URBAN DESIGN BRIEF

12155 COLERAINE DRIVE
TOWN OF CALEDON

OCTOBER 2024
WESTON FILE #10846-3

WESTON CONSULTING

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1.1 Introduction & Purpose

1.1 INTRODUCTION & PURPOSE

This Urban Design Brief ('UDB') has been prepared by Weston Consulting on behalf of Triple X Ltd. in support of the Site Plan application to permit the development of two-storey industrial building. The purpose of this UDB is to provide the design rationale for the proposed industrial development on the land municipally known as 12155 Coleraine Drive in the Town of Caledon (The 'Subject Property' or 'Site').

The UDB analyzes the Subject Property and the surrounding area and discusses how the existing and the planned conditions of surrounding context have been factored into the design. It also discusses how the proposed development aligns with the *Town of Caledon Official Pla*n ('The *Official Plan*')policies, and the *Town-wide Urban Design Guidelines* ('The *Town-Wide Design Guidelines*').

1. *South Simpson Industrial Secondary Plan (Town of Caledon OP), Schedule C5.*

Figure 1: Subject Property Location

2.0 CONTEXT ANALYSIS

2.1 Site Analysis
2.2 Surrounding Context Analysis

2.1 SITE ANALYSIS

The Site is municipally addressed as 12155 Coleraine Drive and covers an approximate area of 4.15 hectares. The Site is located along Coleraine Drive, on the northeast of the Mayfield Road and Coleraine Drive intersection. The Site comprises an L-shape parcel. The Site has a 78.8-metre frontage along Coleraine Drive to the west. It should be noted that an Official Plan Amendment application, revised Master Environmental Servicing Plan (MESP) and Block Plan were submitted to the City in September 2024 which includes the Subject Property. Within the *Block Plan Area ('Study Area')*, a road extension has been proposed for Simpson Road located to the north limit of the *Study Area* running north-south, which divides the Site into two portions. A natural channel easement extending north-south passes through the Site, and is located on the western portion of the Subject Property.

Figure 2 illustrates the location of the Subject Property within the *Block Plan,* the proposed Simpson Road Extension and the natural channel easement.

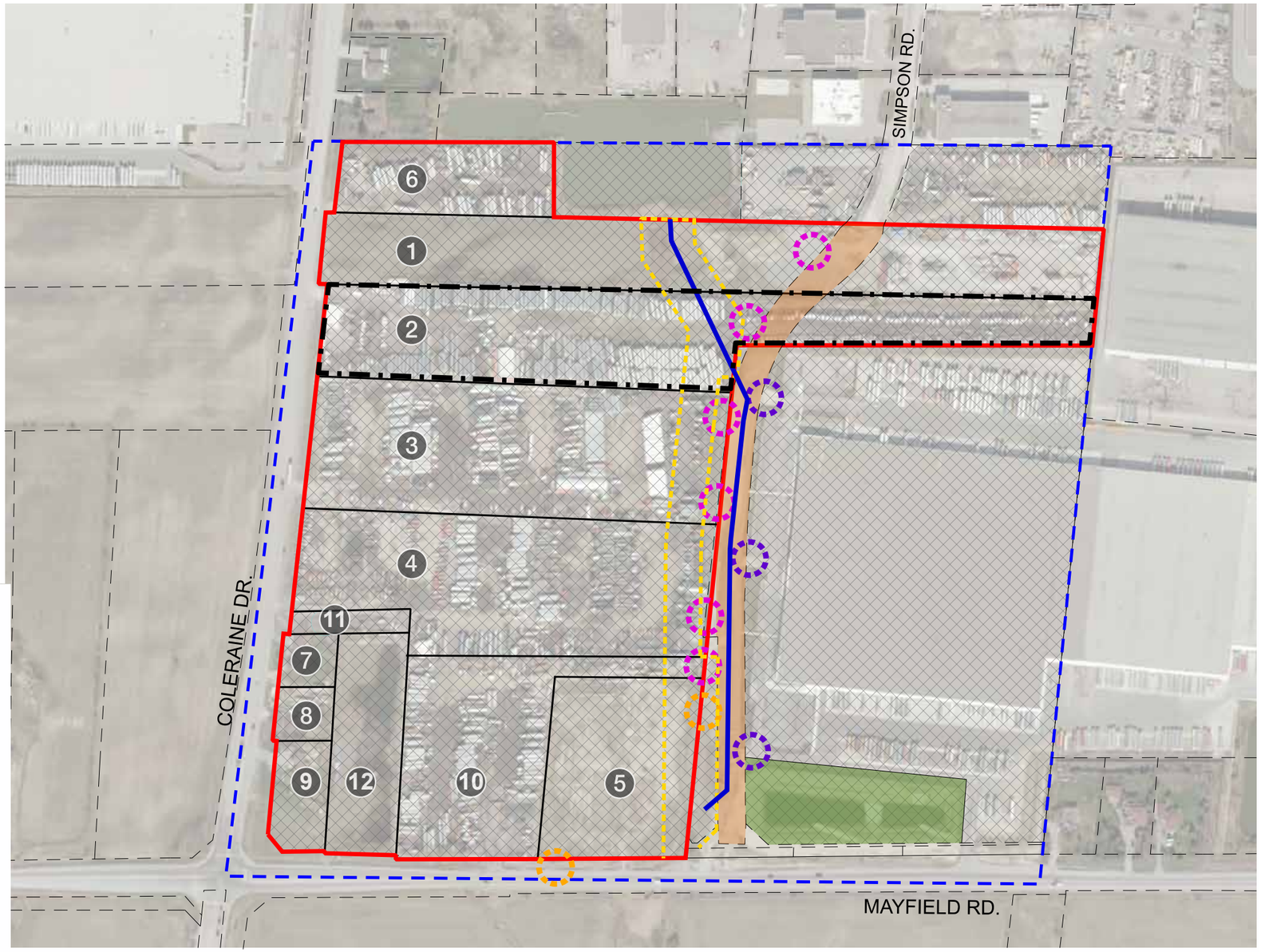

Figure 2: Block Plan - Prepared by Weston Consulting

2.2 SURROUNDING CONTEXT ANALYSIS

The Subject Property is located northeast of the Mayfield Road and Coleraine Drive intersection. The Site is in Bolton, the largest urban centre in the Town of Caledon. The immediate surrounding lands are predominantly industrial and office uses with associated surface parking and open storage areas. The Site is designated *Prestige Industrial* according to Schedule C- Bolton Land Use Plan in the *Town of Caledon Official Plan*.

Northwest of the Coleraine Drive and Mayfield Road intersection, natural green areas are designated *General Industrial* and *Prestige Industrial* according to Schedule C- Bolton Land Use Plan of the *Town of Caledon Official Plan*. Immediately north, south and east of the Site, there are low-rise industrial and office buildings with large parcels of lands and truck movement and storage areas.

Transit Network

The intersection of Mayfield Road and Coleraine Drive is approximately 550 metres to the south from the Site frontage along Coleraine Drive. Coleraine Drive is classified as *Major Road* according to the *Region of Peel Official Plan*. In accordance with Schedule K, Road Right-of-Way Widths, of the *Town of Caledon Official Plan*, Coleraine Drive right-of-way width is 36 metres, which requires no road widening along the Site frontage on Coleraine Drive. The closest inter-regional transit stop is approximately 850 metres to the north of the Site, located at Coleraine Drive and George Bolton Parkway intersection. The bus stop accommodates the *Brampton Transit Route* 41 that connects Bolton to the City of Brampton. Within approximately two kilometres from the Site is *Mayfield GO Park and Ride Bus Station* at Mayfield Road and Highway 50 intersection, which provides another bus stop for Route 41 with its associated parking lot.

Active Transportation Network

The *Region of Peel Official Plan*- Figures 13 and 14- does not identify bike lanes, multi use paths, and sidewalks along Coleraine Drive. However, the Site is located within the *South Simpson Industrial Secondary Plan* area, which envisions enhanced pedestrian and cycling connectivity within Bolton and broader context.

Figure 3 illustrates the surrounding context within 800 metres radius of the Site.

Block Plan: Constraints & Opportunities

A Staff Report dated July 12, 2022 (2022-0374), recommended that Staff be directed to require the South Simpson Landowners Group to prepare and receive approval of a *Block Plan* and to update the Master Environmental and Servicing Plan to the satisfaction of the Town, prior to the submission of any development application and site development occurring in the *South Simpson Industrial Secondary Plan*.

Accordingly, a *Block Plan*, MESP and Official Plan Amendment application were being submitted to the Town in order to facilitate the overall development of the lands within the *Study Area*. The application is deemed complete on August 30, 2024. The *Block Plan* contemplates the extension of Simpson Road south towards Mayfield Road, which will provide improved vehicular connectivity and access to the properties within the *Study Area* including the Subject Property. The extension of Simpson Road will traverse the two northernmost parcels of the *Block Plan Area* (parcels 1 and 2) and along the eastern edge of parcels 3 to 5. Potential access points are identified in six locations within the *Block Plan Area* (Refer to Figure 2). The alignment of Simpson Road is based on the Simpson Road EA completed in 2012 and the detailed design and construction drawings completed through that process. The extension of Simpson Road will also include a new storm sewer bypass located beneath the Simpson Road Extension. This design will effectively replace the current *Secondary Plan* proposal to construct an open channel system along the future Simpson Road right-of-way. The background studies prepared in support of the applications speak to the merits of the proposed design as the preferred option for development as it will maximize the development potential of the lands within the *Study Area*, mitigate issues of costly creek crossings, facilitate a streamlined approach to development and not cause any adverse impacts on Rainbow Creek. An update to the Master Environmental Servicing Plan (MESP) has been submitted to evaluate development applications and provide for a comprehensive servicing solution for the *Study Area*.

From a transportation and access perspective, there are potential constraints and opportunities from a development perspective that need to be addressed in order for the *Study Area* to achieve development potential. Consolidated accesses and potentially an internal road network will be critical in developing this area as there is no access available to the north (Parr Boulevard) and there is limited access to roads to the east, south and west. Coleraine Drive and Mayfield Road are Regional Roads with controlled access by-laws and requirements to limit and/or consolidate accesses where they are permitted. There is also an approved channel which will run north-south along the west side of Simpson Road, creating challenges to accessing Simpson Road.

The Staff Report acknowledges that a *Block Plan* will help to ensure transportation, access, servicing, stormwater and other important considerations are appropriately and strategically addressed and improve the quality of development. The enclosed Site Plan application for the Subject Property demonstrates how the Site can be developed within the broader *Study Area*. The Site Plan application is intended to be reviewed concurrently with the *Block Plan*, MESP and Official Plan Amendment application.

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
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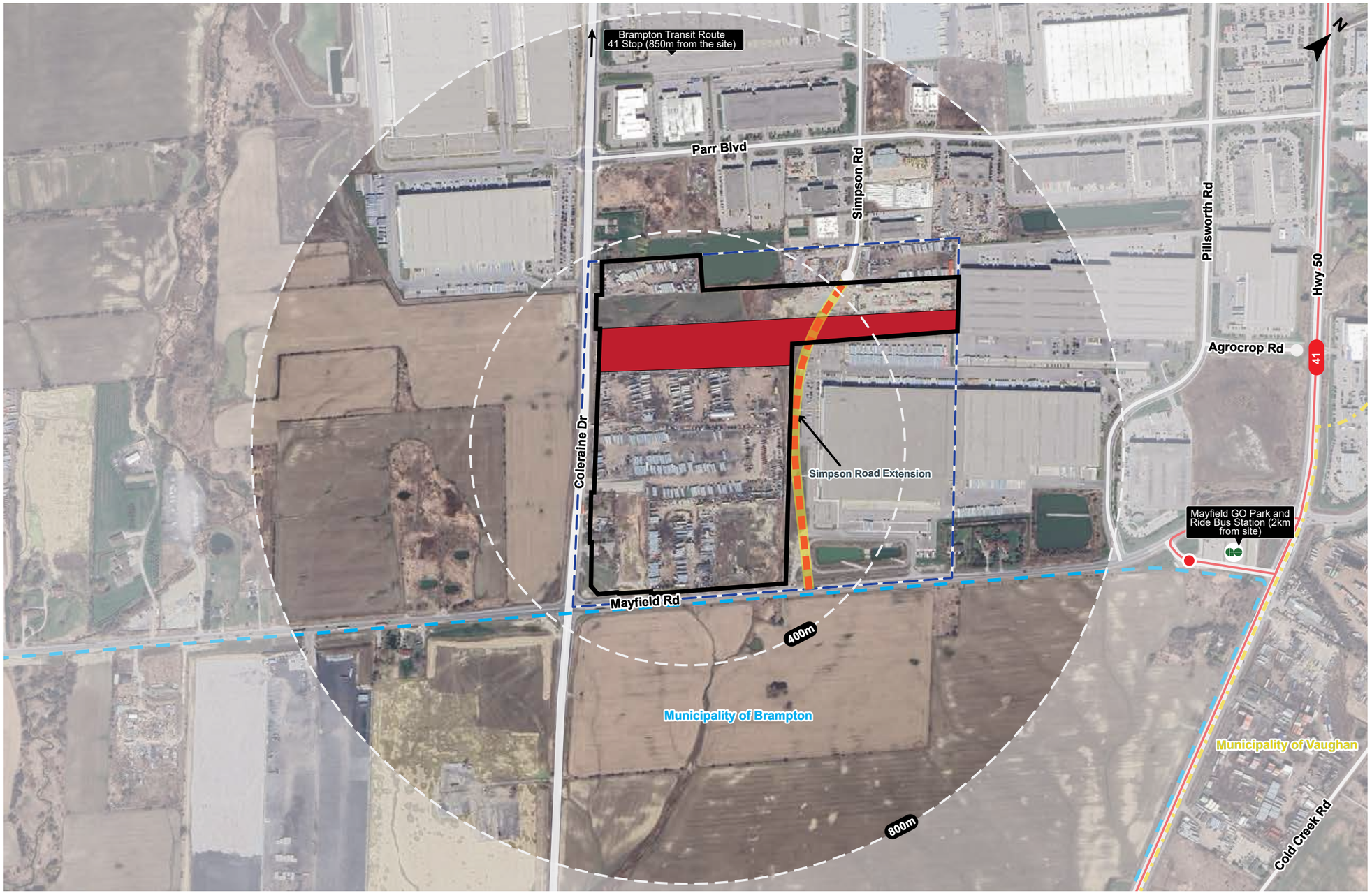
westonconsulting.com
1.800.363.3558 F. 905.738.9937



Legend

- Subject Property
- Block Plan Area
- Phase 2 Secondary Plan Area[1]
- Proposed Road Extension
- Brampton Transit Transit Route[2]
- Municipality of Vaughan Boundary
- Municipality of Brampton Boundary
- GO Transit Station
- Bus Stops

1. *South Simpson Industrial Secondary Plan (Town of Caledon OP), Schedule C5.*
2. *Brampton Transit System Map, June 2024.*

Figure 3: Surrounding Context Map

Site Photos

Figure 5: Site Photo Key Map

Looking Northeast towards the Subject Property from Coleraine Drive

Looking West towards the Lands across the Subject Property from Coleraine Drive

Looking Southwest towards the Subject Property from Coleraine Drive

Looking North from Coleraine Drive Farther North of the Subject Property

Figure 4: Site and Its Immediate Surrounding Photos (Source: Google Maps)

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1.800.363.3558 F. 905.738.9937

Surrounding Site Photos

Looking Northeast from Mayfield Road and Coleraine Drive Intersection towards the Block Plan Area

Looking Southwest from Simpson Road and Its Future Extension Adjoining Point

Looking North from Mayfield Road towards the Existing Stormwater Management Pond to the Southeast of Block Plan Area

Looking South towards the Subject Property from Simpson Road and Its Future Extension Adjoining Point

3.0 PROJECT DESCRIPTION & DESIGN CONSIDERATIONS

3.1 DEVELOPMENT PLAN

The proposed development introduces a two-storey industrial building with associated parking areas and open spaces. The proposed building comprises offices on the first and second floors, storage areas, loading and servicing zones, in addition to the front and back parking areas to accommodate regular and truck parking spaces.

As discussed in the first section of this UDB, a *Block Plan* were submitted to the City which includes the Subject Property. The *Block Plan* contemplates the extension of Simpson Road which will provide improved vehicular connectivity and access to the *Study Area*. The extension of Simpson Road will also include a new storm sewer bypass located beneath the Simpson Road Extension and proposes to construct an open channel system along the future Simpson Road right-of-way. The proposed development implements the proposed road alignment and creek channelization into the design.

3.2 SITE DESIGN

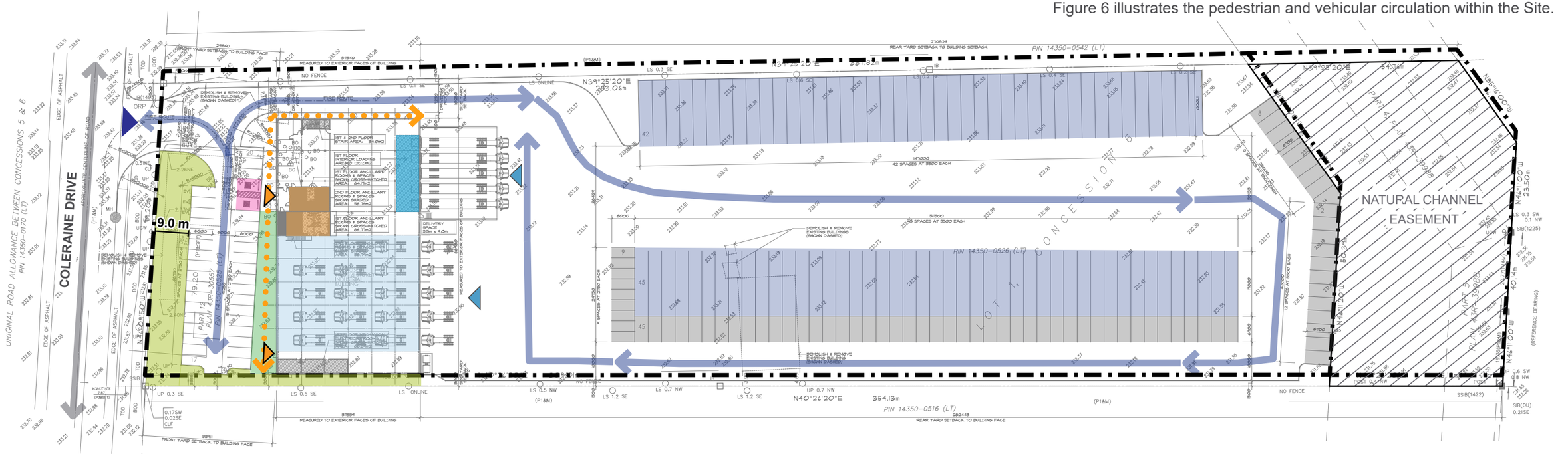
The proposed two-storey building is located along the Coleraine Drive frontage. The main vehicular access is provided from the northwest corner of the Site and it provides enough space for vehicular circulation to the parking areas and loading zones.

The vehicle parking areas are located at the front, close to the building entrance to facilitate pedestrian circulation between the parking area and building. Additionally, the outdoor amenity area for employees is located at the front of the building where the employees can easily access from the front parking area or the building's entrance. Additional parking spaces are provided at the back of the building.

The proposed site design aims to provide appropriate separation of pedestrian and vehicular routes. The walkways along the front parking area are provided to ensure safe and convenient access to the west, north and south of the building. The loading areas, truck storage areas, along with truck parking spots are located at the back of the building. This design approach will minimize the conflict between the pedestrian and vehicular movements across the Site. The proposed design ensures that vehicular circulation serves the industrial function of the proposed building, while promoting the safety of the pedestrians.

A 9-metre landscape buffer has been provided along the Coleraine Drive frontage to promote a more vibrant and pedestrian-friendly streetscape. The proposed green areas and outdoor employee amenity area at the front of the building, will enhance the quality of public realm and encourage more activity along Coleraine Drive.

Figure 6 illustrates the pedestrian and vehicular circulation within the Site.



Legend

- Subject Property
- Main Vehicular Entrance
- Proposed 9-metre Landscape Buffer
- Proposed Outdoor Amenity
- Proposed Office Areas
- Proposed Loading Areas
- Proposed Truck Parking Areas
- Vehicular Circulation
- Proposed Walkway
- Pedestrian Entrances
- Truck Storage Area
- Vehicular Access to Storage Area and Loading Zones
- Accessible Parking Spaces
- Additional Vehicle Parking Areas at the Back

Figure 6: Circulation Plan (*Site Plan Prepared by Exsen Engineering Ltd.*)

3.3 SUSTAINABILITY

The proposed development is designed to promote sustainability within the site design, landscaping, architectural design and materiality. These design considerations are as follows:

- Promoting a well-defined vehicular route to minimize the conflict with pedestrian zones and enhance the pedestrian connectivity between the street, parking areas and the building.
- Incorporating different vegetation and plantings including deciduous and coniferous trees, shrubs, planters and sodded areas to increase permeability. This landscaping treatment also helps frame the building from the public realm and creates a human-scaled environment at pedestrian level.
- The facade design incorporates glazings into the elevations, with more concentration on the office component to utilize the daylight and provide sun exposure reducing the artificial lighting usage.
- The main entrance is covered with a canopy to provide temporary weather protection.
- The proposed design contributes to the natural heritage preservation by fully piping the Rainbow Creek channel flowing along Simpson Road connecting the stormwater management ponds to farther north and south of the Site. This proposed channel alignment has been taken into account at the *Block Plan* design phase.
- Provision of the storm sewer extending north-south under Simpson Road Extension, within the *Block Plan*, will facilitate the collection of potential flows.

3.4 LANDSCAPING & STREETSCAPE

The proposed development provides landscape design that will enhance the streetscape quality and help create a more human-scaled and pedestrian-friendly environment. The hardscaped walkways along the front parking area, north and south of the building edge will refine the pedestrian movement. The 9-metre landscape buffer along the street frontage appropriately screens the parking area from the public view. The grouping of deciduous trees, shrubs and plantings frame the building and visually lighten the building massing from public realm. The landscape buffer along the south property line, between the street and southeast corner of the building, provide enough buffer from the adjacent land to the south.

The proposed green spaces at the front of the building soften the look of the industrial site, while promoting the streetscape activation along Coleraine Drive.

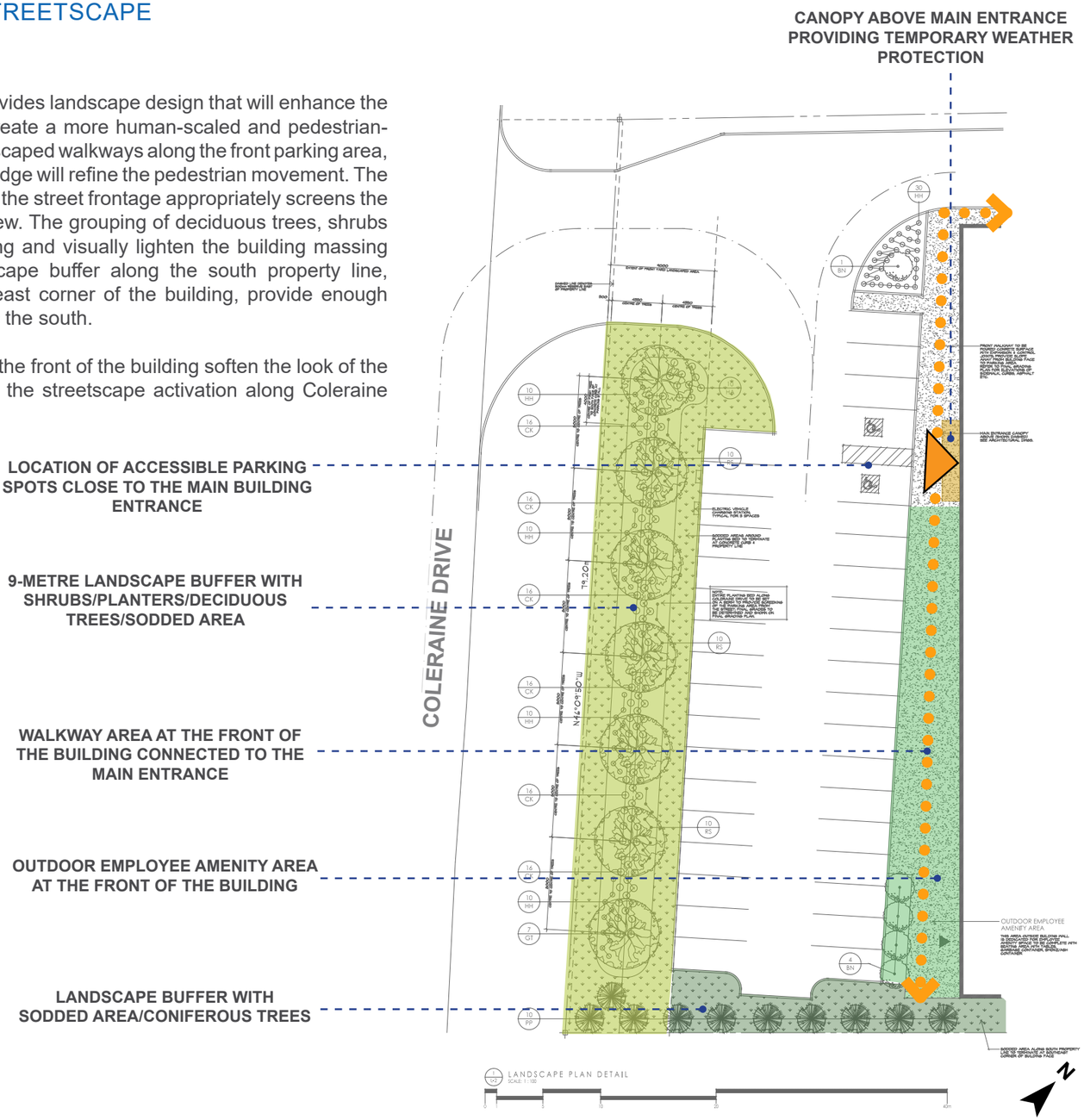


Figure 7: Landscape Plan - Prepared by Reed Olsen Landscape Architect Inc.

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3.5 SAFE COMMUNITY DESIGN & ACCESSIBILITY

The proposed development incorporates a number of design considerations in the massing, facade design and materiality, and site organization to ensure a safe and accessible environment for all users. These design considerations include:

- Separation of vehicular and pedestrian movements by differentiating routes;
- Location of accessible parking spaces close to the building's main entrance;
- Providing walkways around the building and connected to the main entrance and front parking area;
- Detailed lighting design will be provided to ensure a well-lit environment including walkways, parking areas, vehicular routes, and entrances;
- Provision of pedestrian ramp from front parking area to the main entrance;
- Differentiating the office and storage areas by facade design and materiality for easier wayfinding and orientation; and,
- Use of glazing in the facade design to increase visibility on the Site and circulation areas promoting safety for both pedestrian and vehicle zones.

Figure 8 illustrates the design elements that contribute to the safety and accessibility of the proposed development. Further details will be provided in the future design phases.

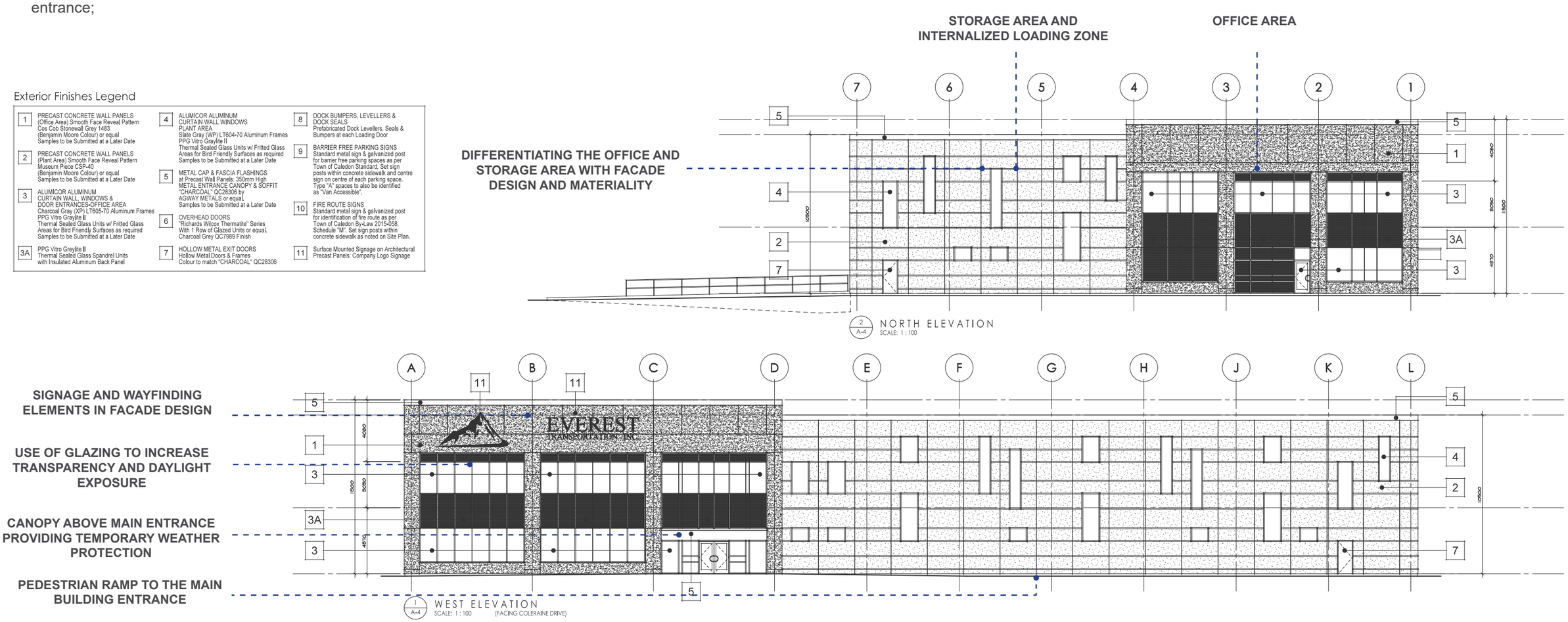

Figure 8: Safety and Accessibility Measures (*Elevations Prepared by Exsen Engineering Ltd.*)

4.0 POLICY CONTEXT

4.1 Town of Caledon Official Plan, March 2024 Consolidation
4.2 Town of Caledon Comprehensive Town-Wide Design Guidelines, November 2017

4.1 TOWN OF CALEDON OFFICIAL PLAN, MARCH 2024 CONSOLIDATION

4.1.1 Sustainability

Objectives & Policies

The *Town of Caledon Official Plan* sets out economic, environmental, and social/cultural factors as primary principles for sustainability and land use planning to ensure that new developments promote sustainability objectives and policies of the *Official Plan*.

According to the *Official Plan*, the Town will implement a range of policies and programs to address the sustainability principles to ensure the new developments' commitment to the Town's sustainability goals.

The *Official Plan* outlines a set of policies for sustainable urban design to create complete, connected and compact communities. The *Official Plan* establishes that following policies and design guidelines to be incorporated with new development proposals:

- Ensuring a high standard of community design that incorporates the sustainability principles;
- Planning for higher density for employment areas;
- The use of energy conservation techniques;
- Recreation opportunities;
- Innovative techniques for stormwater run-off management;
- Provide linkages for pedestrian and cyclists to employment areas;
- Provide safe and accessible public spaces;
- Integration of natural systems into the design;
- Planting of native species;
- Promoting public health and safety;
- Compatibility between the existing and new uses; and,
- Promote innovative design techniques such as Low Impact Development strategies.

Discussion

The proposed development incorporates the Town's sustainability objectives by introducing a higher density industrial use on the Subject Property. The proposed industrial development will create employment opportunities which aligns with economic sustainability objectives of the *Official Plan*. There are a number of design considerations that will contribute to the Town's sustainability objectives, including:

- Separation of pedestrian and vehicular movement by locating the truck parking spots at the back of the proposed building;
- Provides safe and accessible pedestrian access to the proposed building's main entrance by locating the regular and accessible parking spaces at the front and close to the main entrance and minimizing the walking distance between the parking spaces and the building's entrance;
- Ensures compatibility between the adjacent existing industrial and office uses by the two-storey industrial proposal which provides a smooth transition in scale, built form, and land use to the surrounding context; and,
- The *Block Plan* proposes to pipe the channel from the existing Stormwater Management Pond north of the *Study Area*, downstream to a natural, vegetated bend in the channel just north of Mayfield Road. Fully piping the channel through the *Study Area* including the Subject Property mitigates the negative impacts of multiple road crossings over an open channel.

4.1.2 General Design Policies for Employment Areas

The *Official Plan* outlines a set of guidelines to ensure high standards of building design, landscape and streetscape for the new industrial developments, including:

- Buildings and streetscape shall provide quality treatment of massing, scale, site layout and organization, and landscaping;
- The use of landscaping and planting to define pedestrian and vehicular routes;
- Appropriate screening of unattractive views, use of buffering from adjacent land uses and provide transition between different land uses;
- Promote convenience and visual acceptability in the design of parking and utility areas; and
- Enhancement of and compatibility with adjacent road pattern, landscaping and site design.

Discussion

The proposed development provides landscaping, streetscape and building design treatments to address the Town's design policies in the following ways:

- Distinguishes between the pedestrian and vehicular routes by considering sidewalks along the parking borders, pedestrian connections between the parking areas and building's entrance;
- Landscape buffers along the property lines to buffer from the adjacent uses to the north and south;
- Provides appropriate screening by landscape berms between the public realm along Coleraine Drive and the front parking area;
- Locates the indoor storage and loading areas at the back of the proposed building to screen heavy truck movements from the public realm; and,

4.1.3 South Simpson Industrial Secondary Plan

The *South Simpson Industrial Secondary Plan* ('The *Secondary Plan*') outlines policies with regards to Structural Concept, Community Design, Transportation, and Stormwater Management within the *Prestige Industrial* Areas including:

- Consideration of the planned road network configuration for appropriate circulation and division of property within the Secondary Plan;
- Respecting the natural features; and,
- Consideration of the General Design Policies outlined for the Employment Areas (Refer to section 3.1.2 of this UDB);

Discussion

The *Block Plan* contemplates an appropriate planned road network configuration within the *Secondary Plan* area. The proposed development appropriately considers the Simpson Road alignment and provides adequate access and connectivity to Coleraine Drive. This will ensure connectivity within the industrial lands and provides connection to Mayfield Road as a Major Arterial. The proposed site design incorporates the existing natural channel easement and proposed a fully-piped storm sewer to minimize the development impact on the surrounding areas. As discussed in Section 3.1.2 of this UDB, the proposed design will contribute to the design policies with appropriate landscaping and building design treatments.

4.2 TOWN OF CALEDON COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES, NOVEMBER 2017

4.2.1 Sustainable Design & Compact Development

Environmental, Social, & Economic Sustainability

The *Town of Caledon Comprehensive Town-Wide Design Guidelines* features the design sustainability in three components; Environmental, Social, and Economic. A summary of these guidelines are as follows:

- Preservation of environmental protection areas, natural heritage and open pace;
- Promoting a compact, connected and walkable community with increased mobility options and supporting future transit opportunities;
- Maintaining the character of the Town by preserving the natural and cultural assets; and,
- Promoting infill and revitalization developments to support economic growth in connected communities.

Discussion

The proposed development respects the Simpson Road alignment and creek channelization within the *Block Plan Area* which proposes a fully-piped storm sewer with minimized impacts on the surrounding areas. The design contributes to walkability and connectivity within the Site by providing sidewalks and pedestrian connections to the building's main entrance and minimizing the walking distance from the parking areas to the building. The two-storey industrial building promotes employment opportunities and economic sustainability within the area.

4.2.2 Accessibility, Universal Design, & Community Safety

The *Town-Wide Design Guidelines* encourages the new developments to:

- Provide barrier-free and accessible services and facilities;
- Integrate the universal design principles and clear wayfinding features
- Provide a well-lit development with limited visual obstructions;
- Encourage opportunities for casual surveillance throughout the public realm; and,
- Provide weather protection and opportunities for rest.

Discussion

The proposed development considers accessibility, universal design , and safety measures by incorporating the following design considerations:

- The design ensures compliance of the site design with AODA measures, including th provision of two barrier-free parking spots close to the main entrance;
- The proposed development provides for the separation of pedestrian and vehicular routes by identifying sidewalks, planting buffers and other forms of pedestrian connections to promote pedestrian safety;
- The proposed development promotes a well-lit environment with appropriate lighting design to ensure the community safety at all times;
- The main building elevations faces towards Coleraine Drive, where the building openings will provide natural surveillance onto Coleraine Drive's public realm; and,
- The building design incorporates weather protection treatments including canopies at the main building's entrance to provide temporary protection.

4.2.3 Complete Streets & Active Transportation

The *Town-Wide Design Guidelines* sets out a number of guidelines to promote and encourage:

- Active transportation providing safe and convenient environment for all users;
- Separation of pedestrian and cycling routes from vehicular movements;
- Access to community amenities within (400-800 metres) through a connected pedestrian and cycling network;

Discussion

The proposed development will contribute to a more transit-supportive environment by positioning the building closer to Coleraine Drive, enhancing the street presence with transparent facades and appropriate landscape treatments. This design approach activates the street frontage and encourages more pedestrian activity and public transit use. The proposal includes appropriate separation of pedestrian and vehicular movements through sidewalks and planting buffers. A vehicle parking area is located at the front to minimize the conflict with the trucks movement and ensure pedestrian safety. An outdoor amenity area is considered along the front elevation of the building which promotes activity and "eyes on the street" along the main frontage and encourages active transportation. A GO transit bus stop is located within 850 metres of the Site which encourages alternative modes of transportation.

4.2.4 General Guidelines for Industrial and Employment Lands

Section 11 of the *Town-Wide Design Guidelines* provide general guidelines with regards to the site design, built form, and landscape design. These guidelines are generally outlined as below:

- Consideration of adjacent road pattern, land uses, landscaping/ streetscape and site design for the lands adjacent to industrial uses;
- Parking, loading and storage areas' orientation to be away from highly visible or pedestrian-oriented streetscape, and providing appropriate screening and buffering along those edges;
- Providing landscapes amenity area for employee use. This area should be connected to walking paths from parking areas, transit stops, and building entrances;
- Building's sitting should provide good sight lines for pedestrian and vehicular traffic;
- Promoting compatibility with neighbouring existing and planned buildings and site plans;
- The office component orientation should be towards the street, while the warehouse/storage component should be located at the back;
- Providing continuous landscaped connection between the building and the street;
- Visibility of access points to the site;
- Well-defined vehicular routes to avoid conflict with pedestrian routes;
- Avoiding conflict between the fire route and parking spaces;
- A 6-metre landscape strip should be provided between the front-located parking area and the street;
- A 2-metre landscape strip should be provided between the parking area and the building;
- Buffering the visible parking areas from the street with landscaping or architectural features;
- Integration of EV parking spaces at the front of the building;
- Providing well-lit pedestrian walkways, entrances and parking areas;
- Providing appropriate transition in scale and built form;
- Integration of openings, stepping and/or well-articulations in the building facades;
- Glazing with some transparency to increase visibility of the activities in the building;

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- Location of the primary entrances at the front and facing the street;
- The use of energy efficient building materials is encouraged;
- Screening the rooftop mechanical equipment from public view;
- Main parking areas should not be located between the street and the building;
- Incorporation of universal design and accessibility standards in the pedestrian walkways;
- Providing the landscape treatment along the street edge, and enhancing the look of the building's main entrance with planting;
- Grouping the trees and shrubs to frame the building and help soften the visual impact of the building foundations; and,
- Providing a diversity of hard and soft landscaping;

Discussion

The proposed development incorporates the outlined guidelines into the design considerations in the following ways:

- The proposed two-storey industrial building with the associated parking areas and open spaces will provide an appropriate transition in land use, scale and built form to the exiting and planned context;
- The truck parking areas, loading and servicing areas are located to the back of the site and building to ensure appropriate distance and screening from the public realm. The loading and storage areas are internalized to minimize the conflict with pedestrian movement and provide further screening from the adjacent lands;
- A linear outdoor amenity area has been dedicated for employees' use at the front of the building, close to the main entrance and parking areas. A portion of the amenity area is buffered from the parking area and the south property line with trees and shrubs. This area is connected to the walkways around the building to facilitate the pedestrian circulation;
- The main facade of the building extends along the Coleraine Drive's frontage which provides a good view from the street for both pedestrian and vehicular traffic;
- The offices are located on the first and second floor facing the street. This design consideration increases visibility and 'eyes on the street' along the Coleraine Drive's frontage;
- A 9-metre landscape buffer is provided along the street frontage to provide appropriate buffer between the parking areas, building and the street. The front parking area is well-screened by landscape berms, deciduous trees, and shrubs.
- A 1.5-metre buffer has been provided along the north and south limits of the Site;
- Along the portion of the south property line, between the southeast corner of the building and the street, there is a landscape strip with sodded areas and coniferous trees to provide appropriate screening from the adjacent land to the south.
- The vehicular access to the Site will be highly visible from the street;
- The pedestrian and vehicular routes are separated with hard and soft spacing, walkways and landscape buffers to ensure minimal interruption to the pedestrian movement;
- A concrete walkway extends along the front building face between the parking area and the building entrance area;
- The proposed development will ensure well-lit walkways, parking areas, and the entrance areas through detailed lighting design;
- The proposed site design, provides three EV parking spots at the front parking area;
- The facade design incorporates a number of architectural features to ensure compatibility and visibility measures, including, differentiating the facade materiality between the office and storage areas, using more glazing along west and north elevations to enhance visibility on the street, front parking area, building entrance, and walkways;
- The main entrance is covered with canopy to provide temporary weather protection at the entrance area;
- The signage is designed on the top left corner of the west elevation to provide an appropriate wayfinding tool and high visibility from the street.
- The roof line has been elevated on the office component to create a dynamic roof line and screen the rooftop mechanical equipment.
- The deciduous trees, shrubs and plantings help to frame the primary building's elevation from the public realm and create a more human-scaled environment;

5.0 CONCLUSION

This Urban Design Brief generally outlines how the proposed development at 12155 Coleraine Drive contributes to the Town's objectives outlined in the *Official Plan* and *Town-Wide Design Guidelines*. The proposed development aims to optimize the Site's development potential and provide design solutions for the existing environmental constraints. The site design incorporates the existing and planned road network, land uses, and built form in the development process and will ensure a safe and well-connected environment for all users.

The proposed development incorporates landscape design elements to promote the streetscape activation along Coleraine Drive and enhance the pedestrian and cyclists experience at the street level. This design approach will create opportunities for a more pedestrian-friendly development, and as a result, a more transit supportive and connected environment.

The proposed design envisions economic sustainability within the broader context by providing employment opportunities and a well-connected design to the regional road network.

It is expected that the design of the Site will evolve as the *Block Plan* process proceeds. The Site Plan application seeks to implement the road alignment, creek channelization, and to maintain the employment land use permissions throughout the Secondary Plan area, aligning with the submitted Official Plan Amendment application's purpose.

The design considerations outlined in this UDB, ensures the contextual compatibility and design excellence of the proposed development and will provide further detailed design in compliance with the in-force policies and guidelines through next stages of design development.

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