. To facilitate the proposed development, the existing single-storey residential dwelling will be demolished to permit a new commercial plaza. The proposed commercial plaza will include four (4) single-storey commercial buildings and two (2) canopy structures for the gasoline pumps associates with the *Motor Vehicle Gas Bar* use. The proposed development will include a total commercial floor area of 1,516.5 square meters (16,323.5 square feet) (refer to Figure 7.0 – Proposed Site Plan).



Figure 7.0: Proposed Site Plan

## 4.1 BUILT FORM AND SITE PLANNING

As mentioned in the previous section, the proposed development will include four (4) single-storey commercial buildings. Building A proposes to include a *Motor Vehicle Gas Bar with Accessory Retail and Parking*, and a *Restaurant with an Accessory Drive Through Service Facility* use. Where as, Building B proposes a to include a *Restaurant with an Accessory Drive Through Service Facility* use. The proposed uses in Buildings C & D have yet to be defined. All four (4) proposed buildings are under two (2) storey's in height and include similar roof lines, street relationship, and visual impact on adjacent/nearby buildings (S.10.1.2.h). A large landscape buffer will be provided on the eastern portion of the proposed development which will provide a seamless transition from the adjacent low-rise residential dwellings (S.10.1.1.c). Furthermore, the proposed Buildings C & D are located

close to the street edge of King Street to further activate the streetscape (S.10.1.1.d).

## 4.2 ELEVATIONS AND ARCHITECTURAL TREATMENT

The goal of the proposed development is to incorporate architectural elements, that will ensure consistency and compatibility with the surrounding character of the area. Design consideration has been given to the colour and material treatment to be consistent with the character and materiality of nearby developments (S.10.1.2.l). The proposed buildings' will include flat roofs with built-up parapet features to screen the mechanical equipment from the street view (S.10.1.2.b). Moreover, the proposed development will include signage and awnings on all sides of the building to accentuate the buildings

entrance ways and to create shelter to pedestrian routes to add depth to the appearance of the facades (S.10.1.2.f). These architectural elements will assist in creating visual connections between the buildings envelope and the exterior space, enhancing the experience for the users and the public view (refer to Figures 8.1 - 8.4 Building Elevations).



Figure 8.1: Building A Elevation



FRONT (WEST) ELEVATION

Figure 8.2: Building B Elevation



NORTH ELEVATION

EXPOSED BUILDING FACE AREA = 77 SQM
LIMITING DISTANCE = 5 M
UNPROTECTED OPENINGS LIMIT = 245 = 20 SQM
PROPOSED UNPROTECTED OPENINGS = 245 = 19.3 SQM
PROPOSED PROTECTED OPENINGS (US RING RATED) = 10.3 SQM



NORTH ELEVATION

Figure 8.3: Building C Elevation

BRICKS ARE METRIC MODULAR - HICKSTYND

(E1)	PIE FINISHED METAL CAP FLASHING (DARK GRASS COLOR)
(E2)	BRICK VENEER FINISH - BRAMPTON BRICKS - TAPE SMOOTH
(E3)	CONCRETE BAND
(E4)	BRICK VENEER FINISH - BRAMPTON BRICKS - EVEREST
(E5)	BRICK VENEER FINISH - BRAMPTON BRICKS - SLATE
(E6)	FABRIC AWNING - DARK ORANGE
(E7)	STONE VENEER FINISH - BRAMPTON BRICKS - CITRUS
(E8)	STONE VENEER FINISH - BRAMPTON BRICKS - VIVAZE MILANO
(E9)	ILLUMINATED ACRYLIC SIGN
(E10)	ALUMINUM GLAZING
(E11)	PAINTED YELLOW METAL DOOR WITH FRAME
(E12)	LIGHT ORANGE WAVES OF WHEAT
(E13)	CUSTOM METAL CANOPY (CLEAR ANODIZED)
(E14)	WALL MOUNT ELECTRICAL FIXTURE
(E15)	SWITCHES CONTROL UNITS



SOUTH ELEVATION

SCALE: 1/80



NORTH ELEVATION

SCALE: 1/80

BRICKS ARE METRIC MODULAR - HICKSTYND

(E1)	PIE FINISHED METAL CAP FLASHING (DARK GRASS COLOR)
(E2)	BRICK VENEER FINISH - BRAMPTON BRICKS - TAPE SMOOTH
(E3)	CONCRETE BAND
(E4)	BRICK VENEER FINISH - BRAMPTON BRICKS - EVEREST
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(E12)	LIGHT ORANGE WAVES OF WHEAT
(E13)	CUSTOM METAL CANOPY (CLEAR ANODIZED)
(E14)	WALL MOUNT ELECTRICAL FIXTURE
(E15)	SWITCHES CONTROL UNITS



SOUTH ELEVATION

SCALE: 1/80

Figure 8.4: Building D Elevation

### 4.3 LANDSCAPE DESIGN

The commercial buildings on the subject property have been purposefully oriented towards the street frontage to allow for a naturalized landscape buffer along King Street and Hurontario Street, softening the views of the development’s associated surface parking (S.10.1.4.b). Additional landscape features have been provided along the proposed development’s entrances to assist vehicles and pedestrians locate the site’s access points, which promotes a sense of arrival and a sense of place (10.1.4.a). The storage areas behind buildings are being screened using a combination of solid fencing, dense plant material (10.1.4.l). Moreover, the proposal includes a large natural area along the eastern edge of the property which will provide a large buffer from the existing residential properties (10.1.4.k). A hardy & relatively even mix of coniferous and deciduous plant material has been utilized to provide visual interest throughout the year and the signage has been enhanced with foundation planting consisting of a variety of shrub & perennial species. The proposed elements on the subject property will ensure the proposed development supports the relevant policies and objectives outlined in the TWDG’s (refer to Figures 9.0 – Landscape Plan).

### 4.4 VEHICULAR ACCESS, PARKING, AND SERVICING

The proposed development will have access through two entrances, one located at the northwest portion of the subject property along Hurontario Street, and one located on the south east portion of the subject property along King Street. The two access points include signage and a median to clearly identify the access routes (S.10.1.5.e). Additionally, the layout has been designed with consideration of fire route turning radiuses and internal waste collection (10.1.5.o). The waste collection and

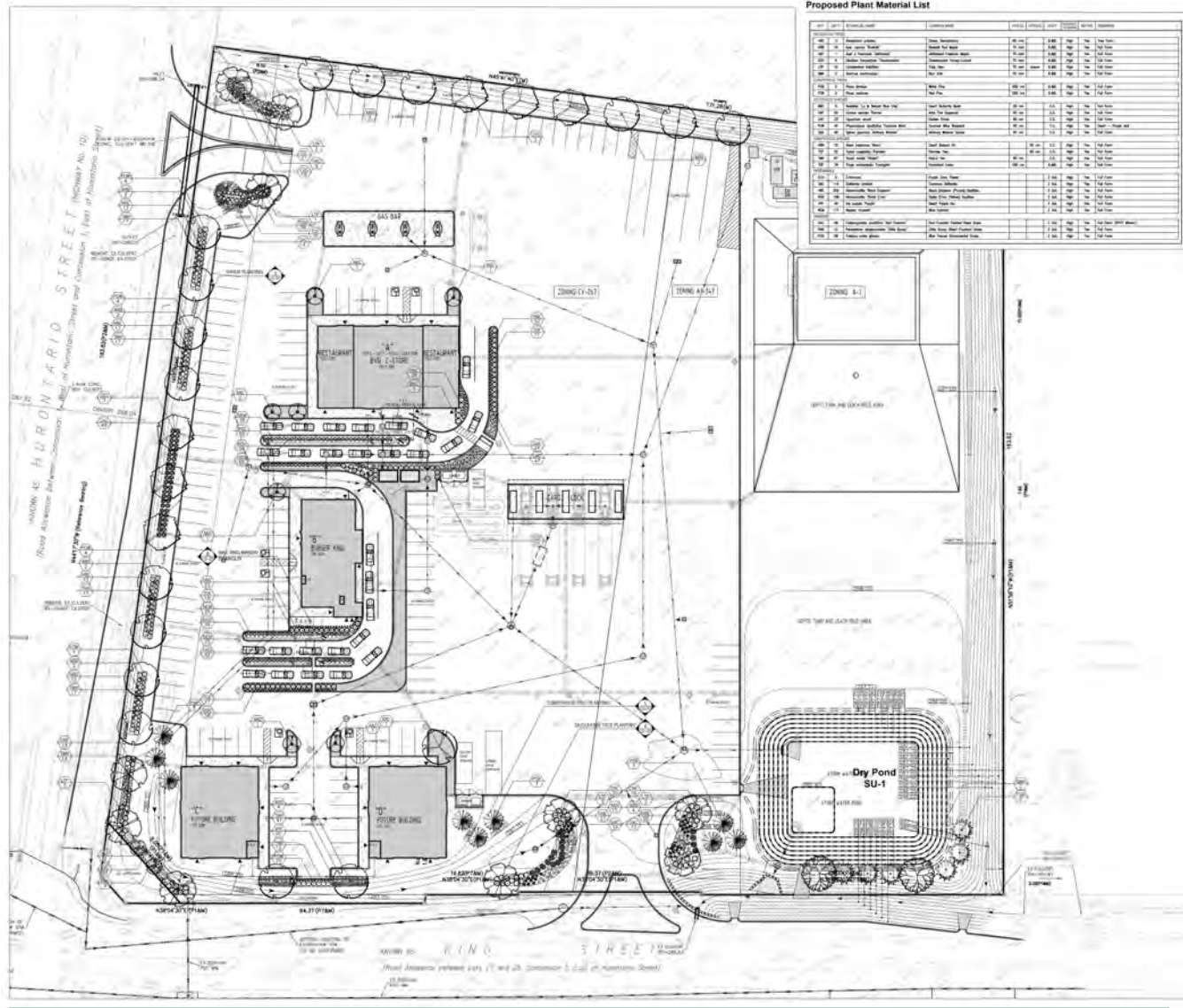


Figure 9.0: Landscape Plan

loading area have been positioned to provide a sufficient separation distance between the adjacent residential uses to avoid any adverse impacts (S.10.1.5.c). Furthermore, majority of the parking has been located along the buildings edge to reduce the visual impact on the property’s frontage. These features will reduce the visual impact of the parking

and loading on the property to create an aesthetically pleasing interface with the adjacent streets (S. 19.1.5.b). The above noted design considerations are consistent with the design guidelines outlined in the General Commercial Guidelines section of TWDG’s.

## 5.0 CONCLUSION

In summary this Urban Design Brief illustrates how the proposed development's built form, architectural treatment, landscape design, access, and parking represents good urban design. The proposed development is a comprehensive design response that is sensitive to the property's surrounding context. As such, the proposal will create an attractive and appropriate design which will compliment the property's unique surroundings. Upon review of the Town of Caledon's applicable land-use and design polices, it is our opinion that the proposal on the subject property represents good urban design.

Respectfully submitted,

Glen Schnarr & Associates Inc.



**Colin Chung**  
Partner

