

## Urban Design Brief

### QuadReal Property Group Tribal Partners

12862 and 12668 Dixie Road, Caledon

December 15, 2023

# WARE MALCOMB

ARCHITECTURE  
PLANNING  
INTERIORS

CIVIL ENGINEERING  
BRANDING  
BUILDING MEASUREMENT

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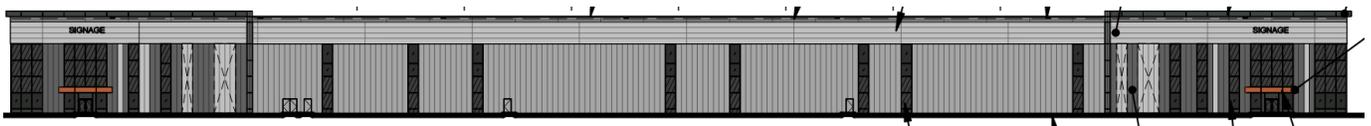
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## INTRODUCTION

This Urban Design Brief has been prepared in support of the Official Plan Amendment/Zoning By-Law Amendment for the development of the properties at 12668 and 12862 Dixie Road, Caledon. The proposed development will facilitate the construction of two single-loaded distribution light-industrial buildings on the 12668 Dixie site, one five-storey automated sortation warehouse on the 12862 Dixie site, one stormwater management pond on each site with additional below-grade storm water storage, and associated trailer storage and surface parking.

There are existing environmental features, including a large, wooded area on the 12668 Dixie site and natural heritage areas at the east side of 12862 Dixie and south side of 12668 Dixie in the Protected Area of the Greenbelt Plan. These areas are being preserved.

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



12668 Dixie



12862 Dixie

The proposed design of the 12668 Dixie site features two large single-loaded, single-storey industrial buildings. Building 1 is +/- 55,500 m<sup>2</sup>, oriented north-south. Building 2 is +/- 27,500 m<sup>2</sup>, oriented east-west. Two rows of parking are provided for Building 2 facing Dixie Road. The remaining parking on site is oriented away from the street. Loading facilities for Building 1 are screened by the very large wooded natural heritage area. Loading for Building 2 is oriented away from Dixie Road.

The proposed design of the 12862 Dixie site features one 5-storey industrial building, Building 3, with loading docks at the rear and west sides. The building is +/- 285,765 m<sup>2</sup> with offices and parking facing Old School Road.

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## SITE LOCATION AND PROPOSED DEVELOPMENT

The subject properties are two agricultural parcels. The first, 12668 Dixie Road, is a 94.2 acre lot located on the west side of Dixie Road, south of Old School Road. The second parcel, 12862 Dixie Road, is a 101 acre lot located at the south-west corner of Old School Road and Dixie Road. The lands are just to the east of the Mayfield West community, an area identified by the Town of Caledon's Official Plan as a place of growth and densification. Approved uses in the Mayfield West community include Prestige Industrial, General Industrial and other community and employment uses. The surrounding area has been transitioning from a predominantly rural land use to a developing urban employment area.

There are five residential properties adjacent to the sites: three on Dixie Road, one at the corner of Old School and Dixie and one further west on Old School Road. One of the properties, 12692 Dixie Road, is a heritage structure and is the subject of a Cultural Heritage Impact study prepared by Stantec. The report recommends relocating the farmhouse just south of its current location in order to preserve it. The other four properties will remain in situ and will be screened from the proposed development.



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QuadReal intends to develop the property at 12668 Dixie Road into two Class "A" single-loaded, single-storey distribution facilities with subsidiary office space located at building corners. The buildings have a combined floor area of 83,240 m<sup>2</sup>.

Building 1: 27,405 m<sup>2</sup>  
Building 2: 55,835 m<sup>2</sup>  
Building Height: 16m

Tribal Partners intends to develop the property at 12862 Dixie Road into one Class "A" five-storey sortation warehouse with subsidiary office space facing Old School Road.

Building 3: 60,355 m<sup>2</sup> footprint  
285,765 m<sup>2</sup> total gross floor area over 5 levels  
Building Height: 31.55 m

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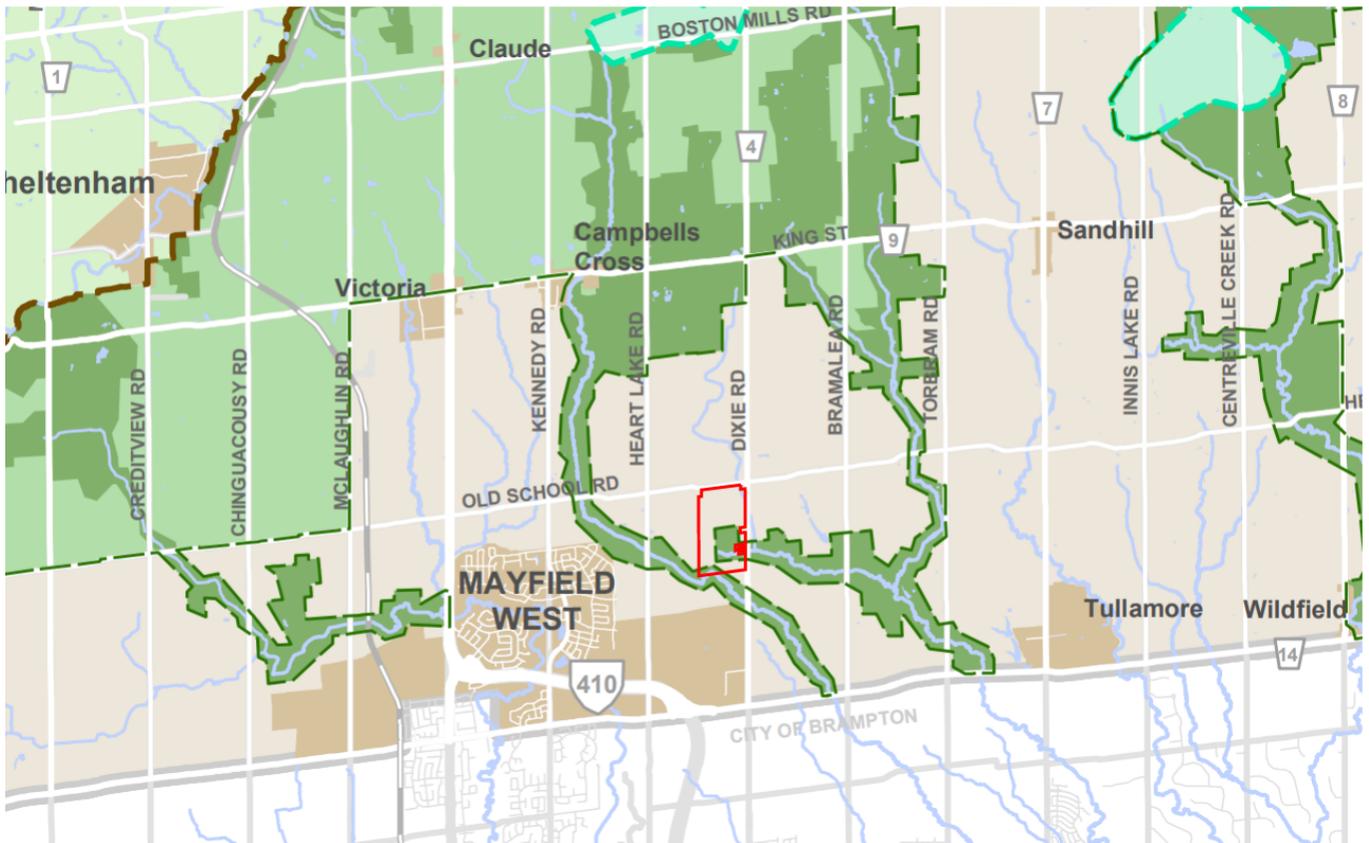
## TOWN OF CALEDON POLICIES

### Town of Caledon Official Plan

The subject property is located within the urban boundary of the Town of Caledon. It is adjacent to the Mayfield West Secondary Plan area, but is situated just outside that boundary, on land within the Agricultural and Rural Area of the Growth Plan (Greenbelt Plan – MNR 28 February 2005.)

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

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



## Town of Caledon Town-Wide Design Guidelines

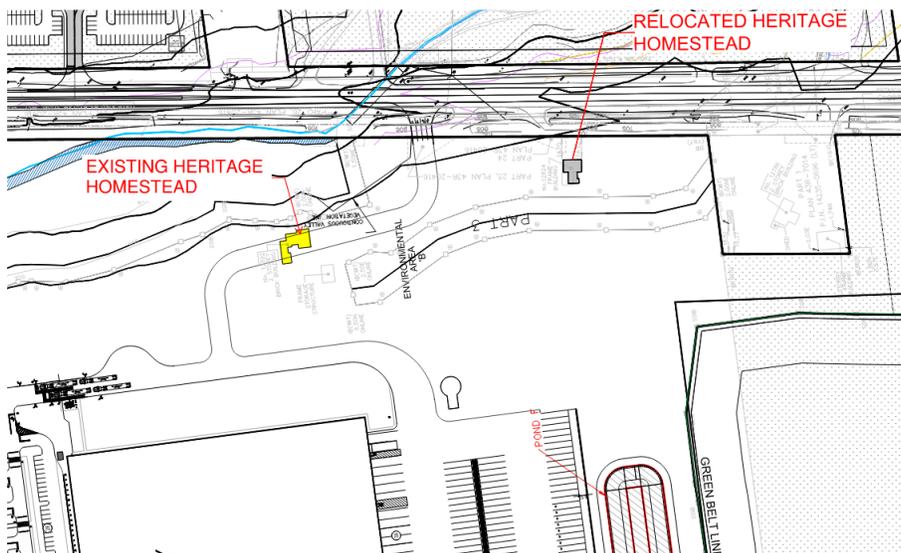
The development responds to the Key Design Principles outlined in the Town of Caledon Town-Wide Design Guidelines: Sustainability, Accessibility, Community Safety, Active Transportation and Preservation of Cultural Heritage. The TWDG are referenced throughout the Brief.

## Cultural Heritage

A Cultural Heritage Impact Assessment was prepared by Stantec Consulting Ltd, dated December 15, 2023. This report is focused on a residential property located on the west side of Dixie Road, 360m south of Old School Road. It consists of a red and buff coloured brick neoclassical residence, barn, outbuildings, mature trees and vegetation. The proposed redevelopment of the Study Area includes the construction of an industrial facility with a truck trailer and car parking, loading spaces, environmental area, and stormwater management areas. The existing farmstead would be relocated under the proposal, while the outbuildings would be removed.

The project team recognizes the importance of minimizing the impact of the proposed development on the adjacent heritage property. We recognize that the proposed development will result in a new backdrop to the historic property.

Recommended mitigation options noted in the Cultural Heritage Impact Study include the following: "Preparation of a Landscape Plan to advise on plantings to screen the proposed development from the relocated residence to establish a buffer zone and mitigate the change in land use proposed for the site."



In keeping with these recommendations, landscaping will be proposed to screen the heritage property from adjacent trailer storage/loading. There is a wide buffer of land between the proposed relocated house and the trailer storage. This provides an excellent opportunity for the introduction of soft-scaping, trees and other amenities or screening elements.

## SITE DESIGN

### Parking and Loading

Different strategies for designing Parking and Loading have been employed for 12668 Dixie Rd and 12862 Dixie Rd to reflect the different sizes and operational requirements of the proposed buildings.

At 12668 Dixie Road, where two single-storey, single-loaded industrial buildings are proposed, a total of 677 on-site parking spaces have been provided. The parking is arranged with a minimal amount facing Dixie Road. The remainder is distributed along the long sides of the two buildings. This provides employees with convenient access to multiple principal entrances should the buildings be demised for multiple tenants. This arrangement has the added advantage of keeping the parking oriented away from the street.

At 12862 Dixie Road, a different parking strategy is proposed: the parking is grouped in front of the building entrance, along Old School Road.

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

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

1,731 parking spaces are proposed for the site. The site is a corner lot, and the priority is to orient truck facilities away from the street, which means areas remaining to accommodate parking include the front and exterior side yards. There is a protected environmental area bordering Dixie Road, however, and therefore the parking is concentrated at the front of the building.

The grouping of parking at the front of the building is also a response to operational requirements of the proposed building. While multiple exits will be provided, for security reasons there is only one entrance for employees and visitors. Grouping the parking this way keeps passenger cars and pedestrians separate from the loading and truck movements. It also provides a shorter walk for pedestrians needing to reach the main building entrance.

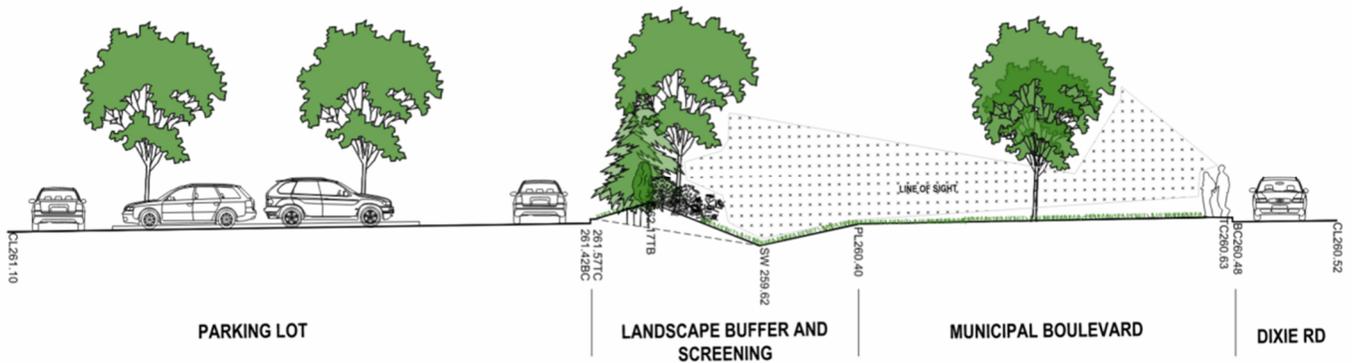
As per the requirements of TWDG for Prestige Employment areas, to reduce the visual impact of parking, strong consideration is to be given to provide screening from the public way with landscaping. In addition to the perimeter landscape screening, the parking areas themselves will feature large, planted landscaped islands.

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The proposed landscaping screening features include a series of undulating berms for visual interest. Deciduous trees and shrubs are planted on the berms to provide additional enrichment in the summer months. The rhythm of the berms is broken by coniferous plantings to provide continuous year-round screening. The section below illustrates the concept which has been proposed for other sites on the east side of Dixie Road. This solution could be appropriate for use along Old School Road as well.



A total of 146 loading/trailer storage spaces are proposed for Buildings 1 and 2, while 394 loading spaces are provided to serve Building 3. The loading docks are both truck-level and drive-in type to support the distribution function of the buildings. Trailer storage areas are provided for Buildings 2 and 3. As required in the TWDG for Prestige Employment zones, the loading areas are oriented away from Dixie Road and/or screened by planting and environmental areas. Care has been taken to separate passenger vehicle traffic from truck circulation, as noted above.

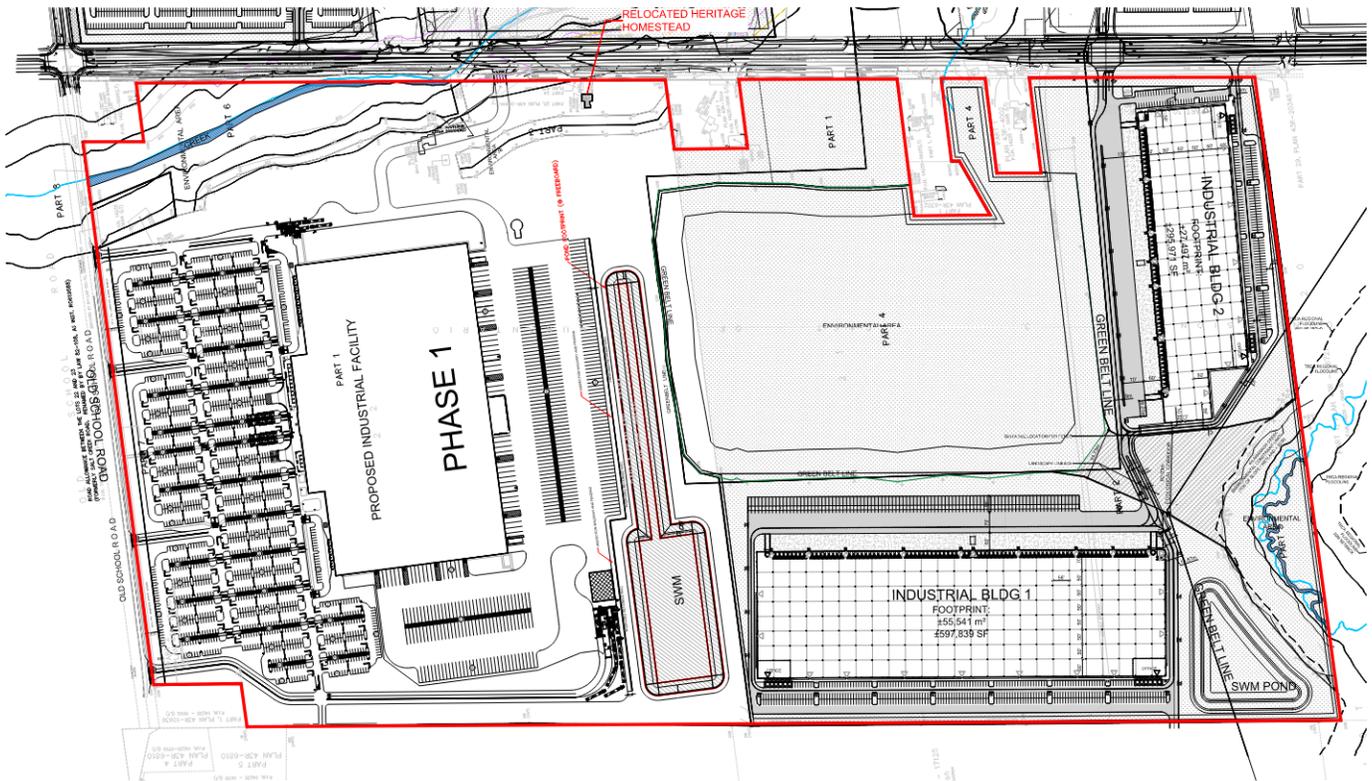
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## Site Access, Safety and Accessibility

Five access points are proposed for 12862 Dixie, including four driveway entrances on Old School Road and one on Dixie Road.

An all-moves signalized intersection is proposed at the southernmost entrance to 12668 Dixie Road opposite 12489 Dixie Road. An existing signalized intersection is located the intersection of Old School Road and Dixie Road.



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

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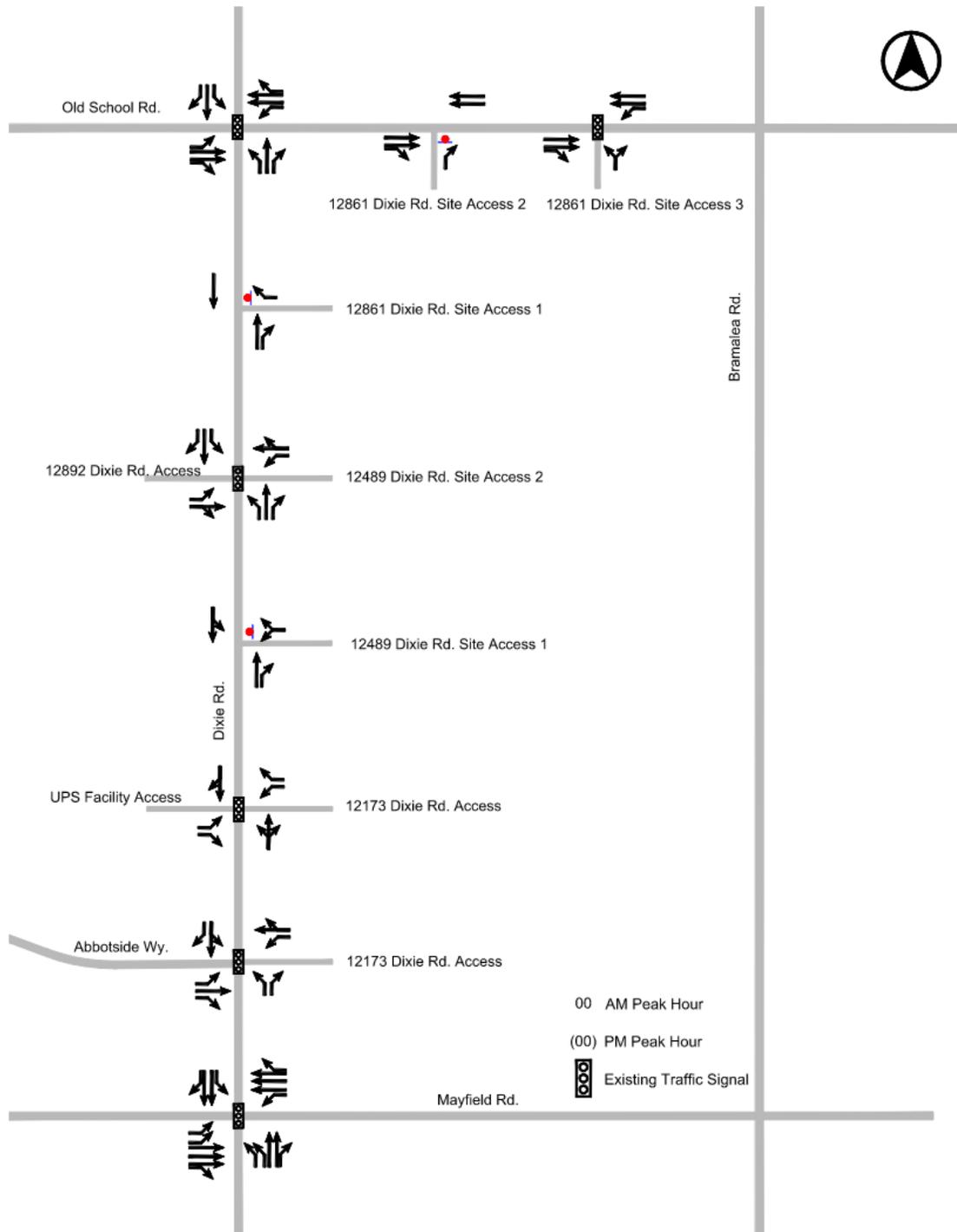


FIGURE 4 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL

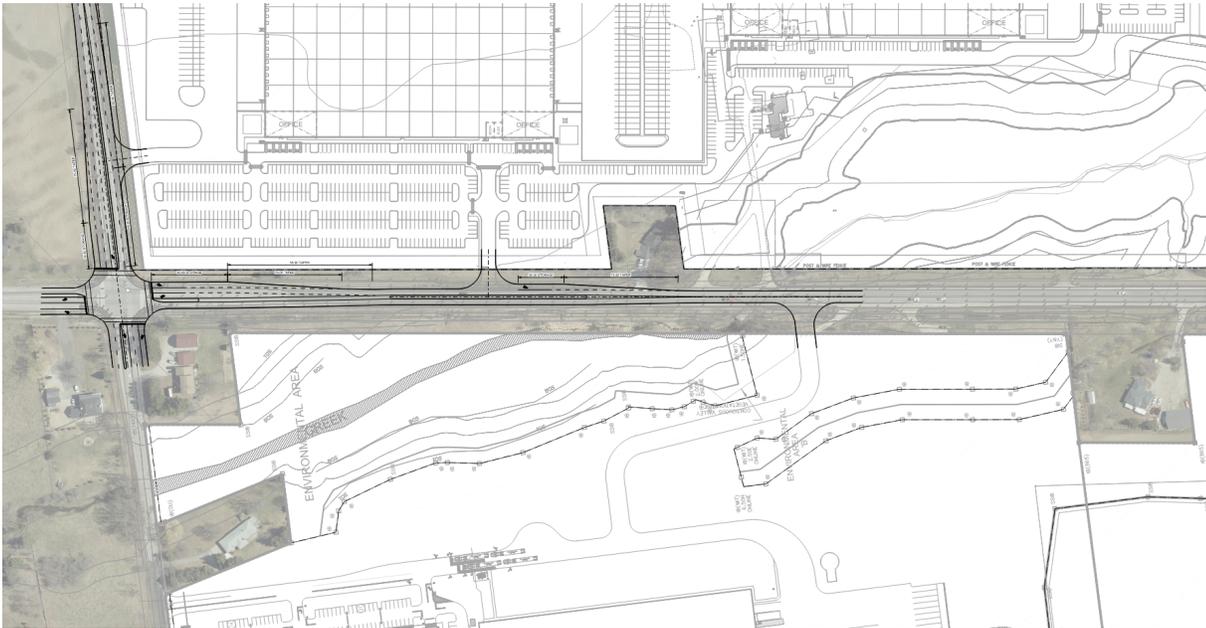
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12489 and 12861 Dixie Road

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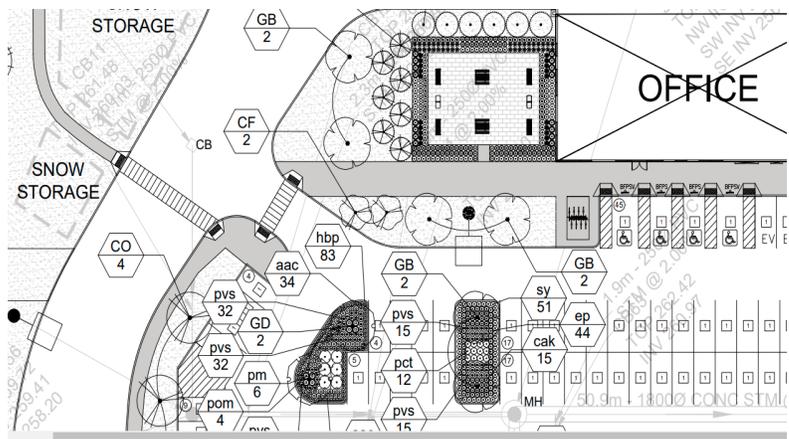
There are two existing bus services that operate in proximity to the site, including the 15 Bramalea bus and the 18 Dixie bus. There is no existing bicycle infrastructure on Dixie Road or Old School Road; however, bike-friendly travel options near the site include a multi-use path located along the south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

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

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

On-site pedestrian crossings at drive aisles will be located at key locations. They are provided with pavement striping and tactile warning indicators at the curb cuts for greater visibility. At the 12862 Dixie Road site, in conformance with the Tenant's safety standards, all pedestrian cross walks crossing drive aisles will be raised.

As per the requirements highlighted in the TWDG for Accessible Design, the sites are fully accessible with designated signed accessible parking spaces located close to the office principal entrances.



The design follows the provisions in the Accessibility for Ontarians with Disabilities Act, 2005. Building entrances are at grade with provision of power door operators at the entrance door as per the provisions of the OBC; and sheltered from the elements by canopies. The sites will feature a variety of amenity spaces for building occupants to enjoy.

### **Crime Prevention Through Environmental Design.**

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

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

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

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## BUILDING DESIGN

The buildings at 12668 Dixie Road and 12862 Dixie Road are designed to respect the elevated standards of the Town of Caledon Prestige Industrial Zone as outlined in section 11.0 of the Town-Wide Design Guidelines. Among the design objectives of the TWDG's Prestige Industrial zone are:

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



Building 1 - Conceptual Rendering - West Perspective

### KEYNOTES

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

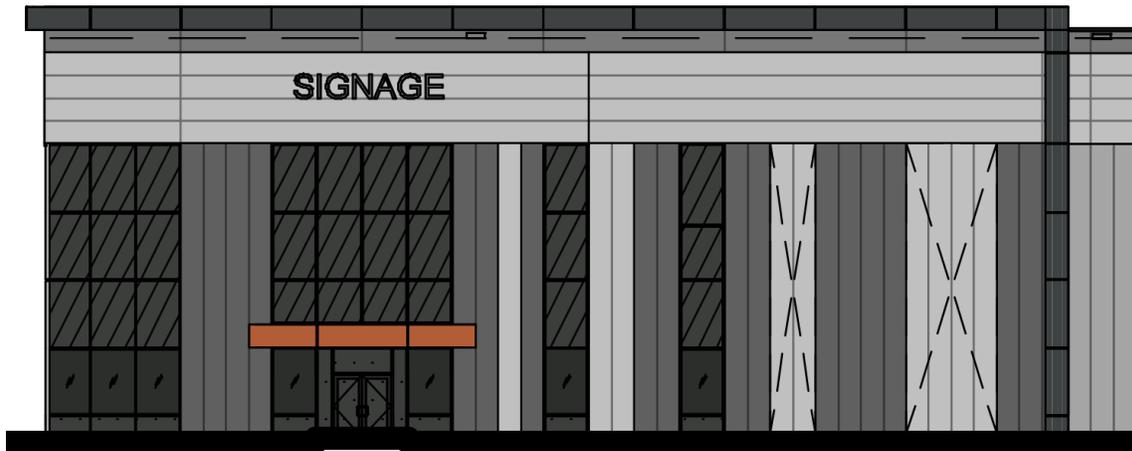
The elevations at 12668 Dixie Road have a clean modern look with accent banding along the parapets and contrasting copper-coloured canopies. The entrances are clearly visible and inviting, highlighted by Aluminum Composite Metal accents, glazing and canopies.

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

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



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At 12861 Dixie Road, the exterior stair towers and building base are of premium Architectural Insulated Precast panels, accented by reveals and coloured banding. Insulated Metal Panels, oriented horizontally, sit above the precast base. The building is oriented with the principal facade facing Old School Road and is accented with landscaping and amenity areas. The principal building entrance is clearly visible, highlighted by a deep Aluminum Composite Metal Panel accent canopy which provides shelter from the elements.

The office areas feature high-quality curtain wall glazing at pedestrian level with textured precast accents. The rhythm of articulations and reveals breaks down larger expanses of building wall to create visual interest facing the street. Loading areas are clad in full height durable architectural precast panels and are screened from view from the street by a combination of landscaping and orientation.

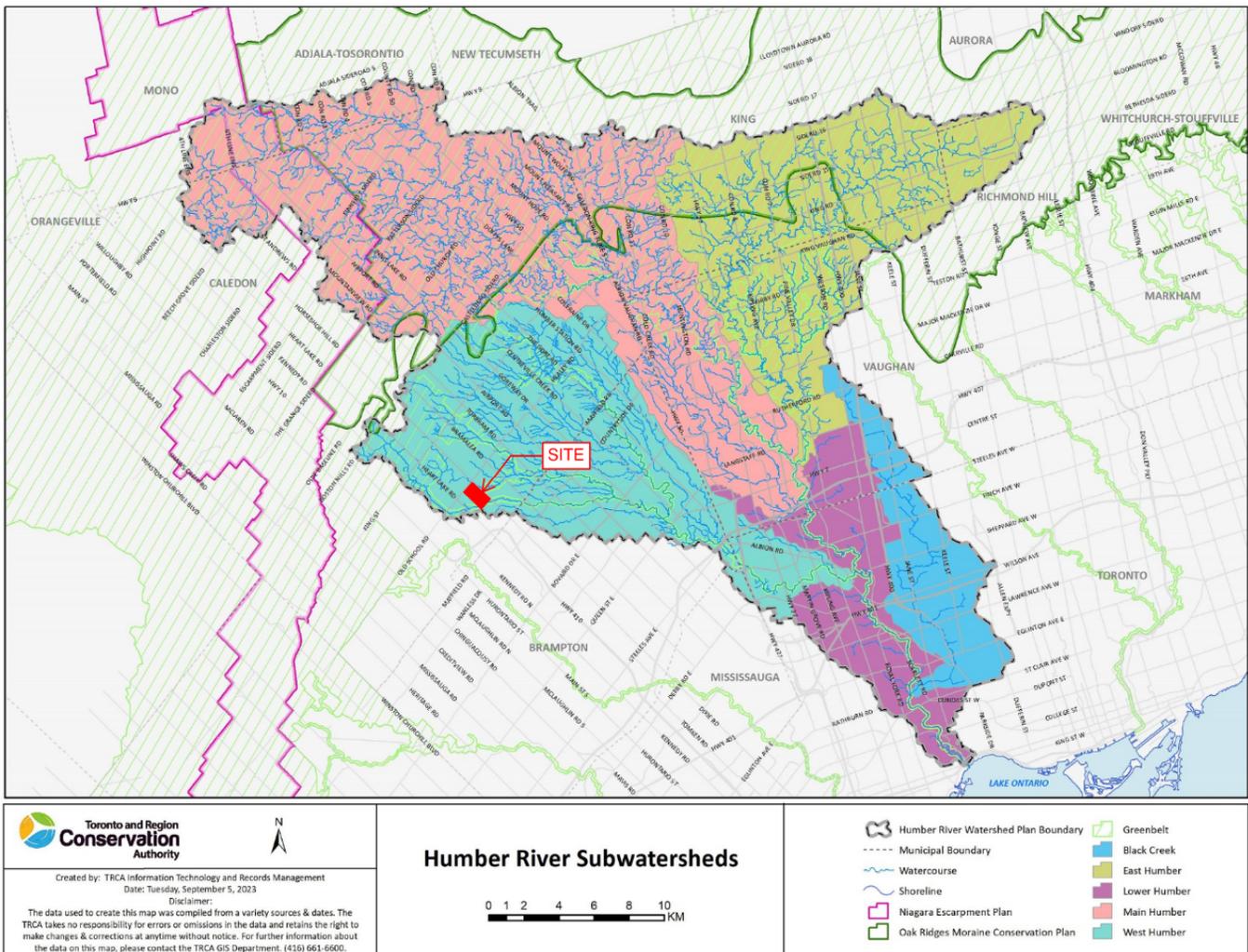
Roof top mechanical equipment will be screened by the parapet walls and will not be visible from the public way. The Town will have an opportunity to review the proposed RTU locations once mechanical design is completed at the detailed design/Permit Drawing stage.



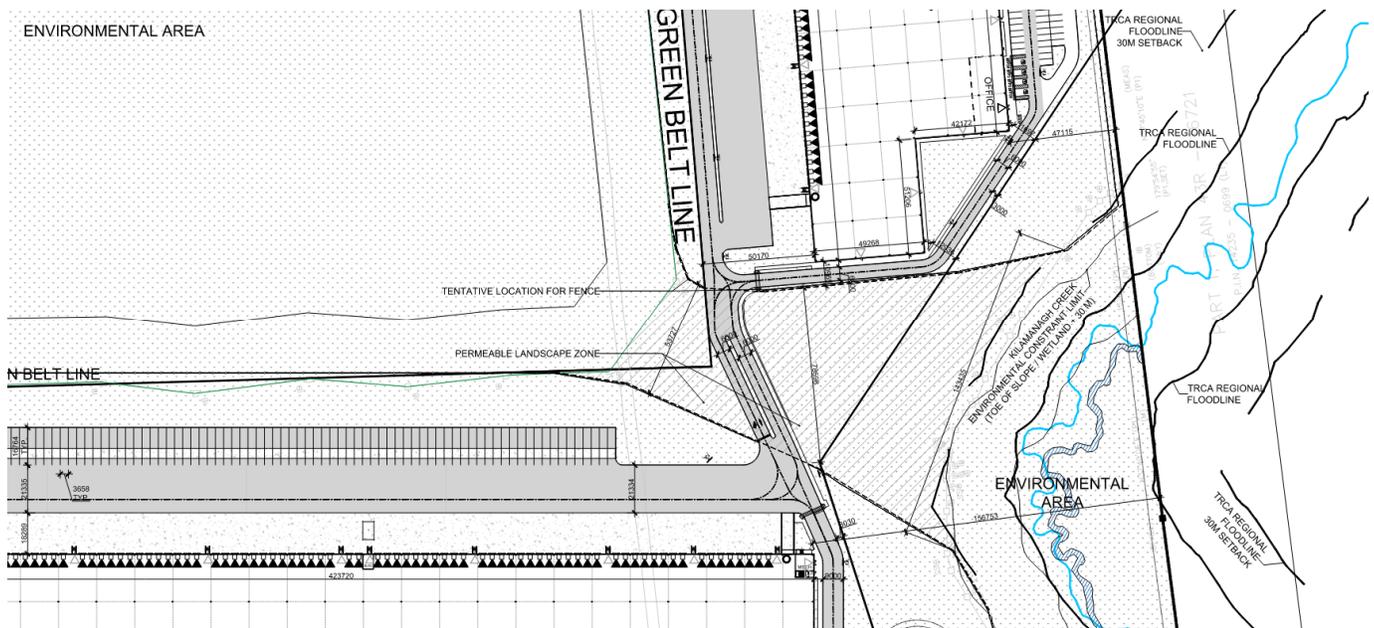
## LANDSCAPING AND ENVIRONMENTAL FEATURES

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

12668 Dixie Road and 12862 Dixie Road are located within the TRCA’s Humber River Watershed (West Humber) and TRCA standards will be referenced by the Civil Engineering consultants when designing water discharge control, water balance and erosion control.



To ensure connectivity between the large wooded Environmental Area on the site of 12668 Dixie Road and the creek/environmental area to the south, a permeable landscape zone is proposed above which a bridge will connect the drive aisles running between Buildings 1 and 2. The bridge will allow for vehicular and pedestrian connectivity between the two parts of the site without impeding the flow of water or wildlife.



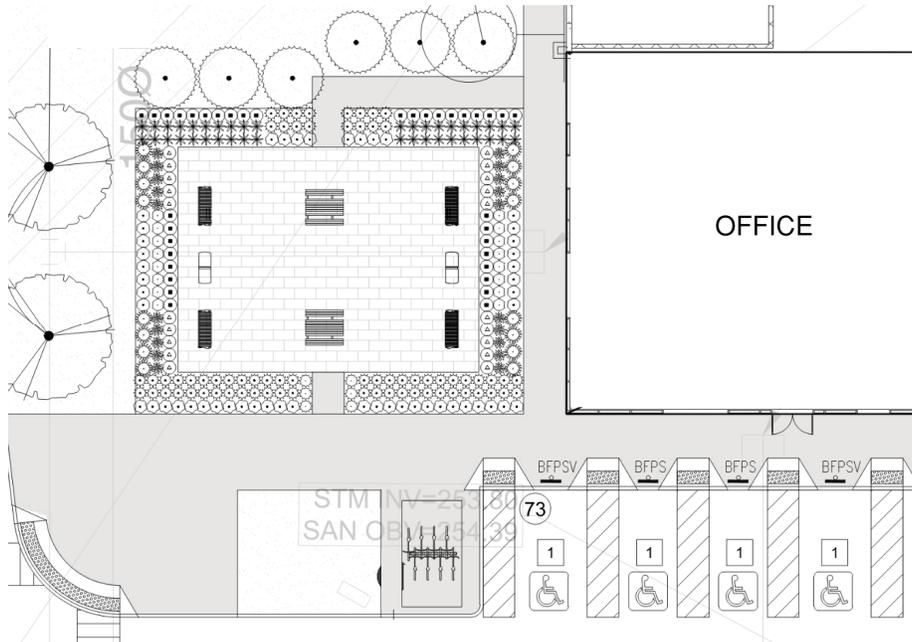
## Amenity Areas

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

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## SUSTAINABILITY

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

Bicycle parking is to be located conveniently, close to each office entrance. Designated priority parking will be reserved to low-emission vehicles, and Level 2 electric vehicle charging stations will be provided. Rough in for future expansion of the EV charging network is planned at the 12668 Dixie Road site.



QuadReal is part of the LEED 4.1 Volume Program and is standardizing sustainable features in its developments. Roofs are designed with low-albedo white-coloured membranes. The buildings at 12668 Dixie Road are designed to be “solar ready” with roofs designed to support Photovoltaic panels and additional room in the electrical rooms to accommodate solar equipment.

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

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

## **Low-Impact Development**

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

The stormwater management pond will be constructed with native plantings which allow water to percolate naturally into the soil. Plant roots aid in preventing erosion and excessive water run-off.

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

## **CONCLUSION**

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