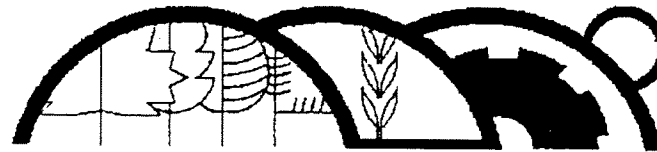

INDUSTRIAL / COMMERCIAL DESIGN GUIDELINES



THE CORPORATION
OF THE
TOWN OF CALEDON

prepared for:
Town of Caledon

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Adopted by Caledon Council June 24, 2002

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A. GENERIC INDUSTRIAL / COMMERCIAL DESIGN GUIDELINES

1.1 PURPOSE OF THE DESIGN GUIDELINES

The purpose of this document is to establish the design principles and guidelines to be used in developing industrial and commercial lands within Caledon's Rural Service Centres and Industrial/ Commercial Centres, as identified in the Caledon Official Plan. These principles and guidelines may also be generally applied to other industrial/commercial development proposals elsewhere within the Town, subject to a consideration of context and site specific circumstances. In general, all of the stated principles and guidelines are to be applied to both industrial and commercial development equally. Where design principles for commercial development differ from those for industrial development, the different commercial design principles will be identified.

Overall, this document aims to bring about a consistently high quality of streetscape, building and site design that will enhance not only the image of the industrial/commercial area, but that of the Town of Caledon as well.

These guidelines are meant to give existing property owners and prospective purchasers a clear understanding

of what the Town of Caledon expects by way of architectural, landscape and site design, while allowing for flexibility in developing detailed design drawings. Development application approvals will not be based on the use of specific building materials or planting stock, but on general compliance with these guidelines. In addition to these guidelines, all development shall adhere to all applicable Town of Caledon standards and specifications.

More specifically, the *Guidelines* document aims to:

- a) establish a quality and consistency of design that will help create an attractive, successful and economically viable industrial neighbourhood.
- b) provide developers and their consultants with direction in preparing detailed development plans.
- c) assist Town of Caledon staff in the review and approval of each development application, so that each application is in keeping with the overall design objectives for an industrial area.

1.2 DESIGN OBJECTIVES

Listed below are design objectives. They address the need for a coordinated design effort in producing an industrial neighbourhood that is attractive, efficient, safe, and economically viable.

The design objectives are as follows:

- A strong industrial/commercial neighbourhood 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.
- Innovative and cost-effective designs in both the public realm and on private lands.

1.3 DESIGN BRIEF

For more complex applications, the Town of Caledon may request an applicant to submit a "Community Design Brief", the exact scope and content of which will be determined through discussions with the applicant. In general, the brief will allow the designer to demonstrate how the design guidelines have been addressed. Where

the application varies from the guidelines, the brief provides the designer with an opportunity to offer a rationale for such variances. The brief will help facilitate the Town's review of these more complex applications.

1.4 OTHER GUIDELINES

Specific Community Design Guidelines have previously been adopted for the Tullamore Secondary Plan Area. It is intended that development within the Tullamore Secondary Plan Area shall conform to the "Tullamore Community Design Guidelines", as well as applicable sections of the Generic Industrial/ Commercial Guidelines contained in this document. In the case of conflict between the two sets of guidelines, the Tullamore specific guidelines shall prevail.

The Town of Caledon has also adopted design guidelines for a portion of the Regional Road 50 corridor in south Bolton. Development along this corridor shall conform to the "Bolton Regional Road 50 Landscape Master Plan" as well as the applicable sections of the Generic Industrial/ Commercial Guidelines contained in this document.

The Town of Caledon may, in the future, prepare detailed design guidelines for other specific areas within the Town. These additional area specific guidelines may be added as new sections to this document or may be prepared as a stand-alone document.

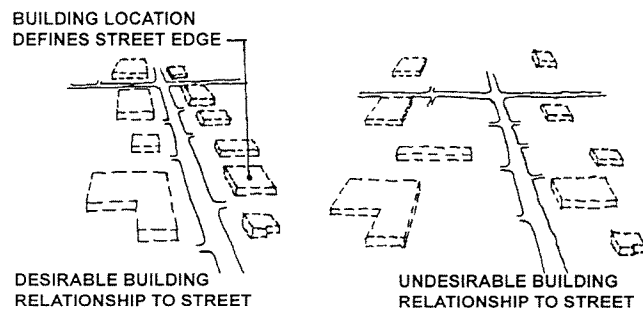
2.0 SITE PLANNING DESIGN GUIDELINES

The relationship of elements within a site and a building to its site, to the public right-of-way and to adjacent buildings is an important component in successful urban design. This section addresses the orientation of the building, the setback from the street and other important site design issues such as site access, parking, outdoor storage, etc.

2.1 BUILDING RELATIONSHIP TO STREET

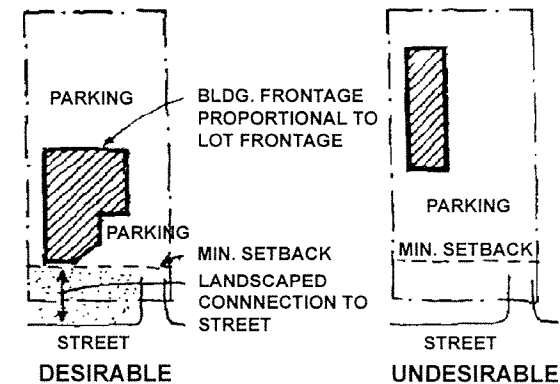
Allowing buildings and landscaping, rather than large parking areas, to dominate the streetscape will help to establish a defined street edge. The following design objectives shall be addressed:

- 2.1.1 The building's primary façade should be sited parallel to the street and should be located close to the minimum setback to establish a defined street edge.



2.1.2

Optimizing the length of the building façade exposed to street view is encouraged. Building frontage should be proportional to lot frontage - the percentage of building frontage should increase proportionally as lot widths increase. Likewise, if the building is setback further on the lot, the proportion of building frontage to lot frontage should increase.



2.1.3

A continuous landscaped connection between the building and the street should be uninterrupted by large parking areas.

2.1.4

Buildings shall be located to ensure good sight lines for vehicular and pedestrian traffic.

2.1.5

Corner lot buildings are encouraged to be located as close as possible to the intersecting street lines.

2.1.6 The office/sales component of the building shall be located closer to the street than the plant/warehouse component and clearly visible from the street.

2.1.7 When siting the location of a proposed building, regard shall be given for the locations of buildings on abutting properties to ensure compatibility. In order to promote compatibility to neighbouring buildings site plans should show existing or approved building footprints on abutting lots.

Commercial

In addition to the design objectives noted above, the following objectives will apply for Commercial development:

2.1.8 Buildings sited closest to major intersections shall display enhanced architectural design features to respect their gateway locations (i.e. a clock tower, increased building mass, turret, covered entry feature).

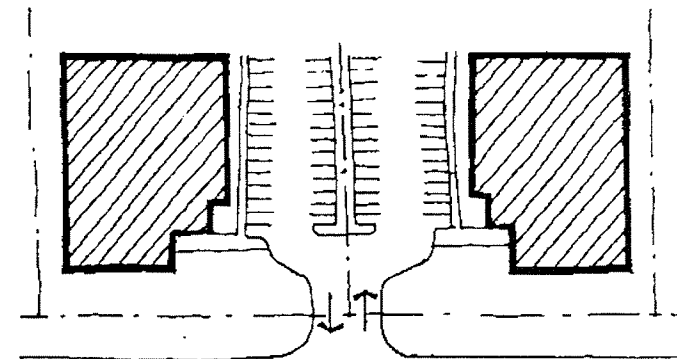
2.2 VEHICLE AND PEDESTRIAN SITE ACCESS AND CIRCULATION

The location of vehicular and pedestrian access points to and from sites as well, as on site vehicular and pedestrian circulation, will be evaluated to maximize pedestrian safety and minimize conflicts. The following design objectives shall be addressed:

2.2.1 Access points to each site shall be clearly visible from the street.

2.2.2 Berming, landscaping or signage shall be designed so as to provide a clear view of vehicular traffic at entry points.

2.2.3 Wherever feasible on arterial roads, access points with adjacent developments are encouraged to be consolidated in order to reduce the number of access points on the street, and must be co-ordinated with zoning and legal concerns.



CONSOLIDATED SITE ACCESS

- 2.2.4 Site access points for corner lot buildings shall not be located close to the intersection.
- 2.2.5 On-site vehicular routes shall be well-defined and avoid conflict with pedestrian routes.
- 2.2.6 Vehicular linkages should be provided between adjacent multi-tenant industrial sites.
- 2.2.7 All driveways and on-site traffic routes shall be paved with hard surface materials.
- 2.2.9 Where possible, driveway entrances should be aligned with access points on the opposite side of the street.
- 2.2.10 For multi-tenant buildings, entries to individual units are encouraged to be paired or centralized.
- 2.2.11 Pedestrian entrances / egress into buildings for visitors and employees shall be set back from traffic routes or protected from traffic by physical barriers, such as bollards.
- 2.2.12 Pedestrian routes should connect the following:
- Parking areas to building entrances;
 - Main building entrances to municipal sidewalks (where applicable);
 - Between buildings on adjacent lots;
 - The building to outdoor amenity areas.

- 2.2.13 Pedestrian routes should provide clearly defined pedestrian sight lines.

Commercial

In addition to the design objectives noted above, the following objectives will apply for Commercial development:

- 2.2.14 Truck access to loading and service areas should be located away from any pedestrian routes.
- 2.2.15 The use of character paving is encouraged where primary pedestrian routes cross vehicular areas.
- 2.2.16 Sidewalk depths should be maximized along storefronts.

2.3 PARKING AREAS

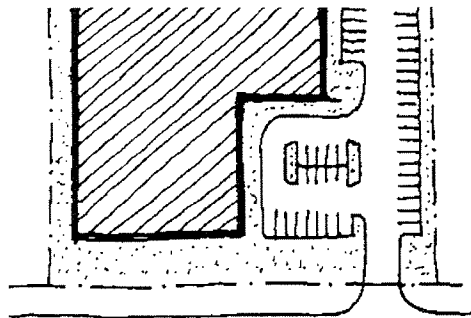
One of the prime objectives in establishing an attractive streetscape is limiting the exposure of large parking areas to the street. The following design objectives shall be addressed:

2.3.1 The preferred location for main parking areas is at the side and/or rear of the building. Locating main parking areas between the building and the street should be avoided in order to lessen the visual impact of parking areas within the streetscape.

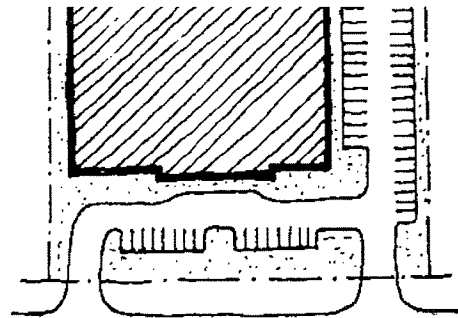
2.3.2 Visitor parking and passenger drop-off areas may be located between the building and the street. It is encouraged that visitor parking in this location be limited to a single-loaded row.

2.3.3 Where a single- or double-loaded row of parking is necessary between the building and the street, a 6.0m minimum landscaped strip shall be provided between the street and the parking and a 2.0m minimum landscaped strip shall be provided between the parking area and the building.

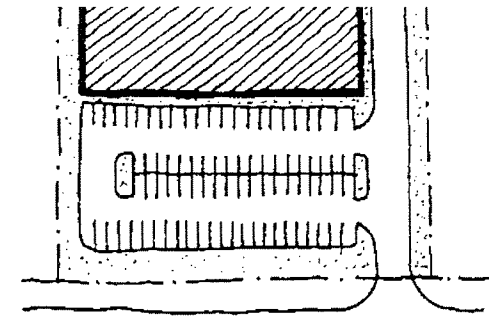
2.3.4 Parking areas with more than a double-loaded row of parking between the building and the street are discouraged.



DESIRABLE



ACCEPTABLE



UNDESIRABLE

- 2.3.5 Where parking areas are located between the building and the street, or are perpendicular and visible from the street, landscaped peninsulas shall be provided at the rate of one peninsula (5.0m minimum width) for every 20 parking stalls to avoid continuous strip parking.

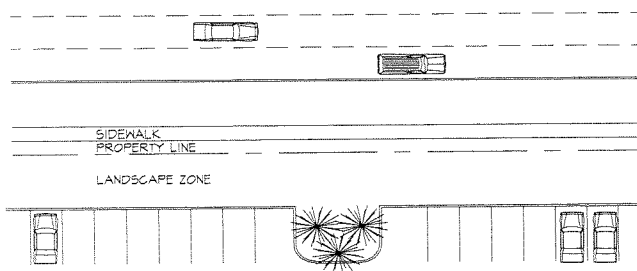


Figure by Paul Cosburn Associates Ltd.

- 2.3.6 Where parking areas are visible from the street, buffer landscaping and architectural screening features shall be provided, such as tree planting, berming, low walls, decorative fencing and/or hedging.
- 2.3.7 Large parking areas shall be broken into smaller blocks defined by landscaping. Such landscaping should be designed to avoid potential hiding places.
- 2.3.8 All parking areas shall be well lit.

- 2.3.9 All parking areas shall be paved with hard surface materials.
- 2.3.10 Snow storage areas shall be provided in the design and layout of parking areas.

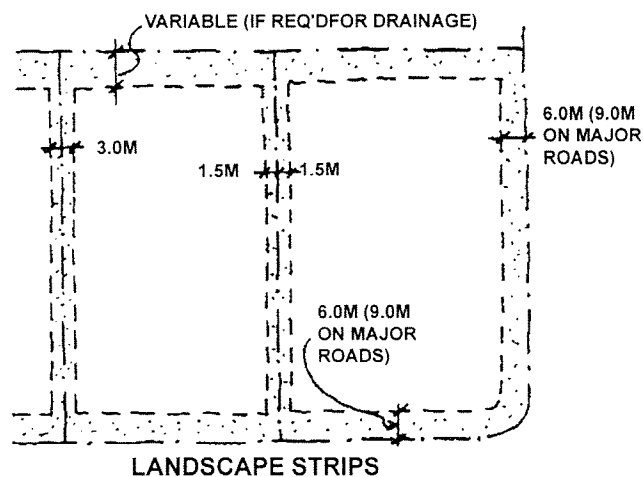
Commercial

The same design objectives noted above will apply for Commercial developments, however, it is recognized that larger parking areas will be necessary. Therefore, parking areas with more than a double-loaded row of parking between the building and the street will be permitted provided large parking areas are adequately broken into smaller blocks defined by landscaping and pedestrian walkways.

2.4 LANDSCAPE STRIPS

Landscape strips are required for each lot to establish areas for planting opportunities and to enhance the streetscape within industrial and commercial areas. The following design objectives shall be addressed:

- 2.4.1 A minimum 9.0m landscape strip adjacent to major roads such as Coleraine Drive, Mayfield Road, Regional Road 50 and George Bolton Parkway shall be required, except where truck parking and loading is adjacent to a major street, then a minimum 12.0m landscape strip is required. Adjacent to other streets a 6.0m minimum landscape strip shall be provided.



- 2.4.2 A landscape strip (1.5m minimum wide) shall be provided along all interior side lot lines to form a combined landscape strip a minimum of 3.0m wide with the abutting property. Tree planting, from the street line to the rear lot line or outdoor storage area, should be provided within the strip unless restricted by drainage swales, fencing, parking areas or other constraints.

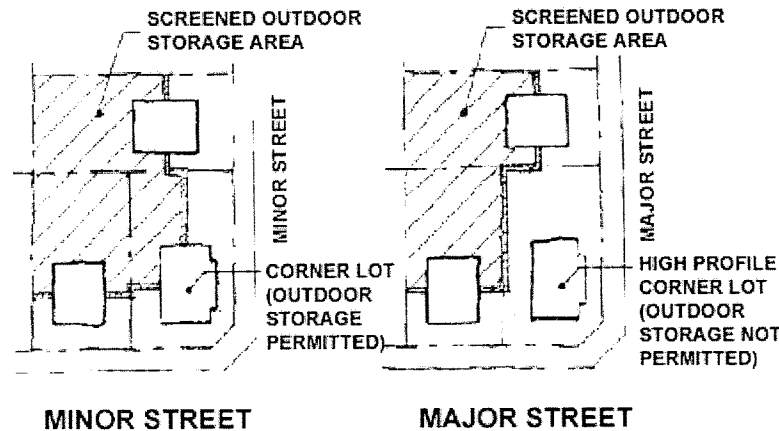
- 2.4.3 Drainage easements in accordance with sections 5.2.8 and 6.4 shall be provided as necessary.

2.5 OUTDOOR STORAGE

Within some Industrial areas, outdoor storage is permitted. In order to maintain a desirable streetscape appearance, certain restrictions are required to limit the visual impact of outdoor storage areas on the streetscape. The following design objectives shall be addressed:

- 2.5.1 Outdoor storage shall not be permitted on High Profile Corner Lots. (See section 4.)
- 2.5.2 Outdoor storage areas shall not abut arterial roads such as Regional Road 50, Coleraine Drive, Mayfield Road or George Bolton Parkway. Open storage areas visible from these major roads shall be heavily screened with an impenetrable landscaped berm and opaque screening. There shall be no direct access to the outdoor storage area from these arterial roads.
- 2.5.3 Where permitted, outdoor storage areas shall only be located within rear yards and interior side yards and shall be screened from street view.
- 2.5.4 Outdoor storage areas located within an interior side yard shall be adequately set back from the front of the building.

- 2.5.5 Outdoor storage on lots adjacent to a corner lot (i.e. the 2nd lot in from the corner) shall be screened from view from the flanking street.



- 2.5.6 Acceptable screening includes:
- Solid fencing;
 - Wing walls with same material as building;
 - Opaque landscaping; or
 - A combination of fencing or walls with opaque landscaping.
- 2.5.7 Screening of outdoor storage areas shall have the effect of screening the full height of the open storage as set out in the zoning bylaw.

Commercial

There shall be no outdoor storage on Commercial lands.

2.6 LOADING, SERVICE AND GARBAGE AREAS

Loading, service and garbage areas are fundamental components to any industrial or commercial building. However, these areas detract from the streetscape when they are exposed to public view. The following design objectives shall be addressed:

- 2.6.1 Loading, service and garbage areas shall be oriented away from and not visible from the street.
- 2.6.2 These facilities should be integrated into the footprint of the building or adequately screened by a combination of fencing, walls and/or landscaping.
- 2.6.3 Outdoor garbage storage facilities shall be contained in an enclosure, unless in a fully screened outdoor storage area not visible from the street.
- 2.6.4 Loading, service and garbage areas shall take into account the proximity and relationship to uses on adjacent properties to avoid conflict.

2.7 DISPLAY AREAS

Where permitted by zoning, products manufactured or distributed by an industrial or commercial establishment may be displayed in front of the building provided the following design requirements are met.

- 2.7.1 Display areas should be set back 4.5m from the street line and defined using pavers, etc.
- 2.7.2 The design of the display area should be integrated into the front yard landscape - it should not dominate the landscape.
- 2.7.3 Display areas shall be illustrated on the landscaping plan.

2.8 OUTDOOR AMENITY AREAS

Outdoor amenity areas are necessary to provide employees with an enjoyable place to take breaks during the workday. The following design objectives shall be addressed:

- 2.8.1 A landscaped amenity area for employee use is encouraged for each site.
- 2.8.2 The amenity area should be sheltered from the wind and defined by building façades, fencing or landscaping.

- 2.8.3 Picnic tables, benches and waste receptacles should be provided.

Commercial

- 2.8.4 Provision of site furniture (benches, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged.

2.9 SITE LIGHTING

Site lighting shall take into consideration the following criteria.

- 2.9.1 Pedestrian walkways, entrances, parking areas shall be adequately illuminated.
- 2.9.2 Floodlighting of the building is encouraged, particularly for buildings in priority locations.
- 2.9.3 Security lighting around the building perimeter shall be provided.
- 2.9.4 Lighting shall be directed downward and inward.
- 2.9.5 Lighting design plans for parking areas should be organized to avoid a clutter of light standards, particularly where these are highly visible from the street.

- 2.9.6 Lighting should relate to the pedestrian scale.
- 2.9.7 Ground-related lighting should be co-ordinated with the landscape plan.

2.10 SIGNAGE

The location and size of proposed signage shall be shown on the landscaping plans (for freestanding signage) and on the building elevations (for affixed signage), recognizing that exact details may not be known at the site plan stage.

- 2.10.1 Signage should be addressed by the applicant in the Design Brief (see section 7.3.)
- 2.10.2 Signage should be compatible in scale and design with design, colour and material of the building and designed as an integral element of the building's façade.
- 2.10.3 Tall, freestanding pylon signs are discouraged.
- 2.10.4 Freestanding signs should be ground-related with a horizontal form and consist of materials complimentary to the building design. They should be integrated with a landscape treatment.
- 2.10.5 Signage should be internally illuminated or floodlit.

- 2.10.6 The building address must be clearly identifiable from the street.
- 2.10.7 Multi-tenant buildings shall use fascia signage to identify the individual tenants. This signage should have a unified size, material, colour and style.
- 2.10.8 Multi-tenant buildings shall have a directory sign located at the main access from the street. This should be integrated with a landscape treatment.
- 2.10.9 For multi-tenant buildings, the unit address numbers must be located at the front entrance clearly identifiable from the internal road, walkway or parking lot.
- 2.10.10 All proposed ground signage should be co-ordinated with the landscape plan. Building signage should be co-ordinated with architectural plans.

Commercial

The same design objectives noted above will apply to Commercial developments. However, it is also recognized that tenants will require a higher degree of public visibility than industrial uses. Notwithstanding this, the use of fascia signage shall be encouraged and tall free-standing pylon signage shall be minimized.

2.11 MICRO CLIMATE AND ENERGY EFFICIENCY

- 2.11.1 The siting and design of buildings are encouraged to take maximum advantage of available sunlight and to minimize the adverse impacts of wind.
- 2.11.2 Micro climate adjacent to buildings can be improved through strategic tree planting leading to energy cost savings.
- 2.11.3 Coniferous trees on the west and north side of the building help deflect cold prevailing winds in winter.
- 2.11.4 Shade tree planting on the south and west sides of the building help reduce direct sunlight in the summer.

Commercial

In addition to the design objectives noted above, the following objectives will apply for Commercial development:

- 2.11.5 The provision of an appropriate canopy or arcade treatment for weather protection should be provided along storefronts.

3.0 ARCHITECTURAL DESIGN GUIDELINES

The architectural design guidelines are primarily concerned with basic design issues such as 'massing' (the overall size and form of a building), 'scale' (the perception of size of a building relative to other nearby buildings) and 'architectural elements' (basic building components such as doors, windows, roofs, etc.).

3.1 BUILDING MASSING AND DESIGN

Buildings shall be designed to present a positive, high-quality image and to respond to their locations within the streetscape. The following building massing and design objectives shall be addressed:

- 3.1.1 The relationship between the office and the plant components of the building should be unified and harmonious. Design emphasis should be placed on the office component of the building.
- 3.1.2 Appropriate transitions in scale and built form should be provided for buildings on abutting properties. The height and mass of new buildings should not create abrupt changes from existing neighbouring buildings. Building designs should take into consideration compatibility with the design, scale and materials of adjacent buildings.

- 3.1.3 Taller structures such as multiple-storey buildings, tower features, etc. are encouraged at entrances to the Industrial areas and on corner lots. Dominant massing and vertical emphasis at intersections will help contribute to a stronger area identity.
- 3.1.4 Corner lot buildings are focal points within the Industrial area and shall be designed to respond to both street frontages.
- 3.1.5 Each building shall be individually designed on a site specific basis and shall have its own distinct identity. This will ensure variety among building façades within the streetscape.
- 3.1.6 Plain, unarticulated, box-like designs shall be discouraged and shall not be located in high exposure locations such as corner lots or, as in the South Bolton Industrial Park, lots abutting Regional Road 50, Coleraine Drive, Mayfield Road or George Bolton Parkway.
- 3.1.7 Although the predominant roof form in Industrial Areas will be flat, it is encouraged that articulated roofscapes be achieved through the use of parapets, cornice treatments and roof elements particularly for buildings in Priority Locations.

Commercial

Although it is recognized that individual corporate identity is critical to major tenants, the development of Commercial lands should strive for a consistent architectural character. The following building massing and design objectives shall be addressed:

- 3.1.8 Multi-building commercial projects should demonstrate consistency of architectural character, scale, massing, height, roof form, lighting, signage and site furniture. Complimentary architectural treatment of buildings through recurring design elements such as wall finish/material/colour or architectural elements should be provided.
- 3.1.9 Providing a human-scale shopping environment for Commercial projects through architecture, building location and well defined pedestrian linkages between on-site uses and surrounding land uses is desirable to encourage pedestrian traffic.
- 3.1.10 A distinctive roofscape is encouraged for Commercial projects through the use of steeply pitched or mansard roofs, quality roofing materials, gables, dormers and variation in plane achieved through roof setbacks.

3.2 WALL ARTICULATION AND OPENINGS

Appropriate use of wall articulation and placement of windows and doors can help to achieve a well designed building and, in turn, a pleasant streetscape. The following design objectives shall be addressed:

- 3.2.1 Large, unarticulated façades shall not face the street and should be avoided. Where stepping of the building façade is not feasible, monolithic, windowless façades shall be “broken” by vertical and/or horizontal articulation such as:
 - the use of banding in a colour harmonious to the main wall material.
 - dividing the wall into a series of ‘structural bays’ by means of masonry piers or pilasters.
 - reveals or recesses in the wall surface.
- 3.2.2 Primary entrances are encouraged to be the focal point of the building. They are encouraged to
 - face the street.
 - exhibit design emphasis.
 - provide weather protection by means of a canopy, arcade or recessed entry.
- 3.2.3 For multi-tenant buildings, entries to individual units are encouraged to be paired or centralized.

- 3.2.4 Ample fenestration facing the street should be provided wherever possible. Windows should be large, well proportioned and compatible in scale with the building mass.

Commercial

In addition to the design objectives noted above, the following will apply for Commercial development:

- 3.2.5 Building entrances should be clearly identified and oriented toward the street. In addition, access to ground level shops from the parking lot is desirable.
- 3.2.6 Storefront fenestration oriented toward the street is encouraged.
- 3.2.7 Awnings, colonnades/arcades and other elements which constitute a natural appendage to the main face of the building are encouraged.

3.3 EXTERIOR MATERIALS AND COLOURS

The selection of exterior building materials which contribute to the architectural and streetscape quality of the Industrial and Commercial areas is required.

- 3.3.1 All exterior materials should be low maintenance.

- 3.3.2 Acceptable wall cladding materials include brick, pre-cast panels, manufactured stone, architectural metal, architectural glass, and textured architectural block. The use of plain concrete block is unacceptable as an exterior wall material.

- 3.3.3 Main wall cladding materials should be used consistently on all elevations of the building.

- 3.3.4 Where exterior materials used on the plant/warehouse component differ from those used on the office/sales component, it is expected that they will be compatible.

- 3.3.5 The use of energy efficient building materials is encouraged.

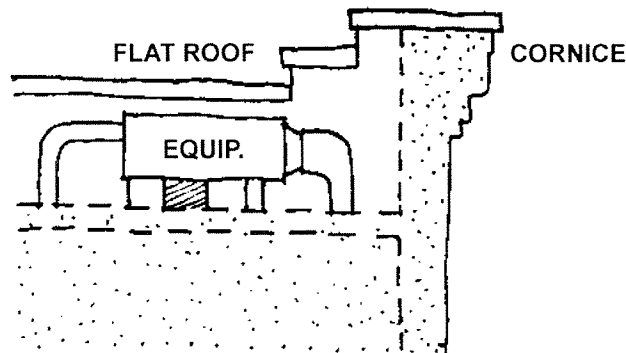
3.4 EXTERIOR EQUIPMENT

- 3.4.1 Rooftop mechanical equipment shall be screened from public view.

- 3.4.2 The organization of rooftop mechanical units, flues, stacks and vents shall be taken into consideration in the design of the building.

3.4.3 The screening shall be architecturally integrated into the building design through use of features such as a parapet wall, roof well or a raised roof feature with materials complementary to the principal structure.

3.4.4 The location and size of rooftop mechanical equipment together with the proposed method of screening must be shown on proposed elevations and plans submitted for site plan review.



3.4.5 Mechanical equipment located on the side of the building or on the ground shall be architecturally integrated into the building or otherwise screened from public view.

3.4.6. Building mounted signage and light fixtures shall be integrated into the design of the building.

4.0 TREATMENT OF BUILDINGS IN PRIORITY LOCATIONS

There are locations where buildings will have a higher degree of public visibility. These Priority Locations will play a key role in establishing critical first impressions of an industrial area for those conducting business in the area as well as those passing by. A positive image is also important in attracting new businesses to the industrial area. It is important for the productivity of the businesses operating in the industrial area that the local environment supports the activities and needs of those who work there.

The following will be considered Priority Locations:

1. High Profile Corner Buildings
2. Edge Buildings
3. Corner Buildings
4. T-Intersection Buildings
5. Buildings Adjacent to Stormwater Ponds

4.1 HIGH PROFILE CORNER BUILDINGS

High Profile Corner Buildings are located on corner lots at the main entrances to an industrial area from the external road network (e.g. Mayfield Road, Regional Road 50, Coleraine Drive). These buildings will serve as gateway features and shall exhibit the highest level of architectural quality within the industrial area. Buildings

in these locations require special design consideration, including:

- 4.1.1 Superior design qualities such as increased building massing/height and architectural interest for both front and flanking façades facing the streets.
- 4.1.2 Entries to the building should be oriented to the highest order street or to the daylight triangle.
- 4.1.3 Increased building massing/height will be strongly encouraged. The inclusion of a tower feature oriented to the intersection should be considered.
- 4.1.4 Main parking areas should not be located between the building and the arterial street.

4.2 EDGE BUILDINGS

Edge Buildings are those with frontage onto major external roads (e.g. Coleraine Drive and Regional Road 50), or higher order collector roads (e.g. George Bolton Parkway). Edge Buildings will have a very high level of public visibility within the industrial area and require special design consideration, including:

- 4.2.1 Superior design qualities such as increased building massing/height and architectural interest for façades facing the street.

4.2.2 Main parking areas shall not be located between the building and the street.

4.3 CORNER BUILDINGS

Corner Buildings are located at the intersections of internal streets. These buildings shall be designed to take into consideration their importance within the streetscape by appropriately addressing both street frontages.

4.3.1 The same design objectives for High Profile Corner Buildings outlined in Section 4.1 should be followed.

4.4 T-INTERSECTION BUILDINGS

T-Intersection Buildings occur at the top of a T-intersection. Buildings in these locations are highly visible since they terminate the view.

4.4.1 The building rather than the driveways should terminate the view, therefore driveways should be located away from the axis of the intersecting streets.

4.4.2 There should be no parking between the building and the street.

4.4.3 Building facades in these locations should display architectural interest.

4.5 BUILDINGS ADJACENT TO STORMWATER MANAGEMENT PONDS

Where properties are adjacent to stormwater management ponds, buildings will have a high level of public visibility and shall receive special design consideration, including:

4.5.1 Buildings flanking stormwater management ponds should be located close to the minimum sideyard setback adjacent to the pond.

4.5.2 Building elevations exposed to open space / pond areas shall incorporate wall articulation, fenestration, decorative banding or other similar design features to avoid large blank facades.

4.5.3 Integrating landscaping on the building site with the landscaping of the open space / pond area is encouraged.

4.5.4 Where parking, loading, servicing and garbage areas are permitted adjacent to stormwater management ponds, they shall be screened through a combination of elements on both the public and private lands.

4.5.5 Outdoor amenity areas should be located adjacent to the stormwater management pond.

5.0 LANDSCAPE DESIGN GUIDELINES

5.1 PUBLIC REALM

5.1.1 MAJOR ROADS - STREETSCAPE

5.1.1.1 Provincial highways, regional roads and town arterials are all considered major roadways. The roadsides of major roads are to have a manicured look. Their edge treatments will need to accommodate and complement the lots fronting onto these major roads.

5.1.1.2 Where driveways straddle drainage ditches running parallel with a major road, the ends of culverts shall be treated with decorative head walls to present an upgraded frontage.

5.1.1.3 To help create an attractive edge where existing hydro poles supporting overhead wires line the sides of the major roads, street trees should still be planted. Specifically, deciduous trees of species having an ultimate height of no more than 7.5m should be planted 10m to 12m o.c. between each pair of hydro poles, while keeping a minimum distance of 7m from the poles.

5.1.1.4 Where an urban condition with concrete curbing exists for major roads, then the same double-row street tree planting scheme described in detail for minor roads (5.1.2) shall be applicable to major roads.

5.1.2 MINOR ROADS - STREETSCAPE

One side of each internal road of an Industrial Park will be lined with hydro poles and overhead wires, the poles being approximately 60m apart on average and set back 1.5m from the curb. The other side will be free of hydro poles and wires. This creates two basic street tree planting situations: one with hydro poles and wires, and the other without.

The presence of overhead wires imposes a height restriction on any trees planted beneath them. The maximum height of trees planted directly under such hydro wires (viz., in line with the hydro poles) is 7.5m. However, tree species that will grow taller than 7.5m and have an ultimate spread of no more than 10 to 12m may be planted along the streetline, viz., 5m back from the line of hydro poles.

The side of each road having no hydro poles and wires to contend with has ample room to plant trees that will grow large.

In order to create a streetscape that is interesting, balanced, and amply planted, it is recommended that both sides of each internal road be planted with: (1) smaller, 60mm cal. flowering trees set back 3m from the curb and (2) larger, 100mm cal. trees placed at regular intervals along the streetline in a staggered relationship with the smaller flowering trees.

The resulting staggered double row of street trees on each side of the roadway should create an attractive view for motorists and pedestrians alike, with the larger trees forming a backdrop for the smaller, more colourful trees, even as the larger trees help fill in the gaps between the smaller ones in front. Applicants are to check with the Town staff to determine the plans for the street tree planting so that the on-site planting will co-ordinate with the streetscape.

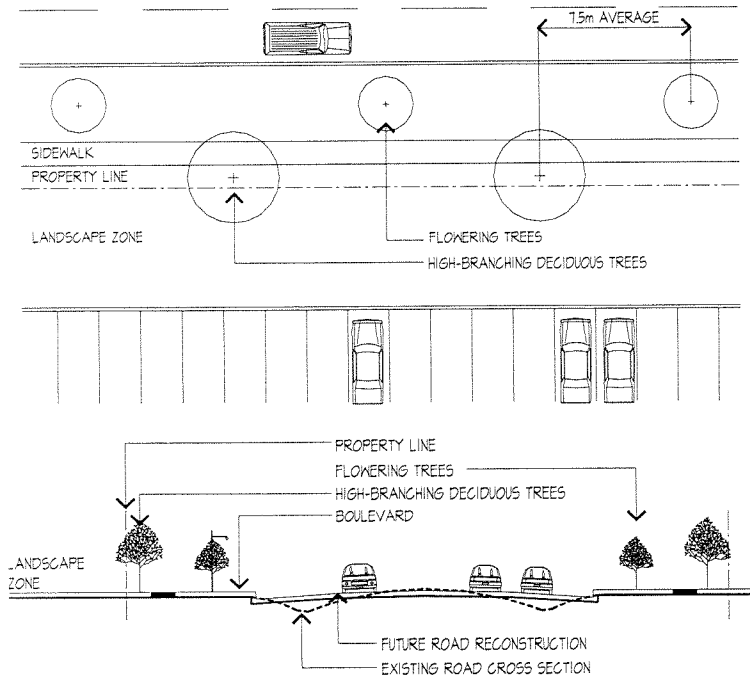
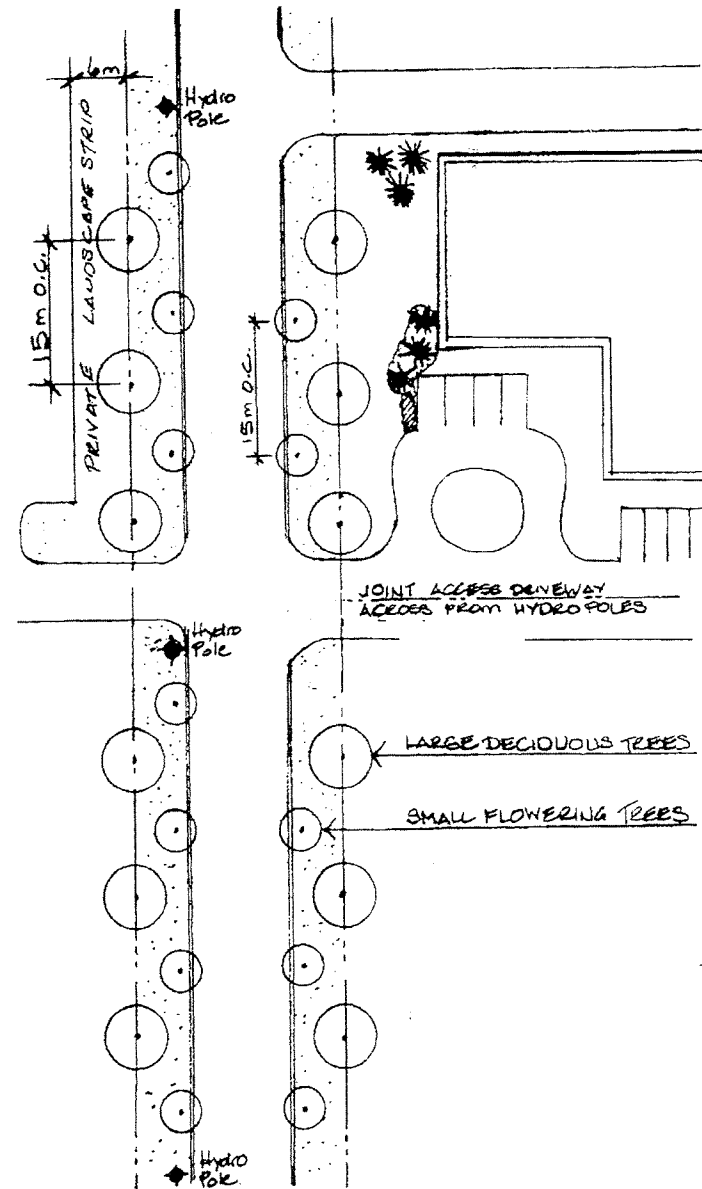


Figure by Paul Cosburn Associates Ltd.



5.1.3 MEDIAN TREATMENT

Median treatments, similar to those illustrated below, are recommended to the Region of Peel and the Town of Caledon for consideration in preparing the ultimate designs for the major roads. The application of these medians will be largely dependent on the access requirements for adjoining properties and roadway intersections.

Median Type A

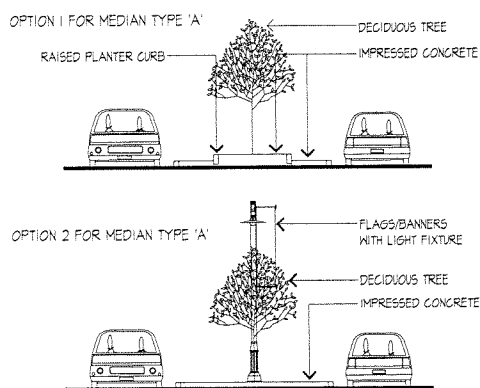


Figure by Paul Cosburn Associates Ltd.

Median Type B

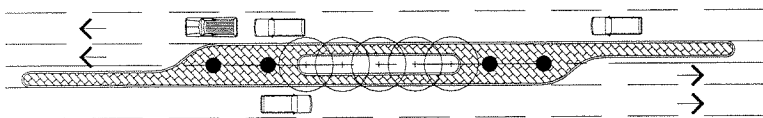


Figure by Paul Cosburn Associates Ltd.

5.1.4 STORMWATER MANAGEMENT PONDS

The Town of Caledon has plans to have each stormwater management pond (SWM pond) front onto at least one public right-of-way. This allows for accessible pond maintenance. SWM ponds will be left in a naturalized state once they are established, but edge strips lying alongside streets will be maintained on a regular basis to blend in with the manicured front yards of the industrial sites.

Where stormwater management ponds are situated next to internal roads, a change in the street tree planting pattern may be considered to highlight the edge of the pond.

5.2 PRIVATE REALM

In addition to complying with the landscape requirements in the *Zoning By-law*, the character of the landscape planting of individual sites must address eleven standard site components, each of which is described below.

5.2.1 BUILDING ENTRANCE, FOUNDATION AND FEATURES

- 5.2.1.1 Plantings should enhance the look of the main entrance of the building.
- 5.2.1.2 Plantings should complement any special architectural features.
- 5.2.1.3 Trees and shrubs should be grouped so as to frame the building.
- 5.2.1.4 A variety of shrub species should be used to help soften the visual impact of building foundations.

5.2.2 SITE ENTRANCE AND SIGNAGE FEATURES

- 5.2.2.1 Entrance driveways and walkways should be enhanced by tree and shrub planting and the possible introduction of rockery stones.

5.2.2.2

All site entrances will provide accent areas with decorative features and planting. The density and style of the landscape treatment shall be an extension of the frontage design. All landscape treatment will be designed to ensure that visibility is not hampered.

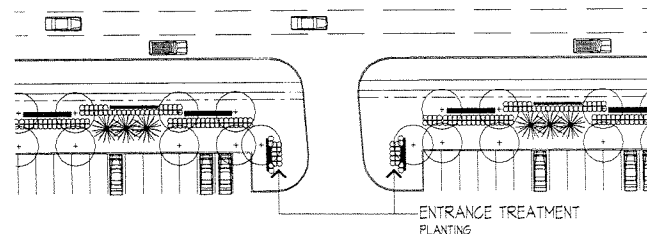


Figure by Paul Cosburn Associates Ltd.

5.2.2.3

Signage should have foundation planting consisting of a variety of shrub species.

5.2.2.4

Landscaped elements should be designed to maintain appropriate visibility into the site and of façade signage.

5.2.3 SITE FRONTAGES AND BUFFER AREAS

5.2.3.1

Front yard parking areas and views into storage areas from the front of each site are to be screened with plant material and other landscape elements.

5.2.3.2 A diversity of hard and soft landscape elements shall be provided.

5.2.3.3 For all industrial frontages along major roads, the Landscape Zone shall be 12.0m in width where there is truck parking and loading, otherwise the Landscape Zone shall be 9.0m in width.

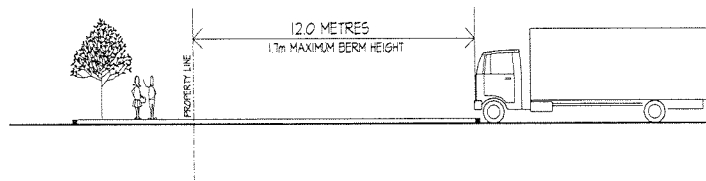


Figure by Paul Cosburn Associates Ltd.

5.2.3.4 Commercial frontages along major roads shall have a Landscape Zone that is a minimum of 6 metres wide.

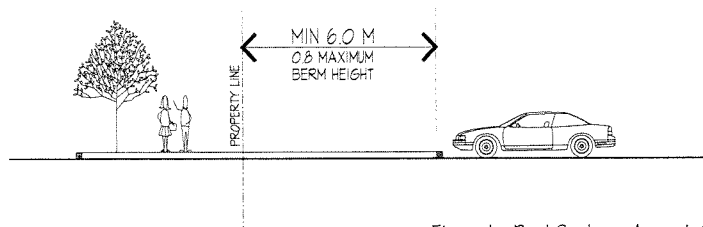


Figure by Paul Cosburn Associates Ltd.

5.2.3.5 Integration of natural looking elevated landforms is encouraged along property frontages.

5.2.3.6 Slope and Height of Landforms

The landforms within the Landscape Zone are to have maximum slopes of 3:1 thereby reaching heights between 0.6m and 0.8m and widths between 1.2m and 1.7m respectively. This landform treatment will reduce visibility of parking areas. The combination of sloping berms and decorative elements (ie. limestone ledgerrock and granite stone) will be encouraged.

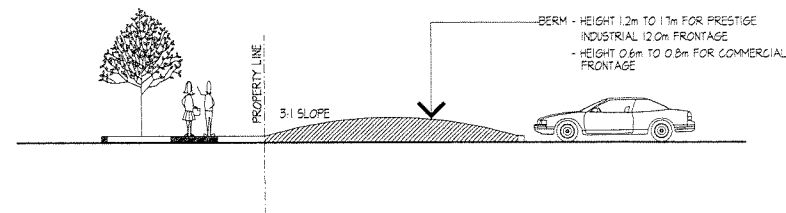


Figure by Paul Cosburn Associates Ltd.

- 5.2.3.7 In both commercial and industrial lands, the landform will have a natural style.

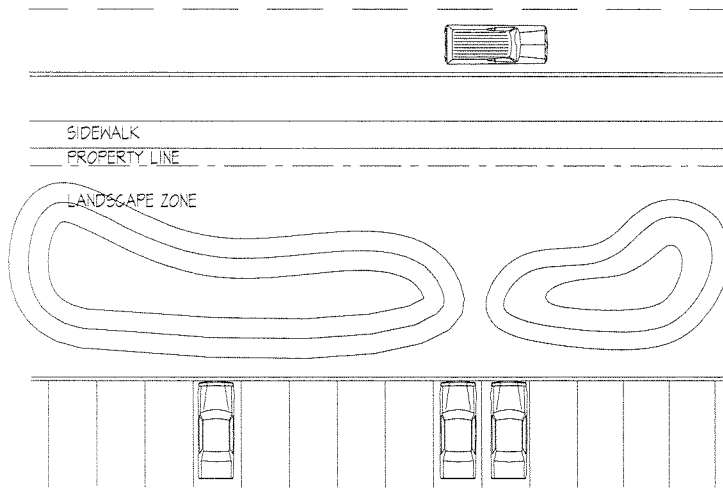


Figure by Paul Cosburn Associates Ltd.

- 5.2.3.8 Commercial and industrial properties along major roadways will contain limestone ledgerrock and granite stones as decorative elements within the landscape zones.

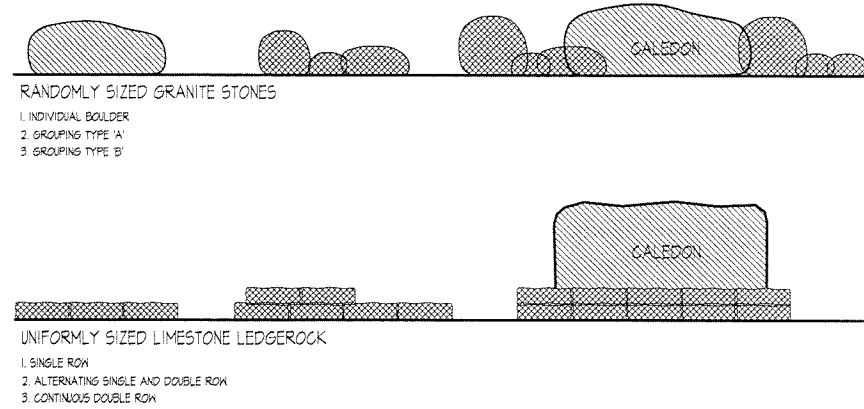


Figure by Paul Cosburn Associates Ltd.

- 5.2.3.9 In order to compliment the natural landform style, the decorative rockery may be placed in a natural or more formal pattern. The decorative elements will be used with a frequency of 5.0 lin.m. per 10.0 lin.m. of frontage for limestone ledgerrock and 2.5 sq.m. per 10.0 lin.m. of frontage for granite boulders. The ledgerrock may vary in thickness from 250 to 750 mm in one or two bedding courses and have an average width of 1.0 m. The granite stones shall be arranged in well-defined beds.

Natural Arrangement of Decorative Rockery

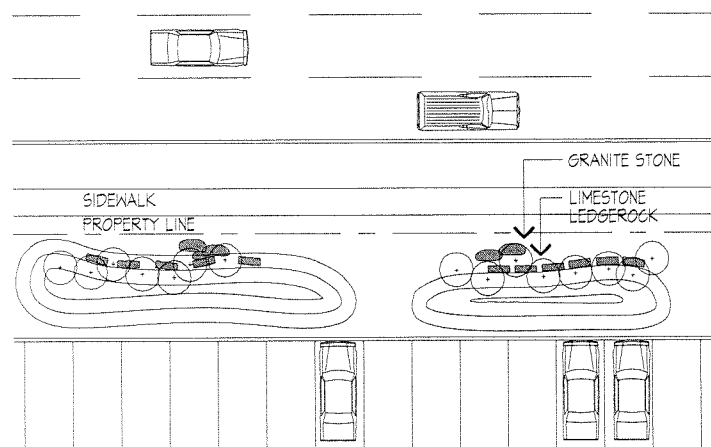


Figure by Paul Cosburn Associates Ltd.

Formal Arrangement of Decorative Rockery

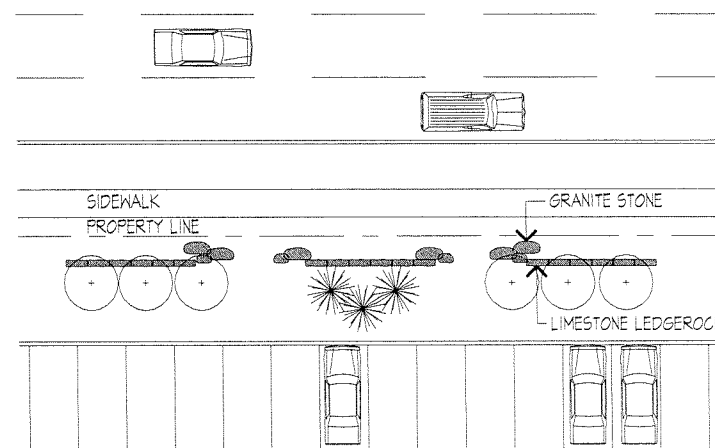


Figure by Paul Cosburn Associates Ltd.

- 5.2.3.10 Along major roadways, the density and style of plant material shall be as follows: deciduous trees shall be planted at a rate of one tree per 10 lin.m. of frontage, coniferous trees at one tree per 20 lin.m. of frontage and 2 shrubs per lin.m. of frontage. To provide seasonal interest, perennials and bulb plantings are encouraged.

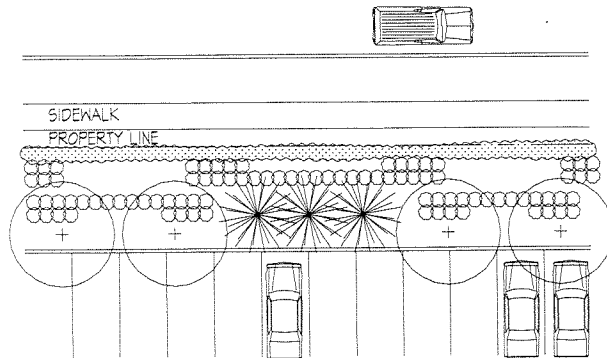


Figure by Paul Cosburn Associates Ltd.

- 5.2.3.11 Side and rear yard landscape strip dimensions must comply with Section 2.4 of these guidelines.

5.2.4 OUTDOOR STORAGE AND PERIMETER SCREENING AND FENCING

- 5.2.4.1 Storage areas behind buildings are to be screened from the road using solid fencing, walls, or a combination of opaque landscaping with walls and fences as approved on an individual application basis

- 5.2.4.2 The screening of lots must comply with requirements in the zoning bylaw.

- 5.2.4.3 Screening between the outdoor storage areas of industrial lots and roadways, commercial lands, stormwater management ponds, and other incompatible land uses must have the effect of screening the full height of the open storage area as set out in the Zoning By-law.

- 5.2.4.4 Adjacent open storage lots with equivalent zoning may have a 1.8m high chain-link fence between them along their shared side property line.

- 5.2.4.5 Trees and shrubs should be placed in front of opaque screening to soften the visual impact of such screening to the public.

5.2.5 SCREENING GARBAGE AREAS AND OTHER UNSIGHTLY ELEMENTS

- 5.2.5.1 Opaque screening, in combination with mixed plantings, should be used to help conceal unsightly elements from the street and neighbouring commercial properties.

5.2.6 PARKING LOT AND DRIVEWAY ENHANCEMENTS

- 5.2.6.1 General site planning should organize views and screen parking from the street.
- 5.2.6.2 Provided sufficient room is available, natural looking elevated landforms may be used to screen parking areas.

5.2.7 GENERAL SITE ENHANCEMENTS

- 5.2.7.1 Specimen plantings should be used to create special interest along the street or focal points within the site.

5.2.8 DRAINAGE SWALES AND SNOW STORAGE AREAS (Refer to section 6.4)

- 5.2.8.1 There should be no planting of trees or shrubs in the bottom of drainage swales.
- 5.2.8.2 Landscape plans should designate well-draining areas for on-site snow storage that are free of obstructions and lying adjacent to major hard-surface areas.

5.2.9 PLANT MATERIAL

Plants should be selected for specific conditions, hardiness, salt tolerance, prevailing winds, etc. To provide visual interest throughout the year, the overall landscape should be planted with approximately 50% deciduous material and 50% coniferous material.

Plant material on site should meet or exceed the minimum sizes listed below. Larger plant material sizes may be required by the Town of Caledon where it is considered necessary for screening purposes.

1. Large growing deciduous trees should have a caliper of at least 70mm.
2. Smaller growing deciduous flowering trees should have a caliper of at least 50mm.
3. Coniferous trees should be at least 2000mm high.
4. Shrubs should have a spread of at least 600mm or a height of at least 800mm, depending on the natural characteristics of the particular plant.

5.2.10 LAWN AREAS

The following areas shall be sodded:

- All boulevards.
- All high-profile landscaping areas (excluding shrub beds) situated anywhere from a rear building line to a front property line including front and flank yards, on all lots.
- All swales (to prevent erosion).
- A 1m strip of sod should be laid next to all curbing and walkways that are not in high-profile, landscaped areas (to prevent erosion and to provide a good catch of grass next to the hard surface).
- Any area with a slope of 4:1 or greater.

Landscaped areas that are to become lawn, or require stabilization, and do not fall into one of the categories noted above, are encouraged to be sodded, but shall at a minimum be hydroseeded.

5.2.11 WALKWAYS

Walkways should be constructed from hard-surface materials and shall link various desire routes throughout the site, including:

- Routes from parking areas to building entrances.
- Routes from a site to one or more municipal sidewalks (where applicable).
- Routes between buildings.
- Routes from buildings to feature patios and outdoor seating areas.

Walkways should provide for a minimum of 1.4m of clear access, and comply with barrier-free design as set out in the Ontario Building Code, for the construction of pedestrian walkways. Where walkways abut vehicular zones (e.g. parking, driveways) a minimum walkway width of 2.4 metres shall be provided to enhance pedestrian safety and comfort.

6.0 OTHER CONSIDERATIONS

6.1 HERITAGE BUILDINGS

Sites proposed for development may include identified cultural heritage resources, as documented earlier in the development approval process. When commencing the planning process on any site, an applicant is to confirm with Town Staff the existence of any identified cultural heritage resources, and shall address through site design any required mitigation.

At both the secondary plan and plan of subdivision stages, all existing trees or hedge rows that are to be preserved and to be removed are to be identified in a conceptual manner. More detailed information for preservation or removal will be required with the site plan application. Grading plans will be reviewed by Town staff to ensure that proposed grades will not threaten the survival of existing trees and hedge rows to be preserved. Appropriate preservation techniques shall be implemented through the development approval process.

6.2 DEVELOPMENT ADJACENT TO EXISTING RESIDENTIAL

Where new industrial or commercial development occurs adjacent to existing residential lands, area specific guidelines will give further direction regarding the screening, setbacks and noise attenuation measures required for the new development.

6.3 EXISTING VEGETATION

Attention should be given to preserving existing natural elements within the development, wherever possible. The existing mature trees and shrubs will immediately soften the visual impact of new development in the subject lands and help attract the kind of small animal life that enlivens the human environment.

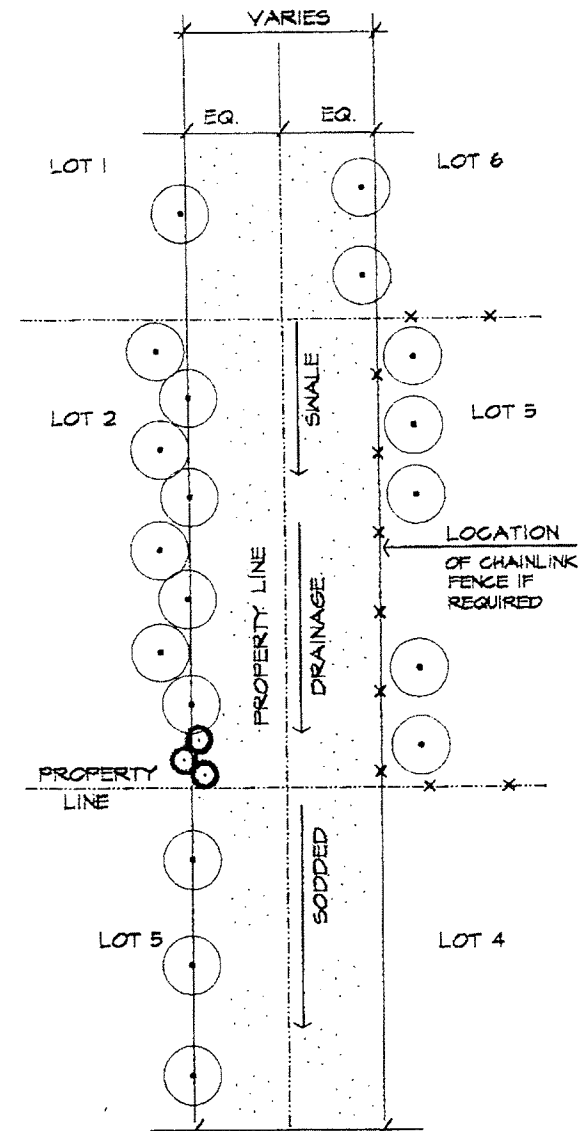
6.4 DRAINAGE SWALES

(Refer to section 5.2.8)

The drainage of stormwater from industrial areas will be accomplished by a combination of underground storm sewers and an overland rear-lot surface drainage system. Stormwater on the front half of a typical lot will be channelled towards the street right-of-way; the back half of the typical lot will drain overland into rear or side yard swales, which will be connected to a series of stormwater management ponds controlling the quantity and quality of runoff.

To accommodate rear and side yard drainage easements of varying widths will be required resulting in drainage channels running throughout the industrial area. It is desired that trees be planted along the edges of channel easements to help give swales a natural quality and contribute to attracting small-animal wildlife back into the development.

- Native deciduous trees and shrubs shall be planted where swales meet public streets.
- Drainage channel easements will be sodded.
- Parking and storage areas adjacent to swales shall be curbed.
- It is desirable to plant trees along swales (see sketch for various options).



PLAN SHOWING REAR LOT DRAINAGE

7.0 APPROVALS AND IMPLEMENTATION

The preceding sections of these guidelines have outlined urban design concepts and objectives for the development of industrial and commercial areas in the Town of Caledon. The *Guidelines* will assist in controlling development within these areas to ensure the desired image is achieved. They should be used as a model for Zoning By-Laws and to evaluate proposed subdivision plans and site plans.

It should be recognized that the success of any plan is highly dependant upon its implementation. This will require a long-term commitment and cooperation from all the stakeholders involved including: the Town of Caledon, developers and business owners.

7.1 APPROVALS

It is recommended that the *Industrial / Commercial Design Guidelines* be adopted as policy by the Town of Caledon Council. Once adopted, the Town's Planning and Development Department will be responsible for the coordination and implementation of the *Guidelines*.

These guidelines are intended to be read in conjunction with all other applicable policies, guidelines or legislation. Should there be a conflict in this regard, the Town of Caledon Planning and Development Department should be notified immediately and shall be responsible for resolving such conflicts.

7.2 IMPLEMENTATION

In addition to the provisions of the Zoning By-law and all other applicable policies, guidelines and legislation, Developers/Builders will be required to comply with these guidelines throughout the design and construction process. As stated in the *Town of Caledon Site Plan Manual* the applicants are required to retain qualified professionals (e.g. engineers, architects and landscape architects) to prepare the necessary reports, plans and drawings

Development proposals will be reviewed for compliance with the *Industrial / Commercial Design Guidelines* by Town of Caledon staff. The Developer/ Builder must also comply with the requirements of any other approval agency.

Innovative design solutions which do not strictly adhere to the performance standards prescribed in these *GUIDELINES* may be considered based on their merits provided the overall spirit of the guidelines is maintained. It is intended that the *Industrial / Commercial Design Guidelines* will provide a sufficient level of flexibility in their interpretation by the Town Staff.

Modifications to the *Guidelines* may be necessary in the form of an amendment or special policy, and specific guidelines for new development areas in the Town of Caledon may be adopted by Council from time to time. Developers/Builders should consult with Town staff to ensure they have the most up-to-date information.

These Guidelines are intended to be used at both the subdivision and site plan stages of development. At the subdivision stage, an overall design master plan is to be submitted which is then later refined and detailed at the site plan design stage.

7.3 ZONING

In new development areas, where future industrial/commercial lands are not currently zoned for such uses, these guidelines shall assist in the establishment of appropriate zoning standards. In established industrial/commercial areas with existing zoning, the zoning by-law establishes legal minimum standards, however certain aspects of these guidelines may recommend higher standards. In such cases, the Town of Caledon shall make best efforts to implement the guidelines, as appropriate, taking into consideration exiting site conditions and site context.

7.4 DESIGN BRIEF

For more complex applications, the Town of Caledon may request an applicant to submit a "Community Design Brief", the exact scope and content of which will be determined through discussions with the applicant. In general, the brief will allow the designer to demonstrate

how the design guidelines have been addressed. Where the application varies from the guidelines, the brief provides the designer with an opportunity to offer a rationale for such variances. The brief will help facilitate the Town's review of these more complex applications.

7.5 DESIGN REVIEW CHECKLIST

The design checklist is provided as a guide to designers and to assist the Town staff in reviewing development applications from a design perspective. It provides a synopsis of design features which need to be addressed and evaluated with each development proposal. The checklist will ensure that these design guidelines are implemented in a consistent and coordinated manner with each application.

SITE PLANNING ELEMENTS (checklist)

- Any existing trees to be preserved?
(location, grades, planting-in-lieu)
- Any heritage buildings on the site?
- Any residential land uses adjacent to the site?

Adjacent Streetscape

- Major or minor road?
- Curb or ditches (culvert treatments)
- Street tree spacing and species
- Hydro pole locations
- Is the lot in a priority location? (Corner Building / Edge Building, T-Intersection, Stormwater Management Pond)

1. Building relationship to the street

- Building frontage setback
- A continuous landscape connection
- Sight lines
- Relationship to neighbouring buildings

2. Site Access & Circulation

- Visibility of access points
- Can access points be consolidated?
- Definition of on site vehicular routes
- Pedestrian routes
- Surface materials for vehicles
- Surface materials for pedestrian routes

3. Parking Areas

- Location of main parking
- Location of visitor parking
- Visibility of parking
- Landscape treatment of parking
- Peninsulas to break up large areas
- Lighting of parking areas
- Snow storage locations

4. Outdoor Storage

- Screened on corner lots
- 2nd lot from corner screening
- Major roads
- Type of screening
- Height of screening

5. Loading, Service & Garbage Areas

- Not to be directly visible from the street
- Are they part of the building footprint?
- Garbage at rear of building?
- Avoid conflicts with neighbouring properties

6. Buffers & Landscape Strips

- Front and flank yard strip (minimum 12, 9 or 6 m)
- Side yard strip (minimum 1.5m)
- Need for rear or side drainage easement

Site Planning Elements (checklist continued)

7. **Display Areas**
 - Location
 - Size
 - Integration with landscape
8. **Outdoor Amenity Areas**
 - Location
 - Microclimate
 - Amenities provided
9. **Site Lighting**
 - Pedestrian routes
 - Floodlighting of building
 - Security
 - Spill-over to adjacent sites to be avoided
 - Parking area standards to avoid clutter
 - Co-ordination with landscaping
10. **Signage**
 - Avoid tall freestanding pylons
 - Illumination
 - Compatible with scale, colour etc.
 - Building address, and fascia signs visible
 - Co-ordination with landscaping plan
11. **Micro Climate & Energy Efficiency**
 - Siting of buildings
 - Landscape treatment

ARCHITECTURAL DESIGN GUIDELINES (checklist)

1. **Building Design**
 - Front elevation
 - Individually designed
 - Compatible with adjacent buildings
 - Office and plant compatibility
 - Office and plant unification
 - Compatible with adjacent buildings
 - Articulated roof form
2. **Wall Articulation & Openings**
 - Fenestration
 - Articulation of blank walls
 - Primary entrance as focal point
 - Weather protection for primary entrance
3. **Exterior Materials and Colours**
 - Type of material
 - Maintenance free
 - All elevations have same main wall cladding
 - Compatibility of different materials
 - Colour compatibility
4. **Exterior Equipment**
 - Screened from public view
 - Organization and compatibility of exterior equipment elements
 - Screening integrated into building design

LANDSCAPE DESIGN GUIDELINES (checklist)

- 1. Building Entrance, Foundation and Features**
 - Complimentary to architecture
 - Emphasis on main entrance
 - Framing of building
 - Soften building foundations
- 2. Site Entrance & Signage Features**
 - Definition of site entrance(s)
 - Planting at base of free-standing signs
 - Visibility of façade
- 3. Site Frontages and Buffer Areas**
 - Compatibility with streetscape
 - Compatibility with neighbouring landscapes
 - Screen front yard parking
 - Diversity of hard and soft elements
 - Size of frontage
 - Natural elevated landforms
 - Density of plant materials
- 4. Outdoor Storage and Perimeter Screening & Fencing** (Refer to details)
 - Height of screening
 - Walls, fences, planting or a combination
 - Planting to soften solid screens
 - Side yard outdoor storage (chain link?)
- 5. Parking Lot and Driveway Enhancements**
 - Planting to screen from street
 - Peninsulas plantings
- 6. Drainage Swales**
 - No plantings in bottoms of swales
 - Native trees along rear lot lines next to swales
 - Native trees and shrubs next to public streets
 - Sodded swales
 - Curbed parking areas next to swales
- 7. Snow Storage**
 - Well draining areas for snow storage
- 8. Plant Material**
 - Location
 - Species
 - Size, Height and Spread
- 9. Lawn Areas**
 - Boulevards
 - High-profile landscaped areas
 - Swales
 - Strip next to hard surfaces & curbing
- 10. Walkways**
 - Materials

B. SPECIFIC DESIGN GUIDELINES FOR SOUTH BOLTON INDUSTRIAL PARK

8.1 INTRODUCTION

Even though Section B of the *INDUSTRIAL / COMMERCIAL DESIGN GUIDELINES* refers specifically to the South Bolton Industrial Park lands, this section should be read in conjunction with Section A of the same document which addresses generic design elements for industrial and commercial developments.

The lands known as South Bolton Industrial Park are located at the southern end of the community of Bolton in the southeast corner of the Town of Caledon. The lands are bounded by Regional Road 50 to the east, Mayfield Road to the south, Coleraine Drive to the west, and partially developed general and prestige industrial lands to the north (see Figure 1.)

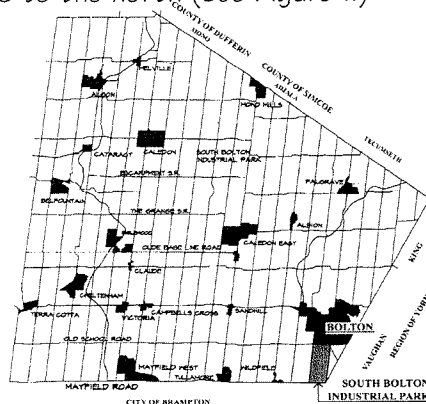


Figure 1 - Town of Caledon Map

The subject lands (see Figure 2) comprise approximately 240 hectares, and are designated as (1) highway commercial and (2) prestige industrial as noted in Schedule C of the Bolton Land Use Plan. Development of the lands will start in the north, and will extend south over an expected twenty-year time frame. Therefore, it is imperative that a document be in place to guide development in order to achieve consistency in the design elements and a high-quality industrial subdivision in the long run.

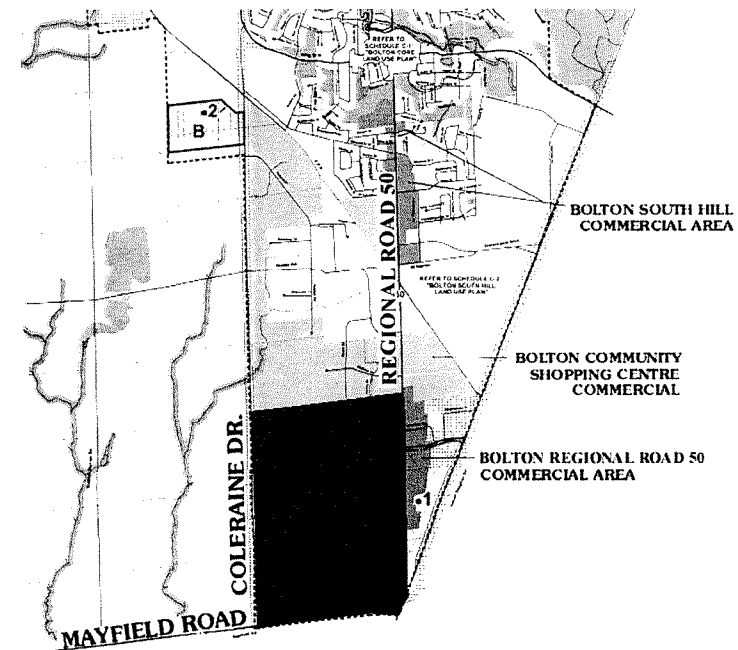




Figure 2 - Subject Lands of South Bolton Industrial Park

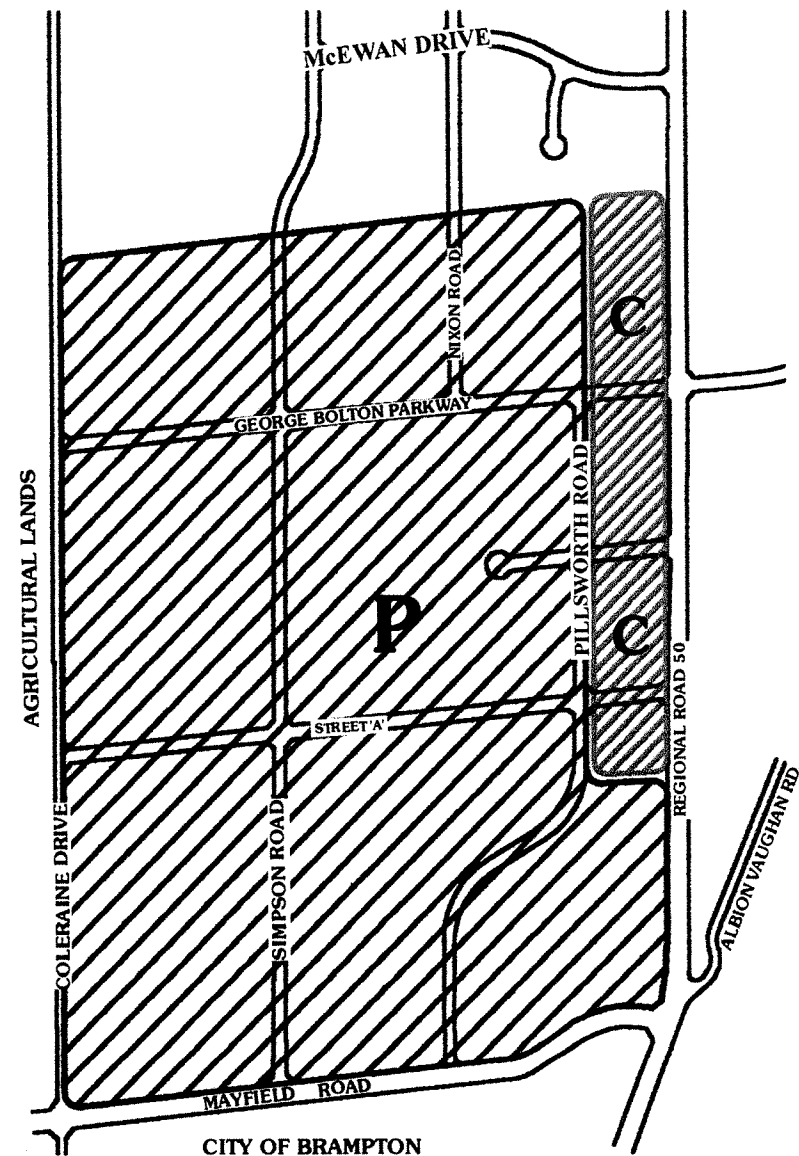
8.2 ROAD NETWORK

The South Bolton Industrial Park is bounded by arterial roads on three sides: To the east is Regional Road 50, to the south is Mayfield Road, and to the west is Coleraine Drive. The existing north-south roads of the industrial area north of the subject lands will be extended south into the new Industrial Area. Simpson Road will run south all the way to Mayfield Road. Nixon Road, however, will terminate at the George Bolton Parkway, a new roadway which, along with Street A, will span the Industrial Area, connecting Regional Road 50 to Coleraine Drive. The proposed Street B will also run west from Regional Road 50, but it will terminate in a cul-de-sac just beyond Pillsworth Street, a new north-south road that will stretch from the George Bolton Parkway to Mayfield Road.

8.3 LAND USE PATTERN

The South Bolton Industrial Park contains the following land uses (see Figure 2):

-  Highway Commercial (C) located along Regional Road 50, and
-  Prestige Industrial (P)



needs of those who work there.

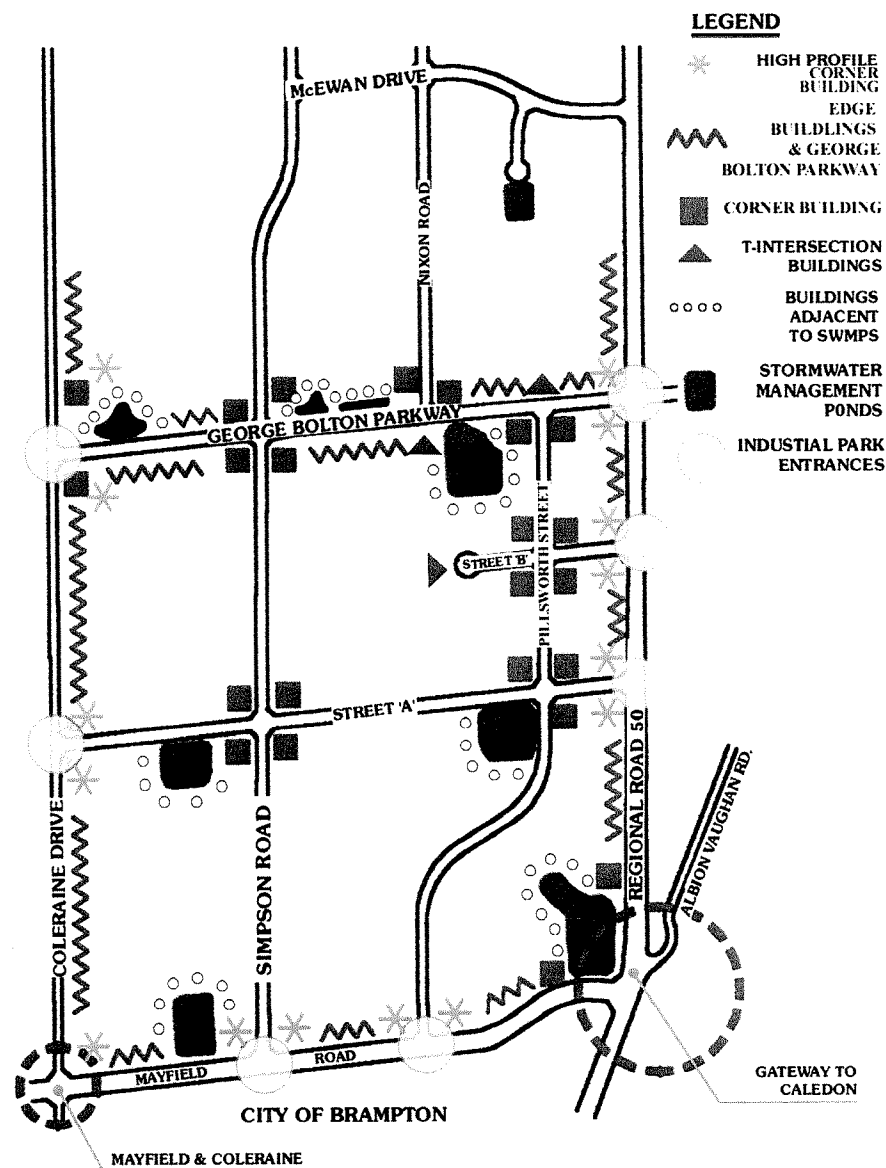
8.4 LOTS IN PRIORITY LOCATIONS

The grid pattern that emerges from the proposed network of roads will allow the municipality to offer very deep lots (up to 240m) with a variety of frontages. Frontages will generally be 60m wide. Larger frontages are encouraged along Regional Road 50, Mayfield Road, Coleraine Drive, and George Bolton Parkway.

Proposed industrial lots will be designed to give the appearance of fronting onto Mayfield Rd. and Coleraine Dr. Therefore, the upgraded façades of the buildings and the landscaped “front yards” of the proposed industrial sites will provide an attractive edge to the western and southern edges of the industrial area.

Highway commercial lands front onto Regional Road 50 and design guidelines that differ for highway commercial from prestige industrial have been highlighted in the generic guidelines text.

There are several locations where buildings will have a higher degree of public visibility. These Priority Locations will play a key role in establishing critical first impressions for those conducting business in the area as well as those passing by. A positive image is also important in attracting new businesses to the Industrial Area. It is important for the productivity of the businesses operating in the industrial area that the local environment supports the activities and



The accompanying plan denotes the Priority Locations for the South Bolton Industrial Park which include:

1. High Profile Corner Buildings
2. Edge Buildings & Buildings on George Bolton Parkway
3. Corner Buildings
4. T-Intersection Buildings
5. Buildings Adjacent to Stormwater Ponds

Buildings on these lots will require a higher level of design consideration than mid-block buildings. Refer to section 4.0 for the treatment of buildings in priority locations.

8.5 SITE ACCESS

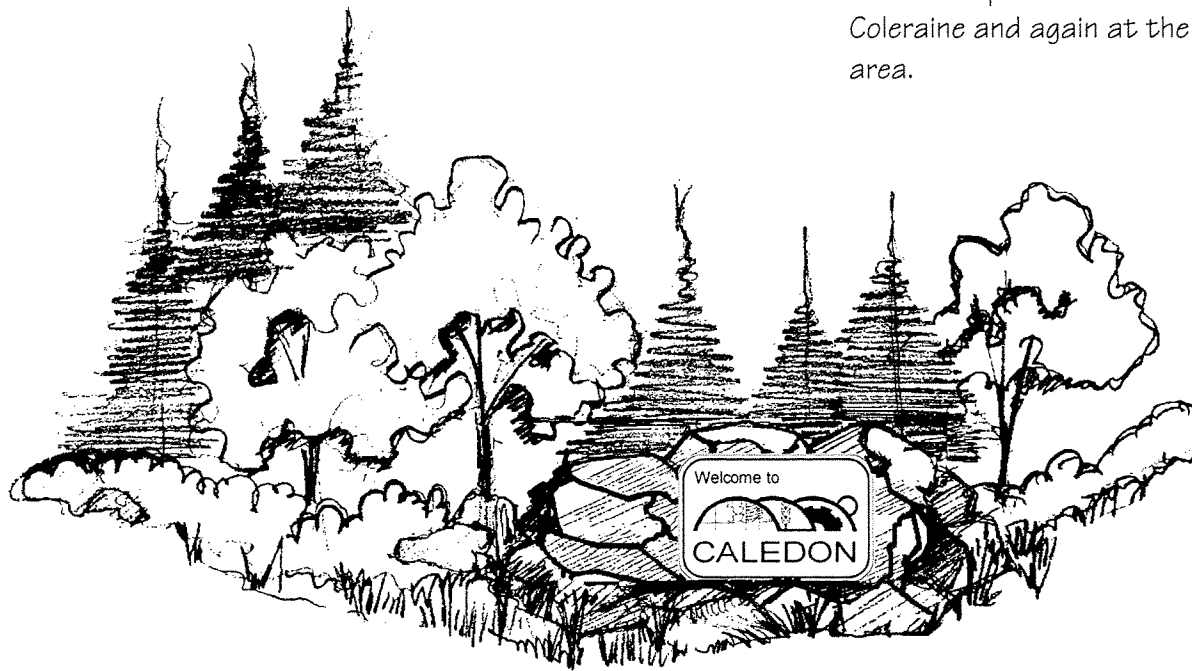
Consolidated site accesses shall be required on Coleraine Drive, Mayfield Road, Regional Road 50 and George Bolton Parkway; except where frontages permit access points that are in conformity with Town or Region standards .

8.6 ENTRY FEATURES

8.6.1 GATEWAY TO CALEDON – Regional Road 50 & Mayfield

To the many people who travel north on Regional Road 50., the intersection of Mayfield and Regional Road 50, at the southeast corner of the South Bolton Industrial Park will convey an image of the community of Bolton—and the Town of Caledon. Therefore, it is important that the environs of this important intersection be attractive.

The intersection of Mayfield Road and Regional Road 50 presents a unique design challenge for the subject lands. The drainage plan for the subject lands calls for a stormwater management pond to be constructed on the NW corner of the Regional Road 50 and Mayfield Road intersection. It would be fitting, therefore, that the landscaping of this corner of the intersection be in keeping with the natural look and feel of the stormwater management pond lying just beyond. The incorporation of landscaping rockery and boulders into a welcoming landmark for the Town of Caledon, for instance, would not only be appropriate for the location, but would introduce a design element that could be repeated at the intersection of Mayfield and Coleraine and again at the entrances to the industrial area.



8.6.2 MAYFIELD & COLERAINE CORNER

The intersection of Mayfield Road and Coleraine Drive is located at the southwest corner of the South Bolton Industrial Park. The northeast corner of the intersection provides the ideal location for introducing the industrial area and projecting the image of a coordinated neighbourhood to people travelling west on Mayfield Road or north on Coleraine Drive.

The building occupying the corner lot will serve as a landmark for the area, and so should be situated close to the intersection and be given upgraded architectural elements. In addition, a feature wall with signage and plantings should announce the South Bolton Industrial Park. The inclusion of rockery in the landscape design would help tie this intersection in with the look recommended for the intersection of Mayfield Road and Regional Road 50.

By introducing at a smaller scale the kind of rockery found at the southwest and southeast corners of the Industrial Area, a common landscape theme can be established for the South Bolton Industrial Park.

8.6.3 INDUSTRIAL AREA ENTRANCES

There are seven points at which the local roads of the Industrial Area intersect with Regional Road 50, Mayfield Road and Coleraine Drive. These are the various entrances into the South Bolton Industrial Park, and so all should be given a similar design treatment with respect to entry walls, signage, street trees, etc. This approach will minimize any visual differences at the various intersections arising from changes in land use (industrial or commercial) or changes in road width (30m or 24m right-of-way.)