

TOWN OF CALEDON
PLANNING
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MAYFIELD ROAD & CREDITVIEW ROAD

CALEDON, ONTARIO

Urban Design and Cultural Heritage Brief

Site Plan Application

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PREPARED FOR:
FIELDGATE DEVELOPMENTS

September 2025



Disclaimer

The text and images contained in this document are a conceptual representation only, of the intended Urban Design for the proposed Creditview and Mayfield ommercial centre. In this regard, they should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the site.

These guidelines are for the use of the original landowners; however, subsequent owners are encouraged to abide by these guidelines should any alteration be contemplated. Any proposed design and construction will be in compliance with all other authorities having jurisdiction.

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1.0 DESIGN VISION, OBJECTIVES & PRINCIPLES

1.1 VISION STATEMENT

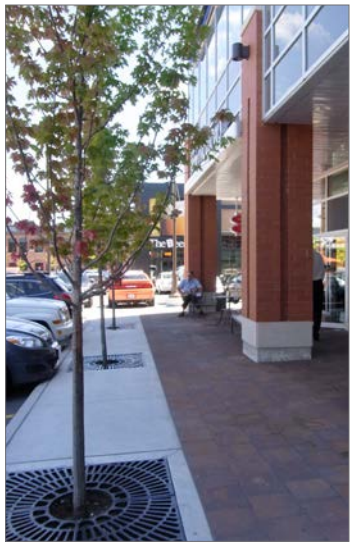
To develop a vibrant commercial center that provides essential amenities and services for both current and future residents.

The proposed development envisions a commercial centre that will positively contribute to the existing and planned communities within the area. As outlined in Section 6.1 and 6.2 of the Heritage Impact Assessment (prepared by LHC in February 2024), based on the research and analysis undertaken in the preparation of the HIA, the Property does not exhibit cultural heritage value or interest per O.Reg.9/06 criteria, nor does the Property and its immediate surroundings comprise all or part of a significant cultural heritage landscape. As such, potential adverse impacts have not been assessed as they relate to the Property, or a broader surrounding Cultural Heritage Landscape.

The proposed development will rely on the following design principles:

- Develop a safe and comfortable environment for residents and visitors.
- Provide high quality built environment.
- Develop architecture that is locally inspired while having a distinguishable and unique identity.
- Support multi-modal transportation and create a safe and attractive public realm.
- Provide new retail/commercial opportunities for residents and visitors.
- Create opportunity for future intensification.







1.2 GUIDING PRINCIPLES

The guiding principles listed below are based on the directions provided in the Town of Caledon, Comprehensive Town-Wide Design Guidelines (November 2017) and shall be applied in the urban design of the subject lands:

Sustainable Design & Compact Development - the proposed development will have regard for sustainable development practices. The commercial development will provide a mix of retail and service opportunities which will contribute to creating a compact and connected community.

Accessibility & Universal Design - the proposed development will have integrated, accessible and legible public realm that incorporates clear and intuitive wayfinding

Community Safety & Security - the proposed development will be a well lit and comfortable environment allowing for opportunities for casual surveillance and implementing Crime Prevention through Environmental Design (CPTED) principles.

Complete Streets & Active Transportation - the proposed development will connect with existing and planned streets to provide for a safe and integrated development. A network of internal drive aisles will consider traffic calming measures and active transportation facilities.

High Quality Built Environment - the proposed development will orient built form to architecturally address the street at key intersection. Landscaping and gateway treatments will be used to define the public realm and create an attractive and welcoming environment.











2.0 SITE ANALYSIS AND POLICY CONTEXT

2.1 SITE CONTEXT

The purpose and intent of this Urban Design Brief is to provide details on how various elements of the proposed development will function within its immediate surrounding and the wider context of the Town of Caledon. For the purpose of this document, the proposed development will be called "Mayfield and Creditview".

The subject lands are situated to the west of the Mayfield Road and Creditview Road intersection. The focus of this Brief are Blocks 1 & 2, within the southern portion of the wider overall site area, as shown in Figure 1.

The Mayfield and Creditview lands are proposed to be developed as a high-quality commercial development. This will support the planned development of the surrounding Alloa community as a compact, complete community with a range of uses and built form typologies. Given that the subject site is bordered by the City of Brampton to the south, the catchment for future site users will include both Town of Caledon and City of Brampton residents.

As shown in Figure 1 and illustrated through site imagery on page 4 and 5, the surrounding land uses include existing agricultural lands and a mixed-use community to the south that is comprised of low-density residential typologies, a local commercial plaza, a planned school site, parks and green spaces.



Figure 1 - Site and Surrounding Context



1 - Northwest view of subject lands from Mayfield Road and Creditview Road



2 - View north on Creditview Road from Mayfield Road



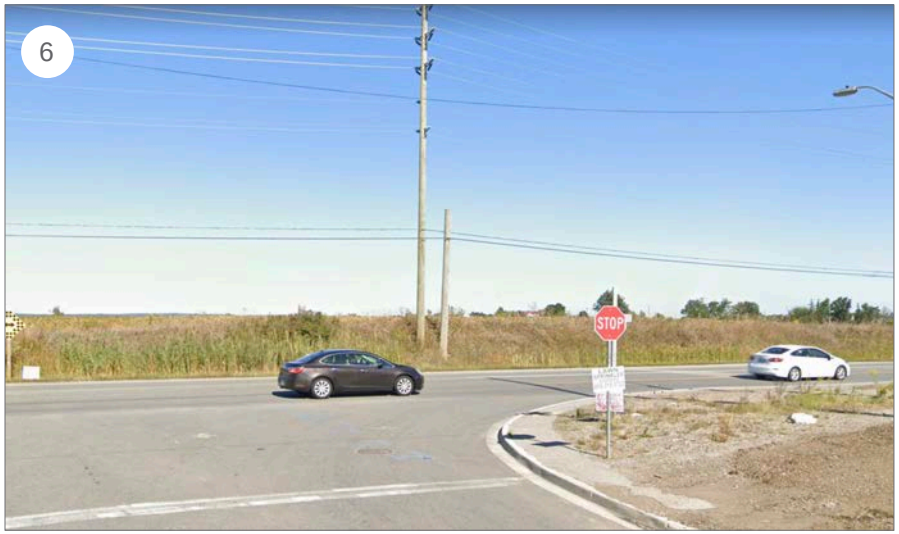
3 - North view of subject lands



4 - South view of the new, adjacent development and the commercial area



5 - Recently completed residential development on Robert Parkinson Drive, south of the subject lands



6 - Northwest view of subject lands from Robert Parkinson Drive



7 - Malala Yousafzai Public School located to the west of the subject lands

2.2 SITE ANALYSIS: OPPORTUNITIES AND CONSTRAINTS

The proposed development is envisioned to provide existing and future residents and visitors with commercial retail and service amenities. The following Opportunities and Constrains for the site were established:

Opportunities

- The proposed development is well serviced by Mayfield Road (High Capacity Arterial Road) to the south and Creditview Road (Collector Road) to the east.
- The applicant owns the immediate lands to the north which shall be redeveloped in the future to further facilitate the concept of complete community.
- The proposed development is adjacent to newly developed community.
- The proposed range of commercial uses will help capture commercial expenditures currently leaving the municipality while also gaining new expenditures from the adjacent communities.

Constraints

- The current rural character of the subject site has low population density, sparse development, predominantly agricultural or natural landscape, limited infrastructure compared to urban areas.
- Limited transit options with few public transportation routes, lack of convenient access to public transportation hubs, presenting challenges for commuters.



West view of the subject lands and adjacent community to the south



North east view of the subject lands

2.3 POLICY CONTEXT

2.3.1 TOWN OF CALEDON: COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES (TWDG) (NOVEMBER 2017)

The Comprehensive Town-Wide Design Guidelines (TWDG) are intended to be a single, consolidated source of guidance for both urban and rural settings in the Town of Caledon. The Guidelines provide design direction for development within the Town and Section 10.1 provides guidance for general commercial development.

The following section identifies the relevant design principles and objectives within the TWDG and provides rationale on how the proposed development satisfies the design principles.



The following are key design principles and objectives for commercial sites:

SUSTAINABLE DESIGN & COMPACT DEVELOPMENT:
Sensitive development // Green infrastructure and stormwater management // Responsible use of resources // Compact and connected communities

The proposed development introduces a commercial centre in close proximity to existing and future residential communities. It will provide a mix of retail and services uses and reduce the need to travel for every day commercial and service needs.

In addition, the proposed development will have regard for sustainable development and will implement low impact development features and will support active transportation by providing a well connected and accessible pathways and sidewalks into and throughout the site.

ACCESSIBILITY & UNIVERSAL DESIGN:
Integrated and accessible public spaces // Clear and intuitive wayfinding // Access to neighbourhoods amenities

The proposed development provides an integrated, accessible and legible public realm that incorporates multiple barrier-free entrances into the site and provides clear and intuitive wayfinding.

In addition, the proposed development is strategically located adjacent to existing major arterial roads and the proposed collector road, which will provide residents with easy and direct access to neighbourhood amenities.

COMMUNITY SAFETY & SECURITY

Opportunities for casual surveillance // Well lit environments

The proposed development is situated along active streets, which will provide for casual surveillance into the site. An existing residential neighbourhood is situated to the south of the site. The proposed development will be well lit and will implement Crime Prevention through Environmental Design (CPTED) principles.

COMPLETE STREETS & ACTIVE TRANSPORTATION

Access to amenities within walking distance // Connected and diverse transportation networks // Coordinated and integrated street furniture

The proposed development will benefit from future sidewalks and multi-use paths along Mayfield Road and Creditview Road, as well as from sidewalks along the proposed Street 'G' and a network of internal walkways, all of which will feature coordinated and integrated street furniture. These sidewalks and walkways will connect seamlessly with the future active transportation network, enhancing connectivity between the development and surrounding neighborhoods. The site is strategically located adjacent to major arterial roads—Creditview Road and Mayfield Road—with a proposed 22.0m R.O.W. collector road, Street 'G', traversing the site and dividing it into two blocks. Street 'G', with its temporary cul-de-sac, is positioned to enable future integration with Robert Parkinson Drive to the south. An intuitive, well-connected internal circulation network is also proposed, accommodating all modes of transportation.

This development is ideally located to provide walkable access to amenities for the adjacent community to the south and future communities to the north and west. Additionally, its proximity to an existing school strengthens the support for the proposed retail services, further integrating the commercial center into the local urban fabric.

The following section identifies design standards and requirements that are relevant to the proposed development.

10.1.1 SITE PLANNING

DESIGN STANDARDS:

- Locate buildings close to the street edge, orienting the building massing and height to architecturally address the street and key intersections.
- Provide enhanced architectural features at corners closest to major intersections (for example, through increased building massing, or by providing a covered entry).
- All major commercial entrances shall be accessible at grade thresholds.

DESIGN REQUIREMENTS:

- Locate parking, servicing and loading facilities to the rear of the building, screening them through the use of architectural elements and landscaping from public view (for example, through low walls).
- Front commercial development onto the public realm to activate the streetscape, courtyard or open space.
- Commercial buildings should address the street and exhibit a high degree of visual appeal on all exposed frontages.
- Accentuate all public entries by integrating intuitive signage, effective architectural features (for example, canopies, change in building massing), and hard and soft landscaping elements.
- Clearly articulate building entrances through signage and pavement markings, making visible pedestrian walkway connections to the street and designated vehicular drop-off areas.
- Provide adequate room for snow storage.

The proposed development situates buildings near the street edge to enhance the urban streetscapes of Mayfield Road and Creditview Road. The building placement emphasizes a strong street presence, featuring high-quality architecture and detailed façade articulation to create visual interest along the public realm. Signage, wayfinding, and pavement markings will guide clear and intuitive access to the site and building entrances. Parking, service areas, and loading facilities are integrated within the site and strategically screened using architectural elements and landscaping, minimizing their impact on the public streetscape.







Precedent Imagery

10.1.2 BUILDING ELEVATIONS

DESIGN STANDARDS:

- Building elevations shall provide visual interest through design, articulation and fenestration.
- Vents and exhaust elements will be incorporated into the design of the facades, so as not to adversely impact the aesthetic of the public realm.

DESIGN REQUIREMENTS:

- All elevations should be clad with the same prominent materials. Where relevant, there should be purposeful termination of building materials.
- Elevations should be pedestrian friendly, providing appropriate setbacks and human scaled articulation, detailing and fenestration.
- Elevations should use awnings, canopies, and other overhangs to create sheltered pedestrian routes and to add depth to the appearance of facades.
- Elevations should not be designed to appear as front facades when they are not.
- The collective architectural composition of the buildings should be considered in terms of massing, roof lines, street relationship, and visual impact on adjacent buildings. Stand alone buildings should be allocated additional height and massing at intersections and focal points.

The proposed commercial development will showcase modern architecture with cohesive and complementary massing, utilizing high-quality materials and visually engaging façade articulation. While building entrances will be accessed from within the site, the street-facing elevations along major roads will be thoughtfully designed to create a pedestrian-friendly, human-scale environment. These elevations will feature awnings and canopies to provide sheltered walkways and entry points, enhancing the pedestrian experience along the street frontage.



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10.1.3 PEDESTRIAN CIRCULATION

DESIGN STANDARDS:

- Pedestrian walkways shall be designed to ensure a safe, comfortable and attractive environment for walking, accommodating movement from and through parking areas to building entrances. Walkways should be designed in concert with parking areas and internal drive aisles for pedestrian safety, and shall comply with the Accessibility of Ontarians with Disabilities Act (AODA).
- Major pedestrian access points and routes shall be clearly marked and identified using pavement markings and signage, ground oriented and upright hard and soft elements.
- An enhanced pedestrian realm is required along the street and at focal points throughout the development to accommodate multiple users. Enhanced pedestrian areas should be designed to facilitate meeting and gathering by incorporating street furniture, seating areas, displays, trash receptacles, public art and landscaping.
- Entrances used by the public must be fully accessible, and should not take their access from steps or other condition which would create a barrier to accessibility.

DESIGN REQUIREMENTS:

- On-site pedestrian walkways should have direct and easy connections to the streets and sidewalks of adjacent neighbourhoods, wherever possible.
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times, minimizing the incidence of short-cutting across internal drive aisles and landscaped areas. Incorporate sidewalks on both sides of the street, with a minimum width of 2 metres.

- Provide a greater building setback along major arterials to accommodate landscaping and a pedestrian sidewalk, and orient major public entrances to the flankage elevation, where possible.

The proposed development will benefit from future sidewalks and multi-use paths along Mayfield Road and Creditview Road. Additionally, sidewalks are envisioned on both sides of the proposed Street 'G' that divides Block 1 and 2, which will continue active transportation network and facilitate pedestrian movement within the proposed commercial development. A series of pedestrian walkways are proposed within the site, which will be accessed directly from the public sidewalks. These access points will have an enhanced public realm and will be coordinated with primary and secondary entrance features through the use of pavement markings, signage and enhanced hardscaping and landscaping. Proposed walkways will provide a safe, comfortable and attractive environment that will facilitate barrier free movement and will include street furniture, guiding the pedestrian movement from and through parking areas to building entrances. A greater building setback is proposed along Mayfield Road and enhanced landscaping is proposed.





Precedent Imagery

10.1.4 LANDSCAPE DESIGN

DESIGN REQUIREMENTS:

- Landscaping should identify, accentuate, complement and unify key areas including site and building entrances, pedestrian and vehicular access points, circulation systems, signage, parking areas and the public realm (street, parkette, courtyard, etc.). These prominent locations may be augmented by hard and soft landscaping and special paving to establish a sense of arrival and create a sense of place.
- Incorporate on-lot landscaping along the property edge to sensitively integrate commercial developments with the public realm and provide for an inviting pedestrian experience by providing enhanced landscaping and high quality fencing to soften views of parking areas.
- Permanent site furnishings, including tree grates, guards, lighting, bollards, benches, bus shelters, trash and recycling receptacles, lighting and street signage should be designed or specified to contribute to a consistent and compatible community style.
- Plant material should incorporate native, non-invasive and drought tolerant perennials with seasonal colour variation and winter interest.
- Landscaping design should be formal, rather than free-form or informal. Avoid a naturalized or overgrown appearance and incorporate raised planters, where appropriate.
- Hard and soft landscaping elements should allow for clear sight lines and reinforce the principles of CPTED, eliminating places to hide. Building fronts and entrances, and pedestrian walkways should not be obscured by landscaping elements.

- All site areas not specifically landscaped or paved for pedestrian or vehicular use should be sodded.
- Street furniture, or other hardscaping intended to provide seating, is strongly encouraged adjacent to building entrances.
- Shade trees should be planted on parking islands, along street edges and at other appropriate locations, wherever feasible.
- Incorporate enhanced landscaping, using both fencing and planting, to buffer commercial uses from residential areas. Where required, noise attenuating fencing should be provided between commercial and residential uses.
- A landscape strip of a minimum of 3.0 metres should be provided between parking areas and residential uses.
- Utilities, servicing, storage and loading areas should be screened using a mix of architectural elements (example, low walls) and enhanced landscaping, in consultation with utility providers to ensure operational access is maintained.

The proposed development incorporates landscaping along the property edges to buffer the traffic noise and sensitively integrate the commercial centre with the existing public realm and the adjacent land uses. Three pylon signs are proposed, one adjacent to the proposed Retail 'C3' building along Mayfield Road, one at the intersection of Mayfield Road and the proposed Street 'G' and the other at the corner of Creditview Road and Mayfield Road. These locations will have coordinated landscaping features that establish a sense of arrival. Landscaping is proposed to screen and soften views into parking areas. Enhanced landscaping and architectural elements will be used to screen views into utility, servicing, storage and loading areas of the proposed commercial buildings. Street furniture is also proposed in the public realm within the development. Landscape design will incorporate native and non-invasive and drought tolerant plant materials, shade trees and where possible integrate Low Impact Development (LID) design measures. Landscaping will allow for clear site lights and have regard for CPTED principles. For more detail, refer to Figure 2 in this UDB.



Precedent Imagery

10.1.5 VEHICULAR ACCESS , PARKING & SERVICING

DESIGN STANDARDS:

- Lighting for buildings and parking will be designed and sited to minimize light spillage and distribution onto adjacent residential properties by incorporating dark sky compliant lighting, in accordance with Section 10.1.6.
- Avoid surface parking areas between the building and the street. Where permitted, sufficiently screen parking areas from public view through a coordinated combination of berms, fences and landscaping.
- Provide a sufficient separation distance between residential uses and commercial waste and loading areas to avoid adverse impacts.

DESIGN REQUIREMENTS:

- Vehicular and service access points should be provided from adjacent side streets, away from major streets, wherever possible
- Vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements.
- Large parking areas should be broken up with landscaped parking islands with a minimum width of 3.0 metres to sustain adequate tree growth and retention.
- Parking islands should be curbed, landscaped and located at the ends of all rows of parking stalls. Parking islands should include walkways where required to support a system of pedestrian routes (refer to Section 10.1.3 for additional guidance regarding pedestrian circulation).
- Parking areas should be screened from view using plantings and high quality fencing.
- All parking areas should be paved in a hard surface material, and should be able to accommodate snow removal and storage.
- Loading and service areas should be screened from public view through placement of buildings, screen walls, and landscaping.
- Planting and fencing should be used to buffer residential lots from service areas, waste storage and loading service areas. These elements should be integrated into the building envelope, where possible, and should screened from view.
- Utility structures should be integrated into the design of commercial buildings wherever feasible. Where not feasible, these structures should be screened from view from surrounding areas by landscaping, screen walls and/or other architectural features, in consultation with utility providers to ensure operational access is maintained.
- Bicycle storage racks should be provided adjacent to main building entrances.

The proposed development will feature a well-connected circulation network that ensures clear vehicular access points from Mayfield Road, Creditview Road, and the proposed collector road (Street 'G'). The primary gateway to the site, located at the intersection of Street 'G' and Mayfield Road, along with the corner of the two arterial roads bordering the site (Mayfield Road and Creditview Road), will be marked by distinctive pylon signs. These signs will establish a strong sense of arrival and enhance the legibility of the internal circulation system. Primary loading access points are planned from the proposed Street 'G' for Block 2 and from Creditview Road for Block 1, providing direct access to the large retail site and the proposed gas bar at the northern end of the development. Bicycle parking will be provided throughout the site for visitors, and will be located strategically for safe and convenient access.

The parking area is envisioned to be broken up with landscaped parking islands, which shall include a well connected and legible pedestrian walkway routes. Parking, loading and servicing areas will be screened from public view through building placement, landscaping or architectural features. Where feasible, utility structures will be integrated into the design of the commercial structures, otherwise, they will be screened using landscaping or architectural features.

Noise protection wall and landscape buffers are proposed adjacent to the future residential area. Bicycle parking will be provided adjacent to main building entrance areas.

10.1.6 LIGHTING

DESIGN STANDARDS:

- Exterior lighting shall be unobtrusive to residential neighbours, and minimize light spillage and distribution onto adjacent residential properties.
- Lighting shall be dark sky compliant, positioned to minimize glare, and improve visibility, whilst providing an efficient source of light.

DESIGN REQUIREMENTS:

- Lighting for outdoor areas should be designed and located to ensure safety for users at night, and to facilitate crime prevention.
- Lighting should reflect the architectural styles of the community in scale and profile. For example, heritage light fixtures may be incorporated within a Heritage Conservation District or village setting.

The proposed development shall provide lighting that is dark sky compliant and will be strategically located to minimize light spillage onto adjacent residential uses while also ensuring a well light environment that implements CPTED principles.

In addition, lighting fixtures will be carefully integrated within the proposed landscape design and coordinated and compatible with the architectural style of the community and complement the adjacent style and character of the area.

10.1.7 COMMERCIAL SIGNAGE & OUTDOOR DISPLAYS

DESIGN STANDARDS:

- Signage shall be aesthetically pleasing, and shall be unobtrusive to residential neighbours.

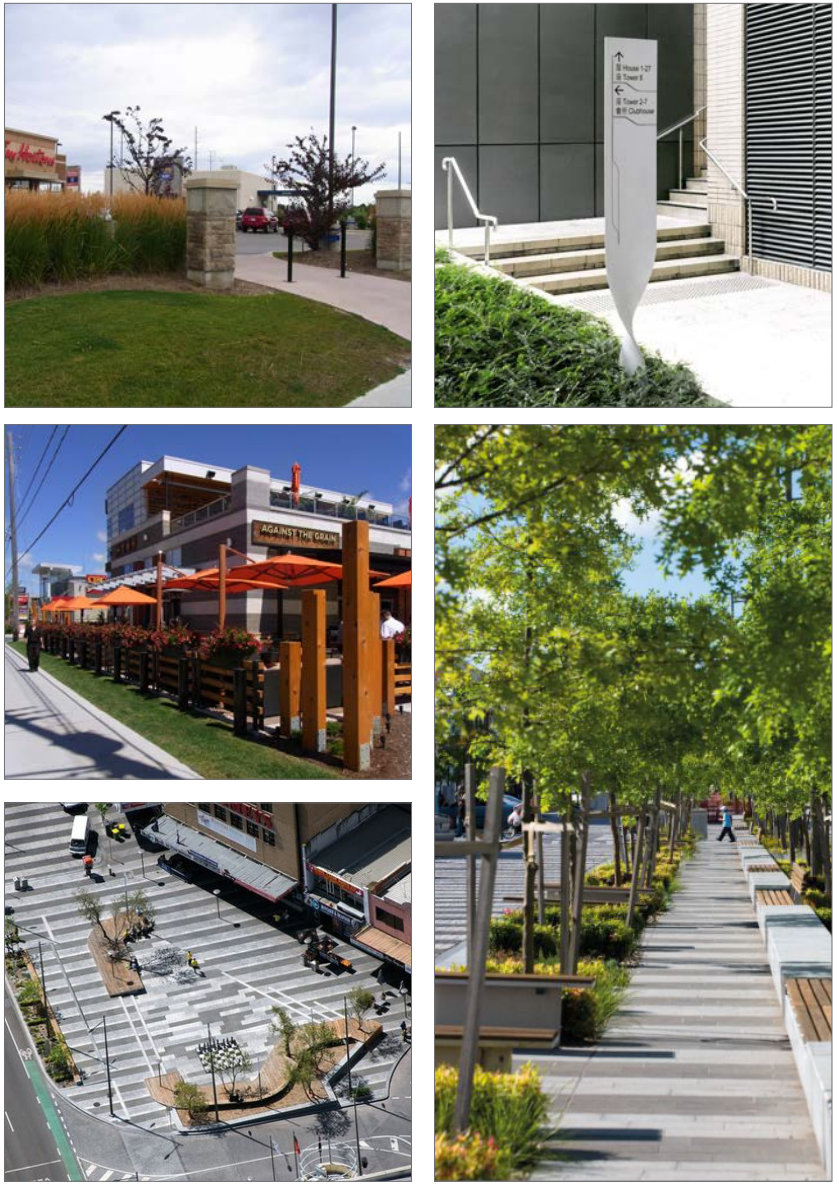
DESIGN REQUIREMENTS:

- Ground-related signage should be integrated into the site plan, landscaping and contribute to the overall wayfinding strategy of the site.
- Ground-related commercial signage should be used at key vehicular access points to direct vehicular traffic into the site.
- Signage should be compatible in scale and design with design, colour and material of the building and designed as an integral element of the building's facade.
- Display windows, at-grade glass doors, accent lighting and business signage should be integrated into the front face of the building along the commercial street edge.
- Freestanding signs should consist of materials complementary to the building design and integrated with landscape treatment.
- Accent planting is required for ground signage.

The proposed development envisions two freestanding pylon signs:

- One adjacent to the proposed Retail 'C3' building, along Mayfield Road;
- One at the intersection of the proposed Street 'G' & Mayfield Road, along Mayfield Road, and;
- One at the corner of Creditview Road & Mayfield Road.

The signs will be coordinated with the design of the proposed buildings and will be integrated with the proposed landscape treatment. The envisioned signage and outdoor displays will meet the intent of these guidelines. For more detail, refer to Section 4.0 & 5.0 in this UDB.



Precedent Imagery

3.0 DESIGN CONSIDERATIONS

3.1 SITE CONCEPT

The Mayfield and Creditview development comprises two commercial blocks separated by the proposed Street 'G', which are further subdivided into Sites A, B, and C. The total site area is 14.69 hectares, with the following breakdown of each site's gross floor area:

Site A: 15,051 sq.m
Site B: 5,376 sq.m
Site C: 7,775 sq.m

TOTAL: **28,202 sq.m**

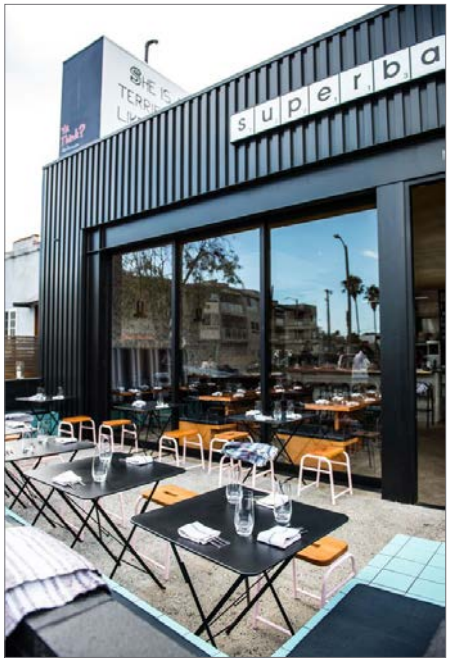
This development is envisioned as a commercial hub, marking the first phase of growth for the broader surrounding Alloa community. The proposed development envisions a total of 10 commercial buildings of varying sizes and orientation within the site that will accommodate a range of commercial, retail and service-related uses, as well as a gas refueling station, propane station and tire fill-up station. The proposed development will have five vehicular access points with a series of drive aisles internal to the site. Shared surface parking areas are envisioned and lined with walkways and landscape surfaces.

The proposed development is planned as the Near-Term Development Plan, delivering a strong, market-supported commercial hub for the Alloa community, aligned with current demand, infrastructure capacity, and community needs. This plan, shown in Figure 2 on Page 18, provides an efficient site layout with a range of commercial, retail, and service uses, supported by high-quality streetscapes and accessible connections. In recognition of the City's long-term vision for Mayfield Road and Creditview Road intersection as an Urban Corridor, a conceptual "Ultimate Option" has also been prepared to illustrate that the site is designed to accommodate future intensification.

In that context, the Near-Term Development Plan could be considered an interim condition should market demand, infrastructure capacity, and community needs support a transition over time. The Ultimate Option is illustrative only and represents one way in which the site may intensify over time. Further detail is provided in the Appendix of this UDB.

The proposed development implements the Town's Vision and Strategic Direction with the following Urban Design and Architectural considerations:

1. The proposed buildings will be of high quality design, and sited to address Mayfield Road and Creditview Road.
2. Streetscape enhancements such as landscaping features, buffers and setbacks will be implemented to create an attractive and comfortable public realm.
3. The proposed built form will have appropriate massing, building articulation, features and materials that will be compatible and complementary to the adjacent neighbourhoods.
4. Surface parking and loading will be sufficiently screened from public view through a coordinated combination of landscaping and built form buffering.
5. A well connected site with internal drive aisle and walkway network that will support multi-modal transportation and provide accessible and efficient circulation throughout the site.
6. Entry features and edges will be identified and celebrated as they provide passersby with a first impression of the commercial centre and will assist in creating a unique character for the site.
7. Low Impact Development (LID) measures will be utilized to reduce heat island effect. Buildings will be oriented to maximize solar gain and take advantage of solar heating opportunities, where possible.
8. The proposed development will have regard for the future development sites to the west and north in order to create seamless integration.







Precedent Imagery



Figure 2 - Proposed Site Plan - Near-Term

3.2 BUILDING RELATIONSHIP TO STREET

The proposed development consists of ten (10) commercial buildings distributed between two blocks separated by the proposed collector road - Street 'G'. In addition to the proposed Street 'G', key streetscapes surround the subject site from the south (Mayfield Road) and from the east (Creditview Road). Building siting and their relationship to these key streetscapes were carefully considered as this interface has a direct impact on the overall character, functionality, and visual appeal of a development. A thoughtful approach that considers factors such as orientation, massing, pedestrian experience, and contextual integration helps create vibrant, functional, and visually pleasing urban environments. The following are the key considerations relevant to the building-street interface from an urban design perspective:

Orientation and Alignment:
The orientation of a building and its alignment with the street grid can have a significant impact on the streetscape. Proper alignment enhances visual continuity and creates a cohesive urban fabric. Orienting active frontages and retail entrances towards the main pedestrian routes creates interest and lively streetscapes while providing an easy access.

Street Edge Definition:
Buildings contribute to defining the edges of streets, creating a clear delineation between public and private spaces. The design should consider setbacks, building heights, and facades to establish a visually appealing and well-defined street edge.

Placemaking and Sense of Place:
Considerations such as landmark / anchor buildings, signage, urban furniture, landscaping, public art, and distinctive architectural treatment within visually prominent facades can enhance the overall sense of place.

Building Massing and Scale:
The massing and scale of buildings relative to the street are essential for creating a visually harmonious environment. Considerations for setbacks, building heights, and the relationship between different building forms contribute to a balanced streetscape.

Transparency and Active Frontages:
Incorporating transparent elements, such as glass storefronts or windows, enhances the visual connection between the interior of buildings and the street. Active frontages, with retail or other commercial uses, contribute to a lively and dynamic streetscape.

Pedestrian Zones and Walkability:
Designing buildings to support pedestrian zones and walkability is crucial. Sidewalks, street furniture, landscaping, and other pedestrian amenities contribute to a comfortable and inviting streetscape.

Green Spaces and Landscaping:
Integrating green spaces and landscaping around buildings enhances the visual appeal of the streetscape. Trees, plantings, and other green elements contribute to a more sustainable and pleasant urban environment.

The proposed built form for all buildings within the site have varying orientations in order to address the various frontages. All buildings are sited close to the street edge with consistent setback distances to create a well defined and continuous street edge. Although entrances to the buildings will be accessed internally, building elevations fronting onto major streets will be well articulated to visually enhance the mains streetscapes and provide a human scale along the street.

For more detail on the building orientation, pedestrian and vehicular connectivity, and the proposed landscape concept, please refer to Figures 3-5 and the precedent imagery throughout the following design sections of this document.

Block 1

The proposed Block 1 is comprised of six (6) commercial buildings in total. The largest one - Retail 'A' is situated in the northern portion of Block 1, along Creditview Road and accounts for a gross floor area of approximately 15,051 square meters. Given it's size and function, the building is setback from the street, however the building facade provides for a continuous and defined edge condition along Creditview Road and the proposed internal driveways. Generous landscaping and the proposed pedestrian network along each of the building's edges provides accessibility and a pedestrian-friendly realm. In addition, a gas refueling station and a tire fill-up station are located on the northern portion of Block 1 and in close-proximity to the Retail 'A' building.

The five (5) remaining commercial buildings are situated to the south of Block 1, fronting onto Creditview Road and Mayfield Road. These buildings provide a range of commercial uses, with Retail 'B5' proposed as a future drive-thru. The drive-thru is located internally within the site, screening it from public view along both Creditview Road and Mayfield Road. In addition, the five (5) commercial buildings are oriented to be parallel with adjacent streets and lined with walkways that connect to the sidewalks along the main roads. Landscape surfaces and trees are provided wherever possible to break up the paved surfaces and provide green boulevards along pedestrian routes. Unlike the proposed Building 'A', the rest of the commercial buildings are envisioned to provide a multi-tenant structure.

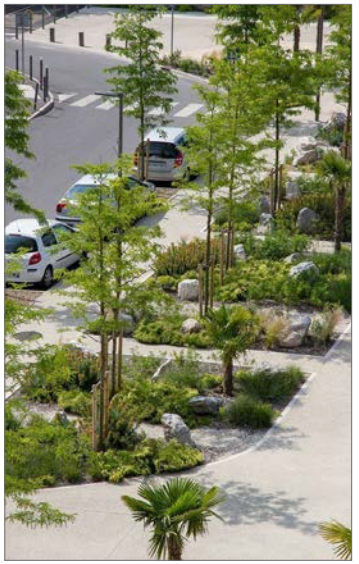
Block 2

The proposed Block 2 consists of four (4) commercial buildings. The largest one - Retail 'C1' has a gross floor area of approximately 4,366 square meters and a mezzanine with a gross floor area of 220 square meters. The other commercial buildings within Block 2 are smaller in size and are sited to address the streetscape of Mayfield Road, the proposed Street 'G' and the proposed driveway off of Mayfield Road. Generous landscaping and the proposed pedestrian network along each of the building's edges provides accessibility and a pedestrian-friendly realm.

PRECEDENT IMAGERY













3.3 SITE ACCESS AND CIRCULATION

A number of pedestrian walkways are envisioned throughout the site to provide for a well connected public realm that supports active transportation. The proposed sidewalks and walkways integrate with the existing pedestrian network of the surrounding community.

Pedestrian Circulation

The proposed development envisions a series of pedestrian walkways that will provide direct access into all proposed commercial buildings. A continuous sidewalk will be constructed in the future along Mayfield Road and Creditview Road, as well as along both sides of the proposed Street 'G'. A series of internal walkways will connect the main sidewalk to the retail entrances. The proposed walkways access points will be clearly marked through surface treatments, signage or changes in paving material. The walkways will be accessible and continuous and will connect to adjacent sidewalks. Walkways will be designed to ensure a safe, comfortable and attractive public realm and may include benches, small shade structures, garbage/recycling receptacles and landscaping. The internal pedestrian walkway along the proposed driveway, connecting Creditview Road and the proposed Street 'G', is envisioned to provide pedestrian access throughout the proposed development. Walkways will accommodate movement from and through the parking area. Where possible, walkways will be integrated with parking islands to ensure pedestrian safety and comply with AODA.

Cycling Circulation

The proposed development will support cycling by providing bicycle parking facilities, conveniently located throughout the development and adjacent to main building entrances.





Precedent Imagery



Figure 3 - Pedestrian Circulation

Vehicular Circulation

The proposed development has a total of five (5) access points, one identified as primary entrance and four as secondary entrances. As shown in Figure 4, the primary entrance is located at the intersection of the proposed collector road (Street 'G') and Mayfield Road. The primary entrance will have gateway features that will include signage, street furniture and enhanced landscaping design (e.g. planting and paving). The secondary entrances will also be clearly visible through distinguishable landscape features and provide additional direct access from Creditview Road and Mayfield Road to the proposed development.

The proposed development introduces private driveways that will provide internal circulation within the site. As shown in Figure 4, the proposed site organization also integrates with the existing, adjacent streets and has regard for future connection opportunities to facilitate any future development in the surrounding area.

The proposed Street 'G', located between the two proposed commercial blocks, is envisioned to facilitate a continuation and integration with Robert Parkinson Drive, which is located directly south of the subject lands. Two additional access points are envisioned from Mayfield Road as right in/right out private driveways providing access to Block 2 and the southern portion of the Block 1. An east-west private driveway is also proposed, which will connect Creditview Road with the proposed Street 'G'. The proposed internal driveways will consider traffic calming measures to ensure for safe and comfortable use for all modes of transportation.





Precedent Imagery



Figure 4 - Vehicular Circulation

3.4 PARKING, LOADING AND SERVICING

Parking

The proposed development will introduce 1,601 surface vehicular parking spaces to accommodate the proposed retail uses on site. The proposed development will also introduce thirty-eight (38) accessible parking spaces which will be located in close proximity to main building entrances. The proposed parking is designed in a grid pattern to increase permeability and legibility. Landscape strips are proposed along the perimeter of the site in order to sufficiently screen the proposed parking from public view, more details are provided in Section 5.0.

In addition, the proposed development will introduce 76 bicycle parkinhg spaces to support various forms of transportation and enhance the site's active transportation. The proposed bicycle parking spaces are strategically located throughout the site and placed adjacent to the commercial buildings, where possible.

Loading and Servicing

Loading and servicing areas are provided to accommodate all ten (10) buildings. There are a total of thirteen (13) loading/delivery spaces throughout the site. An all turns loading and servicing area for the Retail 'A' building within Block 1 is situated at the south-east corner of the building with direct access from Creditview Road.

Loading and servicing areas are envisioned adjacent to all remaining buildings. To minimize the impact on public realm, loading areas are envisioned located to the side or back of buildings and additionally screened with landscape, where possible. Utilities shall be strategically located to mitigate visual impacts and avoid physical barriers to pedestrian flow.





Precedent Imagery

4.0 BUILT FORM - ARCHITECTURAL DESIGN

4.1 PROPOSED BUILT FORM

The proposed development comprises of ten (10) commercial buildings that are one storey in height and have varying gross floor areas, as shown in the table below:

Block 1		Block 2	
Building	GFA (sqm) (+/-)	Building	GFA (sqm) (+/-)
SITE A		**SITE C**	
Retail A	15,051	Retail C1	4,366
SITE B		Retail C1 (Mezzanine)	220
Retail B1	1,283	Retail C2	1,555
Retail B2	1,251	Retail C3	937
Retail B3	1,140	Retail C4	697
Retail B4	1,325		
Retail B5	377		
TOTAL	20,427	TOTAL	7,775

The proposed Retail 'A' building in the northern portion of the Block 1 is envisioned to be a one storey commercial structure, which will accommodate a large retailer. Elevations for the building will be clad with the prominent materials. Articulation will be used along the facade and particularly at main entrances.

The proposed built form of all buildings shall feature the architectural elements, colours and material treatment that is consistent within the front, flankage and rear elevations. The architectural design will consider the use of large storefront windows, where possible, to enable views to activities inside, creating interest for passersby and to serve as a visual connection to the outdoors and provide casual surveillance. The design of each individual building shall be compatible with the overall design of the development. The design of the built form shall also be compatible with and complement the architecture of the adjacent residential development to the south and be sensitive to the surrounding rural lands. The architectural composition of the buildings will consider the massing, roof lines and street relationship. The building elevations will also provide visual interest through design, articulation and fenestration.







5.0 LANDSCAPE DESIGN

5.1 SITE ENTRANCES & SIGNAGE FEATURES

The proposed development provides five access points, one identified as primary entrance and four as secondary entrances, as illustrated in Figure 4.

The primary entrance will serve as a gateway to the commercial center. A pylon sign and enhanced landscaping is proposed and positioned at the primary entrance along Mayfield Road, creating significant opportunities to enhance the "sense of entry and arrival". This will be achieved with special design and landscaping that address the high level of public exposure, which enhances the architectural character of the development.

The secondary site entrances will provide direct access into the subject lands. A pylon sign is proposed at the secondary entrance adjacent to the proposed Retail 'C3' building along Mayfield Road. An additional pylon sign and enhanced landscaping is also proposed at the corner of Mayfield Road and Creditview Road to provide a clear and direct access into the site. In addition, entry feature planting will be provided at the secondary site entrances along Creditview Road. Landscaping and signage for these entrances should be compatible and consistent throughout the site in order to establish a 'sense of place' and identity, and to provide clear and intuitive access into the subject lands. Hard and soft landscaping elements at entrances will allow for clear sight lines and reinforce the principles of CPTED.

Overall, the landscape design and features at entrance points to the development will be coordinated with the building design and architectural features, and will be oriented to address the higher order street.

5.2 LANDSCAPE BUFFERS

The proposed development includes diverse landscape buffer designs featuring rows of trees and/or shrubs along the perimeter of the property line. This approach aims to enhance noise comfort and provide suitable screening of parking and loading areas from the surrounding streetscapes.

Retaining walls along Mayfield Road and Creditview Road shall be visually softened by landscaping and intelligent planting design. This will provide safe access for pedestrians to access the site along the main roads and the internal sidewalk connections.

5.3 PUBLIC REALM

The proposed development incorporates landscape design that promotes a high quality public realm and strengthens the streetscape presence of Mayfield Road and Creditview Road.

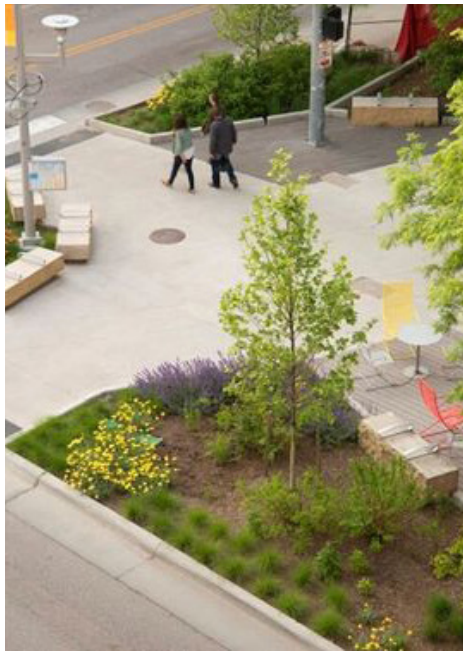
The proposed design focuses on intelligent and creative planting, materiality and site furnishing to provide the future pedestrians with high-level and sustainable landscape architectural design. This includes a range of open space uses on the ground level which provide active and passive spaces for pedestrians to rest and socialize. Outdoor patios are included and will be located adjacent to retail buildings.

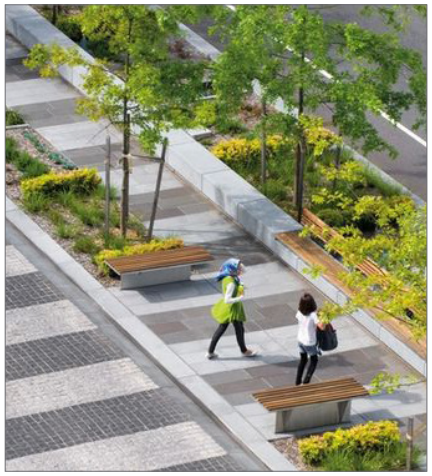
In addition, public art is considered at prominent site entries to enhance pedestrian accessibility within the site, and place visually interesting site features or facades into the public view.

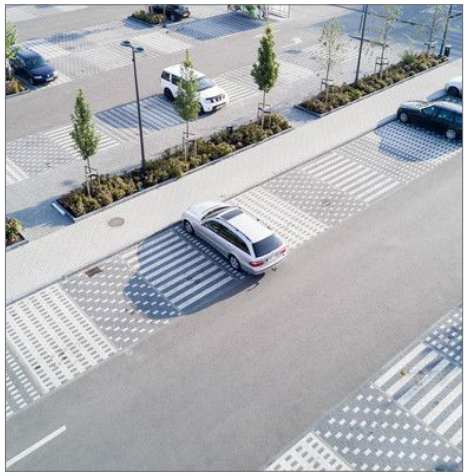
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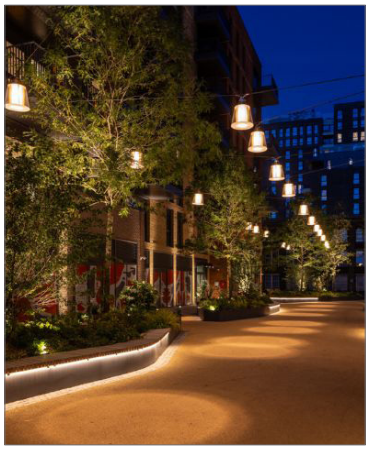


5.4 STREET FURNISHING & LIGHTING

The proposed development will introduce various street furnishings to provide for an enhanced public realm and to create safe, comfortable places to sit and gather. Street furniture and other hardscaping intended to provide seating will be provided along walkways and in close proximity to building entrances. Street furnishings will be coordinated throughout the site and will use materials and architectural style that is consistent and compatible with the design of the overall commercial centre.

The proposed development shall provide lighting that is dark sky compliant and will be strategically located to minimize light spillage onto adjacent residential uses while also ensuring a well light environment that implements CPTED principles. In addition, lighting fixtures will be carefully integrated within the proposed landscape design and coordinated and compatible with the architectural style of the community and complement the adjacent style and character of the area.





Precedent Imagery

5.5 SUSTAINABILITY

The proposed development will have regard for sustainable development practices. The commercial centre will implement low-impact development (LID) measures, where possible. Shade trees will be planted on parking islands, along street edges and at other locations, wherever feasible, to reduce heat island effect.

Parking islands will be landscaped in order to break up large parking areas as well as facilitate and sustain adequate tree growth and teention. Planting materials will include native species that are drought tolerant and require minimal maintenance.

The use of high branching deciduous trees is encouraged to foster high visibility, clear sight lines and pedestrian security.







Precedent Imagery

6.0 CONCLUSION

The proposed development introduces a commercial centre that will provide local amenities and services to the surrounding community. The commercial hub will contribute to creating a complete community for existing and future residents and visitors in the area.

The proposed site organization will integrate with the existing streets to create a well connected and permeable circulation network. Internal drive aisles will provide further connections across the subject lands. A series of pedestrian walkways are proposed to provide safe and comfortable access throughout the site.

The proposed built form will be high quality and will be attractive and provide visual interest from the street and public realm. The architectural design of the built form will be compatible with and complement the existing surrounding area.

Enhanced landscaping and entrance features are proposed to create an attractive and welcoming environment while also provide sufficient screening for parking and loading functions.



APPENDIX

ULTIMATE OPTION CONCEPT - PREPARED BY THE MBTW GROUP

A conceptual Ultimate Option has been prepared to illustrate one possible way the site could intensify over time in alignment with the City's long-term vision for Mayfield Road and Creditview Road as an Urban Corridor. This concept envisions a compact, mixed-use development that accommodates a range of residential and commercial uses in a walkable, transit-supportive environment.

The concept introduces the possibility of a public street extending into the site, creating new frontage and improving connectivity to the surrounding street network. Along Mayfield Road, mixed-use buildings with active ground-floor uses would frame the public realm, establishing a strong street edge and contributing to an animated, pedestrian-friendly corridor. Residential uses above would bring a permanent population to the area, supporting both local businesses and nearby transit.

Within the site, building massing and open spaces are arranged to connect to internal courtyards, plazas, or POPS, with pedestrian linkages providing a seamless connection between public streets, open spaces, and surrounding neighbourhoods. This configuration would allow for a sensitive transition from the higher-density mixed-use edge along Mayfield Road to lower-scale built forms toward the west, complementing the adjacent residential community.

The Ultimate Option is conceptual and represents only one possible way the site could evolve over the long term. Such a transition could occur in phases, allowing portions of the existing development to remain in use while new buildings and streets are introduced over time. It is not part of the current application but demonstrates that the current design can accommodate a future compact, mixed-use development should market demand, infrastructure capacity, and community needs support such a transition.

For more detail, refer to the 'Ultimate Option Concept Render' on Page 34 of this document.

ULTIMATE OPTION CONCEPT - PREPARED BY THE MBTW GROUP



Ultimate Option Concept Render, prepared by The MBTW Group


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