

TOWN OF CALEDON

URBAN DESIGN BRIEF FOR 12415 COLERAINE DRIVE

May 2018

Prepared by:

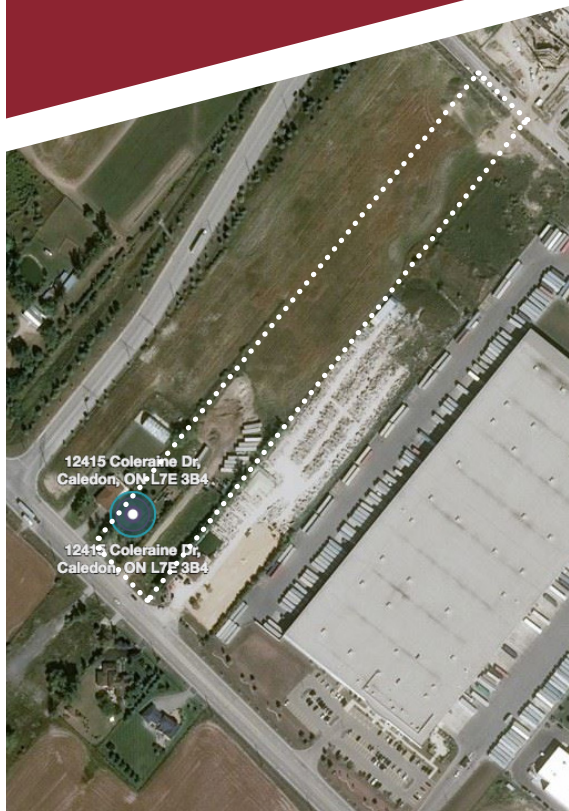


Table of Contents

1) Introduction	1		
1.1. Purpose	1	5.2. Wall Articulations and Openings	26
1.2. Location	2	5.3. Exterior Materials and Colours	27
		5.4. Exterior Equipment	29
2) Context Analysis	3	6) Landscape Design	30
2.1. Land use	3	6.1. Major Road	30
2.2. Built Form	4	6.2. Minor Road	30
2.3. Streetscapes (Public Realm)	5		
2.4. Transit	9	7) Implementation and Conclusion	33
2.5. Cycling & Pedestrian Mobility	10		
2.6. Natural Feature	11		
3) Policy Context	13		
3.1. Region of Peel Official Plan	13		
3.2. Town of Caledon Official Plan	14		
3.3. Industrial Commercial Design Guidelines (ICDG)	16		
4) Site Plan Design	17		
4.1. Building Relationship to the Street	17		
4.2. Vehicular and Pedestrian Circulation	18		
4.3. Parking Area	19		
4.4. Landscape Strips	20		
4.5. Outdoor Storage Area	21		
4.6. Loading, Services and Garbage Area	21		
4.7. Outdoor Amenity Area	23		
4.8. Micro Climate and Energy Efficiency	23		
4.9. Site Lighting	24		
4.10. Signage	24		
5) Architectural Design	26		
5.1. Building Massing and Design	26		

1) Introduction

1.1. PURPOSE

This Brief has been prepared to address the design principles and guidelines as they pertain to the proposed development to ensure compatibility of the subject property to other industrial lands within Caledon.

This report mainly contains architectural, landscape and site design aspects of the future development.

The primary goal of this document is to ensure the subject property's development fits with and contributes to the South Bolton Industrial Park, Caledon industrial land uses, and the Town of Caledon as a whole.

The Urban Design Brief describes the principles and standards on which the subject property's development will be based, such as:

1. Provide a high standard of site plan design particularly due to the location of the development along major roads (the Bolton arterial road network on Coleraine Drive and George Bolton Parkway) within the South Bolton Industrial Park.
2. Help to create an attractive, successful and economically viable industrial development.
3. Conform with the Region of Peel and Town of Caledon policy and

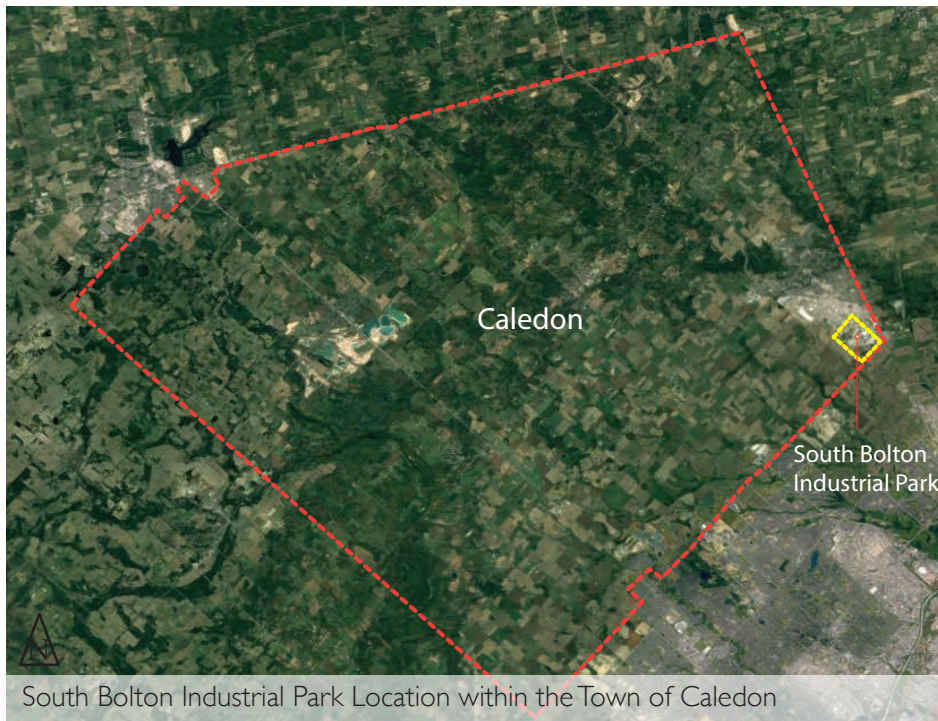
guidelines, in particular the Industrial Commercial Design Guidelines (ICDG) by:

- Creating a strong industrial/commercial neighborhood identity through the development of attractive well designed sites and buildings.
- Presenting a well landscaped and visually pleasing streetscape.
- Creating attractive focal areas at entrances into and along the edges of the industrial subdivision.
- Developing an innovative and cost-effective design in both the public realm and private lands.

1.2. LOCATION

The subject property is located on the east side of Caledon on the west side of South Bolton Industrial Park, east of Coleraine Drive. There is currently a single detached house inside the subject property that will be demolished.

The site is bounded by Coleraine Drive to the west, Simpson Road to the east, an industrial property (Global ARCH) to the south and a detached house and a vacant land to the north.



2) Context Analysis

2.1. LAND USE

2.1.1. Existing condition:

The subject property is located in South Bolton Industrial Park. This area is predominately made up of industrial uses, limited residential uses, and some vacant lands.

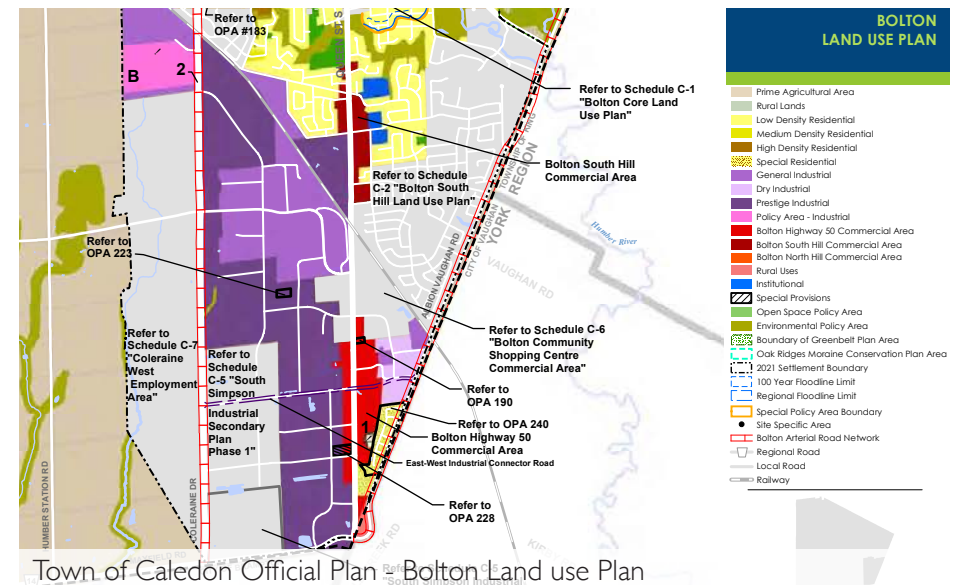
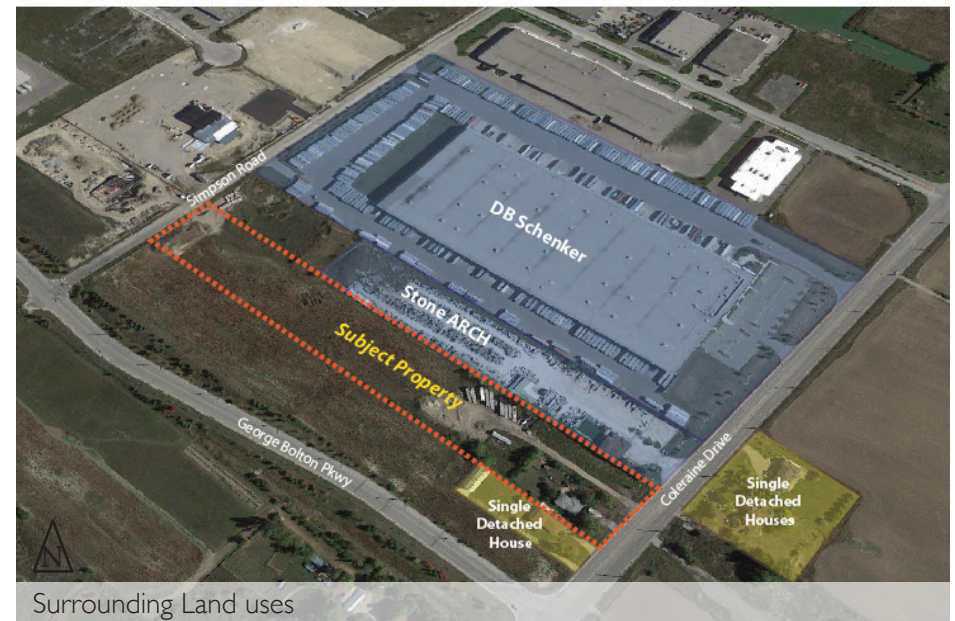
Industrial land uses directly adjacent to the subject property are:

- DB Schenker; an integrated logistics services provider; and
- Stone ARCH, the largest wholesaler of natural landscaping stone in the region.

Residential uses adjacent to the subject property consist of a few single detached houses on the east and west side of Coleraine Drive.

2.1.2. Future condition:

Based on the Bolton Land Use Plan and the South Simpson Industrial Secondary Plan, the subject property is designated as **prestige industrial** and will be surrounded by prestige and general industrial uses.



2.2. BUILT FORM

2.2.1 Edge Buildings:

The subject property is designated as prestige industrial and according to ICDG is considered to be an edge building, along Coleraine Drive. Therefore, this section focuses on existing industrial edge buildings' built form.

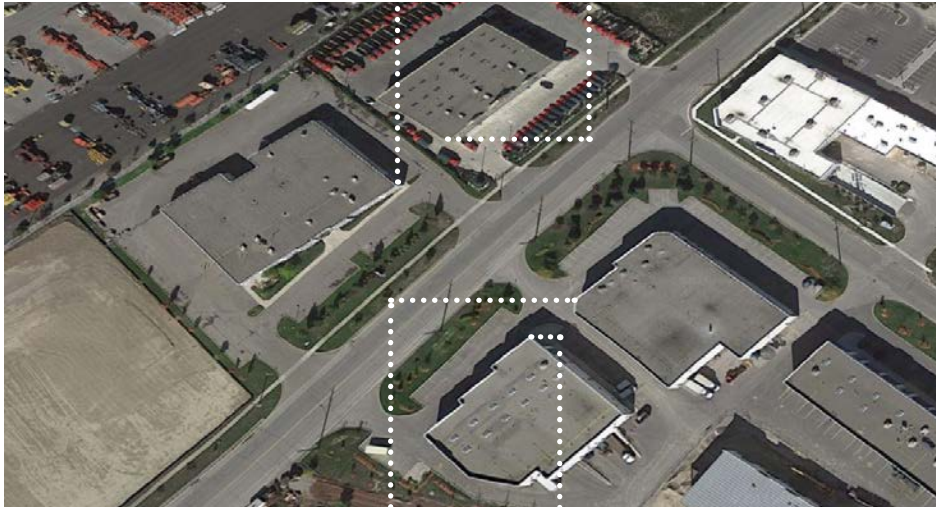
Edge buildings in the South Bolton Industrial Park are typically 2 storey offices facing the street that are visible to the public from the street, but with loading areas that will not be visible from the street.



2.2.2. Corner Buildings:

In addition to Edge Buildings in the surrounding area, there are also corner buildings and high profile corner buildings. According to the ICDG, all industrial buildings, especially high profile corner buildings, play an important role in attracting new businesses to the industrial area.





2.3. STREETSCAPES (PUBLIC REALM)

2.3.1 Major Roads:

Based on the ICDG, provincial highways, regional roads and town arterials are all considered major roadways. Within the surrounding area, Mayfield Road, Highway 50 and Coleraine Drive are Major Roads. According to the Town of Caledon Official Plan, major road right of way widths and road network are characterised as follows:

- **Highway 50** is designated as a high capacity arterial with a 36 metres right-of-way;
- **Mayfield Road** is designated as a high capacity arterial with a 50 metres right-of-way; and
- **Coleraine Drive** is a part of the proposed Bolton Arterial Road Network (BAR) and is designated as a medium capacity arterial with 36 metres right-of-way.

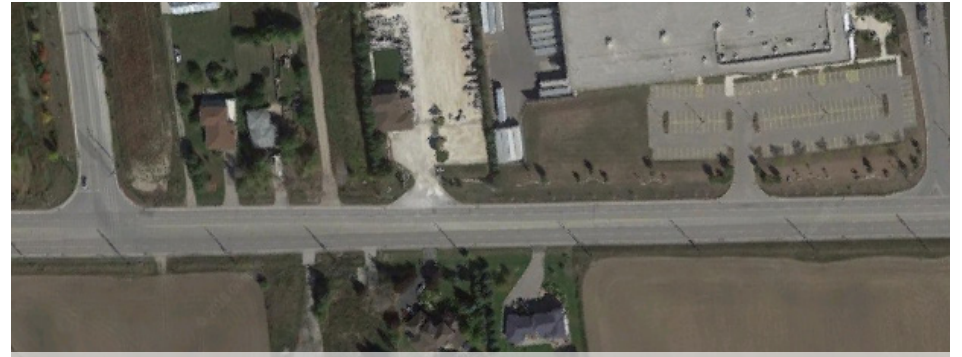
High capacity arterials are considered roadways under Provincial or Regional jurisdiction providing access to major attraction centers while medium capacity arterials are roadways under Regional or Town jurisdiction.

Access to properties is to be limited and on-street parking is discouraged on Major Roads.

The following images illustrate where Major Roads are framed by industrial development.



Highway 50 (Peel Regional Road) Streetscape



Coleraine Drive Streetscape



Mayfield Road Streetscape



2.3.2 Minor Roads:

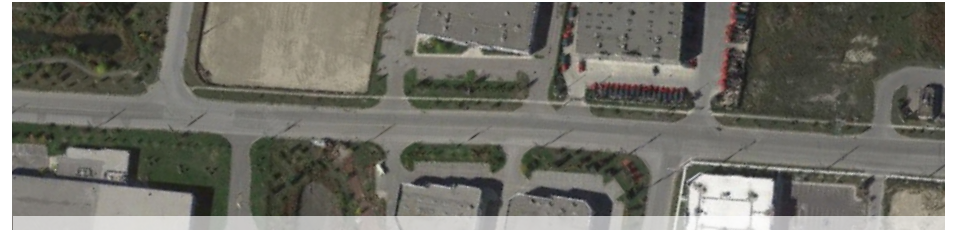
The surrounding area includes the following minor roads:

- **George Bolton Pkwy** - an east west industrial collector with 26 metres right-of-way.
- **Simpson Road, Parr Blvd and Pillsworth Road** - local roads with 17 to 20 metres right-of-way.

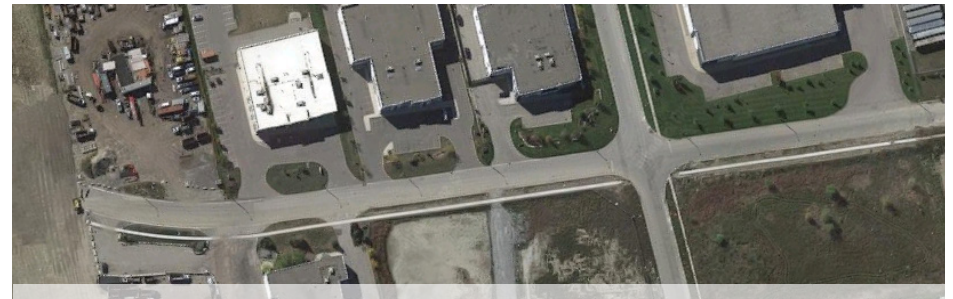
Collector and local roads are roadways under the Town's jurisdiction where on-street parking is permitted. While there is limited access to properties through collectors, local roads allow direct property access.

Minor roads in the surrounding area are framed by industrial buildings and landscaping. Based on the South Simpson Industrial Secondary Plan they will be framed completely by prestige industrial office buildings in the future.

The following images illustrate where Minor Roads are framed by industrial development.

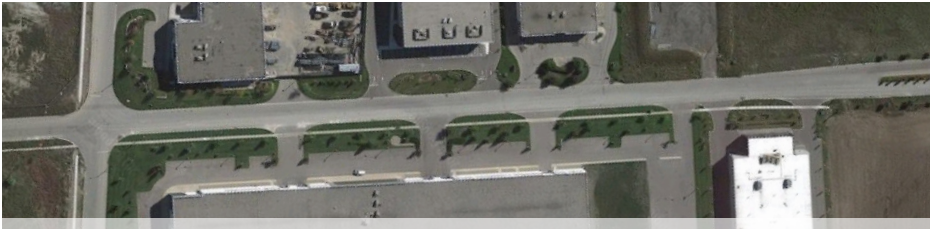


George Bolton Parkway Streetscape

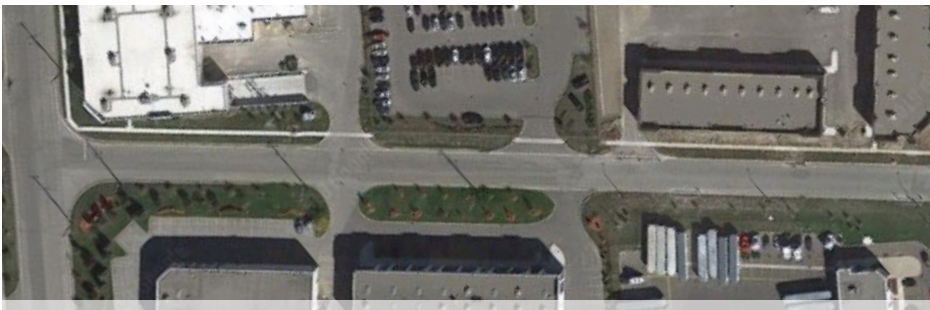


Simpson Road Streetscape

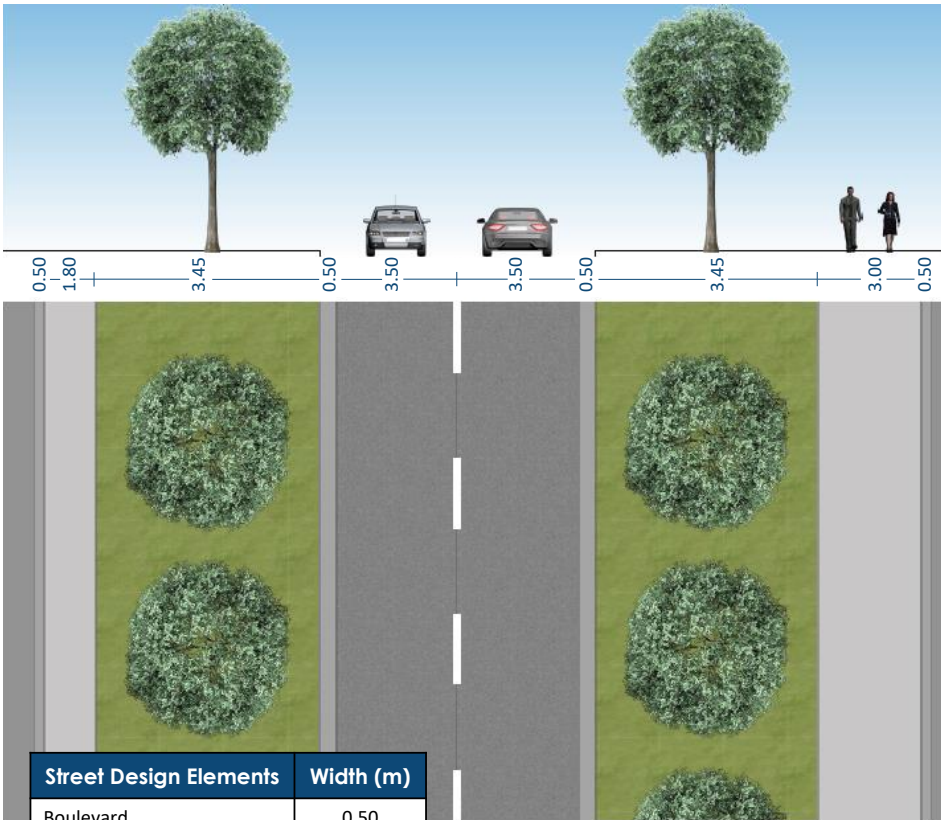




Parr Blvd Streetscape



Pillsworth Road Streetscape



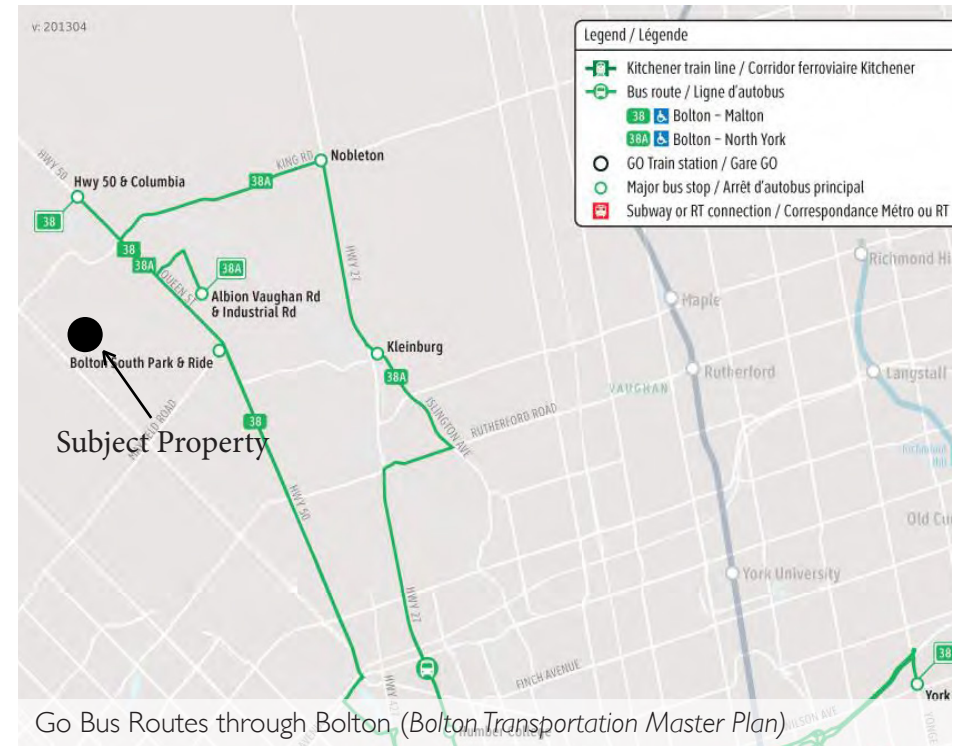
Street Design Elements	Width (m)
Boulevard	0.50
Sidewalk OR Multi-Use Path	1.80
Boulevard	3.45
Curb and Gutter	0.50
General Purpose Lane	3.50

Industrial Collector
Typical Cross Section
(Caledon Transportation Master Plan)

2.4. TRANSIT

The only transit facility in the surrounding area is a GO bus stop at Mayfield Road and Hwy. 50 along with a Park & Ride Lot. The distance between the subject property and the GO bus stop is a 30-minute walk or 2.5 km.

Based on the Bolton Transportation Master Plan and the Caledon Transportation Master Plan there are not any planned bus routes nor a GO station within the surrounding area.

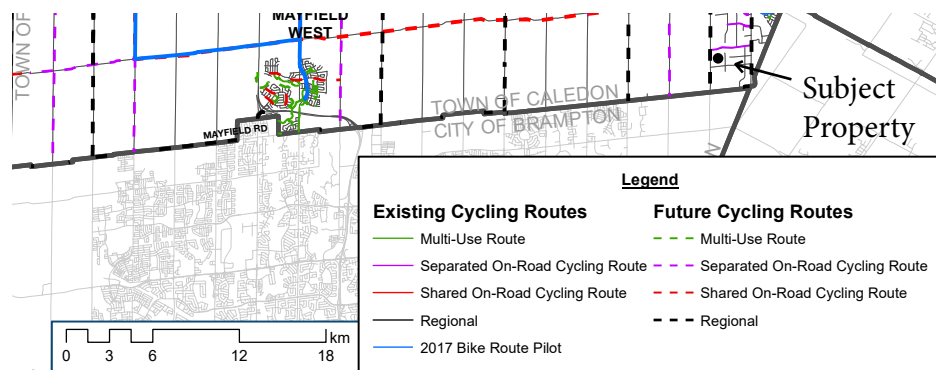


2.5. CYCLING & PEDESTRIAN MOBILITY

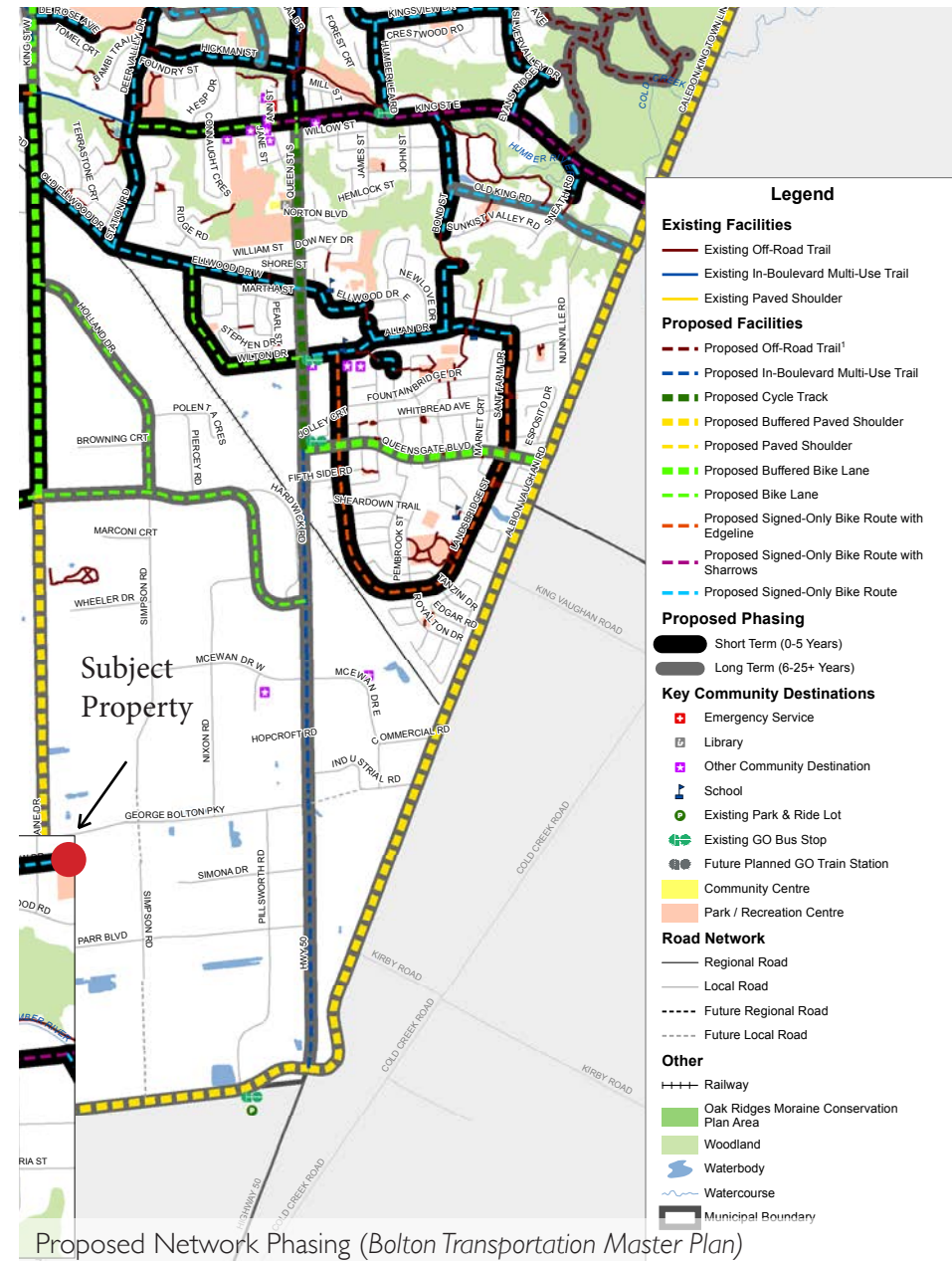
Currently, there are no sidewalks or bike lanes on major roads within the surrounding area, while minor roads including Parr Boulevard, Simpson Road, and Pillsworth Road (partially) have sidewalks. George Bolton Pkwy has a trail between Coleraine Drive and Simpson Road and a sidewalk between Simpson Road and Hwy. 50.

According to the Caledon Transportation Master Plan, Coleraine Drive, north of Mayfield Road will have a road-side walking route and Regional Cycling Route. Also, it is noted that within the Bolton Transportation Master Plan, a Buffered Paved Shoulder is proposed along Mayfield Road and Coleraine Drive and an in-Boulevard Multi-Use Trail is proposed along Hwy. 50.

It is noted that within the Caledon Transportation Master Plan, George Bolton Pkwy has a separated on-road cycling route as part of the existing cycling network. Also, Coleraine Drive will have a road-side walking route and Regional cycling route in the future.



Recommended Cycling Network (Caledon Transportation Master Plan)



Proposed Network Phasing (Bolton Transportation Master Plan)

2.6. NATURAL FEATURES

Based on the February 2016 Arborist Report by the Davey Resource Group, there are 43 trees and two hedges including 34 private trees, 2 municipally owned trees, 7 neighbouring trees and 2 neighbouring hedges. Both hedges are found along the south side on the neighbouring property. One hedge consists of spruce and cedar trees and the second hedge consists of poplars and maple trees.

Many of the trees on the property were found to have large broken branches, hangers and deadwood in the crown. (*Arborist Report, 2016*) Existing tree locations can be found in figure A.

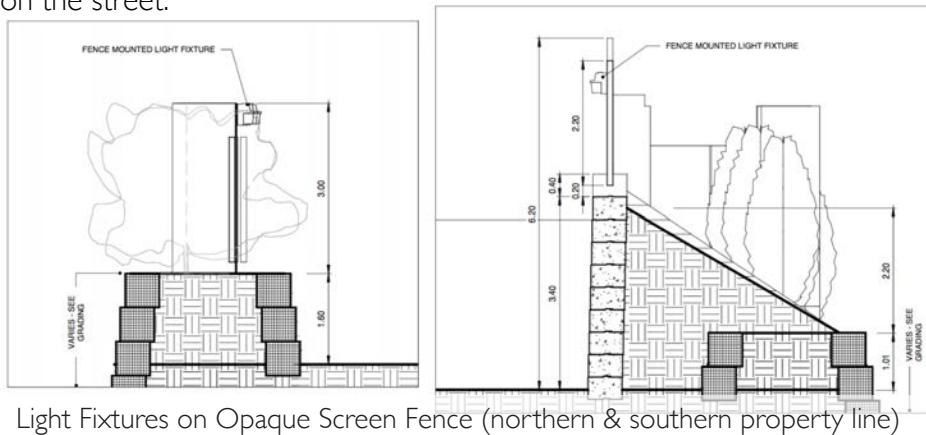




3) Policy Context

3.1. REGION OF PEEL OFFICIAL PLAN

The subject property is located in the Town of Caledon, within the Region of Peel. According to the Region of Peel OP, Regional Structure Schedule, the subject land is a designated Rural Service Center. The Region OP has required all new developments to be designed in a way that could reduce the fear of and incidents of crime and lead to an improvement in the quality of life. Crime Prevention Through Environmental Design (CPTED) principles provide one such conceptual framework to create a better designed physical environment that reduces the possibility of crime. To address CPTED matters, site plan lights are located along the property line. Also, by facing the office building at Coleraine Road, it provides eyes on the street.



Region of Peel Official Plan, Chapter 7, Implementation 7.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The proper design and effective use of the built environment can lead to a reduction in the fear and incident of crime and an improvement in the quality of life. Crime prevention through Environmental Design principles provide one such conceptual framework to create a better designed physical environment that reduce the possibility of a crime. This approach will be implemented through the area municipal official plans

7.4.1 Objectives

To create a better designed physical environment that reduces the possibility of crime

7.4.2 Policies

It is the policy of Regional Council to:

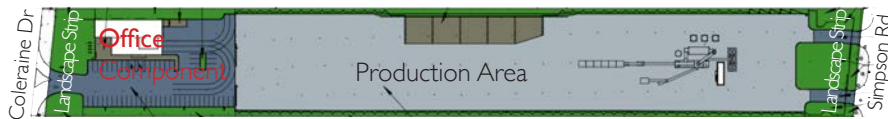
7.4.2.2 Encourage the area municipalities to achieve improved design and effective use of the built environment for crime reduction.

7.4.2.3 Encourage the area municipalities, as appropriate, to implement the CPTED principles.

3.2. TOWN OF CALEDON OFFICIAL PLAN

The following items are addressed within the site plan as they relate to the Town of Caledon Official Plan policies;

- **Prestige Uses** - As per the site plan, an office building is located along a major road (Coleraine Drive). There is no outdoor storage close to the road. (Policy 5.5.4 & 5.10.4.5.9). The office building is designed as an attractive building with a high standard of architectural design to front onto a major road. (policy 7.9.5.5.2)
- **Industrial Policies** - The asphalt plant is located at the back of the property with no direct access to Coleraine Drive. Access is gained through an internal road system off Simpson Road. Also a front yard landscape strip is located along Coleraine Drive. (Policy 5.10.4.5.9.3)
- **General Employment Area Design Policies** - The proposed development is consistent with Employment Area general design policies outlined in section 5.5.7 of the Town of Caledon OP and it is described in detail in chapters 4 to 6 of this report.



Site Plan Index

Town of Caledon Official Plan, Chapter 5, Town Structure and Land Use Policies

5.5 EMPLOYMENT AREA

5.5.4 Prestige Industrial

Prestige uses will be located within enclosed buildings with no outside storage and uses shall be encouraged to occupy prominent locations along major roads and highways.

5.5.7 General Design Policies

5.5.7.1 To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals:

- a) Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress;
- b) Innovative building forms will be encouraged;
- c) Visual and functional relationships between individual buildings will be handled in ways appropriate to their function;
- d) The following are basic landscaping and planting guidelines:
 - i) use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas;
 - ii) use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas;

- and,
- iii) use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils;
 - e) The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability.

5.5.7.3 Open storage shall be discouraged from locating on lands with prominent visual exposure from streets, roads and highways or adjacent to nonindustrial uses.

5.5.7.5 Lands adjacent to industrial uses shall be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/street streetscape and site design.

5.10 SETTLEMENTS

5.10.4 Rural Service Centres

5.10.4.5 Bolton

5.10.4.5.9 Bolton Industrial Policies

In addition to the policies of Section 5.5 Employment Areas, the following detailed policies apply to industrial lands in the Bolton Rural Service Centre.

5.10.4.5.9.1 Notwithstanding Section 5.5.4, on lands designated Prestige Industrial within the Bolton Rural Service Centre, limited outside storage shall be permitted provided such lands are not adjacent to highways or arterial roads, and provided such lands are in conformity with the general design policies outlined in Section 5.5.7. In addition, outside storage uses shall be confined to rear yards and side yards only.

5.10.4.5.9.3 In order to preserve Coleraine Drive as a potential alternate route and for traffic safety, industrial uses shall not have direct access to the Coleraine Drive. Access shall be through an internal road system connecting to the existing road network. As well a landscape strip area shall be located along the east side of the Coleraine Drive in order to prevent access and to buffer existing residences. The landscape strip shall consist of a mixture of deciduous and coniferous tree and shrub plantings which may be located on a continuous berm which shall be graded in a naturalistic manner.

Town of Caledon Official Plan, Chapter 7, Secondary Plans

7.9 SOUTH SIMPSON INDUSTRIAL SECONDARY PLAN

7.9.5 Industrial

7.9.5.5 Prestige Industrial Uses

7.9.5.5.2 The Prestige Industrial designation shall apply to lands adjacent to Coleraine Drive, Mayfield Road and George Bolton Parkway with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that front onto, or appear to front onto, major roads.

3.3. INDUSTRIAL COMMERCIAL DESIGN GUIDELINES (ICDG)

The subject property is located within the Rural Service Centre designation in the Caledon Official Plan. To enhance the quality of streetscape, building and site design of the industrial commercial lands within Caledon's Rural Service Centre and Industrial Commercial Centres, ICDG have been provided. This document provides the design principles and guidelines pursuant to the Town Official Plan.

The site design is consistent with ICDG's objectives by:

- providing a quality and attractive site and building design to assist in creating an economically viable industrial neighbourhood. (ICDG 1.1.a)
- designing visually pleasing landscape strips along Coleraine Drive and Simpson Road. (ICDG 1.2)

The site plan design is also consistent with guidelines for South Bolton Industrial Park by:

- providing the potential future opportunity to consolidate the site access with the adjacent properties. (ICDG 8.5)
- designing a prestige industrial office building to project the image of a prestige industrial area for people traveling north on Coleraine Drive. (ICDG 8.6.2)

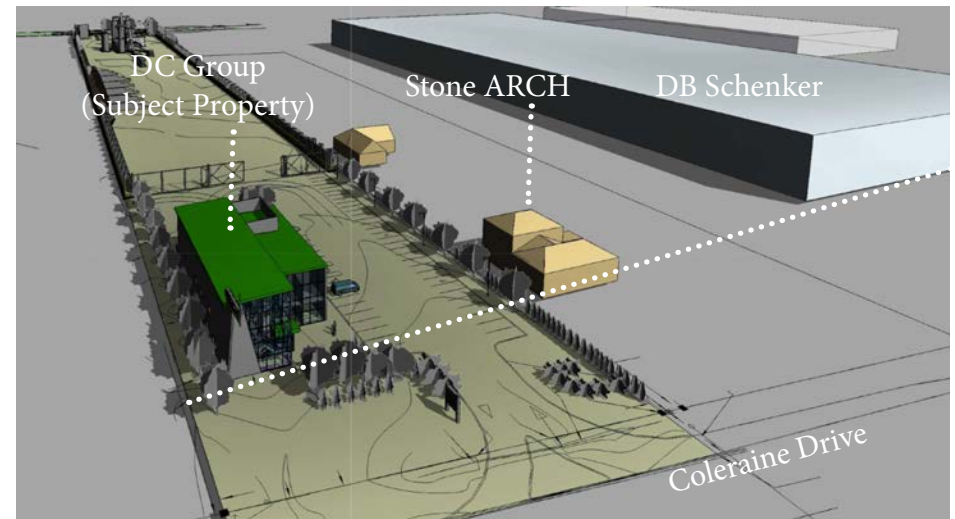
Site plan design, landscape design and architectural design descriptions in this report are based on ICDG documents and requirements.

4)Site Plan Design

4.1. BUILDING RELATIONSHIP TO THE STREET

To establish a defined street edge at Coleraine Drive, the office building, parking area, and frontage landscaping are situated in such a way as to address the following design objectives:

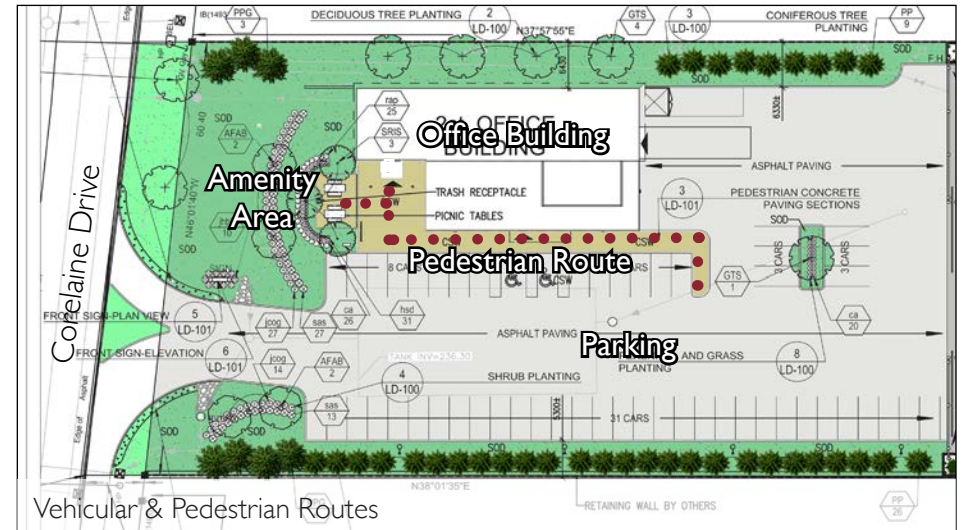
- The primary facade of the office building is located close to Coleraine Drive with a 22.7 m front yard setback which is consistent with abutting existing industrial uses to the south. (ICDG 2.1.1)
- The parking area is located south of the building behind the landscaped front yard and will not interrupt the continuous landscape connection between the building and the street. (ICDG 2.1.3)



4.2. VEHICULAR AND PEDESTRIAN CIRCULATION

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

- Access points to the site and the building are clearly visible from the street (ICDG2.2.1 & 2.2.2)
- On site parking and vehicular linkages are separated from the pedestrian route. (ICDG 2.2.5)
- All driveways and on-site vehicular routes will be paved by asphalt. (ICDG 2.2.6)
- Pedestrian route connects parking area to building entrance and the building's outdoor amenity area. (ICDG 2.2.12)



The Site Entrance from Simpson Road

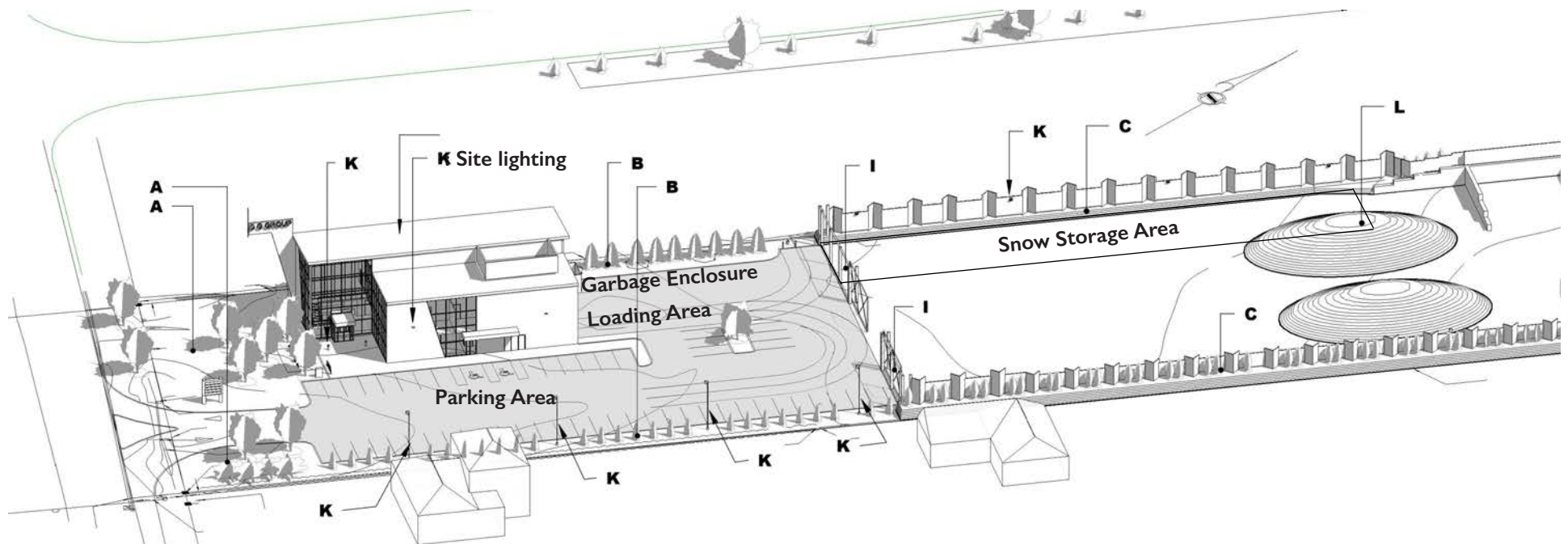


The Site Entrance from Coleraine Drive

4.3. PARKING AREA

To establish an attractive streetscape, the exposure of the proposed parking area to Coleraine Drive will be limited through landscaping and planting.

- The main parking area is located at the side of the building. (ICDG 2.3.1)
- The number of parking spaces provided meets the minimum requirement as set out in the Zoning By-law. The visitor parking spaces are integrated into the main parking area and are close to the office building. (ICDG 2.3.2)
- A landscape buffer in the front yard is provided to screen the parking area from the street. (ICDG 2.3.6)
- The parking area is well lit by wall or fence mount lights. (ICDG 2.3.8)
- The parking area will be paved by asphalt. (ICDG 2.3.9)
- The snow storage area is located close to the parking area to avoid conflict with the loading area and vehicular circulation. (ICDG 2.3.10)



Parking Area Component

4.4. LANDSCAPE STRIPS

The landscape strip adjacent to Coleraine Drive is 21 m in depth which is more than the minimum 9.0 metres required. (ICDG 2.4.1)

Trucks enter the site from Simpson street which is a minor road and the landscape strip is 36.4 m in depth from that side of the property. (ICDG 2.4.2)

The site landscape strip includes:

- A- Front Yard Landscaping along Coleraine Drive
- B- Side Yard Landscaping along Parking and Office Building
- C- Landscaping, Berm and Opaque Screen Fence
- D- Retaining wall and Elevated Landscape/Opaque Screen
- E- High Level Screen Wall and Landscaping
- F- Front Yard Landscaping along Simpson Road
- G- Side Yard Landscaping Towards Simpson Road
- H- Hedgerow

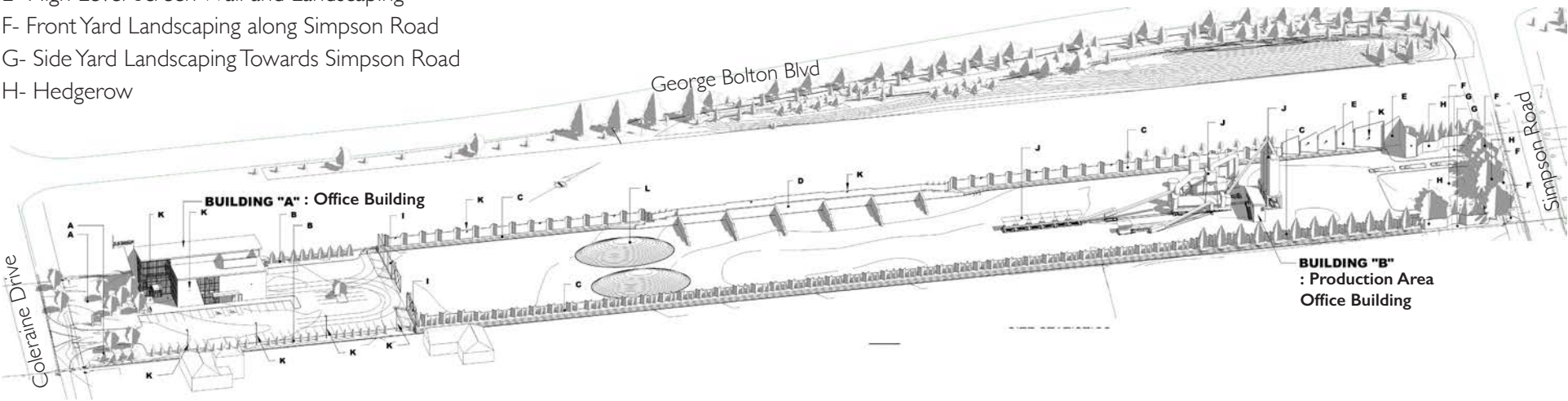


Table I - Site Landscap-

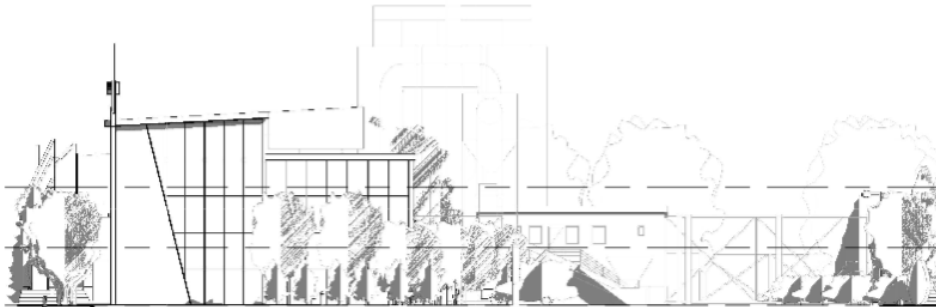
FRONT YARD LANDSCAPE AREA COLERAINE DR.	
PLANTING STRIP	
ABUTTING ARTERIAL ROAD	21.00M
ABUTTING ANY OTHER ROAD	6.00M
SIDE YARD LANDSCAPE STRIP	
NORTH	6.13M
SOUTH	5.30M
FRONT YARD LANDSCAPE AREA SIMPSON RD.	
PLANTING STRIP	6.00M
SIDE YARD LANDSCAPE STRIPS	
NORTH	3.20M
SOUTH	3.20M

Excerpt of the Site Plan

4.5.OUTDOOR STORAGE AREA

The nature of the asphalt plant development necessitates storing of the product within the production area. The site plan design maintains a desirable streetscape appearance by:

- locating the outdoor storage north of the production area so it will be setback far enough from Coleraine Drive and Simpson Road. There will also be reclaimed asphalt pavement (RAP) stockpiles located west of the production area. (ICDG 2.5.4)
- screening the visibility of storage areas from Coleraine Drive using landscaping and a security screen fence. Also, the northern storage area is heavily screened with a landscaped berm (3.4 m) and a retaining wall (2.8 m) to prevent visibility from George Bolton Blvd. (ICDG 2.5.2)

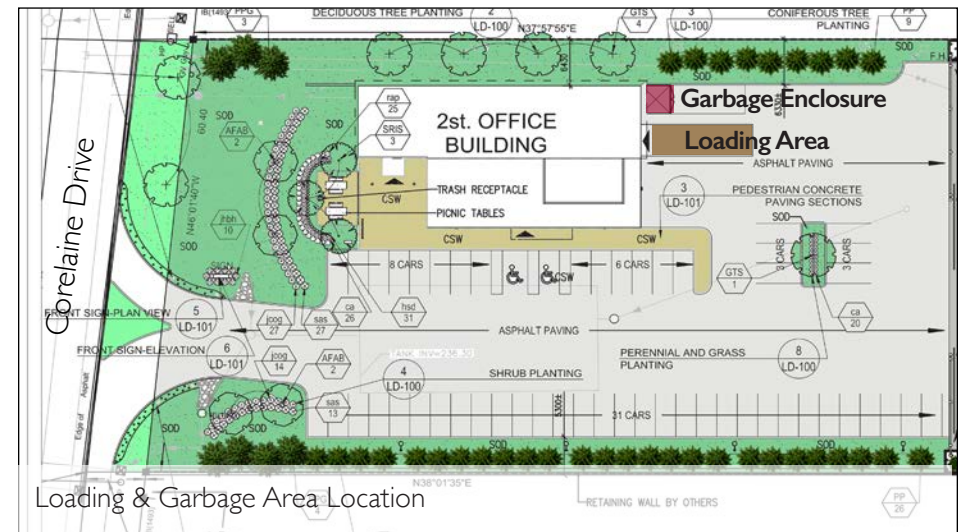


View to the site from Coleraine Drive

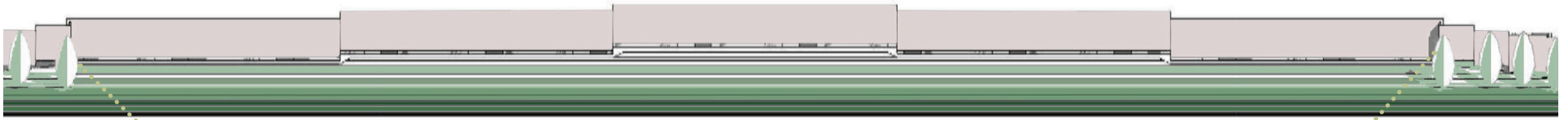
4.6.LOADING, SERVICES AND GARBAGE AREA

The site plan design aims to avoid exposing the loading, services, and garbage area to public view by:

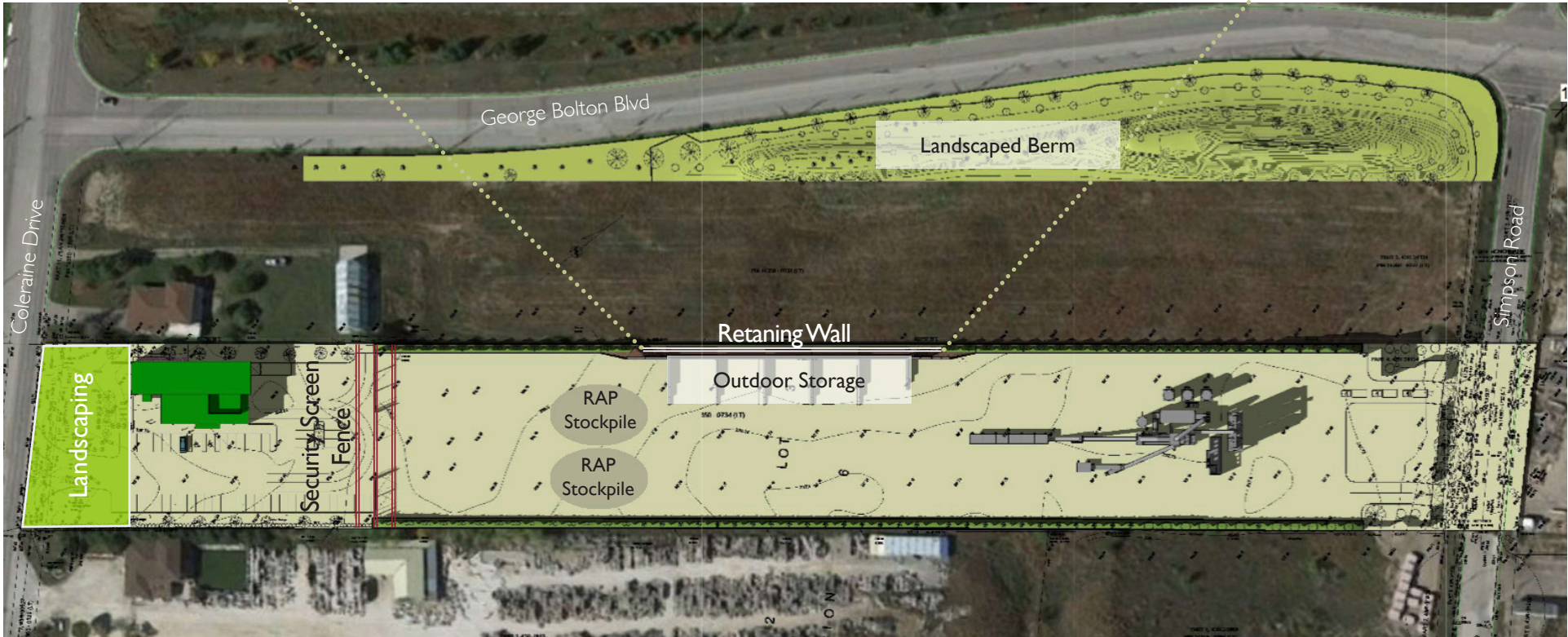
- orienting them away from and screening them from Coleraine Drive. (ICDG 2.6.1)
- loading area and garbage enclosure are located on the east side of the building where they are screened by the office building to the west and side yard opaque screening to the north. (ICDG 2.6.2 & 2.6.3)
- Side yard landscaping will provide separation of the loading and storage area with the adjacent property. (ICDG 2.6.4)



Loading & Garbage Area Location



Outdoor Storage Screening, View from George Bolton Blvd

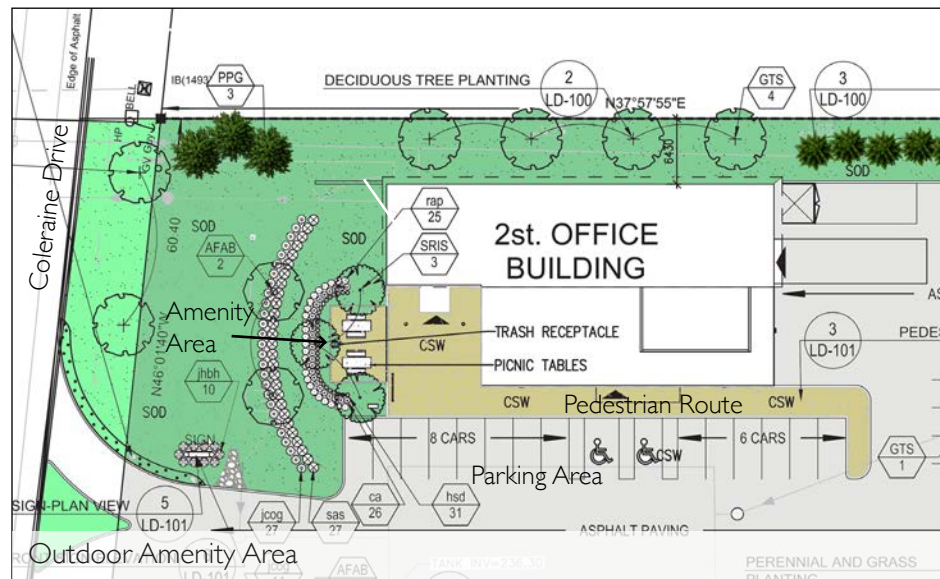


Outdoor Storage Area Location and Screening

4.7.OUTDOOR AMENITY AREA

The site plan includes an enjoyable landscaped area for employees on the south west side of the office building. (ICDG 2.8.1)

The amenity area is defined by landscaping (ICDG 2.8.2) and two picnic tables. Waste receptacles will also be provided. (ICDG 2.8.3)



4.8.MICRO CLIMATE AND ENERGY EFFICIENCY

The office building is designed with curtain walls facing the south and the west in order to maximize sunlight. However, shade trees will be planted to reduce direct sunlight in the summer. (ICDG 2.11.1 & 2.11.4)

To help deflect cold winds in winter, coniferous trees will be planted to the west and north of the building. (ICDG 2.11.3)

4.9. SITE LIGHTING

The subject property will be illuminated to provide safety and identification at night.

The entrance, building, walkway, and the parking area will all be adequately illuminated through the following proposed lighting strategy:

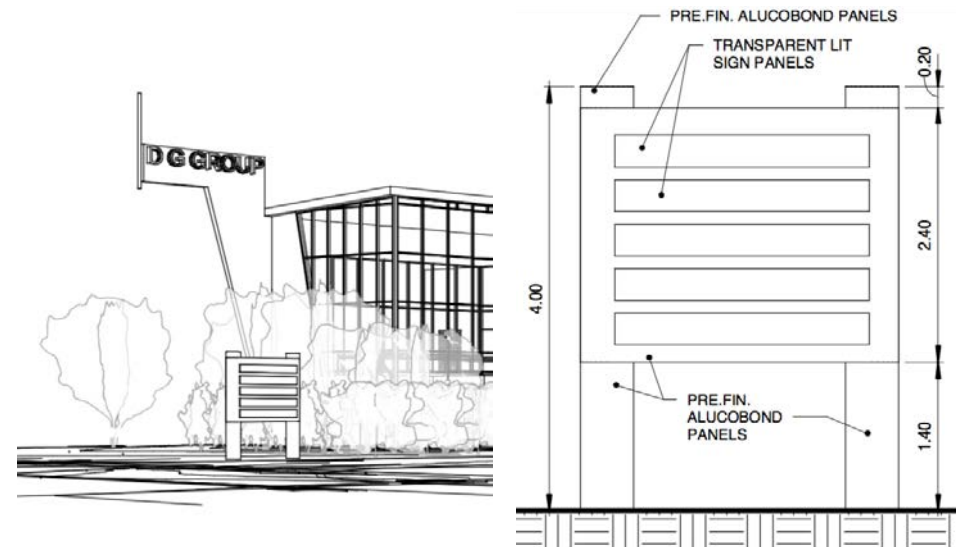
1. The walkway is to be illuminated by three SLIM Walkpacks which are suitable for mounting heights from 20' to 30', and each provide 6215 lumen. These will provide the office building with floodlighting as well.
2. The parking area is to be illuminated by eight specific LED lights (two types), suitable for mounting on the side of walls and the perimeter of parking areas. Each type provides 12042 to 13204 lumen. (ICDG 2.9.1 & 2.9.2 & 2.9.3)

All proposed perimeter lights and their locations are directed downward and inward as per ICDG 2.9.4. The asphalt plants' surrounding lights are positioned to illuminate the plant and since they are located within the production area, there will be no spill over of light onto the neighbouring properties. (more details are shown in Figure B on page 26).

4.10. SIGNAGE

The development will provide freestanding signage and affixed signage. Both types of signage are consistent with the building material and colour. The building facade consists of metal and concrete which will look gray and silver.

- The affixed signage is part of the office building design using compatible material and color. Both the signage and building entrances will be built using alucobond metal panels and their color will be "sea mist green". (ICDG 2.10.2)
- The freestanding signage will be made from the same material and will be located within the front yard landscaped area. (ICDG 2.10.4)



5) Architectural Design

5.1. BUILDING MASSING AND DESIGN

The office building has been designed to be compatible with the context and land use. The office building represents high quality architecture suitable for prestige industry.

The building is unified with the plant components at the frontage by providing a transition from coniferous trees to shade trees and then the amenity area. The office portion of the building is facing Coleraine Drive while the warehouse, loading and garbage area can be accessed from the back of the building. (ICDG 3.1.1)

The building will be sited in a way that the plain, unarticulated part of the building is located to the north and will be softened through the planting of trees. (ICDG 3.1.6)

The office building roof is articulated as a result of different elevations. Also roof top HVCA enclosure helps achieve more articulated roofscape. (ICDG 3.1.7)

5.2. WALL ARTICULATIONS AND OPENINGS

South and West facades of the office building are the most visible facades from the major street. These facades include different materials and are well-articulated. North and east facades of the building do not face the public realm, however, the north facade is articulated by windows and is screened by plants. (ICDG 3.2.1)

The building has two entrances on the south side and face the parking area. (ICDG 3.2.2)



South West Corner view from Coleraine Drive

5.3.EXTERIOR MATERIALS AND COLOURS

The exterior materials for the office building have been selected to be suitable in the design of a prestige industrial building. The building is located on a major street, so it is important to provide a high quality and diverse design to contribute to a desired streetscape.

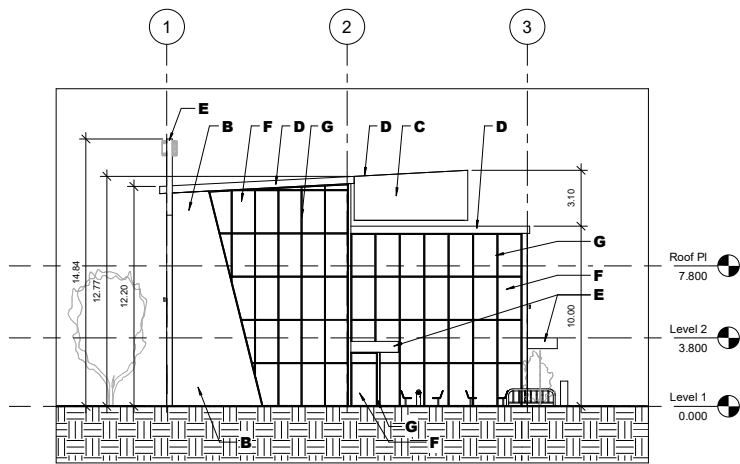
- Table 2 (this page) in conjunction with Figure C (page 29) show that the exterior materials fall within the accepted guidelines. (ICDG 3.3.1 and 3.3.2)
- The same exterior materials are used on both the south and west main walls as per ICDG 3.3.3 and are consistent with the cladding materials used on the north and east walls as per ICDG 3.3.2.

Table 2- Exterior Materials and Colours

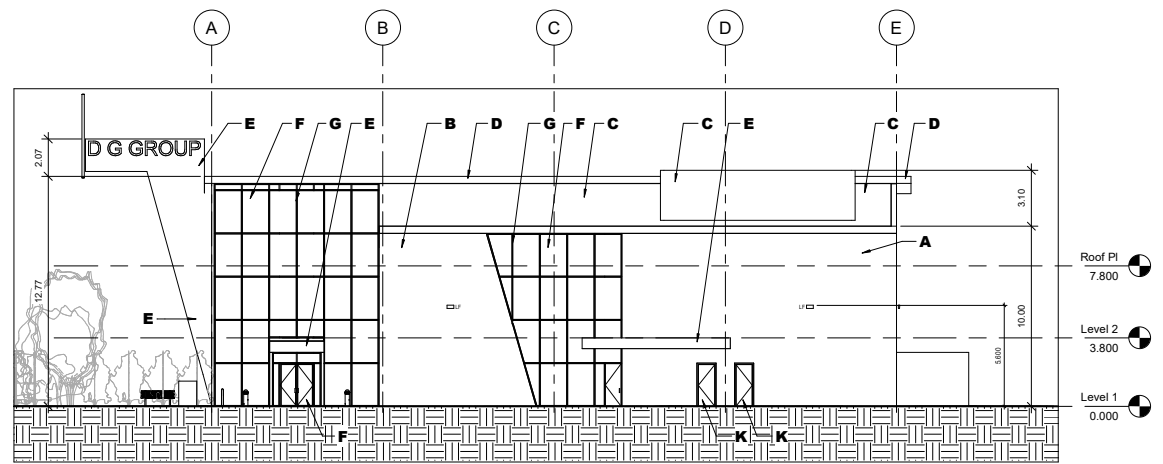
A	SMOOTH FACE FIN. DECORATIVE CONC. COLOR SALMON GRAY AS MANUFACTURED BY ARISCRAFT OR EQUAL
B	CLAY BRICK CSR COURSING COLOR HERITAGE GRAY AS MANUFACTURED BY BELDEN OR EQUAL
C	GALVALUME PLUS tm DECORATIVE METAL PANELS NATURAL ALUMINUM FINISH AS MANUFACTURED BY DOFASCO OR EQUAL
D	GALVALUME PLUS tm DECORATIVE METAL FLASHING NATURAL ALUMINUM FINISH AS MANUFACTURED BY DOFASCO OR EQUAL
E	ALUCOBOND PRE. FIN. METAL PANELS COLOR SEA MIST GREEN AS MANUFACTURED BY ONTARIO PENALIZATION OR EQUAL
F	CURTAIN WALL GLAZING SILVER GRAY MIX TINT
G	CURTAIN WALL ALUMINUM FRAME ANODIZED FINISH, COLOR MEDIUM GRAPHITE AS MANUFACTURED BY KAWNEER CURTAIN WALLS OR EQUAL
H	FIXED WINDOW GLAZING SILVER GRAY MIX TINT
J	FIXED WINDOW ALUMINUM FRAME ANODIZED FINISH, COLOR MEDIUM GRAPHITE AS MANUFACTURED BY KAWNEER CURTAIN WALLS OR EQUAL
K	METAL DOOR AND FRAME PAINT FINISH COLOR MEDIUM GRAPHITE TO MATCH C. WALL ALUMINUM FRAMES

Excerpt of Office Building Elevations and Perspective View Drawing, J Gorka Architect, 2018

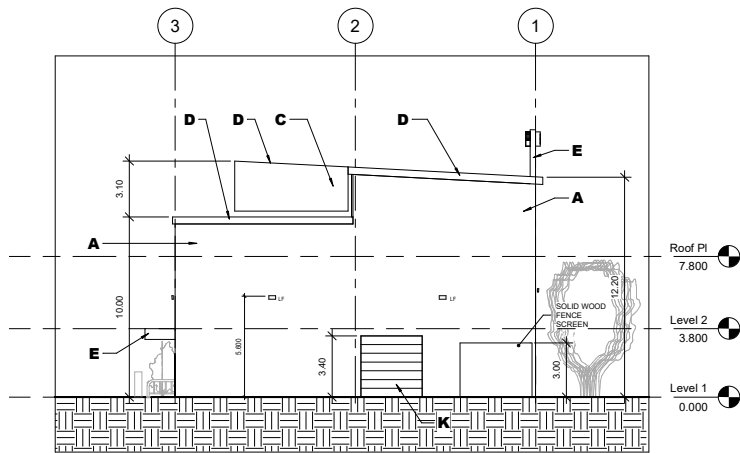
*This table should be read in conjunction with the Figure C



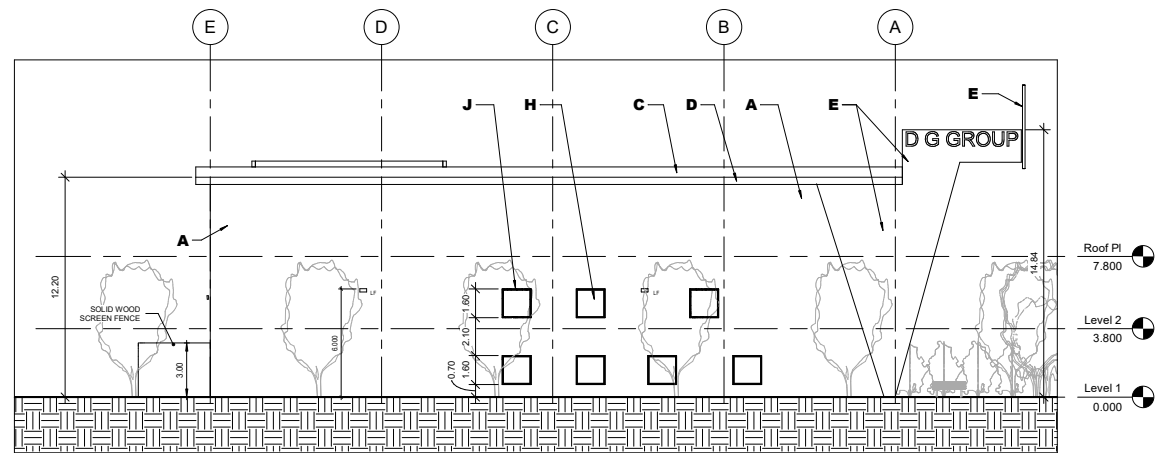
2 West
1 : 150



1 South
1 : 150



4 East
1 : 150



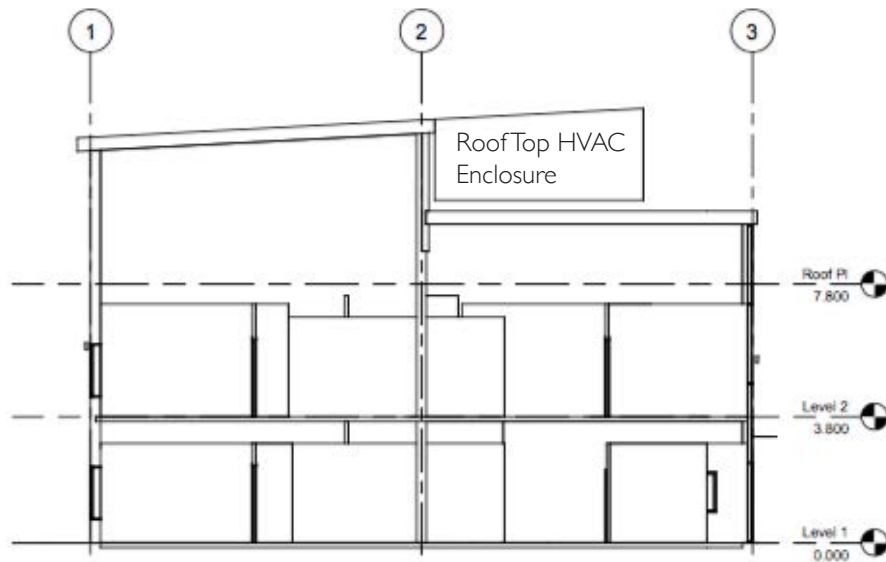
3 North
1 : 150

Figure C- The Office Building Elevations (Office Building Elevations and Perspective View Drawing, J Gorka Architect, 2018)
Scales are not applicable to this report

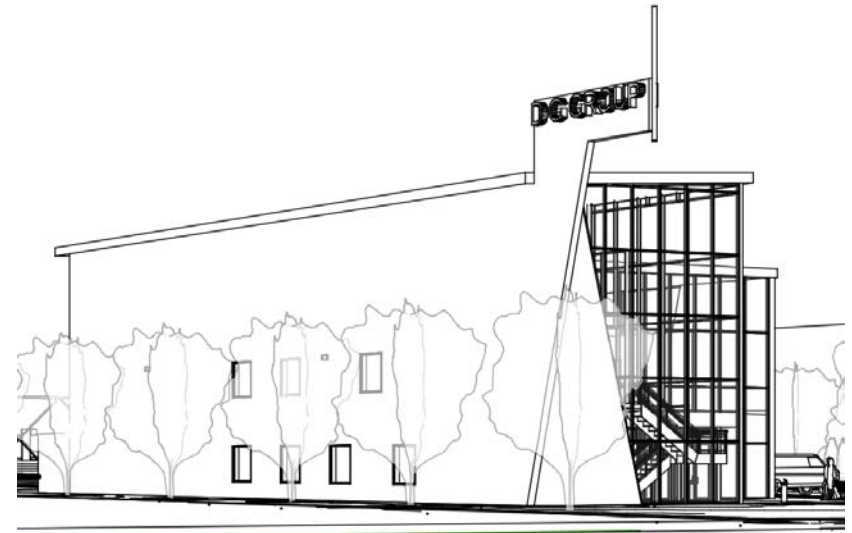
5.4. EXTERIOR EQUIPMENT

The office building exterior equipment includes the fixture signage and rooftop equipment. Building fixture signage is integrated into the building design. (ICDG 3.4.6)

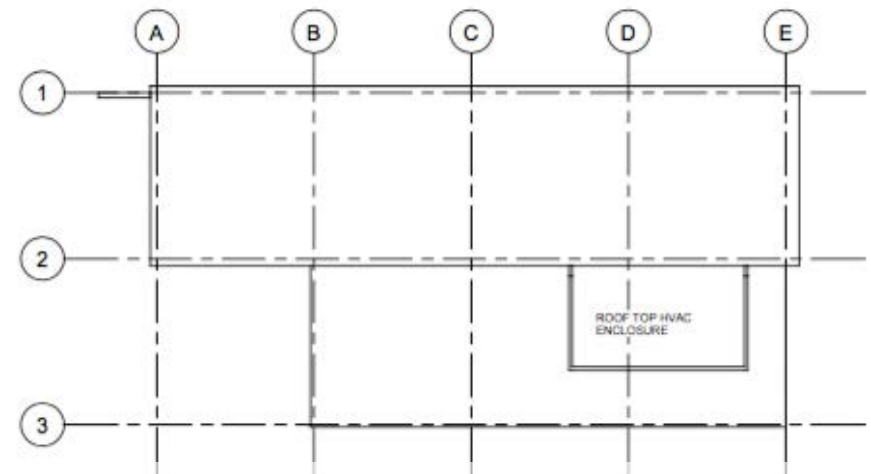
Rooftop equipment or HVAC enclosure is only visible from the west and south west corner of the office building. It is designed as part of building design. It is screened by galvalume and decorative metal panels that are compatible with other exterior materials and colours. (ICDG 3.4.1 & 3.4.2)



The Office Building Section



North West Corner View from Coleraine Drive



Roof Plan

6)Landscape Design

6.1 PUBLIC REALM

6.1.1 Major Road Streetscape

As mentioned before, the subject property is located on the east side of a major road. Therefore the front yard landscaping is proposed in order to enhance the streetscape. (ICDG 5.1.1.1)

A few deciduous trees (Skyline Honey Locust) will be planted on the municipally- owned lands with more than 7 metres distance to existing hydro poles on the edge of the street. Currently, there is no sidewalk along Coleraine Drive. According to chapter 2.5 of this report, Coleraine Drive will have a road-side walking route and Regional cycling route in the future. Therefore, street trees will be planted closer to the property line to be consistent with the regional right-of-way. (ICDG 5.1.1.3)

6.1.2 Minor Road Streetscape

Simpson Road on the east side of the subject property is considered to be a minor road. To create an attractive streetscape, planting a variety of plants is proposed. Planting on municipally-owned lands will include deciduous trees and featured reed grass and planting on the subject property will include the planting of deciduous trees, deciduous shrubs, evergreen shrubs and sodded areas.

Existing hydro poles are located on the west side of Simpson Road. There is only one hydro pole adjacent to the subject property and that is located in the middle of two entrances. The closest deciduous tree to the hydro pole will be planted as a street tree and closer to the property line so as not to conflict with the future sidewalk and hydro pole line.

6.2 PRIVATE REALM

6.2.1 Site Components Relationship

The proposed landscape design will enhance the look of both entrances. Trees are located adjacent to the property line and the building. Shrubs are grouped to frame the building and the amenity area. According to the Landscape Plan, 6 different species of shrubs and perennial plants will be planted and framed using riverstone rockery to soften the visual impact of building foundations. (ICDG 5.2.1)

The free standing signage is well located on the main entrance landscaping and is framed by a group of shrubs. (ICDG 5.2.2)

The pedestrian route is proposed to link the parking area, the office building and the amenity area. The walkway will be paved by concrete. (ICDG 5.2.11)

Based on the Landscape Plan, 4 on-site snow storage areas have been identified in the production area. Snow storage areas are adjacent to asphalt reclaim paved surface. (ICDG 5.2.8)

6.2.2 Screening

As per chapter 4.5 of this report, outdoor storage is located in the production area in two forms of stockpile and storage. The storage area will be screened from George Bolton Boulevard with a retaining wall and landscaped berm. (ICDG 5.2.4)

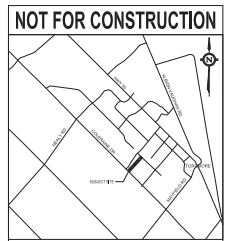
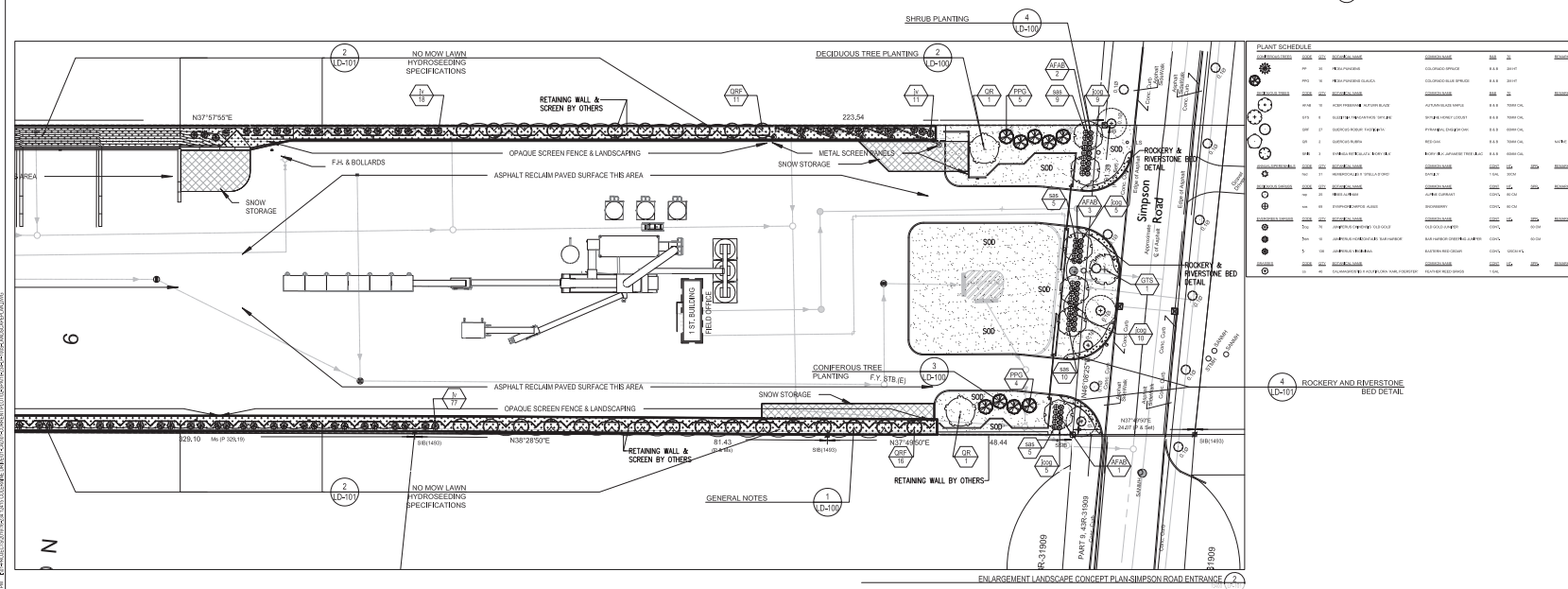
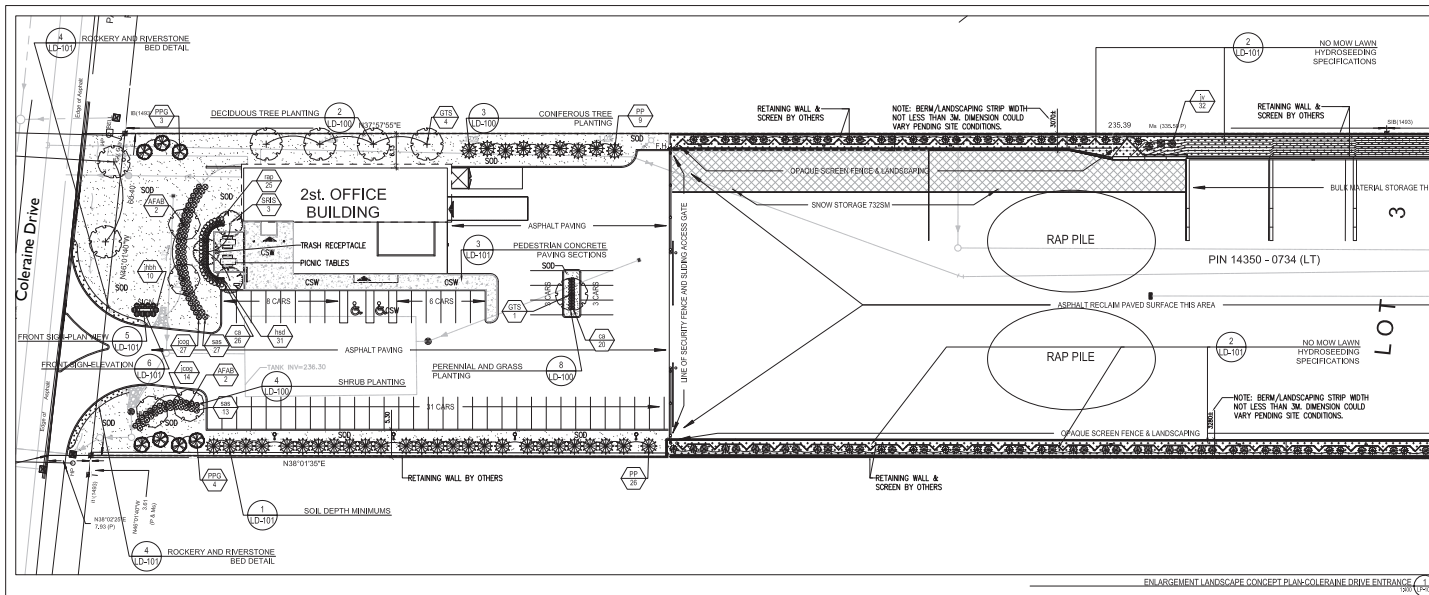
In addition to the outdoor storage, there are three site elements that need to be screened including the garbage area, loading area and the asphalt

plant. All of these elements will be well screened by different means. The garbage area and loading area, located on the east side of the building, will be screened with opaque screening in combination with a row of coniferous trees. The asphalt plant is a tall element that will be screened with a landscaping buffer from Simpson Road, with a landscaping buffer and security fence from Coleraine Drive, metal screen panels from George Bolton Boulevard and opaque screen fences mixed with landscaping from adjacent properties. The opaque screen fence and landscaping is comprised of a retaining wall, deciduous trees and coniferous trees. (ICDG 5.2.5)

6.2.3 Landscaping and Planting

Landscaping in the front yard area acts as the parking area buffer. The site buffer on the west side is more than 40 metres and on the east side is more than 70 metres. (ICDG 5.2.3 & 5.2.6)

Plant material on the site consist of deciduous trees, evergreen trees, perennial plants, grasses, deciduous shrubs and evergreen shrubs. To maintain an attractive view throughout the year the number of deciduous trees and evergreen trees are almost the same. (For the plant material size and locations see figure D), (ICDG 5.2.9 & 5.2.10)



KEY MAP (NOT TO SCALE)
PART OF LOT 3, CONCESSION 6
(GEOGRAPHIC TOWNSHIP OF ALBION, COUNTY OF PEEL)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND
ALL ITEMS ARE TO BE PROVIDED UNLESS OTHERWISE NOTED

- DECIDUOUS TREE
- CONIFEROUS TREE
- CONTINUOUS SHRUB BED
- SODDED AREA
- NO MOW LAWN SEED MIX
- ROCKERY AND RIVERSTONE
- CONCRETE PAVING
- TRASH RECEPTACLE
- PICNIC TABLE

NO.	DESCRIPTION	DATE	BY	FOR
1	ISSUED FOR SITE PLAN APPROVAL	2014-04-02	TL	
2				
3				
4				
5				
6				
7				
8				
9				
10				

CONTRACTOR MUST VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCY TO THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
ALL DIMENSIONS AND SPECIFICATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE.
THE PROPERTY OF THE LANDSCAPE ARCHITECT MUST BE RETURNED AT THE COMPLETION OF THE WORK.
ALL DRAWINGS TO BE USED FOR CONSTRUCTION ONLY WHEN SIGNED BY THE LANDSCAPE ARCHITECT.



CLIENT
ASPHALT MIXING PLANT FACILITIES AT
12415 COLERAINE DRIVE
CALEDON, ONTARIO

PROJECT
LANDSCAPE ENLARGEMENT PLAN

DATE
2014-04-02

SCALE
1:400

DATE
2014-04-02

PROJECT NO.
LP-101

Figure D - Landscape Design by terraplan Landscape Architects

7) Implementation and Conclusion

The proposed industrial development is designated as Prestige Industrial, and is located in a priority location. It will enhance the appearance of Coleraine Drive through attractive architecture and continuous front yard landscape. The development can contribute to projecting the image of a high profile industrial park to people traveling north on Coleraine Drive as well as improving the streetscape on the west edge of the Bolton Industrial Park.

The core design considerations of the site and the building are to provide a high profile architectural design for the office building, while enhancing the streetscape quality of Coleraine Drive and screening industrial elements from the street.

As part of a multi disciplinary submission to the Town of Caledon, this Urban Design Brief indicates how the proposal is consistent with the relevant regulatory land use and urban design framework and addresses the applicable urban design guidelines.



Planning & Design Inc.

1547 Bloor Street West

Toronto, Ontario

M6P 1A5

416.923.6630