



FINAL REPORT

Heritage Impact Assessment

16054, 16060 and 16068 Airport Road, Town of Caledon, Region of Peel, Ontario

Submitted to:

Ganni Properties Inc.

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Brampton, Ontario
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Submitted by:

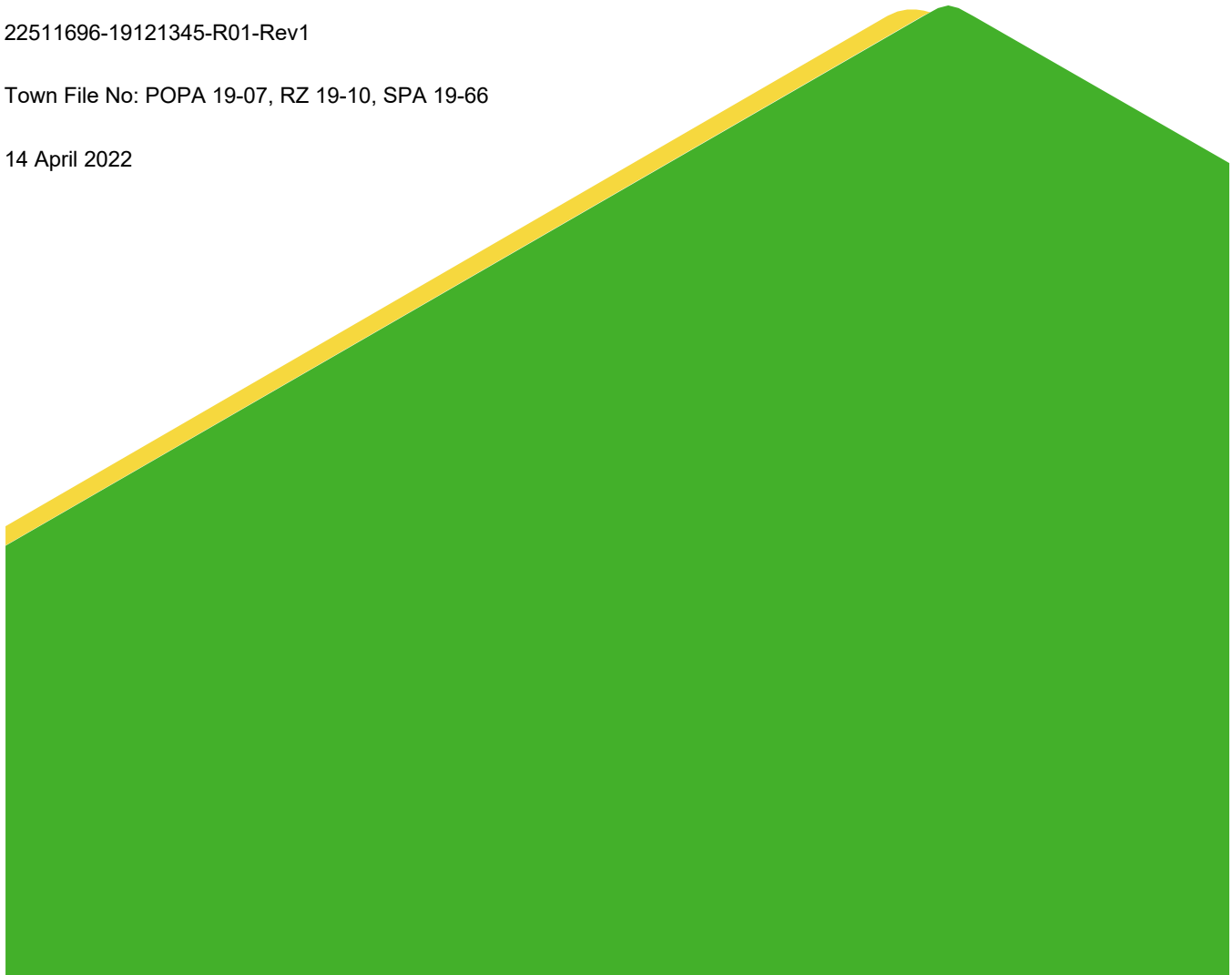
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Town File No: POPA 19-07, RZ 19-10, SPA 19-66

14 April 2022



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Executive Summary

The Executive Summary summarizes only the key points of the report. For a complete account of the results and conclusions, as well as the limitations of this study, the reader should examine the report in full.

In March 2022, Ganni Properties Inc. (formerly N&N Donut Inc.) (the Client) retained Golder Associates Ltd. (Golder) to conduct a revised Heritage Impact Assessment (HIA) for the properties at 16054, 16060 and 16068 Airport Road in the Town of Caledon, Region of Peel, Ontario (“the study area”). Golder previously completed an HIA for the first two properties in December 2019 and in March 2022 was requested to revise the report to include 16068 Airport Road. Additionally, the revised report addresses a list of comments provided by the Town of Caledon (the Town) to the Client in a November 2021 Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval Comment Response Matrix (see APPENDIX C).

The study area includes a one-storey wood frame and horizontal siding building at 16054 Airport Road, a one-and-a-half storey concrete masonry unit structure at 16060 Airport Road, and a one-storey board and batten and horizontal siding building at 16068 Airport Road. The first two properties are included on the Town’s Heritage Register as Non-Designated Properties listed under Section 27 (1.2) of the *Ontario Heritage Act*. As such they are considered potential *built heritage resources* per Provincial Policy Statement (PPS) 2020. However, as the properties are not Designated under Part IV or V of the *Ontario Heritage Act*, their Cultural Heritage Value or Interest (CHVI) is considered potential requiring evaluation per Ontario Regulation 9/06 which is completed through this HIA.

16054 Airport Road is described on the Town’s Heritage Register as a c. 1875-1899 Neoclassical style, frame construction house, with centre entry and symmetrically placed windows. 16060 Airport Road is described on the Register as a c. 1920s Edwardian Classical style house, with rusticated concrete blocks laid with red mortar, a pyramidal hip roof with dormer, and an L-shaped plan with an enclosed verandah. The study area is adjacent to 16078 Airport Road and 16081 Airport Road, known locally as Knox Presbyterian Church and the Johnston-Wallis House, respectively, which are Designated under Part IV of the *Ontario Heritage Act*.

The Client intends to construct an approximately 447 m², one-storey Tim Hortons drive-through with 24 parking spaces within the study area and thus would require the demolition of all structures currently within the study area. Since the properties at 16054 and 16060 Airport Road are included in the Town’s Heritage Register, this HIA was required as part of the Client’s development application.

Following guidelines provided by the Town of Caledon, Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI; formerly MTCS), and Parks Canada’s/ Canada’s Historic Places 2010 *Standards and Guidelines for the Conservation of Historic Places in Canada* (CHP *Standards and Guidelines*), this HIA identifies the heritage policies applicable to new development, summarizes the study area’s geography and history, and provides an inventory and evaluation of the study area’s built and landscape features. Based on this understanding of the study area, the potential impacts resulting from the proposed development are assessed and future conservation actions recommended based on a rigorous options analysis.

This HIA concluded that:

- The house at 16054 Airport Road, built in a minimal traditional vernacular style, was likely built between 1925 and 1950.

- The house at 16060 Airport Road, built in a vernacular of the Edwardian Classicism style, likely dates to 1907 and was used variously as a residence and commercial property.
- The commercial building at 16068 Airport Road, built in the vernacular style of small mid to late 20th century commercial buildings, likely dates to the c. 1950s.

Evaluation of the properties in the study area using the criteria prescribed in O. Reg. 9/06 determined that:

- 16054 and 16068 Airport Road do not have CHVI as they do not meet any criteria for design or physical value, historical or associative value, or contextual value.
- 16060 Airport Road meets criteria 1(ii) and 3(i) for design/ physical and contextual value as it visually supports the rural main street character of the area.

Golder also determined that:

- The proposed development will result in major adverse direct and indirect impacts to the design/ physical and contextual value of 16060 Airport Road in terms of destruction, alteration and change of land use, and major adverse indirect impacts in terms of land disturbance to the adjacent Designated heritage property at 16078 Airport Road and listed non-designated property at 16048 Airport Road.
- Although the demolition of 16060 Airport Road and construction of a new Tim Hortons restaurant will remove the design/ physical and contextual value of 16060 Airport Road, this can be mitigated by a Documentation and Salvage Plan.
- Incorporating setbacks, massing, and heritage design and materials consistent with the character of the area, will reduce the direct and indirect impacts of the proposed development on adjacent cultural heritage resources.

Golder therefore recommends that:

- A Documentation and Salvage Plan be created for 16060 Airport Road.
 - Detailed documentation and salvage is often the preferred mitigation strategy when retention or relocation of a structure is neither feasible nor warranted. While documentation and salvage can never truly mitigate the loss of a heritage resource, documentation creates a public record the structure and provides researchers and the public with a land use history, construction details and photographic record of the resource. The documentation and photographs contained within this report may serve as a sufficient record of the house and the outbuildings and this determination should be made by Town staff.
 - The purpose of salvaging heritage building material is to preserve portions of features of building or structures that have historical, architectural or cultural value and divert them from becoming land fill material. Sourcing materials for repair and replacement can be challenging, especially if the materials are from a historical source that no longer exists, such as a quarry, or a manufacturing facility that has closed (*CHP Standards and Guidelines*). As such, the careful salvage of these materials from one historic structure can represent an opportunity for the in-kind replacement of quality historical material on another. Some of these materials can also be incorporated into the new design if appropriate. If any materials are incorporated into the new development, there should be an interpretive display to convey that these materials were reused from the previous structures on the site.

- 16054 and 16068 Airport Road may be demolished with no further monitoring or documentation.
- A pre-construction survey be conducted during detailed design to determine whether the adjacent Designated heritage property at 16078 Airport Road and listed non-designated property at 16048 Airport Road will be vulnerable to vibration impacts (i.e., a vibration study). If the survey determines the properties will be vulnerable, monitor for vibration impacts and immediately cease work if vibration thresholds are exceeded.
 - Continuous ground vibration monitoring should be carried out near the foundations of the building using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data. The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g., 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified (such as 8.0 mm/s). In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.
- All recyclable building materials from the study area be salvaged, sold or donated for general reuse.
- This report be deposited in a permanent, publicly accessible archive in the Town of Caledon.

Study Limitations

Golder has prepared this report in a manner consistent with the guidelines developed by the Town of Caledon and Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied, is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder by Ganni Properties Inc. (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder's express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the client, Golder may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder. The report, all plans, data, drawings and other documents as well as all electronic media prepared by Golder are considered its professional work product and shall remain the copyright property of Golder, who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permission of Golder. The Client acknowledges the electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client cannot rely upon the electronic media versions of Golder's report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.

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APPENDICES

APPENDIX A

Heritage Designation By-laws

APPENDIX B

Site Plans and Elevations for 16054 and 16060 Airport Road

APPENDIX C

November 2021 Town of Caledon Comments for HIA (Site Plan Approval POPA 19-07, RZ 19-10, SPA 19-0066)

1.0 INTRODUCTION

In March 2022, Ganni Properties Inc. (formerly N&N Donut Inc.) (the Client) retained Golder Associates Ltd. (Golder) to conduct a revised Heritage Impact Assessment (HIA) for the properties at 16054, 16060 and 16068 Airport Road in the Town of Caledon, Region of Peel, Ontario (“the study area”; Figure 1). Golder previously completed an HIA for the first two properties in December 2019 and in March 2022 was requested to revise the report to include 16068 Airport Road. Additionally, the revised report addresses a list of comments provided by the Town of Caledon (the Town) to the Client in a November 2021 Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval Comment Response Matrix (see APPENDIX C).

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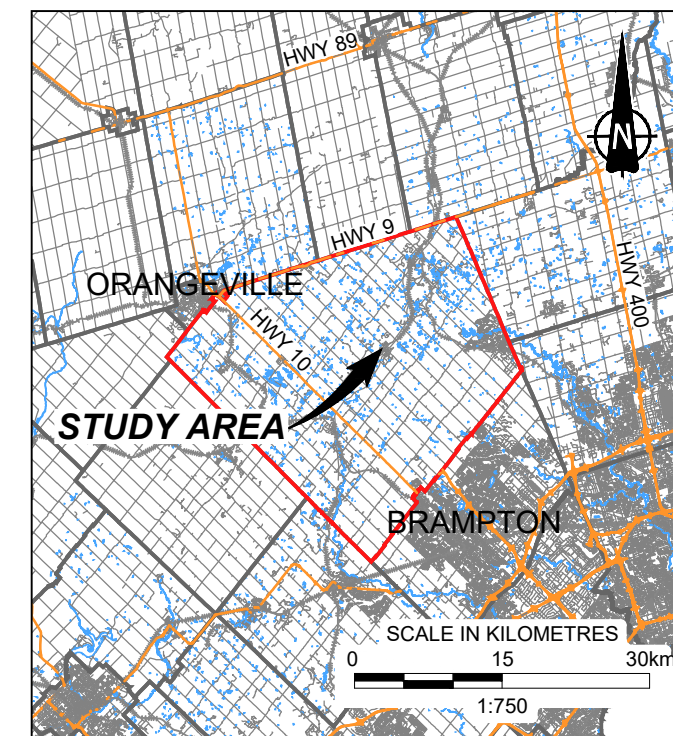
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Following guidelines provided by the Town of Caledon, Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI; formerly MTCS), and Parks Canada’s/ Canada’s Historic Places 2010 *Standards and Guidelines for the Conservation of Historic Places in Canada* (CHP *Standards and Guidelines*), this HIA provides:

- a background on the purpose and requirements of a HIA and the methods used to investigate and evaluate cultural heritage resources on the Study Area
- an overview of the study area’s geographic and historical context
- an inventory of the built and landscape elements on the study area and an evaluation for cultural heritage value or interest (CHVI) using the criteria prescribed in Ontario Regulation 9/06 (O. Reg. 9/06)
- a description of the proposed development and an assessment of potential adverse impacts
- recommendations for future action



BING AERIAL IMAGERY and OBM MAPPING



KEY PLAN

LEGEND

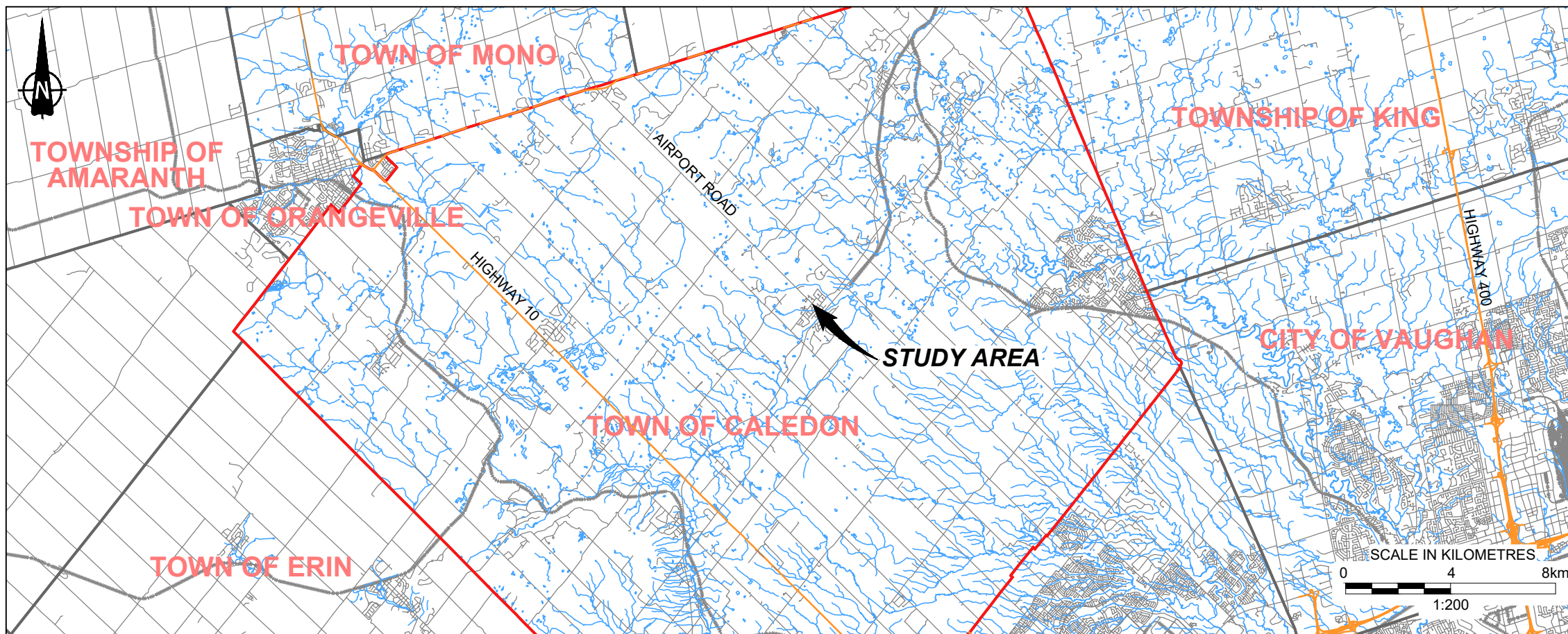
- APPROXIMATE STUDY AREA
- TOWN OF CALEDON BOUNDARY
- TOWNSHIP/MUNICIPALITY BOUNDARY
- CALEDON TOWNSHIP/MUNICIPALITY

REFERENCE

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REGIONAL MAP

PROJECT			
HERITAGE IMPACT ASSESSMENT 16054, 16060 AND 16068 AIRPORT ROAD TOWN OF CALEDON, REGION OF PEEL, ONTARIO			
TITLE			
LOCATION MAP			
	PROJECT No.	19121345	FILE No. 19121345-1000-R01001
	CADD	ZJB/AM	Apr 1/22
	CHECK	MT	May 25/22
			SCALE AS SHOWN REV.
			FIGURE 1

2.0 SCOPE AND METHOD

The objectives of this HIA were to determine if:

- the properties in the study area meet the criteria for CHVI as prescribed in O. Reg. 9/06
- the proposed development will adversely impact any heritage attributes of the study area, or those of adjacent protected heritage properties and listed and inventoried heritage properties

To conduct this HIA, Golder:

- reviewed applicable municipal heritage policies and consulted the Town's heritage planner
- conducted field investigations to document and identify any heritage attributes, and to understand the wider built and landscape context
- evaluated each property in the study area using the criteria prescribed in O. Reg. 9/06 of the *Ontario Heritage Act*
- assessed the impact of the proposed development on identified heritage attributes using relevant federal, provincial and municipal cultural heritage guidelines and policies
- developed recommendations for future action based on international, federal, provincial, and municipal conservation guidance

A variety of archival and published sources, including historic maps, land registry and census data, municipal government documents, and research articles were compiled from the Peel Art Gallery Museum + Archives (PAMA) and other sources to create a land use history of the property.

Field investigations of 16054 and 16060 Airport Road were conducted by Senior Cultural Heritage Specialist Henry Cary on May 15, 2019. Field investigations of 16068 Airport Road were conducted by Cultural Heritage Specialist Alisha Mohamed on April 1, 2022. All field investigations included accessing and photographing all elements of the property and wider context with a Samsung Galaxy S8 and Olympus E-volt. A *Canadian Inventory of Historic Buildings Recording Form* (CIHB form; Parks Canada Agency 1980) was used to document the built environment and physical conditions. It is important to note that the second storey and wings of 16060 Airport Road were not accessible at the time of the field investigation.

The proposed development was then assessed for adverse impacts using the guidance provided in the MHSTCI *Heritage Resources in the Land Use Planning Process*. A number of widely recognized manuals related to evaluating heritage value, determining impacts and conservation approaches to cultural heritage resources were also consulted, including:

- *The Ontario Heritage Tool Kit* (5 volumes, MHSTCI 2006)
- *Standards and Guidelines for the Conservation of Historic Places in Canada* (CHP 2010)
- *Well-Preserved: The Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* (Fram 2003)
- *The Evaluation of Historic Buildings and Heritage Planning: Principles and Practice* (Kalman 1979 & 2014)
- *Informed Conservation: Understanding Historic Buildings and their Landscapes for Conservation* (Clark 2001)

2.1 Record of Consultation

Table 1 summarizes the results of consultation undertaken for this HIA.

Table 1: Results of consultation

Contact	Date of Contact	Response
Douglas McGlynn Heritage / Urban Design Planner Town of Caledon	Email sent June 13, 2019. Golder inquired if the Town had any additional historical information on file for 16060 and 16054 Airport Road and for copies of the 16078 and 16081 Airport Road designation by-laws. Golder also asked if there were any specific concerns or potential issues to consider in the impact assessment.	Email received June 18, 2019. The Town provided a copy of the updated HIA Terms of Reference, a copy of the Built Heritage Resource Inventory sheet for 16054 and 16060 Airport Road, and By-laws and Criteria for Designation for 16078 and 16081 Airport Road.
Sally Drummond Heritage Resource Officer Town of Caledon	Email sent March 3, 2022. Golder inquired if the Town had any archival information on file for 16068 Airport Road. Golder also asked if there was any information to suggest the property was a landmark or if there were any unique circumstances to be included in the HIA.	Email received March 9, 2022. The Town provided mid 20 th century aerial photographs of 16068 Airport Road but confirmed they have no archival information for the property nor an indication it is a landmark. They also indicated they reached out to the Caledon East & District Historical Society but had not yet received feedback.

3.0 POLICY FRAMEWORK

Management of cultural heritage is guided by provincial and municipal legislation and planning policy regimes, as well as advice developed at the federal and international levels. These policies have varying levels of authority at the local level, though generally are all considered when making decisions about heritage assets.

3.1 Federal and International Heritage Policies

No federal heritage policies apply to the study area, although many of the provincial and municipal policies detailed below align in approach to that of the CHP *Standards and Guidelines*. This document was drafted in response to international and national agreements such as the 1964 *International Charter for the Conservation and Restoration of Monuments and Sites (Venice Charter)*, 1983 *Canadian Appleton Charter for the Protection and Enhancement of the Built Environment*, and Australia's International Council on Monuments and Sites (ICOMOS) *Charter for Places of Cultural Significance (Burra Charter, updated 2013)*. The latter is important for pioneering “values based” evaluation and management, an approach central to Canadian federal, provincial and territorial legislation and policies for identifying and conserving cultural heritage. The CHP *Standards and Guidelines* define three conservation treatments —preservation, rehabilitation, and restoration— and outline the process and required and best practice actions relevant to each treatment.

The ICOMOS has also developed guidance on heritage impact assessments for world heritage properties, which also provide “best practice” approaches for all historic assets (ICOMOS 2011).

3.2 Provincial Heritage Policies

3.2.1 Planning Act and Provincial Policy Statement

The Ontario *Planning Act* (1990) and associated *Provincial Policy Statement 2020* (PPS 2020) mandate heritage conservation in land use planning. Under the *Planning Act*, conservation of “features of significant architectural, cultural, historical, archaeological or scientific interest” are a “matter of provincial interest” and integrates this at the provincial and municipal levels through the PPS 2020. Issued under Section 3 of the *Planning Act*, PPS 2020 recognizes that cultural heritage and archaeological resources “provide important environmental, economic, and social benefits”, and that “encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*” supports long-term economic prosperity (PPS 2020:6,22).

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two policies of PPS 2020:

- Section 2.6.1 – *Significant built heritage resources* and *significant cultural heritage landscapes* shall be *conserved*
- Section 2.6.3 – Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*

Each of the italicised terms is defined in Section 6.0 of PPS 2020, with those relevant to this report provided below:

- **Adjacent lands:** for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan.

- **Built heritage resource:** means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's CHVI as identified by a community, including an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.
- **Conserved:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes, and archaeological resources in a manner that ensures their CHVI is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.
- **Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity and is identified as having CHVI by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning, or association. Cultural heritage landscapes may be properties that have been determined to have CHVI under the *Ontario Heritage Act*, or have been included in federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.
- **Development:** means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Ontario Planning Act*.
- **Heritage attributes:** the principal features or elements that contribute to a protected heritage property's CHVI, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property).
- **Protected heritage property:** property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the MHSTCI 2014 *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MHSTCI *Standards and Guidelines*); property protected under federal legislation, and UNESCO World Heritage Sites.
- **Significant:** means, in regard to cultural heritage and archaeology, resources that have been determined to have CHVI. Processes and criteria for determining CHVI are established by the Province under the authority of the *Ontario Heritage Act*.

The definition for *significant* includes a caveat that “while some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.” The criteria for significance established by the Province as well as the need for evaluation is outlined in the following section. Municipalities implement PPS 2020 through an official plan, which may outline further heritage policies (see Section 3.3).

3.2.2 Ontario Heritage Act and Ontario Regulation 9/06

The *Ontario Heritage Act* enables the Province and municipalities to conserve significant individual properties and areas. For municipalities, Part IV and Part V of the *Ontario Heritage Act* enables council to “designate” individual properties (Part IV), or properties within a heritage conservation district (HCD) (Part V) as being of “cultural heritage value of interest” (CHVI). Evaluation for CHVI under the *Ontario Heritage Act* (or *significance* under PPS 2020) is guided by Ontario Regulation 9/06 (O. Reg. 9/06), which prescribes the “criteria for determining cultural heritage value or interest”. O. Reg. 9/06 has three categories of absolute or non-ranked criteria, each with three sub-criteria:

- 1) The property has **design value or physical value** because it:
 - i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii) Displays a high degree of craftsmanship or artistic merit; or
 - iii) Demonstrates a high degree of technical or scientific achievement.
- 2) The property has **historic value or associative value** because it:
 - i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
- 3) The property has **contextual value** because it:
 - i) Is important in defining, maintaining or supporting the character of an area;
 - ii) Is physically, functionally, visually or historically linked to its surroundings; or
 - iii) Is a landmark.

A property needs to meet only one criterion of O. Reg. 9/06 to be considered for designation under Part IV of the *Ontario Heritage Act*. If found to meet one or more criteria, the property’s CHVI is then described with a Statement of Cultural Heritage Value or Interest (SCHVI) that includes a brief property description, a succinct statement of the property’s cultural heritage significance, and a list of its heritage attributes. In the *Ontario Heritage Act*, heritage attributes are defined slightly differently to the PPS 2020 and directly linked to real property¹; therefore, in most cases a property’s CHVI applies to the entire land parcel, not just individual buildings or structures.

Once a municipal council decides to designate a property, it is recognized through by-law and added to a “Register” maintained by the municipal clerk. A municipality may also “list” a property on the Register to indicate it as having potential CHVI.

¹ The *Ontario Heritage Act* definition “heritage attributes means, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.”

3.2.3 Provincial Heritage Guidance

As mentioned above, heritage conservation on provincial properties must comply with the MHSTCI *Standards and Guidelines*, but this document can also be used as a ‘best practice’ guide for evaluating cultural heritage resources not under provincial jurisdiction. For example, the *Standards and Guidelines for the Conservation of Provincial Heritage Properties – Heritage Identification & Evaluation Process* (MHSTCI 2014) provides detailed explanations of the O. Reg. 9/06 criteria and its application, while *Info Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* describes how to organize the sections of an HIA and the range of possible impacts and mitigation measures.

More detailed guidance on identifying, evaluating, and assessing impact to built heritage resources and cultural heritage landscapes is provided in the *Ontario Heritage Tool Kit* series. Of these, *Heritage Resources in the Land Use Planning Process* (MHSTCI 2005) defines an HIA as:

‘a study to determine if any cultural resources (including those previously identified and those found as part of the site assessment) are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended.’

Advice on how to organize the sections of an HIA is provided in the MHSTCI document, although municipalities may also draft their own terms of reference. The *Heritage Resources in the Land Use Planning Process* also outlines a number of direct and indirect adverse impacts to be considered when assessing the effects of a proposed development on a cultural heritage resource, as well as mitigation options.

Determining the optimal conservation or mitigation strategy is further guided by the MHSTCI *Eight guiding principles in the conservation of historic properties* (2007), which encourage respect for:

- 1) Documentary evidence (restoration should not be based on conjecture);
- 2) Original location (do not move buildings unless there is no other means to save them since any change in site diminishes heritage value considerably);
- 3) Historic material (follow ‘minimal intervention’ and repair or conserve building materials rather than replace them);
- 4) Original fabric (repair with like materials);
- 5) Building history (do not destroy later additions to reproduce a single period);
- 6) Reversibility (any alterations should be reversible);
- 7) Legibility (new work should be distinguishable from old); and,
- 8) Maintenance (historic places should be continually maintained).

3.3 Municipal Heritage Policies

3.3.1 Region of Peel

Consolidated in 2016, the Region of Peel *Official Plan* was developed with the objective to provide the Regional Council with ‘a long-term policy framework for decision making’ that ‘sets the Regional context for more detailed planning by protecting the environment, managing resources and directing growth’. It also has the goal to set ‘the basis for providing Regional services in an efficient and effective manner’. The role of the Region is to provide broad, high level and long-term policy direction on matters related to the environment, resources, regional growth,

regional structure, and regional services. The Plan was drafted in response to the high level of population and employment growth in the Region, which is putting pressure on the ability to provide Regional services, the natural landscape and cultural heritage.

Peel Region's cultural heritage is recognized as important in the plan's purpose statement (Section 1.1) and General Goals (Section 1.3.6.1). Chapter 2: The Natural Environment incorporates cultural heritage resources, recognizing there is an important relationship between these resources and the community and surrounding environment. Reference to cultural heritage resources are made throughout the plan but specifically addressed in Section 3.6 in Chapter 3: Resources. The Region supports identification, preservation and interpretation of cultural heritage features, structures, archaeological resources, and cultural heritage landscapes in Peel, according to the criteria and guidelines established by the Province. The objectives for cultural heritage are listed as subsections of Section 3.6.1:

- 3.6.1.1 - To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations;
- 3.6.1.2 - To promote awareness and appreciation, and encourage public and private stewardship of Peel's heritage;
- 3.6.1.3 - To encourage cooperation among the area municipalities, when a matter having inter-municipal cultural heritage significance is involved; and
- 3.6.1.4 - To support the heritage policies and programs of the area municipalities.

This will be accomplished in part by directing area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected property will be conserved.

3.3.2 Town of Caledon

The Town of Caledon's *Official Plan* was consolidated in 2018 and provides a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic and natural environment within the Town. It's role is to determine the strategic local policy directions and detailed policies for the municipality, in conformity with the overall strategic direction of the Region of Peel's *Regional Plan*.

Section 2.2 outlines the principles, strategic direction and goals on which the Plan is based, including that the Town will seek to preserve, protect and enhance natural physical features and biological communities, and cultural heritage resources. The strategic direction is based on three principles that will affect the Town in the future:

- stewardship of resources
- settlement patterns
- managing growth

A key strategy of the Plan is to protect land resources including landscape features, systems and areas that perform important natural functions or which provide economic and recreational opportunities. This includes natural and cultural heritage resources, recreational lands and agricultural lands. The Town will also manage the rate of growth and the sequencing of development in a manner that is consistent with the Principles of the Plan

and the need for fiscal responsibility. Section 2.2.3 identifies the goals of the Plan, including to conserve and promote cultural heritage resources in recognition of the non-replaceable nature of cultural heritage, as well as the contribution it makes to the character, civic pride, tourism potential, economic benefits and historical appreciation of the community.

Section 3.1 Sustainability indicates that growth management policies will focus new development into areas that can be planned as compact, diverse and transit-supportive communities while minimizing impacts on the natural environment and rural/agricultural resources. Resource management policies will balance the use of renewable and non-renewable natural resources with community/social values and the protection and stewardship of natural and cultural resources, along with progressive cultural heritage conservation policies. In terms of sustainable development patterns and community design, the Plan states that development and redevelopment shall be designed to achieve the Town's sustainability objectives and policies of the Plan and appropriate design guidelines will be developed to assist in achieving sustainable development patterns and high quality design.

Section 3.3 addresses Cultural Heritage Conservation. The Town seeks to wisely manage cultural heritage resources within its municipal boundaries that are of historical, architectural and archaeological value. Policies in this section are organized around three key components: archaeology, built heritage, and cultural heritage landscapes. The Town lists the following objectives for cultural heritage resources:

- To identify and conserve the Town's cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community.
- To promote the continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage through educational activities and by providing guidance on sound conservation practices.
- To develop partnerships between various agencies and organizations to conserve and promote cultural heritage resources.
- To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, the *Municipal Act*, the *Cemeteries Act* and the *Niagara Escarpment Planning and Development Act* in order to conserve Caledon's cultural heritage.

Section 3.3.3.1.3 defines the purpose and components of a Cultural Heritage Impact Statement (CHIS). When determined necessary, a CHIS should contain the following:

- i. A description of the proposed development;
- ii. A description of the cultural heritage resource(s) to be affected by the development;
- iii. A description of the effects upon the cultural heritage resource(s) by the proposed development;
- iv. A description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resource(s); and,
- v. A description of how the policies and guidance of any relevant Cultural Heritage Planning Statement have been incorporated and satisfied.

The Town may require development agreements respecting the care and conservation of any affected cultural heritage resources. Section 3.3.3.1.14 indicates the Town will also have regard for the interrelationship between cultural heritage landscapes and scenic natural landscapes. Section 3.3.3.3.3 identifies that the Town shall encourage the retention of significant built heritage resources in their original locations wherever possible. The Town may also identify through the Zoning By-law areas of existing settlements that have cultural heritage character. In these areas, conversion, redevelopment or new construction must be compatible with the prevailing heritage character of the area.

Section 5.4.3.17 particularly addresses drive-through service facilities, stating that they shall only be permitted on certain lands within the Rural Service Centres of Bolton and Mayfield West, the Industrial/Commercial Centres of Tullamore, Victoria and Sandhill, and on lands designated as commercial on Hurontario Street and Charleston Sideroad in Caledon Village.

- 5.4.3.17.3 - Drive-through service facilities may be considered in Caledon East, Villages and Hamlets where it can be demonstrated that the intent of the Plan regarding these areas can be preserved and subject to site plan control and the Industrial/Commercial Design Guidelines.
- 5.4.3.17.4 - The Town's Comprehensive Zoning By-law and the Industrial/Commercial Design Guidelines will be applied to ensure that drive-through service facilities are compatible with other land uses, to promote an attractive streetscape and to minimize conflict between pedestrians and automobiles.
- 5.4.3.17.5 – The development of a drive-through facility shall be considered only where it can be demonstrated through studies, to be determined during pre-consultation with the Town, that all the components of the drive-through service facility including the queuing lane, order station, and any feature which has the potential to generate noise, have appropriate setback(s) when abutting a residential zone or a lot containing a residential use, or any other sensitive land use such as institutional, open space and EPA zones.

3.3.2.1 *Terms of Reference: Heritage Impact Assessment*

The Town of Caledon has developed its own *Terms of Reference: Heritage Impact Assessment* (2019) which identifies when a HIA is required and the format. The rationale for the requirement to provide an HIA arises from the *Ontario Heritage Act*, Section 2(d) of the Planning Act, Section 2.6.3 of the Provincial Policy Statement (2014) and Section 3.3 of the Town of Caledon's *Official Plan*. A HIA is required for:

- Any property listed or designated in the municipal heritage register that is subject to land use planning applications or facing possible demolition; or
- Any property that is subject to a land use planning application and is adjacent to a property designated in the municipal heritage register.

A HIA may also be required for the following:

- Consent and/or minor variance and building permit applications for any property included on the Town's Inventory of Heritage Properties;
- Where properties adjacent to a cultural heritage resource are subject to Official Plan Amendment, Zoning By-law Amendment, Plans of Subdivision, Site Plan Control and/or Consent and/or Minor Variance applications;

- Heritage Permit applications for any property designated under Part IV (individual) or Part V (Heritage Conservation District) of the *Ontario Heritage Act*, and,
- Any property that is subject to land use planning applications and is adjacent to a property listed in the municipal heritage register, pursuant to Section 27 (1.2) of the *Ontario Heritage Act*.

HIAs must include: an executive summary; background research and analysis; statement of significance; assessment of existing conditions; description of the proposed development or site alteration; impact of development or site alteration; mitigation and conservation strategies; conservation methods and proposed strategies; and recommendations. This HIA was organized to comply with the requirements of the Town's *Terms of Reference: Heritage Impact Assessment* (2019).

3.3.2.2 Caledon East Secondary Plan

Caledon East is located at the junction of the Niagara Escarpment, the Oak Ridges Moraine and the Peel Plain. It is also the administrative centre for the Town and thus is home to major educational, recreational and commercial facilities. As outlined in Section 7.7.2 of the Town's *Official Plan*, the objectives of the Caledon East Secondary Plan, as they pertain to cultural heritage, include:

- To identify and protect, as appropriate, cultural heritage and archaeological resources, including heritage buildings and significant landscape features and views;
- To create streetscapes that enhance the character of Caledon East and provide a safe and pleasant pedestrian environment that contributes to a sense of community; and
- To provide and promote a broad range of recreational, cultural, educational and environmental resources to attract visitors and serve the residents of the area.

Furthermore, Section 7.7.4.1 of the *Official Plan*, which outlines Community Design Principles, such as the Community and Architectural Design guidelines, and includes:

- Design requirements governing features and facilities such as, but not limited to, streetscapes, housing styles, lot size mix and layout, noise barriers, stormwater facilities, walkways, landscape buffers, entrance gates/signs, streetlights, shall be set out in appropriate Community and Architectural Design guidelines for the mixed-use and residential areas of Caledon East. Development proponents will be required to demonstrate how they have addressed and incorporated the design guidelines into their proposals. Without limiting the foregoing, these design guidelines shall reinforce Caledon East's small town community elements, and establish architectural/landscape focal points at the main entrances to the community.

4.0 GEOGRAPHIC & HISTORICAL CONTEXT

4.1 Geographic Context

The study area is located in southwest Ontario, approximately 44 kilometres northwest from Lake Ontario. It is located within the Niagara Escarpment physiographic region, which extends from the Niagara River to the northern tip of the Bruce Peninsula through to the Manitoulin Islands (Chapman and Putnam 1984).

In relation to cultural boundaries and features, the property was formerly located on Lot 4, Concession 6 in the former Paisley village in Caledon Township, County of Peel. It is bound by Airport Road to the north, McCaffery's Lane to the south, Walker Road West to the west and Parsons Avenue to the east, and approximately 2 kilometres northwest of the Mono Road intersection (Regional Road 12 and Airport Road).

4.2 Historical Context

4.2.1 Caledon Township, County of Peel

The territory was part of the Mississauga Tract purchased on 28 October 1818, from the Mississaugas by the British under Treaty 19, for £522 and 10 shillings annually. Treaty 19 was the 'Second Purchase' involving the Tract of which the 'First Purchase' or 'Mississauga Purchase' of 1805 allowed the British Crown to acquire over 74,000 acres of land in southern Peel county. Treaty 19 transferred an additional 648,000 acres of the Tract to the British who in 1819 surveyed the area and divided it into the townships of Toronto, Chinguacousy, Caledon, Albion and Toronto Gore (PAMA 2014).

Albion, Caledon and Chinguacousy Townships began settlement in 1820 with Caledon and Chinguacousy consisting of six concessions on both the east and west sides of Centre Road or Hurontario Street. The first Euro-Canadian settlers of the Village of Caledon East arrived in the 1820s. During its early days, the village had three hotels, general stores, livery stables, harness makers, churches, an Orange Lodge, a creamery and other industries (Caledon East and District Historical Society n.d.). The Township of Caledon was bound on the east by Albion, on the north-west by Garafraxa in the County of Wellington, on the west by Erin in the County of Wellington, and the south by Chinguacousy (Lynch 1874).

4.2.2 Study Area Specific History

Review of the Abstract Index Books, Assessment Rolls and aerial imagery available through PAMA, census data digitized by the Library and Archives of Canada (LAC), as well as historical directories and mapping digitized by the University of Toronto and McGill University, provide a summary of the property history for the study area. The study area was historically located on Lot 4, Concession 6, Caledon East in Caledon Township. The area was originally called Paisley but changed to Caledon East when the post office was established in 1857 (Pope & Co. 1877).

According to Books A to B of the Abstract Index Books for Caledon Township, the Crown Patent for the 200-acre lot was granted to Elizabeth Tarbox and her husband Elisha in 1821. Elizabeth was granted the land as her father was a United Empire Loyalist. The 1851 census lists the Tarbox couple living with a seven-year-old boy named John Osborne in a log house on Lot 4, Concession 6 (Caledon East and District Historical Society n.d.). Elisha and Elizabeth are noted as the earliest settlers of Caledon East (Pope & Co. 1877), and the area around Airport Road and Walker Road West became known as Tarbox Corners (Caledon East and District Historical Society n.d.).

In 1854, a portion of the property was sold by James Bolton *et al.* to James Munsie *et al.* The following year, Munsie purchased additional portions of the property from Joseph McDougall. Tremaine's map from 1859 shows the northeast portion as owned by Elisha Tarbox, the southeast portion by James Munsie, the west portion owned by James Walker, with the far east portion along Airport Road subdivided as small-town lots (Figure 2). A court office is visible between the two east portions of the lot, with a store on the east half.

In 1871, the population of Caledon East was around 100 and residents were in occupations such as blacksmith, builder, storekeeper, tailor, farmer, shoemaker, tavernkeeper, wagonmaker, postmaster, insurance agent, and saddler (Lovell 1871). Caledon East is described in Lynch's 1874 *Directory of the County of Peel* as a thriving village on the 'Sixth Line' between the Townships of Caledon and Albion, with a station on the Toronto, Grey and Bruce Railway and of the Dominion Telegraph. The population at this time was 200. James Walker (listed on the 1859 Tremaine's map) is identified in the 1874 directory as occupying Lot 4, Concession 6 East of Hurontario Street, along with a William Richardson.

The 1877 map by Pope & Co. shows the entirety of Lot 4 was owned by James Walker except the northeast corner (name is illegible) and again the east portion along Airport Road is subdivided as small town lots. The Walker family portion of the property shows two buildings towards the southwest portion of the lot and an orchard. Structures are visible on the southeast corner along what is now Airport Road, at the northwest corner towards what is now Mountainview Road, and at the northeast of the lot. The Hamilton and North Western Railway runs to the immediate west of the lot.

The topographical map from 1919 identifies a high density of brick and wood structures around the study area, including a church, blacksmith shop/garage and post office (Figure 3). The 1919 map appears to depict brick constructions set back from Airport Road with potentially associated wood structures fronting the road in the vicinity of the study area. Due to the high density of structures and scale of the map, however, it is inconclusive whether these structures represent those currently within the study area. Few changes are visible in the topographical maps from 1934 and 1940. Aerial imagery from the mid to late 20th century show that the area was largely agricultural land which has seen significant residential and commercial growth along Airport Road.

4.2.2.1 Town Lot 7 (16054 Airport Road)

In addition to the Abstract Index Books for overall Caledon Township, the separate Abstract Index Books for the subdivided lots of Paisley (Caledon East) were also reviewed and suggest that in 1869 Henry Pettigrew acquired a part of Lot 4, Concession 6, which was then subdivided as Town Lots 7 and 8 of Plan CAL-4. This transaction, however, is not corroborated by Books A and B of the Abstract Index Books for the overall Township nor the Assessment Roll for this year.

The Caledon East Books suggest Henry Pettigrew sold both Town Lot 7 (16054 Airport Road) and Town Lot 8 (16060 Airport Road) to John Parsons in 1869. Both properties were valued at \$700.00 at the time. John Parsons transferred Town Lot 7 to Thomas Parsons for the same consideration (\$700.00) in 1872 and, two years later, Thomas Parsons sold the property to John Glassford for \$600.00.

In 1880, the Caledon east Books indicate John Glassford willed the Lot 7 property to Jane Glassford *et ux* (no value provided). The next transaction for the property identifies a Martha Morrow as selling Lot 7 to a William John Buigham for \$300.00 in 1905. The Lot 7 property then sold for \$500.00 in 1913 to James Walker, who that same year sold the property (for the same amount) to William J. Matthews. In 1938, Elizabeth Jones (formerly Elizabeth Matthews) granted Lot 7 to Charlotte Holder for \$900.00. Holder in turn granted the property for a \$1.00 consideration in 1941 to Martha Lelson, who sold it two years later to Katie Heard for \$2,000.00. This increase in value suggests that Lelson significantly improved the property in the two years she was proprietor, possibly even

constructing the extant house at 16054 Airport Road. In 1955, Heard sold the Lot 7 property for \$5,500.00 to Russell Kearns, who then sold it for a \$1.00 consideration to Arnold and Kathleen Hunter in 1965. That same year, the Hunters granted the Lot 7 property to Trevor and Anne Eckstein for a \$1.00 consideration.

The Town of Caledon's Heritage Register includes 16054 Airport Road as a Non-Designated Property, listed by council resolution under Section 27 (1.2) of the *Ontario Heritage Act*. The Register describes the property as containing a c. 1875-1899 Neoclassical style, frame construction house, with centre entry and symmetrically placed windows. Based on the historical research conducted for this HIA (i.e., review the Abstract Index Books), however, the construction date for 16054 Airport Road is suggested to be within the early to mid 20th century (possibly during the occupation of Martha Lelson c. 1941 when the property value increased substantially).

Two heritage properties Designated under Part IV of the *Ontario Heritage Act* are located nearby: Knox Presbyterian Church (16078 Airport Road; Figure 4); and, the Johnston-Wallis House (16081 Airport Road; see Section 6.1.2). There are also five listed (Non-Designated) properties nearby: Elizabeth and Elisha Tarbox's House (5 Walker Road West); James Ward House at 16041 Airport Road; Bradley Building at 16048 Airport Road; 16075 Airport Road; and, 16051 Airport Road.

4.2.2.2 **Town Lot 8 (16060 Airport Road)**

As for Town Lot 8, the Caledon East Books indicate that after Henry Pettigrew sold the property (for \$700.00) to John Parsons in 1869, one James Munsie is identified as selling the entire lot back to Henry Pettigrew for \$100.00 in 1870. Following this transaction, the property history for Town Lot 8 resembles that of Town lot 7 with John Parsons transferring Lot 8 (for \$700.00) to Thomas Parsons in 1872, and Thomas Parsons selling the property (for \$600.00) to John Glassford two years later. Like Lot 7, John Glassford willed Lot 8 to Jane Glassford in 1880 and by 1905, Martha Ann Morrow is identified as the owner who sells Lot 8 (for \$300.00) to William John Buigham.

At this point, the history of Lot 8 diverges from that of Lot 7 with Buigham selling the property to Jennie C. Donaldson for \$200.00 in 1907. Donaldson appears to have resided on the property until 1945, when it was granted to Samuel Barbour for \$2,800.00. This increase in value suggests that Donaldson significantly improved the property in the 38 years she was proprietor. As a 1907 date stone exists on the current house at 16060 Airport Road (see Section 5.2.2.1.1), this increase likely represents the construction of the extant house. In 1960, Elizabeth Barbour granted the property to Edwin and Hawley McKenzie for \$2,500.00.

The Town of Caledon's Heritage Register includes 16060 Airport Road as a Non-Designated Property listed under Section 27 (1.2) of the *Ontario Heritage Act*. The Register describes the property as containing a c. 1920s Edwardian Classical style house, with rusticated concrete blocks laid with red mortar, a pyramidal hip roof with dormer, and an L-shaped plan with an enclosed verandah. While the 1901 Census suggests that Donaldson was residing in the area by that time, historical research conducted for this HIA suggests that 16060 Airport Road was instead constructed as early as 1907 when the Abstract Index Books indicate that the Donaldsons took ownership of the Lot 8 property. Furthermore, as indicated in Section 5.2.2, a date stone on the structure's front façade reads "1907" further suggesting that date of construction.

16060 Airport Road has been included in Heritage Caledon Walking Tour Series: Caledon East as the James Donaldson house, constructed using rusticated concrete block in the Edwardian Classical style (Heritage Caledon 2016). Donaldson is noted as running an undertaking business from the property, selling coffins and fine furniture until 1940. This is confirmed by the 1901 Census, which identifies Donaldson as being a 32 year old undertaker living with his wife Jennie and a boarder. The Caledon East Books indicate the Donaldsons continued their ownership of the property for five years following the close of their undertaking business. Since Donaldson sold

the building, the property has housed various commercial businesses and is currently in use as a private residence (Heritage Caledon 2016).

Like 16054 Airport Road, two heritage properties Designated under Part IV of *Ontario Heritage Act* are located nearby to 16060 Airport Road: Knox Presbyterian Church (16078 Airport Road; Figure 4); and the Johnston-Wallis House (16081 Airport Road; see Section 6.1.2). There are also five listed (Non-Designated) properties nearby: Elizabeth and Elisha Tarbox's House (5 Walker Road West); James Ward House at 16041 Airport Road; Bradley Building at 16048 Airport Road; 16075 Airport Road; and, 16051 Airport Road.

4.2.2.3 Town Lot 9 (16068 Airport Road)

As for Town Lot 9, its history differs from that of Lots 7 and 8 with the first entry in the Caledon East Books dating to 1882 when James Munsie willed the property (no value provided) to Jane Munsie et al. Four years later (1886), Jane Ramage (formerly Munsie) and the executors of James' estate sold the property to Thomas Cranston for \$110.00. Cranston maintained ownership of Town Lot 9 until 1907 when he sold it to Prudence Purdue for \$250.00. A 1958 Treasurer's Consent certificate issued to William J. Perdue, as well as a grant that same year from James Perdue et ux, Loretta M. Cannon and Wreaths P. Kivell to James Perdue alone (for a \$2.00 consideration), suggests the Purdue family remained the proprietors of the lot during the mid-20th century. The final entry in the Caledon East Books for Town Lot 9 dates to 1975 when the executors of James W. Perdue's estate issue an "Ass't to Mortgage" to Eleanor R. Adcoe for \$3,733.96. This increase in value likely represents inflation as well as improvements to the property during the Perdues' 68-year ownership of Lot 9.

Aerial photography provided by heritage planning staff at the Town of Caledon revealed a potential structure on the property as early as 1948 as well as a more definitive structure in the location of the current building at 16068 Airport Road by 1954. Furthermore, consultation with the current tenant operating the business (during the field investigation) indicated the structure was built in the 1950s.

The Town of Caledon's Heritage Register does not include 16068 Airport Road as a Non-Designated Property listed under Section 27 (1.2) of the *Ontario Heritage Act*, nor a Designated property under Part IV or Part V of the *Ontario Heritage Act*. Based on the historical research (i.e., review of the Abstract Index Books) and consultation conducted for this HIA, the construction date for 16068 Airport Road is suggested to be during the mid 20th century.

Like 16054 and 16060 Airport Road, two heritage properties Designated under Part IV of *Ontario Heritage Act* are located nearby to 16068 Airport Road: Knox Presbyterian Church (16078 Airport Road; Figure 4); and, Johnston-Wallis House (16081 Airport Road; see Section 6.1.2). There are also five listed (Non-Designated) properties nearby: Elizabeth and Elisha Tarbox's House (5 Walker Road West); James Ward House at 16041 Airport Road; Bradley Building at 16048 Airport Road; 16075 Airport Road; and, 16051 Airport Road.

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1859



1877



LEGEND


 APPROXIMATE LOCATION OF STUDY AREA

REFERENCE

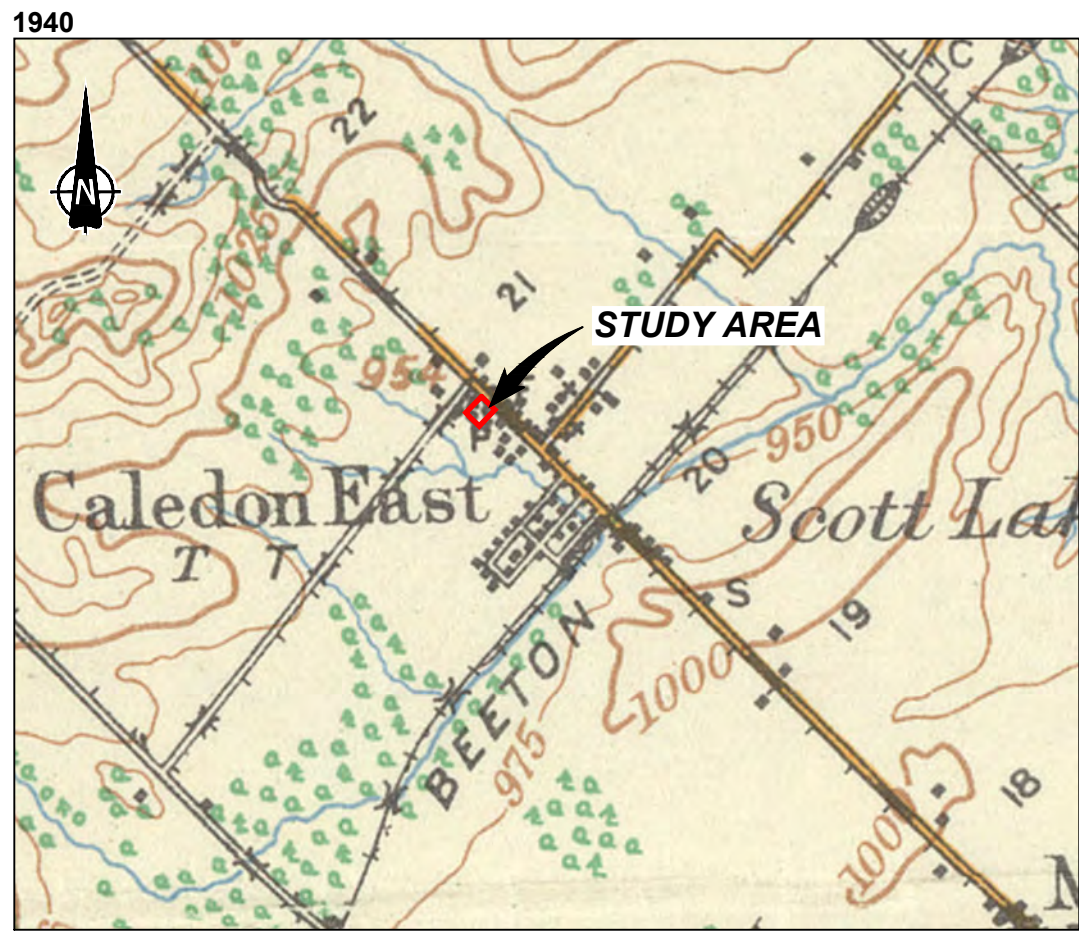
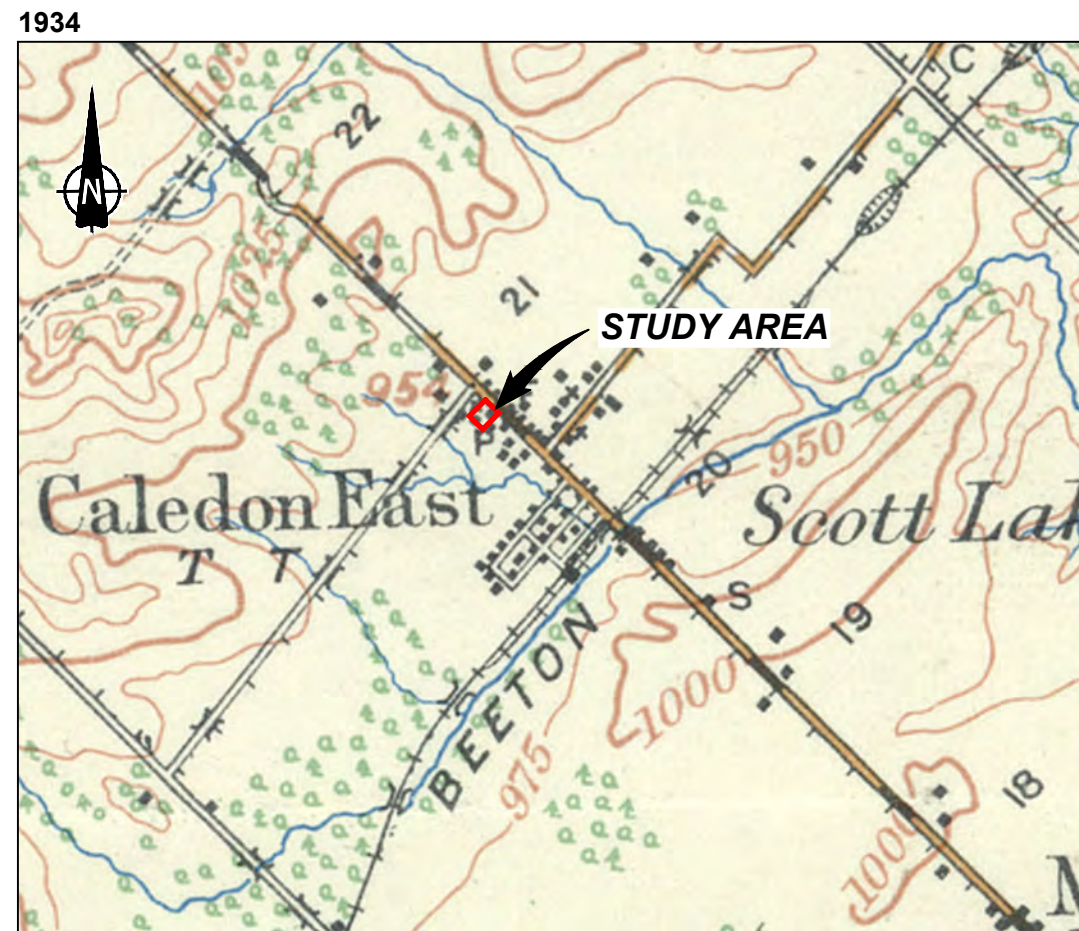
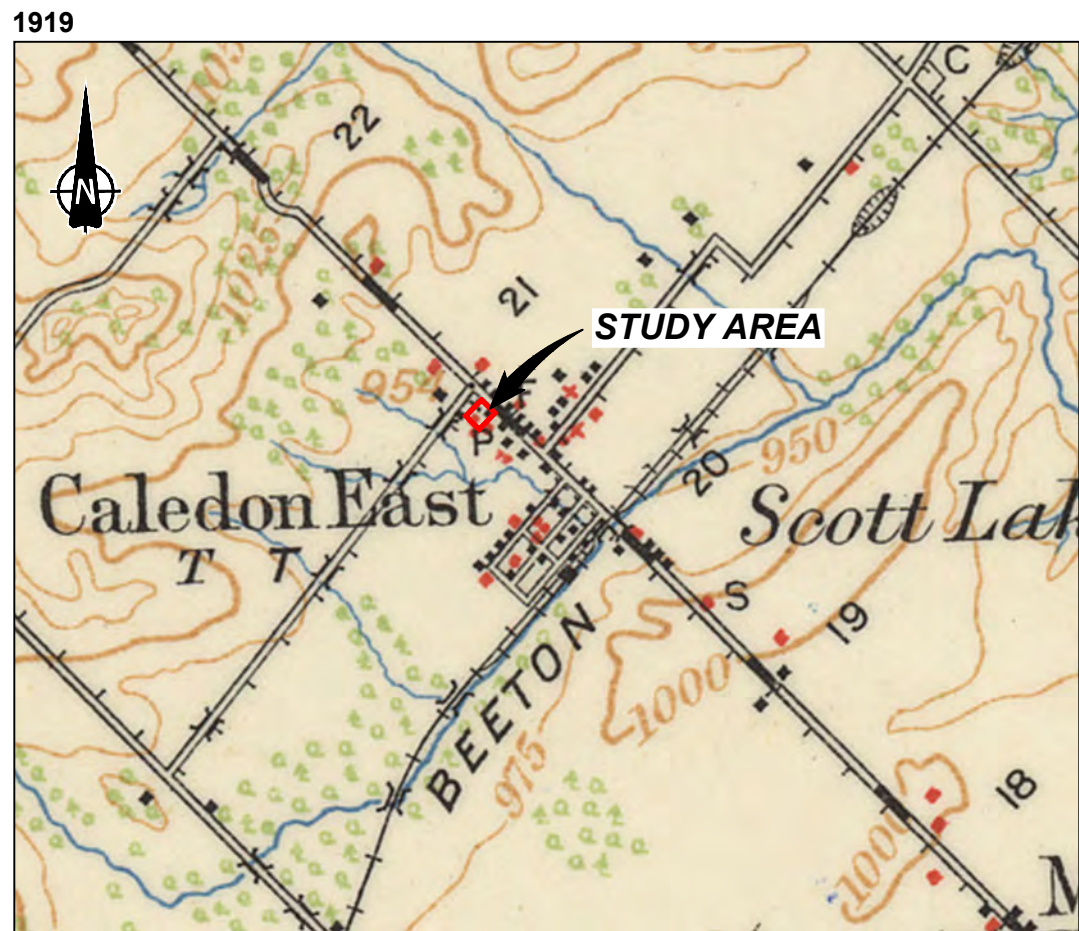
TREMAINE, G., 1859, TREMAINE'S MAP OF THE COUNTY OF PEEL, CANADA WEST. TORONTO: G.R. & G.M.
TREMAINE;
POPE & CO., 1877 ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF PEEL, ONTARIO. TORONTO: WALKER & MILES.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT				HERITAGE IMPACT ASSESSMENT 16054, 16060 AND 16068 AIRPORT ROAD TOWN OF CALEDON, REGION OF PEEL, ONTARIO			
TITLE				PORTIONS OF THE TREMAINE 1859 AND POPE & CO. 1877 MAPS OF THE COUNTY OF PEEL			
PROJECT No.		19121345		FILE No.		19121345-1000-R01002	
SCALE		N.T.S.		REV.			
CADD		ZJB/AM	Apr 1/22				
CHECK		MT	May 25/22				
				FIGURE 2			

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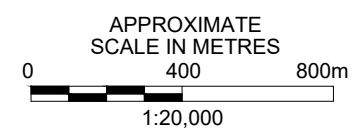
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REFERENCE

DEPARTMENT OF MILITIA AND DEFENSE, 1914, BOLTON, ONTARIO. 1:63,360. MAP SHEET 030M13, [ED.1], 1914. SURVEY DIVISION (reprinted with corrections 1919); DEPARTMENT OF NATIONAL DEFENSE, 1934, BOLTON, ONTARIO. 1:63,360. MAP SHEET 030M13, [ED.4], 1934, GEOGRAPHICAL SECTION, GENERAL STAFF; DEPARTMENT OF NATIONAL DEFENSE, 1940, BOLTON, ONTARIO. 1:63,360. MAP SHEET 030M13, [ED.7], UNGRIDDED, 1934, GEOGRAPHICAL SECTION, GENERAL STAFF.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.



PROJECT			
HERITAGE IMPACT ASSESSMENT 16054, 16060 AND 16068 AIRPORT ROAD TOWN OF CALEDON, REGION OF PEEL, ONTARIO			
TITLE			
PORTIONS OF THE 1919, 1934 AND 1940 TOPOGRAPHIC MAPS			
PROJECT No. 19121345		FILE No. 19121345-1000-R01003	
SCALE AS SHOWN		REV.	
	CADD	ZJB/AM	Apr 1/22
	CHECK	MT	May 25/22
	FIGURE 3		



Figure 4: Property Designated under Part IV of the *Ontario Heritage Act*, known locally as Knox Presbyterian Church (former), located at 16078 Airport Road to the northwest of the study area.



Figure 5: Property Designated under Part IV of the *Ontario Heritage Act*, Johnston-Wallis House, at 16081 Airport Road.

5.0 EXISTING CONDITIONS

5.1 Setting

The study area is located on the west side of Airport Road, approximately 60 m south of the Airport Road and Walk Road East/West intersection and approximately 190 m north of the Airport Road and Old Church Road intersection. The setting can be characterized as rural main street, typified by single-family dwellings that have been converted to commercial use with varying setbacks and side yards. Airport Road is a two-lane (one in each direction) road with an on-street parking lane and sidewalk in each direction (Figure 6 and Figure 7). Mature deciduous and coniferous trees are sporadically located on properties and the right-of-way.

The property's topography is relatively flat at approximately 294 m Above Sea Level (asl) with a slight rise in elevation south and west of the property, with no water features present. There are clear views of the study area travelling north along Airport Road, but views are hindered while travelling south along Airport Road by mature deciduous and coniferous trees along the north property line of 16060 Airport Road (Figure 8). Access to the study area is via a gravel driveway that runs through the centre of both properties. 16054 Airport Road is setback approximately 15 m from the public right-of-way, while 16060 Airport Road is setback 24 m. The neighbouring Bradley Building is setback 5 m and 16052 Airport Road 19 m from the public right-of-way. The study area is currently zoned CV: Village Commercial.



Figure 6: Airport Road facing northeast from the study area.



Figure 7: Airport Road and Walker Road West/East intersection facing south.



Figure 8: Airport Road facing southwest, with study area at the centre.

5.2 Built Environment – study area

5.2.1 16054 Airport Road

16054 Airport Road includes a single-detached, one-storey and three-bay structure with a rectangular plan (the 'Main Block'), an addition to the northwest ('Northwest Addition') and an extension to the southwest ('Southwest Extension'; Figure 9 to Figure 11). A woodshed is located to the south of the structure, with windows covered with plywood (Figure 12). Each built element is described in further detail below.



Figure 9: Northeast façade.



Figure 10: Northwest façade.



Figure 11: Southwest and southeast façades.



Figure 12: Wood shed to the rear of 16054 Airport Road.

5.2.1.1 *Main Block*

5.2.1.1.1 *Exterior*

The common nailed wood-frame Main Block sits on a foundation of poured concrete with heavy aggregate (Figure 13). It is clad in vinyl siding with no decorative design or details, and its medium gable roof has projecting wood eaves and verges with plain fascia and soffit. This lack of decoration extends to its window openings, which are tall with simple mouldings and a plain slip sill. (Figure 14). In each are two-over-two, double hung windows.

The single leaf central entrance has a moulded architrave and panelled door with metal storm door (Figure 15) and opens onto a wood platform with straight stairs and railings.



Figure 13: Poured concrete foundation with heavy aggregate base.



Figure 14: One-over-one double hung window.



Figure 15: One leaf, six panelled main entrance on the northeast façade.

5.2.1.1.2 Interior

The main entrance of the main block opens into a large living room space with carpet flooring and a wood fireplace along the south wall (Figure 16 and Figure 17). The living room leads to another carpeted room to the west with two double doors dividing the two spaces (Figure 18). The living room also leads to a small hallway with wallpaper and carpet flooring (Figure 19). The small hallway leads to a bathroom to the west and the Southwest Extension to the south. The full bathroom has tile flooring and pedestal sink (Figure 20). A rectangular space is located above the narrow central hall which serves as an attic/storage space (Figure 24). The basement stairs lead to a crawlspace (Figure 21). This room provides access to an additional room which has dirt floors and walls which have been partially contained by a concrete retaining wall (Figure 22 and Figure 23).



Figure 16: Interior side of the main entrance on the northeast façade.



Figure 17: Living room with wood fireplace. An additional living space and closet are located to the right, with access to the small hallway at the centre.



Figure 18: Double doors leading from the west room to the east room.

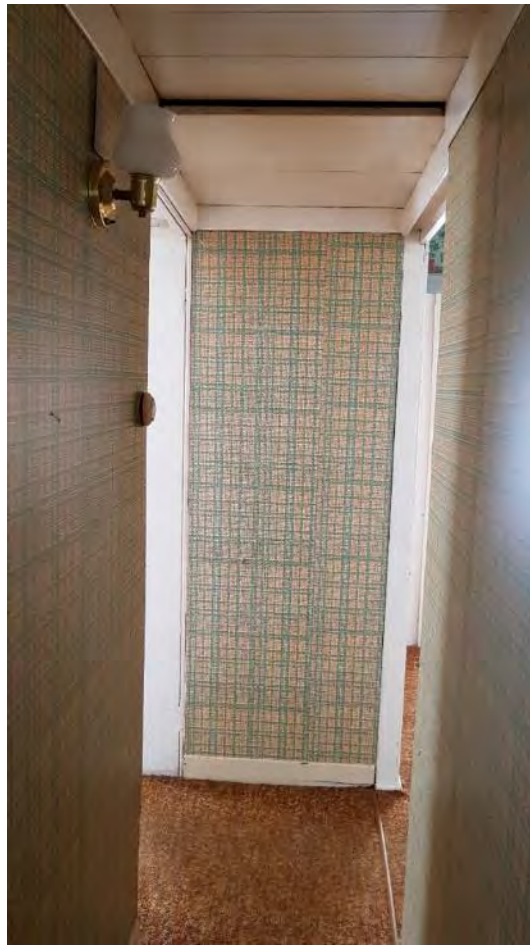


Figure 19: Small hallway with access to the kitchen in Southwest Extension to the right and Main Block living room to the left.



Figure 20: Entrance to the bathroom from small hallway.



Figure 21: Basement containing the hot water heater with concrete flooring and walls.



Figure 22: Entrance to crawlspace beneath the Main Block.



Figure 23: Dirt and concrete wall in the basement.



Figure 24: Interior of the attic.

5.2.1.2 Northwest Addition

5.2.1.2.1 Exterior

The Northwest Addition is clad in the same vinyl siding as the Main Block (Figure 25). Two rectangular windows are located on the northwest façade, while four pane windows are located on the southwest and southeast façades (Figure 26).



Figure 25: Northwest façade of the northwest addition.



Figure 26: Southwest and southeast façades of the northwest addition.

5.2.1.2.2 Interior

The interior of the Northwest Addition includes a narrow kitchen and a small storage space to the west. The kitchen has faux brick wallpaper and tile floor (Figure 27). The rooms all have wood panelling and carpet (Figure 28).



Figure 27: Kitchen with tile flooring and faux brick walls.



Figure 28: One of the small living spaces to the west of the kitchen.

5.2.1.3 *West Wing with Southwest Extension*

5.2.1.3.1 **Exterior**

The southwest extension is clad in the same vinyl siding as the rest of the building and has a gable roof with asphalt shingles (Figure 29). A single stack red brick chimney is located on the exterior of the west end wall. Windows are one-over-one and there is a single leaf exterior entrance on the southeast façade.



Figure 29: Southwest extension to the right.

5.2.1.3.2 **Interior**

The interior of the Southwest Extension contains one room (Figure 30 to Figure 32). The dining room has carpet flooring with folk art painting around the top of the wall, which includes wildlife and greenery artwork. The dining room provides access to the Northwest Addition kitchen and the Main Block. The other two rooms have carpet and plywood flooring with wood panelling. The southwest room provides access to the exterior.



Figure 30: Dining room with stenciled painted walls and carpet flooring, leading to the Northwest Addition kitchen.



Figure 31: Dining room space with hallway/living room to the left and southeast room to the right.



Figure 32: Southwest room, which provides access to the exterior.

5.2.1.4 Physical Condition

The condition assessment presented for 16054 Airport Road in Table 2 summarizes an extensive checklist developed by Historic England (Watt 2010: 356-361). Please note that these observations are based solely on superficial visual inspection and should not be considered a structural engineering assessment.

Table 2: Physical Condition Assessment.

Element	Observed Conditions
General Structure	<ul style="list-style-type: none"> Overall, the house appears to be in fair condition.
Roof	<ul style="list-style-type: none"> The asphalt shingled roof is in poor condition and has several missing sections. The wood eaves and verges are in poor condition. The roof appears to be bowed towards the centre of the structure.
Rainwater Disposal	<ul style="list-style-type: none"> There are limited gutters and downpipes, and some are broken. The addition and extension may also block proper drainage.
Walls, Foundations & Chimneys, Exterior Features	<ul style="list-style-type: none"> The brick chimney and flashings appear to be in fair condition. The vinyl siding is in good condition. The foundation supporting the Northwest Addition is minimal and in poor condition.
Windows & Doors	<ul style="list-style-type: none"> Windows and doors are in fair condition. There is evidence of wood rot in the piers of the main entrance and the plain sills.
Internal Roof Structure / Ceilings	<ul style="list-style-type: none"> There is evidence of water damage in the living room (Figure 33).
Floors	<ul style="list-style-type: none"> The general condition of the floors is fair, with no noticeable deflection.
Stairways, Galleries, Balconies	<ul style="list-style-type: none"> The wood staircase to the basement is in poor condition.
Interior Decorations / Finishes	<ul style="list-style-type: none"> Plasterwork, wood trim and paints are in fair condition.
Fixtures & Fittings	<ul style="list-style-type: none"> Some glass door knobs, and original hardware remain. Few light fixtures have been retained.
Building Services	<ul style="list-style-type: none"> The building is currently vacant. The piping in the kitchen was poorly installed and shows evidence of water damage near the floor (Figure 34).
Site & Environment	<ul style="list-style-type: none"> A dilapidated shed is located to the rear of the property. A wood picket fence is located to the rear and southeast of the property. Concrete pavers lead up to the main entrance.
General Environment	<ul style="list-style-type: none"> Overall fair condition.



Figure 33: Evidence of water damage in living room ceiling.



Figure 34: Pipe work in the kitchen.

5.2.1.5 Integrity

In a heritage conservation context, the concept of integrity is linked not with structural condition, but rather to the literal definition of ‘wholeness’ or ‘honesty’ of a place. The MHSTCI *Heritage Identification & Evaluation Process* (2014:13) and *Ontario Heritage Tool Kit: Heritage Property Evaluation* (2006:26) both stress the importance of assessing the heritage integrity and physical condition of a structure in conjunction with evaluation under O. Reg. 9/06 yet provide no guidelines for how this should be carried out beyond referencing the *US National Park Service Bulletin 8: How to Evaluate the Integrity of a Property* (US NPS n.d.). In this latter document, integrity is defined as ‘the ability of a property to convey its significance’, so can only be judged once the significance of a place is known.

Other guidance suggests that integrity instead be measured by understanding how much of the asset is ‘complete’ or changed from its original or ‘valued subsequent configuration’ (English Heritage 2008:45; Kalman 2014:203). Kalman’s *Evaluation of Historic Buildings*, for example, includes a category for ‘Integrity’ with sub-elements of ‘Site’, ‘Alterations’, and ‘Condition’ to be determined and weighted independently from other criteria such as historical value, rather than linking them to the known significance of a place.

Kalman’s approach is selected here and combined with research commissioned by Historic England (The Conservation Studio 2004), which proposed a method for determining levels of change in conservation areas that also has utility for evaluating the integrity of individual structures. The results for 16054 Airport Road are presented in Table 3 and is considered when evaluating the structure for CHVI (see Section 7.1).

Table 3: Heritage Integrity Analysis for 16054 Airport Road.

Element	Original Material / Type	Alteration	Survival (%)	Rating	Comment
Setting	Rural main street comprised of mainly residential buildings	New development on the east side of Airport Road and conversion of residential properties to commercial uses	85	Very good	Although there has been some new development near 16054 Airport Road, the property and setting remains relatively unchanged (i.e. siting, setback, open space)
Site location	Original	No change	100	Very Good	The property retains its original siting and setback
Footprint	Rectangular long façade	Northwest Addition and Southwest Extension	50	Fair	Although there have been additions, the rectangular long façade has been retained
Wall	Unknown	Vinyl siding	0	Poor	Although the original cladding material is unknown, it has been covered with vinyl siding
Foundation	Poured concrete formwork foundation	No change	100	Very Good	No further comment
Exterior doors	Wood	No change	100	Very Good	Original six paned wood door has been retained
Windows	Flat arch head, one-over-one wood windows	Some vinyl replacements	75	Fair	Some windows have been replaced with vinyl inserts

Element	Original Material / Type	Alteration	Survival (%)	Rating	Comment
Roof	Medium gable roof	No change	100	Very Good	No further comment
Chimneys	Single stack red brick chimney	An additional single brick chimney on the Southwest Extension	95	Very good	No further comment
Water systems	Metal	No change	100	Very Good	All gutters and downspouts appear to be original to the house or early 20 th century
Exterior decoration	None	No change	100	Very Good	The house was constructed in a vernacular style with minimal exterior decoration
Porch/ exterior additions	Wood porch	Northwest Addition and Southwest Extension, small open porch with railing on west façade	90	Very good	No additional comment The addition and extensions represent the evolution of the house overtime.
Interior plan	Rectangular plan	Wing, Northwest Addition and Southwest Extension	50	Fair	Although there have been additions, the rectangular plan has been retained
Interior walls and floors	Pine wood flooring	Carpet, tile, wallpaper and wood panelling	75	Good	Original flooring has been retained but is covered by carpet or tile
Interior trim	Unknown, possibly wood	Most of the wood trim around doorways have been removed	15	Poor	No further comment
Interior features (e.g., hearth, stairs, doors)	Wood stairs leading to basement, glass hardware on doors	Fireplace has been covered	50	Fair	The wood fireplace and stairs have been retained. The original hardware has largely been replaced.
Landscape features	Rural residential property with mature vegetation lining property boundaries, gravel driveway	Shed added to the rear, wood fencing on side	85	Very good	Minimal changes to the surrounding landscape
AVERAGE OF RATE OF CHANGE/HERITAGE INTEGRITY			75%	Very good	Rating of Very Good is based on original element survival rate of between 75-100%

5.2.1.5.1 Results

Overall, the property has a very good level of integrity despite substantial changes to the structure with significant exterior and interior alterations.

5.2.1.6 Interpretation

16054 Airport Road was constructed in the minimal traditional style, popular from 1925 to 1950 and characterized by their small size (one to storey-and-a half in height), low to medium pitched gable roof, narrow eaves and little if any ornamentation (Antique Home Style 2015).

Minimal traditional buildings were often clad in horizontal wood siding or shingles, with a simple floor plan with few built-ins and finishes. This style of building replaced Craftsman style bungalows, which by the 1930s were viewed as no longer fashionable (Antique Home Style 2015).

The concrete formwork foundation with heavy aggregate base further assists in dating the building at 16054 Airport Road. Although hollow concrete blocks or CMUs were first patented in the 1850s, they were not mass produced until 1900, when the formula for Portland cement was standardized and Harmon S. Palmer had patented a block making machine. S.B. Newberry, writing in 1906, claimed that 'Concrete blocks were partially unknown in 1900, but it is probably safe to say that at the present moment more than a thousand companies and individuals are engaged in their manufacture in the United States' (Simpson 1989:109).

Municipal consultation conducted for this proposed development project suggests the structure at 16054 Airport Road may exhibit elements of a rough rubble foundation and dropped ceiling with tongue and groove wood ceiling beyond but this could not be confirmed during the field investigation. The municipal consultation also suggests the lack of concrete block construction on the structure at 16054 Airport Road may represent a Neoclassical style house with an earlier construction date than 1925 to 1950. Based on the historical research conducted for this HIA (i.e., review of the Abstract index Books), however, the construction date for 16054 Airport Road is suggested to be within the early to mid 20th century (possibly during the occupation of Martha Lelson c. 1941 when the property value increased substantially).

A Standard Sanitary Dominion Radiator Ltd. boiler cover was found in the basement. Though no date stamp was observed on the boiler cover, the Toronto-based company was mostly known for their sinks, tubs and toilets from approximately 1880s to 1950s (Standard Sanitary and Dominion Radiator Limited 1930).



Figure 35: Dominion Radiator Ltd. boiler cover in the basement.

5.2.2 16060 Airport Road

16060 Airport Road includes a single-detached, two-storey and four bay structure (the 'Main Block'), an addition to the northeast ('Northeast Extension') and an addition to the southwest ('Southwest Addition'; Figure 36 to Figure 38). Each built element is described in further detail below.



Figure 36: Northeast façade.



Figure 37: Northeast and southeast façades.



Figure 38: Northwest and southwest façades.

5.2.2.1 Main Block

5.2.2.1.1 Exterior

The Main Block of 16060 Airport Road sits on a split fieldstone foundation and has a full below ground basement (Figure 39). The load bearing walls are constructed in “rock-face” concrete masonry units with red raised pointing mortar. Municipal consultation conducted for this proposed development project suggests that the red mortar around the concrete blocks was “tuck-taped”, a method usually reserved for brick buildings.

There are scalloped wood shingles on the second storey (Figure 40 and Figure 41). There is a datestone with “1907” at the second level of the northeast façade (Figure 42). The pyramidal roof has projecting eaves and verges, plain fascia and moulded soffit with wood brackets (Figure 43), and a hip roof dormer on the east and single stack brick chimney on the rear façade.

The two-over-two, double hung windows have a flat opening with plain lintels, lug sills and trim (Figure 44). There are two entrances on the northeast façade; one off-centre and another on the centre. The one-leaf, three panelled entrances have a flat opening with plain lintels and concrete plain trim and are covered by screen doors (Figure 45). The centre entrance features stained glass leaves (Figure 46) and originally opened up to a large living space in the Main Block which has now been boarded up from the inside (see Section 5.2.2.1.2). The off-centre entrance is not boarded up and instead opens to the kitchen in the Main Block (see Section 5.2.2.1.2). A small set of straight stairs without railings lead to the two-levelled open wood porch, which has piers with a support on pedestal.

A straight flight of stairs on the south end of the northeast façade provides access to the second storey of the Main Block. As noted in Section 2.0, the second storey and wings of 16060 Airport Road were not accessible at the time of the field investigation.



Figure 39: Split fieldstone foundation.



Figure 40: Concrete block exterior.



Figure 41: Scalloped wood shingles on the second level.



Figure 42: '1907' datestone on the northeast façade.



Figure 43: Wood brackets.



Figure 44: Two-over-two window with plain lintel and lug sill.



Figure 45: Three panelled off-centre door on the first level.



Figure 46: Centre entrance with stained glass detailing and storm door.

5.2.2.1.2 Interior

The interior of the property has a square plan. The off-centre entrance on the main level opens into the kitchen which has tile flooring and 21st century cabinetry and finishes. No original fixtures have been retained. The kitchen provides access to the basement along the east wall with access to the Southwest Addition to the west (Figure 47 and Figure 48). A living space with machine cut planed wood flooring is located to the north with a boarded up exterior entrance along the south wall (Figure 49 and Figure 50). To the east is another living space which provides access to the exterior and the Northeast Extension along the northeast wall (Figure 51). A bathroom is located at the southwest corner of the living space (Figure 52).

A set of wood stairs lead to the basement, which covers the east half of the Main Block (Figure 53). The stairs open to a large space with concrete flooring and fieldstone foundation which has been faced with concrete (Figure 54). A doorway along the west wall leads to a larger space which also has fieldstone walls and concrete flooring (Figure 55).



Figure 47: Main entrance to the first level kitchen to the right with access to the basement to the left.



Figure 48: Kitchen showing doorway leading to the Southwest Addition and living space to the north.

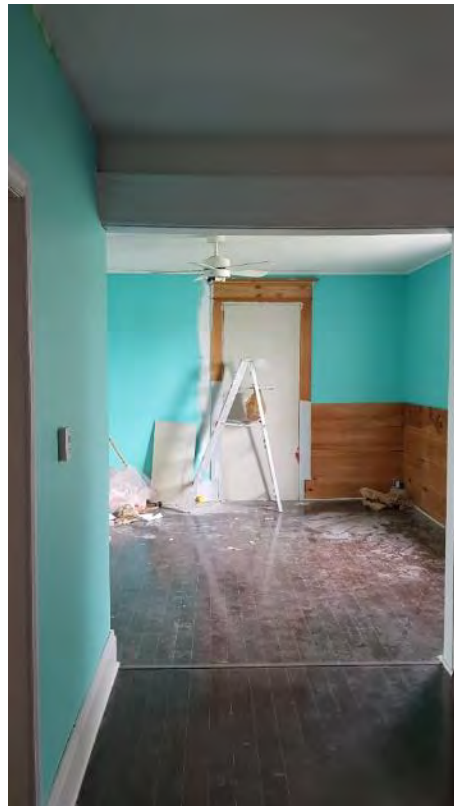


Figure 49: Living space located between the kitchen and northeast living space with boarded up exterior entrance.



Figure 50: Large living space with boarded up entrance leading to the Northeast Extension.

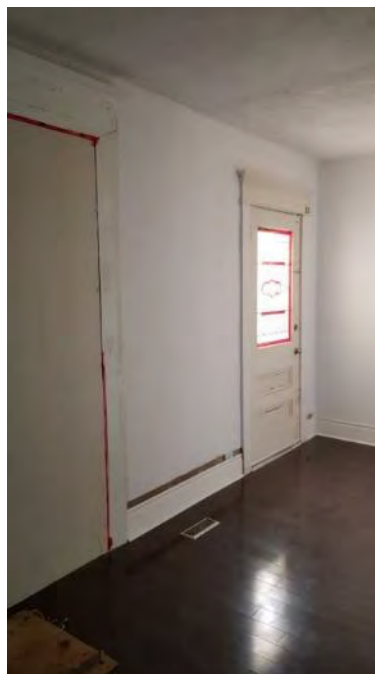


Figure 51: Living space with central entrance to the right.



Figure 52: Bathroom at the southwest corner of the living space.



Figure 53: Stairs leading to the basement.



Figure 54: Basement with concrete flooring and fieldstone foundation which has been faced with concrete.



Figure 55: West basement room with furnace to the right.

5.2.2.2 Northeast Extension

5.2.2.2.1 Exterior

The exterior of the northeast extension is clad in vertical wood siding with a shed roof and sits on a wood platform (Figure 56). Two double hung windows with a rectangular head are located on the northeast façade (Figure 57). A one leaf, six panelled entrance is located on the southeast façade. The interior was inaccessible.



Figure 56: Northeast and southeast façades of the Northeast Extension.



Figure 57: Northeast and northwest façades of the Northeast Extension.

5.2.2.3 *Southwest Addition*

5.2.2.3.1 *Exterior*

The exterior of the Southwest Addition is clad in a concrete masonry unit (Figure 58). It has a flat roof with plain soffit and moulded fascia along the southeast façade. A one leaf, six panelled entrance is located along the southeast wall along with a three paned rectangular window. Another entrance is located along the southwest façade.



Figure 58: Southwest and southeast façades of the Southwest Addition.

5.2.2.3.2 Interior

The interior of the Southwest Addition has wood flooring with drywall and plain trim (Figure 59). The large living space has a closet at the northeast corner (Figure 60). A one-leaf, six panelled door provides access to the exterior on the south wall and to the kitchen of the Main Block along the east wall (Figure 61).



Figure 59: South corner of the Southwest Addition.



Figure 60: Small closet space in the northwest corner.

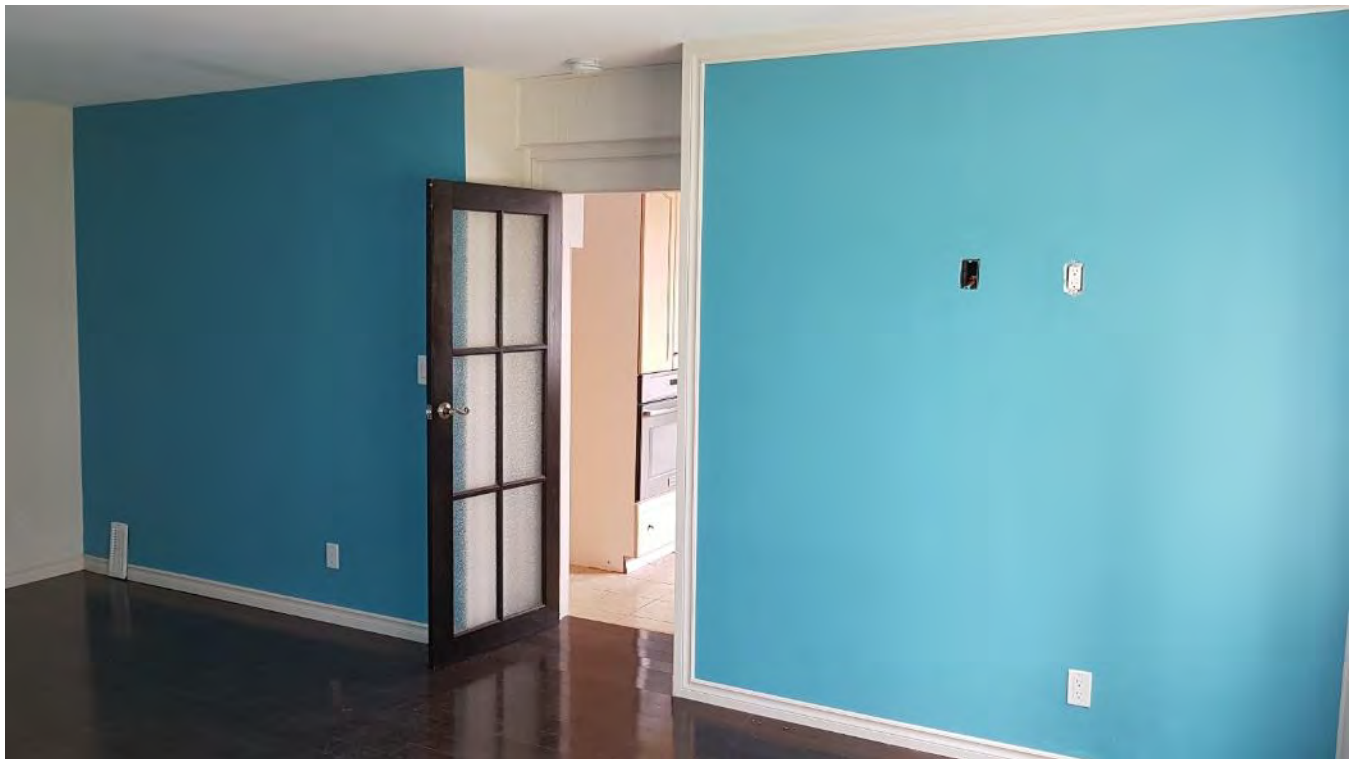


Figure 61: Doorway along the east wall leading to the Main Block kitchen.

5.2.2.4 Physical Condition

The condition assessment presented for 16060 Airport Road in Table 2 summarizes an extensive checklist developed by Historic England (Watt 2010: 356-361). Please note that these observations are based solely on superficial visual inspection and should not be considered a structural engineering assessment.

Table 4: Physical Condition Assessment

Element	Observed Conditions
General Structure	<ul style="list-style-type: none"> Overall, the house appears to be in fair condition
Roof	<ul style="list-style-type: none"> The roof appears to be in fair condition with no missing sections
Rainwater Disposal	<ul style="list-style-type: none"> The downpipes are intact and in fair condition Some gutters are broken (Figure 62)
Walls, Foundations & Chimneys, Exterior Features	<ul style="list-style-type: none"> Chimney stacks are in good condition The masonry cladding is in good condition with no evidence of cracking or movement Wood shingles are in fair condition
Windows & Doors	<ul style="list-style-type: none"> A second level windowpane is missing Windows and exterior doors are in fair condition Some lug sills are cracked
Internal Roof Structure / Ceilings	<ul style="list-style-type: none"> There is no evidence of water damage in the roof or interior ceilings
Floors	<ul style="list-style-type: none"> The general condition of the floors is good, with no noticeable deflection
Stairways, Galleries, Balconies	<ul style="list-style-type: none"> Interior stairs to the basement are in fair condition Exterior wood stairs leading to central entrance are in poor condition
Interior Decorations / Finishes	<ul style="list-style-type: none"> The remaining wood trim appears to be in fair condition
Fixtures & Fittings	<ul style="list-style-type: none"> Lighting dates to the 21st century and is in good condition
Building Services	<ul style="list-style-type: none"> The house is occupied, thus electrical and heating system are in active use and good condition
Site & Environment	<ul style="list-style-type: none"> An unpaved driveway runs to the southeast of the property, with no garage or cover Mature vegetation lines the southwest and northwest property boundaries
General Environment	<ul style="list-style-type: none"> Overall stable condition



Figure 62: Broken gutter along the roofline and second-storey missing window pane.

5.2.2.5 Integrity

The results for 16060 Airport Road are presented in Table 3 and is considered when evaluating the structure for CHVI (see Section 7.2).

Table 5: Heritage Integrity Analysis for 16060 Airport Road

Element	Original Material / Type	Alteration	Survival (%)	Rating	Comment
Setting	Rural main street comprised of mainly residential buildings	New development on the east side of Airport Road and conversion of residential properties to commercial uses	15	Poor	Most residential structures along Airport Road have been converted to commercial
Site location	Original	No change	100	Very good	The property retains its original siting and setback
Footprint	Square	Southwest Extension and Northeast Addition	50	Fair	Although there have been additions to the southwest and northeast, the original square plan has been retained
Wall	Concrete blocks and scalloped wood shingles	No change	100	Very good	There does not appear to be any significant alterations to the original concrete and wood façades
Foundation	Split fieldstone	No change	100	Very good	No additional comment

Element	Original Material / Type	Alteration	Survival (%)	Rating	Comment
Exterior doors	Panelled wood doors	Two original doors have been retained with screen door added to one	80	Very good	Exterior doors appear to be original
Windows	Flat headed, wood framed two-over-two	Some windows have been replaced	75	Very good	No further comment
Roof	Pyramidal roof with brackets and hip roof dormer, asphalt shingles	No change	100	Very good	No further comment
Chimneys	Brick	No change	100	Very good	The original single stack brick chimney has been retained
Water systems	Metal	No change	100	Very good	All gutters and downspouts appear to be 20 th century
Exterior decoration	Wood brackets	No change	100	Very good	No further comment
Porch/ exterior additions	Narrow balcony	Southwest Extension and Northeast Addition	50	Fair	The Main Block has been retained but altered significantly by the southwest extension and northeast addition
Interior plan	Square plan	Southwest Extension and Northeast Addition	80	Very good	Additions have been made over the years; however, the original square plan remains intact. Original room divisions appear to be unchanged
Interior walls and floors	Wood flooring	Tile	80	Very good	The kitchen and bathroom have been modified with tile flooring; however, the original wood flooring has been retained in the Main Block.
Interior trim	Wood	No change	75	Very good	Most of the original wood trim over doors and windows have been retained
Interior features (e.g., hearth, stairs, doors)	Wood interior doors	Wood or vinyl	50	Fair	The majority of the interior doors have been replaced with late 20 th century to early 21 st century doors
Landscape features	Rural main street	No change	100	Very good	Minimal changes to the surrounding landscape
AVERAGE OF RATE OF CHANGE/HERITAGE INTEGRITY			80%	Very good	Rating of Very Good is based on the original element survival rating 75-100%

5.2.2.5.1 Results

Overall, 16060 Airport Road has a very good level of integrity since it has retained a significant number of original exterior and interior features.

5.2.2.6 Interpretation

16060 Airport Road was constructed in a vernacular of the Edwardian Classicism style in 1907. The Edwardian Classicism or Four-Square style was popular in Ontario from 1900-1930 (Blumenson 1990: 166). This style is defined by balanced façades, large roofs and windows, a front veranda with wood columns, a smooth brick façade and simplistic features. As a vernacular of the Edwardian Classicism style, the structure at 16060 Airport Road exhibits a number of these characteristics (like the large roof and window) however there are more representative examples of the style present in the surrounding area (see Section 6.1.7).

The style is associated with the reign of King Edward VII between 1901 and 1910 but appears prior to the end of the 19th century as a response to the over-saturation of detail and decoration of 19th century Victorian houses. The interior square plan was popular for its adaptable size and exterior elaboration, which allowed designs to vary based on budgets. It is characterized by a hipped roof, dormers, non-centered front door, full porch and high-waisted cladding change. The plan's interior features a centralized circulation pattern through four main spaces located in each corner, allowing for a more open and informal interior space versus Victorian plans which separated public and private activities (Montgomery 2018:48). The typical square plan house included four primary spaces on the lower floor (entry, parlour/living room, dining room and kitchen) which open into each other without hallways and sometimes included pocket doors (Figure 63). The second floor had bedrooms in each of the corners to allow for light exposure and air circulation.

The use of rockface concrete blocks, or rusticated concrete block, was popular between 1905 and 1930 as a cheap, quick and easy building material for homes (Simpson 1989:110). A block machine could cost as little as \$100 and the blocks themselves around 13 and 20 cents each (USD), which prompted some property owners to purchase and construct their own block houses. The cost for wood and brick increased in the early 1900s, providing a competitive advantage for concrete (Simpson 1989:111). Additionally, concrete was fireproof, did not need to be painted and required little maintenance. However, the introduction of cinder block in the 1930s led to their decline in popularity.

Municipal consultation conducted for this proposed development project suggests the structure may represent a Sears and Roebuck Kit House which was a popular mail order house construction kit from the early to mid 20th century. Additional consultation also suggested that the concrete faced fieldstone foundation observed in the basement of 16060 Airport Road may indicate a previous dwelling on the property and that the extant house may have been constructed on the former property's foundation. Historical research conducted for this HIA (i.e., review of the Abstract Index Books) was not able to confirm the presence of an earlier (pre-1907) structure on the property.

A Clare Bros. & Co. furnace was found in the basement of the property (Figure 64). The company dates back to 1881, manufacturing hot air furnaces, registers, stoves and hollow ware (Figure 65). Founded by George Adam Clare, Frederick Clare and Henry C. Hilborn, the company was based out of Preston, Waterloo Region and began distributing their heating and cooling products across Canada in the early 1900s. By 1938, Clare Bros. & Co. was believed to be the oldest stove manufacturer in Canada (Waterloo Region Generations 2019).

Based on the above, the date of construction can be further concluded by the length of time James Donaldson occupied the Lot (1907 to 1945) and the date stone on the northeast façade. Based on aerial imagery, it is estimated that the Southwest Extension and Northwest Addition were constructed between 2005 and 2007.

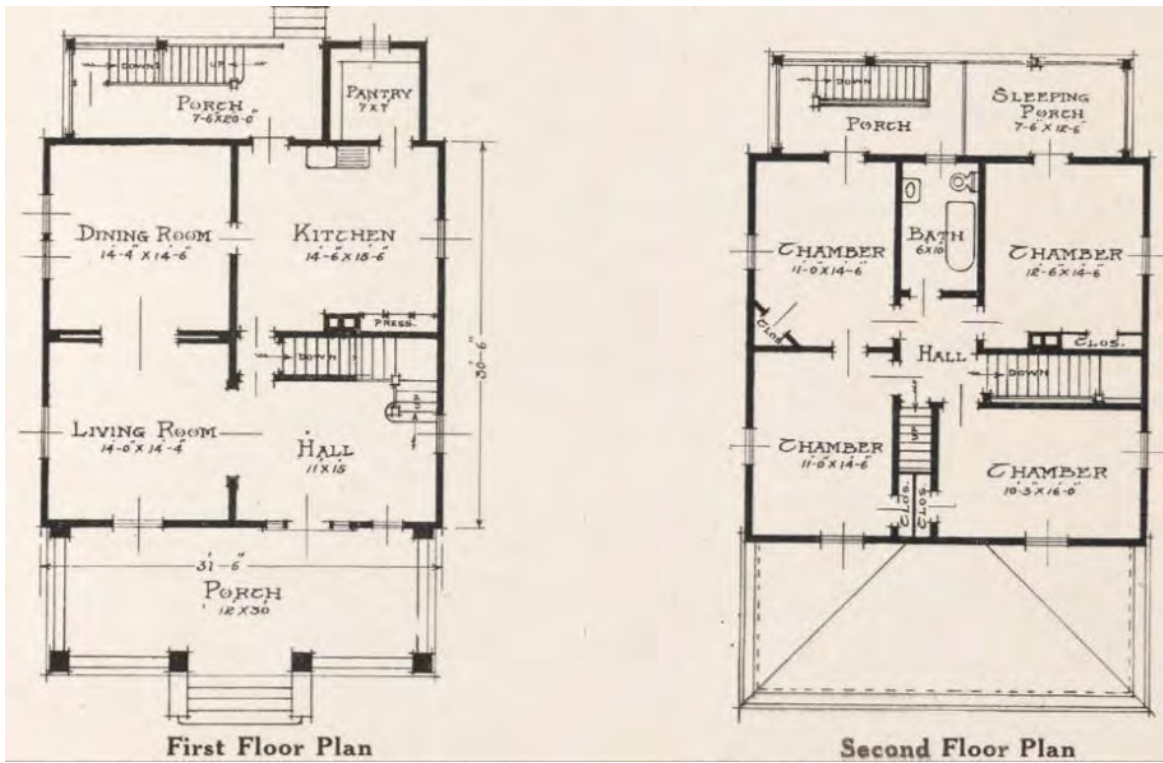


Figure 63: Example of square plan house layout (Montgomery 2018:51).



Figure 64: Clare Bros & Co. Limited Furnace instructions found in basement of 16060 Airport Road.



Figure 65: Header of a Clare Bros. & Co. Invoice (Waterloo Region Generations 2019).

5.2.3 16068 Airport Road

16068 Airport Road includes a single-detached, one-storey and four-bay structure with a rectangular plan (the 'Main Block'). The structure is located at the northeast end of a deep lot which also contains two fabric covered sheds to the south of the structure. To the southeast of the structure is an outdoor seating area set upon a gravel surface. Each built element is described in further detail below.



Figure 66: Northeast façade.



Figure 67: Northeast and northwest façades.



Figure 68: Southwest façade.



Figure 69: Southeast façade and outdoor seating area.



Figure 70: Fabric covered shed parallel to the southwest façade of the single-detached one-storey structure.



Figure 71: Second fabric covered shed to the south of the single-detached one-storey structure.



Figure 72: Southwest limits of property lot, looking northeast toward fabric covered sheds and single-detached one-storey structure.

5.2.3.1 Main Block

5.2.3.1.1 Exterior

The wood-frame Main Block sits on a foundation of poured concrete intermixed with brick (Figure 73). The northeast and southwest façades are clad in vinyl siding with no decorative design or details. The northwest and southeast façades are painted board and batten construction. The roof has a low pitch slight gable with projecting wood eaves and verges with plain fascia and soffit. Both the windows and door on the front/ northeast façade appear to have been recently upgraded with the former comprising of vinyl horizontal sliding windows (Figure 74) and the latter comprising of a single-leaf with a vertical sliding window (Figure 75).

A second boarded up doorway is present to the west of the main entrance. An earlier wood framed window is present on the western portion of the structure's southwest façade and appears to be of the one-over-one hung type (Figure 76). To the east of this window is a smaller indeterminate one adjacent to a larger wood framed one but as both are boarded up, no further characteristics could be determined (Figure 68).



Figure 73: Poured concrete foundation intermixed with brick.



Figure 74: Upgraded horizontal sliding window on northeast façade.



Figure 75: Upgraded single-leaf door with vertical sliding window on northeast façade.



Figure 76: Wood framed one-over-one hung type window on southwest façade.

5.2.3.1.2 Interior

The main entrance to the main block opens into a small commercial space (Figure 77 and Figure 78) with vinyl tile flooring (Figure 79) and drop tile ceiling (Figure 80). This main commercial space leads to another room with vinyl tile flooring and drop tile ceiling in the northwest portion of the structure (Figure 81). This room provides access to a small washroom in the southeast corner of the room (Figure 82) as well as reveals the interior of the now boarded up door to the west of the main entrance (Figure 83).



Figure 77: Main commercial space in Main Block.



Figure 78: Main commercial space in Main Block.



Figure 79: Vinyl tile flooring in Main Block.



Figure 80: Drop tile ceiling in Main Block.



Figure 81: Second room to northwest of main commercial space.



Figure 82: Washroom access from second room to northwest of main commercial space.

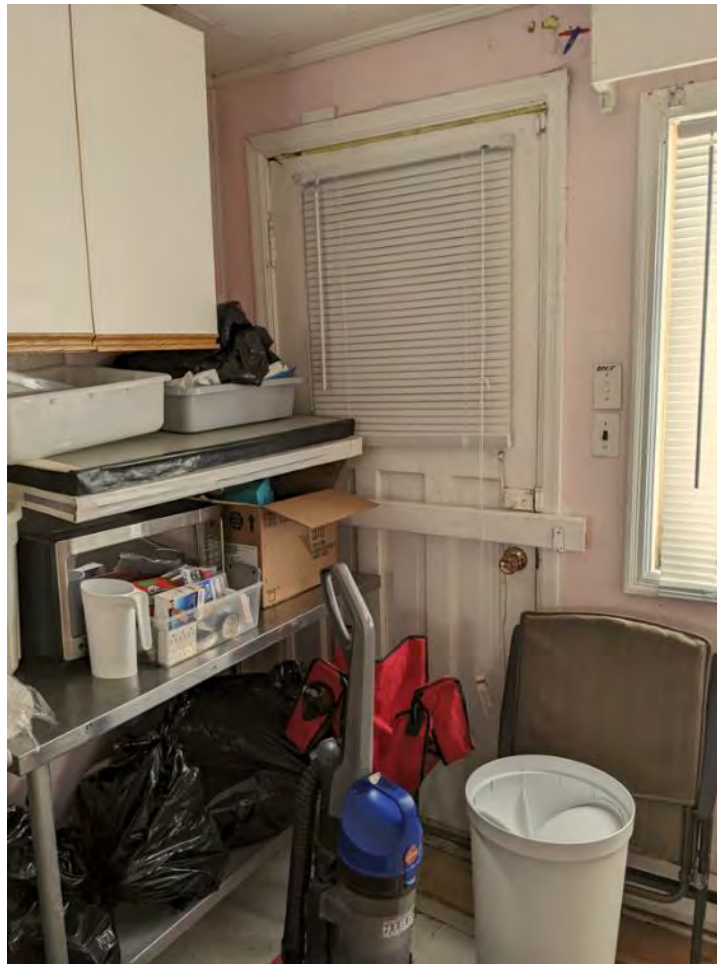


Figure 83: Interior of boarded up doorway to west of main entrance in Main Block, accessed from second room to northwest of main commercial space.

5.2.3.2 Physical Condition

The condition assessment presented for 16068 Airport Road in Table 6 summarizes an extensive checklist developed by Historic England (Watt 2010: 356-361). Please note that these observations are based solely on superficial visual inspection and should not be considered a structural engineering assessment.

Table 6: Physical Condition Assessment.

Element	Observed Conditions
General Structure	<ul style="list-style-type: none"> Overall, the building appears to be in fair condition.
Roof	<ul style="list-style-type: none"> The asphalt shingled roof is in fair condition. The wood eaves and verges are in poor condition. The roof appears to be bowed towards the centre of the structure.
Rainwater Disposal	<ul style="list-style-type: none"> The gutters and downpipes are in fair condition.
Walls, Foundations & Chimneys, Exterior Features	<ul style="list-style-type: none"> The brick chimney appears to be in fair condition. The vinyl siding on the northeast and southwest façades is in good condition. The board and batten northwest and southeast façades are in poor condition with some areas of deteriorating wood. The foundation is minimal and in fair condition.
Windows & Doors	<ul style="list-style-type: none"> The windows and doors on the northeast façade are in good condition. The visible wood frame window on the southwest façade is in poor condition.
Internal Roof Structure / Ceilings	<ul style="list-style-type: none"> There is no evidence of ceiling damage.
Floors	<ul style="list-style-type: none"> The general condition of the floors is fair, with no noticeable deflection.
Stairways, Galleries, Balconies	<ul style="list-style-type: none"> Not applicable.
Interior Decorations / Finishes	<ul style="list-style-type: none"> Plasterwork, wood trim and paints are in fair condition.
Fixtures & Fittings	<ul style="list-style-type: none"> No original light fixtures have been retained.
Building Services	<ul style="list-style-type: none"> The building is currently operating as a seasonal business (ice cream shop).
Site & Environment	<ul style="list-style-type: none"> Two fabric covered sheds in fair condition are located to the rear of the property. The wood fencing delineating the property is in good condition.
General Environment	<ul style="list-style-type: none"> Overall fair condition.

5.2.3.3 Integrity

The results for 16068 Airport Road are presented in Table 7 and are considered when evaluating the structure for CHVI (see Section 7.2).

Table 7: Heritage Integrity Analysis for 16068 Airport Road.

Element	Original Material / Type	Alteration	Survival (%)	Rating	Comment
Setting	Rural main street comprised of mainly residential buildings	New development on the east side of Airport Road and conversion of residential properties to commercial uses	85	Very good	Although there has been some new development near 16068 Airport Road, the property and setting remains relatively unchanged (i.e. siting, setback, open space)
Site location	Original	No change	100	Very Good	The property retains its original siting and setback
Footprint	Rectangular long façade	No change	100	Very Good	The rectangular long façade has been retained
Wall	Wood frame	Vinyl siding	50	Fair	Board and batten walling visible on northwest and southeast façades, northeast and southwest façades covered with vinyl siding
Foundation	Poured concrete formwork foundation	Intermixed with brick in some areas	85	Very Good	No further comment
Exterior doors	Wood	Main entrance upgraded	25	Poor	Secondary wood doorway to west of main entrance boarded up
Windows	One-over-one wood windows	Northeast façade windows upgraded to vinyl. Only one of three southeast façade windows retain original wood frame	25	Poor	Two of three windows on southeast façade boarded up
Roof	Low pitch gable roof	No change	100	Very Good	No further comment
Chimneys	Single stack red brick chimney	No change	100	Very Good	No further comment
Water systems	Metal	Metal alloy	50	Fair	Gutters and downspouts appear to have been upgraded
Exterior decoration	None	No change (aside from signage for the business)	100	Very Good	The structure was constructed in a vernacular style with minimal exterior decoration
Porch/ exterior additions	None	No change	100	Very Good	No further comment
Interior plan	Rectangular plan	No change	100	Very Good	No further comment
Interior walls and floors	Unknown	Vinyl tile flooring and drop tile ceiling	25	Poor	No further comment

Element	Original Material / Type	Alteration	Survival (%)	Rating	Comment
Interior trim	Unknown, possibly wood	Most wood trim has been removed	15	Poor	No further comment
Interior features (e.g., hearth, stairs, doors)	None	No change	100	Very Good	No further comment
Landscape features	Rural commercial property with mature vegetation at rear of lot	Two fabric covered sheds added to the rear	85	Very good	Minimal changes to the surrounding landscape
AVERAGE OF RATE OF CHANGE/HERITAGE INTEGRITY			79%	Very good	Rating of Very Good is based on original element survival rate of between 75-100%

5.2.3.3.1 Results

Overall, the property has a very good level of integrity.

5.2.3.4 Interpretation

16068 Airport Road was constructed in the c. 1950s in the vernacular style of small mid to late 20th century commercial buildings. It is characterized by its small size (one storey in height), low pitched gable roof, narrow eaves and little if any ornamentation.

Aerial photography provided by heritage planning staff at the Town of Caledon revealed a potential structure on the property as early as 1948 as well as a more definitive structure in the location of the current building at 16068 Airport Road by 1954. Furthermore, consultation with the current tenant operating the business (during the field investigation) indicated the structure was built in the 1950s. This is supported by the historical research conducted for this HIA (i.e., review of Abstract Index Books) which suggests the building at 16068 Airport Road was constructed during the Purdue family's occupation from 1907 to 1975.

6.0 ADJACENT HERITAGE PROPERTIES

Following MHSTCI guidance, the following section identifies all adjacent known or potential cultural heritage resources Designated under Part IV or V of the *Ontario Heritage Act*, or listed on the Town's Heritage Register under section 27 (1.2) of the *Ontario Heritage Act*, which could potentially be affected by the proposed development.

6.1.1 Knox Presbyterian Church, 16078 Airport Road

The former Knox Presbyterian Church was constructed in 1860 and Designated in 2002 under By-law 2002-19 for its architectural and historical value. The description below has been taken from the Notice to Designate and the Town's Criteria for Heritage Designation report (see APPENDIX A).

Once known as Munsie's and later Knox Presbyterian Church, the property is of historical significance as the oldest standing church in the village and is a community landmark at its corner location at Airport Road and Walker's Road. It is believed to have been constructed in 1860, however, the church congregation received the lot in 1878 when James Munsie sold the lands for \$200 to 'Trustees Alexander Forsyth Cranston, William Hayes and James Walker of the Presbyterian Church at Caledon East'. In 1888, the Knox congregation purchased the home of Robert Johnston, located across the street, for use as a manse. In 1925, the Knox, Claude and St. Andrew's churches formed a new Presbyterian pastoral charge. St. Andrew's was amalgamated with Knox in 1965 and Know subsequently amalgamated with Claude in 1992. Claude leased the Knox church to the Caledon Hills Fellowship Baptist church. It has design or physical value for its simple, classic lines reflecting the plain, vernacular style of early Protestant church architecture.

The rectangular plan, one-storey wood-framed structure is clad in red stretcher-bond brick with a vertical striated finish and sits on a rubble stone foundation. The medium pitch gable roof is clad with ribbed metal sheeting with plain eaves and simple moulded cornice. Centered on the east end wall is a small porch with a gable roof and brick pillars which has been enclosed with aluminum windows and a screen door. The doorway has a brick voussoirs with raised panels. The church has undergone alterations over the years as its congregation sought to improve some architectural elements. These alterations have been largely sympathetic to the original lines and materials used reflective of the fashion of the period. The first renovations and repairs took place in 1885, with further renovations in 1900. By 1925-26, the church was enlarged, and a brick veneer applied. A church hall, vestry and kitchen were added to the rear of the structure in 1949, with further rear addition constructed in 1968 at which time stained glass was installed in the main church windows. One of the additions is constructed of rusticated concrete block, and another with plain concrete block.



Figure 84: Property Designated under Part IV of the *Ontario Heritage Act*, the former Knox Presbyterian Church, at 16078 Airport Road.

6.1.2 Johnston-Wallis House, 16081 Airport Road

Known locally as the Johnston-Wallis House, the property at 16081 Airport Road was constructed in 1886 and was Designated in 1988 under By-law 87-239 for its architectural and historical value. The descriptions below was pulled from the Town's Johnston-Wallis House Criteria for Heritage Designation report (see APPENDIX A).

The house was constructed for Robert Johnston M.P. between 1885 and 1888. A successful politician, Johnston became No. 1 District Councillor for Caledon in 1897 and held the title until 1900 when he was elected as Warden of Peel County. That year he also ran and was elected as the Federal member for Cardwell Riding. Johnston then became the Peel County Registrar, a position he held until his death in 1913.

The two-storey, L-shaped Ontario Gothic style house was constructed in yellow brick with a high gable roof covered in asphalt shingles. There are four single chimneys, two of which are yellow brick, one in brick and another in modern concrete block. A band of decorative brickwork runs across the front façade and the north wall, with a raised diamond in the brickwork in the gable peak, along with decorative bargeboard and slightly raised brick quoins. The projecting front bay has a pair of two sash windows with one long rectangular pane in each sash with segmental heads. On the front façade there is a round-headed centre gable window and a bay window. All windows have stone lug sills. The verandah has been enclosed with a screen on the front façade. There is a rear addition constructed of yellow brick. Johnston sold the property to the Trustees of the Presbyterian Church in 1888.



Figure 85: Property Designated under Part IV of the *Ontario Heritage Act*, the Johnston-Wallis House, at 16081 Airport Road.

6.1.3 5 Walker Road West

The property at 5 Walker Road West is listed on the Town's heritage register as constructed circa 1840s in the Neoclassical style, with a full width verandah and wood frame construction (Figure 86).



Figure 86: Listed heritage property known locally as the Tarbox Residence, located at 5 Walker Road West to the northwest of the study area.

6.1.4 Bradley Building, 16048 Airport Road

The property at 16048 Airport Road is listed on the Town's heritage register as the 'Bradley Building' constructed circa 1870 in the late Victorian Gothic style, clad in red brick veneer (Figure 87).



Figure 87: Listed heritage property known locally as Bradley House, located at 16048 Airport Road to the east of the study area.

6.1.5 16075 Airport Road

The property at 16074 Airport Road is listed on the Town's register as being constructed circa 1875 to 1899 in the high Victorian Gothic style, with an L-shaped plan, fretwork across the centre front gable and verandah (Figure 88).



Figure 88: Listed heritage property located at 16075 Airport Road, located to the northwest of the study area.

6.1.6 16051 Airport Road

The property at 16051 Airport Road is listed on the Town's register as constructed circa 1875 to 1899 in the high Victorian Gothic style (Figure 89). The residence has a L-shaped plan, large bay window on the south façade, centre gable with round-top entry door, verandah and clad in local yellow brick.



Figure 89: Listed heritage property located at 16051 Airport Road, located to the north of the study area.

6.1.7 16041 Airport Road

The property at 16041 Airport Road is listed on the Town's register as being constructed circa 1890s in the Edwardian Classical style (Figure 90). The house has a L-shaped plan, characteristic hip roof and dormer window, classical columns supporting verandah roof and is clad in red brick.

Though the hip roof at 16041 Airport Road is of a higher pitch than 16060 Airport Road, it shares similar characteristics such as the projecting eaves and verges, plain fascia, moulded soffit with wood brackets, and hip roof dormer on the main/ front façade.



Figure 90: Listed heritage property known locally as James Ward House, located at 16041 Airport Road to the northeast of the study area.

7.0 CULTURAL HERITAGE EVALUATION

From the results of the historical research, field investigations and comparative analysis, the study area was evaluated to determine if the three properties met the criteria for CHVI as prescribed in O. Reg. 9/06. The results of this evaluation are provided in the following subsections. Of the three properties assessed, 16054 and 16060 Airport Road are identified on the Town's Heritage Register as Non-Designated Properties Listed by Council Resolution under Section 27(1.2) of the *Ontario Heritage Act*.

7.1 16054 Airport Road

7.1.1 Design value or physical value

Criteria	Meets Criteria (Yes/No)
<i>(i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;</i>	No
Rationale: The property is not a rare, unique, representative or early example of a minimal traditional style residence, a style popular from 1925 to 1950. There is physical evidence of this, notably the concrete foundation with heavy aggregate base. Although the direct date of construction could not be determined through historical research (see Section 4.2.2), it is not likely to be an early example of the style nor is its construction method and materials early, unique or rare.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Displays a high degree of craftsmanship or artistic merit; or</i>	No
Rationale: Through its common nailed wood frame construction, limited detailing and concrete foundation with heavy aggregate base, the property does not exhibit a high degree of craftsmanship.	

Criteria	Meets Criteria (Yes/No)
<i>(iii) Demonstrates a high degree of technical or scientific achievement.</i>	No
Rationale: The property does not demonstrate a high degree of technical or scientific achievement in its one storey residential house form.	

7.1.2 Historical value or associative value

Criteria	Meets Criteria (Yes/No)
<i>(i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;</i>	No
Rationale: Historical research did not identify any theme, event, belief, person, activity, organization or institution associations that are significant to the community.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture;</i>	No
Rationale: Further study of the property and its built elements is unlikely to reveal any further information which would lead to a greater understanding of the Paisley/Caledon East community or local culture.	

Criteria	Meets Criteria (Yes/No)
<i>(iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</i>	No
Rationale: The builder of the house was not identified during the historical research, but the common architectural style and construction of the house suggests it does not demonstrate work of someone who is significant to the community.	

7.1.3 Contextual Value

Criteria	Meets Criteria (Yes/No)
<i>(i) Is important in defining, maintaining or supporting the character of an area;</i>	No
Rationale: The setting of the immediate area can be characterized as a rural main street, typified by single-family dwellings that have been converted to commercial use with varying setbacks and side yards. The house maintains this character; however, it has not contributed to how the Town of Caledon has developed and does not define the character of the area.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Is physically, functionally, visually or historically linked to its surroundings;</i>	No
Rationale: The property does not have any physical, functional, visual or historical connections to the surrounding area. Its relationships to neighbouring properties are not significant.	
<i>(ii) Is a landmark.</i>	No
Rationale: The property is not considered a local landmark and is not visually conspicuous.	

7.1.4 Evaluation Results

The preceding evaluation has determined that the property at 16054 Airport Road does not have CHVI as it does not meet any of the criteria of O. Reg. 9/06. Based on the result of this evaluation, a SCHVI was not prepared.

7.2 16060 Airport Road

7.2.1 Design value or physical value

Criteria	Meets Criteria (Yes/No)
<i>(i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;</i>	No
<p>Rationale: The property is not a rare, unique, representative or early example of the Edwardian Classicism style, popular from 1900 to 1930. Constructed in 1907 with concrete blocks, there are other more representative examples of the style and construction method found within Caledon East (Figure 91). Although the property has a high level of integrity, other examples within the Town of Caledon have significantly more detailing and are more representative of the Edwardian Classicism style and concrete block construction, including 10 Maple Street (see Figure 91).</p>	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Displays a high degree of craftsmanship or artistic merit; or</i>	Yes
<p>Rationale: Concrete block was a common building material from 1905 to 1930, as a cheap, quick and easy building material for homes (Simpson 1989:110). As such, it does not exhibit a high degree of craftsmanship. However, research and consultation conducted for this HIA suggests that the red mortar around the concrete blocks was “tuck-taped”, a method usually reserved for brick buildings and thus exhibits a high degree of craftsmanship.</p>	

Criteria	Meets Criteria (Yes/No)
<i>(iii) Demonstrates a high degree of technical or scientific achievement.</i>	No
<p>Rationale: The property does not demonstrate a high degree of technical or scientific achievement in its two storey residential house form with no elements to demonstrate technical or scientific endeavours or achievements.</p>	

7.2.2 Historical value or associative value

Criteria	Meets Criteria (Yes/No)
<i>(i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;</i>	No
<p>Rationale: The property was constructed for James Donaldson in 1907, who operated an undertaking business from the property, selling coffins and fine furniture until 1940. While municipal consultation conducted for this proposed development project suggests Donaldson provided an important service to the community, historical research conducted for this HIA did not identify any significant contributions to Caledon East. Review of Peel County Directories published during the time of Donaldson’s business did not provide information to suggest Donaldson’s undertaking business was well-known to the surrounding area. Instead, the directories promoted the Egan family’s undertaking business (1913 to present) in nearby Bolton.</p>	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture;</i>	No
Rationale: Further study of the property and its built elements is unlikely to reveal any further information which would lead to a greater understanding of the community or local culture.	

Criteria	Meets Criteria (Yes/No)
<i>(iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</i>	No
Rationale: The builder of the house was not identified during the historical research; however, the common design, architectural style and construction of the house suggests this does not demonstrate work that is significant to the community. The design and construction are common for the Edwardian Classicism style, popular in Ontario from 1900-1930 (Blumenson 1990: 166). The use of rockface concrete blocks, or rusticated concrete block, was popular between 1905 and 1930 as a cheap, quick and easy building material for homes.	

7.2.3 Contextual Value

Criteria	Meets Criteria (Yes/No)
<i>(i) Is important in defining, maintaining or supporting the character of an area;</i>	Yes
Rationale: The setting of the immediate area can be characterized as a rural main street, typified by single-family dwellings that have been converted to commercial use with varying setbacks. The surrounding area has seen little in the way of new development, and, as such, has maintained the character of the area. The property does visually support the rural main street character of the area.	
<i>(ii) Is physically, functionally, visually or historically linked to its surroundings;</i>	No
Rationale: Based on the historical research, the property is not have physically, functionally, visually or historically linked to its surroundings.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Is a landmark.</i>	No
Rationale: Although the property is included in the Heritage Caledon Walking Tour Series: Caledon East, it is not considered a landmark as it does not convey prominence within its context. Municipal consultation conducted for this proposed development project suggests the property's presence as the only concrete block structure on the west side of Airport Road owned and operated by an undertaker would convey prominence within the street context. However, the current vegetation at the front of the property as well as the building's set-back from Airport Road obstructs views of the structure along the streetscape (particularly when travelling south). Therefore, this property is not currently considered a landmark.	



Figure 91: An example of a rockface construction with tinted raised joints at 10 Maple Street.

7.2.4 Evaluation Results

The preceding evaluation has determined that the property at 16081 Airport Road meets two of the nine criteria of O. Reg 9/06. Based on the result of this evaluation, a SCHVI is proposed below.

7.2.5 Proposed Statement of Cultural Heritage Value of Interest and Heritage Attributes

Description of property – 16060 Airport Road

The property at 16060 Airport Road includes a single-detached, two-storey and four bay structure, an addition to the northeast and an addition to the southwest. The Main Block of 16060 Airport Road sits on a split fieldstone foundation and has a full below ground basement. The load bearing walls are constructed in “rock-face” concrete masonry units with red raised pointing mortar. There are scalloped wood shingles on the second storey. There is a datestone with “1907” at the second level of the northeast façade. The pyramidal roof has projecting eaves and verges, plain fascia and moulded soffit with wood brackets, and a hip roof dormer on the east and single stack brick chimney on the rear façade.

Located on the west side of Airport Road, the setting can be characterized as rural main street, typified by single-family dwellings that have been converted to commercial use with varying setbacks and side yards (16060 Airport Road is setback 24 m). Airport Road is a two-lane (one in each direction) road with an on-street parking lane and sidewalk in each direction. Mature deciduous and coniferous trees are sporadically located on properties and the right-of-way. Views of the property are hindered while travelling south along Airport Road by mature deciduous and coniferous trees along the north property line of 16060 Airport Road. The study area is currently zoned CV: Village Commercial.

Statement of Cultural Heritage Value or Interest

The property has contextual value as a two-storey residential structure which maintains and supports the character of Airport Road and Caledon East. The setting of the immediate area can be characterized as a rural main street, typified by single-family dwellings that have been converted to commercial use with varying setbacks. The property is set back 24 m on the west side of Airport Road and visually supports the rural main street character of the area. The surrounding area has seen little in the way of new development, and, as such, has maintained the character of the area. The mature trees and landscaping on the property are consistent with the rural village character.

Formerly known as Paisley, Caledon East is described in Lynch's 1874 *Directory of the County of Peel* as a thriving village on the 'Sixth Line' between the Townships of Caledon and Albion, with a station on the Toronto, Grey and Bruce Railway and of the Dominion Telegraph. Twentieth century mapping and aerial imagery suggest few changes to the area as it remained largely agricultural in nature, however, the 21st century has seen significant residential and commercial growth along Airport Road.

Description of Heritage Attributes

Key attributes that reflect the contextual value of the property include its:

- Scale and massing as a single-detached two-storey Edwardian Classicism style residential dwelling
- Setback from and relationship with Airport Road
- Mature trees and landscaping consistent with rural village character

7.3 16068 Airport Road

7.3.1 Design value or physical value

Criteria	Meets Criteria (Yes/No)
<i>(i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;</i>	No
Rationale: The property is not a rare, unique, representative or early example of a mid to late 20 th century commercial building. Although the direct date of construction could not be determined through historical research (see Section 4.2.2), it is not likely to be an early example of the style nor is its construction method and materials early, unique or rare.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Displays a high degree of craftsmanship or artistic merit; or</i>	No
Rationale: Through its common wood frame construction, limited detailing and concrete foundation, the property does not exhibit a high degree of craftsmanship.	

Criteria	Meets Criteria (Yes/No)
<i>(iii) Demonstrates a high degree of technical or scientific achievement.</i>	No
Rationale: The property does not demonstrate a high degree of technical or scientific achievement in its one storey commercial building form.	

7.3.2 Historical value or associative value

Criteria	Meets Criteria (Yes/No)
<i>(i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;</i>	No
Rationale: Historical research did not identify any theme, event, belief, person, activity, organization or institution associations that are significant to the community.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture;</i>	No
Rationale: Further study of the property and its built elements is unlikely to reveal any further information which would lead to a greater understanding of the Paisley/Caledon East community or local culture.	

Criteria	Meets Criteria (Yes/No)
<i>(iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</i>	No
Rationale: The builder of the house was not identified during the historical research, but the common architectural style and construction suggests it does not demonstrate work of someone who is significant to the community.	

7.3.3 Contextual Value

Criteria	Meets Criteria (Yes/No)
<i>(i) Is important in defining, maintaining or supporting the character of an area;</i>	No
Rationale: The setting of the immediate area can be characterized as a rural main street, typified by single-family dwellings that have been converted to commercial use with varying setbacks and side yards. The building maintains this character; however, it has not contributed to how the Town of Caledon has developed and does not define the character of the area.	

Criteria	Meets Criteria (Yes/No)
<i>(ii) Is physically, functionally, visually or historically linked to its surroundings;</i>	No
Rationale: The property does not have any physical, functional, visual or historical connections to the surrounding area. Its relationships to neighbouring properties are not significant.	
<i>(ii) Is a landmark.</i>	No
Rationale: While visually conspicuous, the property is not considered a local landmark.	

7.3.4 Evaluation Results

The preceding evaluation has determined that the property at 16068 Airport Road does not have CHVI as it does not meet any of the criteria of O. Reg. 9/06. Based on the result of this evaluation, a SCHVI was not prepared.

8.0 IMPACT ASSESSMENT

8.1 Development Description

The Client intends to construct an approximately 447 m², one-storey Tim Hortons drive-through with 24 parking spaces within the study area and thus would require the demolition of all structures currently within the study area. Full site plan and elevations can be found in APPENDIX B.

8.2 Impact Assessment

When determining the effects a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MHSTCI *Heritage Resources in the Land Use Planning Process* advises that the following direct and indirect adverse impacts be considered:

- Direct impacts
 - *Destruction* of any, or part of any, significant heritage attributes, or features; and
 - *Alteration* that is not sympathetic or is incompatible, with the historic fabric and appearance.
- Indirect Impacts
 - *Shadows* created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
 - *Isolation* of a heritage attribute from its surrounding environment, context or a significant relationship;
 - *Direct or indirect obstruction* of significant views or vistas within, from, or of built and natural features; or
 - *A change in land use* such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.

Other potential impacts associated with the undertaking may also be considered. Historic structures, particularly those built in masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. Like any structure, they are also threatened by collisions with heavy machinery or subsidence from utility line failures (Randl 2001:3-6).

Although the MHSTCI *Heritage Resources in the Land Use Planning Process* identifies types of impact, it does not advise on how to describe its nature or extent. For this the MHSTCI *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1990:8) provides criteria of:

- Magnitude (amount of physical alteration or destruction that can be expected)
- Severity (the irreversibility or reversibility of an impact)
- Duration (the length of time an adverse impact persists)
- Frequency (the number of times an impact can be expected)
- Range (the spatial distribution, widespread or site specific, of an adverse impact)
- Diversity (the number of different kinds of activities to affect a heritage resource)

Since the MHSTCI *Guideline* guidance, nor any other Canadian source of guidance, does not include advice to describe magnitude, the ranking provided in the UK Highways Agency *Design Manual for Roads and Bridges* [DMRB]: *Volume 11*, HA 208/07 (2007: A6/11) is used here. Despite its title, the DMRB provides a general methodology for measuring the nature and extent of impact to cultural resources in urban and rural contexts and is the only assessment method to be published by a UK government department (Bond & Worthing 2016:167). Similar ranking systems have been adopted by agencies across the world, such as the International Council on Monuments and Sites (ICOMOS 2011), the Irish Environmental Protection Agency (reproduced in Kalman 2014:286), and New Zealand Transport Agency (2015).

The DMRB impact assessment ranking is:

- Major
 - Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
- Moderate
 - Change to many key historic building elements, such that the resource is significantly modified.
 - Changes to the setting of an historic building, such that it is significantly modified.
- Minor
 - Change to key historic building elements, such that the asset is slightly different.
 - Change to the setting of an historic building, such that it is noticeably changed.
- Negligible
 - Slight changes to historic building elements or setting that hardly affect it.
- No impact
 - No change to fabric or setting.

An assessment of impacts resulting from the proposed development on the adjacent protected heritage properties is presented in Table 8.

Table 8: Assessment of direct & indirect adverse impacts

Potential direct and indirect adverse impact	Analysis of impact	Summary of impact <i>without</i> mitigation
<i>Destruction of any, or part of any, significant heritage attributes, or features</i>	Under the current proposed development, all structures on 16054 Airport Road, 16060 Airport Road and 16068 Airport Road will be demolished and there will be a major change to the study area's setting. The contextual value of 16060 Airport Road will be adversely impacted. However, 16054 Airport Road and 16068 Airport Road were not evaluated to be a <i>significant</i> heritage attribute or feature, and all development will be within the property boundaries and not destroy any adjacent cultural heritage resources.	Major impact that is: <ul style="list-style-type: none"> ■ Irreversible ■ Permanent ■ Widespread ■ Will occur once
<i>Alteration that is not sympathetic or is incompatible, with the historic fabric and appearance</i>	The proposed development will alter to a major extent the study area's setting and the character of the area as a commercial drive-through structure, of which there are no precedents within the vicinity. The setting of the adjacent cultural heritage resources will be altered.	Major impact that is: <ul style="list-style-type: none"> ■ Irreversible ■ Permanent ■ Widespread ■ Will occur once
<i>Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden</i>	The one-storey height of the proposed development will not create shadows that will alter the appearance of adjacent cultural heritage resources. The nearest potential cultural heritage resource (outside of the study area) is the listed (Non-Designated) property at 16048 Airport Road, and its potential built heritage resource (the Bradley House) which is approximately 20 m to the south and beyond the predicted extent of shadow cast by the proposed development.	No impact
<i>Isolation of a heritage attribute from its surrounding environment, context or a significant relationship</i>	The proposed development will not isolate any heritage attributes in the surrounding area from a significant relationship or context, as there is no identified significant relationship between the study area and other cultural heritage resources in the area. All of the cultural heritage resources nearby were identified for their design or physical value, or historical or associative value.	No impact
<i>Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features</i>	The proposed development will not obstruct or impede significant views or vistas within, from, or to other cultural heritage resources in the area.	No impact

Potential direct and indirect adverse impact	Analysis of impact	Summary of impact <i>without</i> mitigation
A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	The current zone for the study area is CV: Village Commercial. A zoning amendment will be required.	Major impact that is: <ul style="list-style-type: none"> ■ Irreversible ■ Permanent ■ Widespread ■ Will occur once
Land disturbances such as a change in grade that alters soils, and drainage patterns that may affect a cultural heritage resource.	Impact from land disturbances will occur as the proposed development is within 60 m of a Designated cultural heritage resource (16078 Airport Road) and listed (Non-Designated) potential cultural heritage resource (16048 Airport Road). During the construction phase, heavy equipment works within 60 m of 16048 Airport Road and 16078 Airport Road could result in infrequent, site-specific vibration impacts ranging in severity from minor and reversible to major and irreversible.	Major impact that is: <ul style="list-style-type: none"> ■ Irreversible ■ Permanent ■ Widespread ■ Will occur once

8.2.1 Results of Impact Assessment

The assessment determined that:

- The proposed development will result in major adverse direct and indirect impacts to the contextual value of 16060 Airport Road in terms of destruction, alteration and change of land use, and major adverse indirect impacts in terms of land disturbance to the adjacent Designated heritage property at 16078 Airport Road and listed Non-Designated property at 16048 Airport Road.

8.3 Consideration of Alternatives, Mitigation and Conservation Methods

There is no single, correct way to mitigate the impacts of new construction on historic structures. Best practice for heritage conservation generally attempts minimal intervention, that is, maintain the building in as close to the condition it was encountered. In reality, however, economic and/or technical site considerations may require an alternate method to conserve the cultural heritage value of the structure or property.

The only alternative identified for 16054 Airport Road is to:

- Full demolition and develop as proposed

In keeping with Golder's corporate policy to encourage sustainable development, a preferred option is to salvage all recyclable building materials on the property and limit the amount of material to be deposited in a landfill.

As 16060 Airport Road was identified as having contextual value, Golder has identified four conservation options:

- 1) Preserve and maintain as is: avoid and preserve 16060 Airport Road in its current state
- 2) Incorporate into new construction and rehabilitate it for compatible uses
- 3) Relocate the building and proceed with the development
- 4) Full demolition and develop as proposed

8.3.1 Option 1: Avoid and preserve in current state

This option involves retaining all structures, features and boundaries of 16060 Airport Road in its current state.

Advantages: This is generally the most preferred of conservation options since – through minimal intervention – it has the highest potential for retaining all heritage attributes of the property. It would ensure that the contextual value is retained and there will be no change from the existing conditions.

Disadvantages: Preservation is not a ‘do nothing’ approach: to ensure the building does not suffer from rapid deterioration, repairs must be carried out and a systematic monitoring and repair program will be required for both the exterior and interiors. As identified in the MHSTCI *Eight Guiding Principles* (2007), maintenance is required to ensure future restoration is not necessary and to avoid major conservation projects which can be costly. 16060 Airport Road would remain vacant without an active use which could be detrimental to the physical condition of the house and prove difficult to maintain.

Feasibility: This option is not feasible because of the:

- Lack of active use for 16060 Airport Road
- Challenges to long-term sustainability

8.3.2 Option 2: Incorporate 16060 Airport Road into new construction and rehabilitate

This option involves rehabilitating the structure at its current location and compatibly incorporating it into the new development. This may involve partial demolition, such as removing the Northeast Extension.

Advantages: This option would retain all of the heritage attributes of 16060 Airport Road. As outlined in the CHP *Standards and Guidelines*, rehabilitation and re-use can ‘revitalize’ a historic place and ensures its significance is tangibly retained and conserved. Rehabilitation projects can be more cost-effective, environmentally sustainable, and of greater social benefit when compared to new builds, even though they may require more specialized planning and trades to undertake. Not only are structures repaired and some cases restored when adapted for new uses, they are regularly maintained and protected and heritage attributes understood, recognized and celebrated. This option would also follow the MHSTCI guiding principle of ‘respect for original location’.

Disadvantages: This option would not meet the CHP *Standards and Guidelines*, which states that new uses should suit the existing building form and adopting the approach of minimal intervention. It would be challenging to convert the residential structure to a commercial drive-through property, and ensuring adequate space for a queuing lane, order station, etc. It is important to note that the current zoning for the property, Village Commercial, does not allow for Drive-Through Service. Footnote 13 of the Zoning By-law says drive-through service facilities are only permitted in the Settlement Areas of Bolton and Mayfield West, and in Tullamore, Victoria, Sandhill and Caledon Village only in existing commercial zones along Hurontario Street and Charleston Sideroad. The architectural designs would need innovative solutions to compatibly combine a commercial drive-through with a residence, one that has a low level of significance.

Feasibility: This option is not feasible because:

- It does not follow the CHP *Standards and Guidelines*
- Challenges to rehabilitate the residential structure to a commercial drive-through
- Challenges to long-term sustainability

8.3.3 Option 3: Relocate and proceed with development

This option involves relocating 16060 Airport Road to another property in the municipality and rehabilitating the structure for a compatible new use.

Advantages: This option would retain and conserve 16060 Airport Road (albeit in a new context) and would encourage sustainability through retention of its ‘embodied energy’. Ideally this new location would be on or near Airport Road.

Disadvantages: This option is incompatible with MHSTCI *Eight Guiding Principles* (2007), which indicates that buildings should not be moved unless there are no other means to save them. This also goes against the CHP *Standards and Guidelines*, which recommends adopting the approach of minimal intervention. It would be challenging to ensure 16060 Airport Road could be successfully relocated, and there is potential for accidental loss during relocation, unforeseen structural failure or accidental damage during the move.

Feasibility: This option was determined to not be feasible because of the:

- Potential for accidental loss during relocation, unforeseen structural failure or accidental damage during the relocation effort
- Incompatibility with MHSTCI *Eight Guiding Principles* and CHP *Standards and Guidelines*

8.3.4 Option 4: Full demolition and develop as proposed

This option would involve the demolition of all structures on the property and the development as currently proposed.

Advantages: Demolition is appropriate in cases where the structural or heritage integrity of the building is poor. It may also be an option when there is a large stock of other surviving or more representative examples. Through detailed investigations, the construction, architecture and history of the property would become an example for comparative studies and inform both future heritage assessments and academic study of the area.

Disadvantages: Demolition is the least desirable conservation option. Through demolition, a tangible element of the Town’s architecture would be lost. 16060 Airport Road has design/ physical and contextual value since it exhibits “tuck-taping” and maintains the rural main street character of Airport Road.

Feasibility: This option was determined to be the most feasible option since:

- There are more representative examples of the Edwardian Classicism style and rockface construction within the Town

8.3.5 Results of Options Analysis & Recommendations

From the consideration of alternatives presented above, Golder recommends that:

- A Documentation and Salvage Plan be created for 16060 Airport Road
 - Detailed documentation and salvage is often the preferred mitigation strategy when retention or relocation of a structure is neither feasible nor warranted. While documentation and salvage can never truly mitigate the loss of a heritage resource, documentation creates a public record of the structure and provides researchers and the public with a land use history, construction details and photographic record of the resource. The documentation and photographs contained within this report may serve as a sufficient record of the house and the outbuildings and this determination should be made by Town staff.
 - The purpose of salvaging heritage building material is to preserve portions of features of building or structures that have historical, architectural or cultural value and divert them from becoming land fill material. Sourcing materials for repair and replacement can be challenging, especially if the materials are from a historical source that no longer exists, such as a quarry, or a manufacturing facility that has closed (*CHP Standards and Guidelines*). As such, the careful salvage of these materials from one historic structure can represent an opportunity for the in-kind replacement of quality historical material on another. Some of these materials can also be incorporated into the new design if appropriate. If any materials are incorporated into the new development, there should be an interpretive display to convey that these materials were reused from the previous structures on the site.
- 16054 and 16068 Airport Road may be demolished with no further monitoring or documentation;
- A pre-construction survey be conducted during detailed design to determine whether the adjacent Designated heritage property at 16078 Airport Road and listed non-designated property at 16048 Airport Road will be vulnerable to vibration impacts (i.e., a vibration study). If the survey determines the properties will be vulnerable, monitor for vibration impacts and immediately cease work if vibration thresholds are exceeded.
 - Continuous ground vibration monitoring should be carried out near the foundations of the building using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data. The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g., 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified (such as 8.0 mm/s). In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.
- All recyclable building materials from the study area be salvaged, sold or donated for general reuse; and,
- This report be deposited in a permanent, publicly accessible archive in the Town of Caledon.

9.0 SUMMARY STATEMENT & CONSERVATION RECOMMENDATIONS

In March 2022, the Client retained Golder to conduct a revised HIA for the properties at 16054, 16060 and 16068 Airport Road in the Town of Caledon, Region of Peel, Ontario (“the study area”). Golder previously completed an HIA for the first two properties in December 2019 and in March 2022 was requested to revise the report to include 16068 Airport Road. Additionally, the revised report addresses a list of comments provided by the Town of Caledon (the Town) to the Client in a November 2021 Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval Comment Response Matrix (see APPENDIX C).

The study area includes a one-storey wood frame and horizontal siding building at 16054 Airport Road, a one-and-a-half storey concrete masonry unit structure at 16060 Airport Road, and a one-storey board and batten and horizontal siding building at 16068 Airport Road. The first two properties are included on the Town’s Heritage Register as Non-Designated Properties listed under Section 27 (1.2) of the *Ontario Heritage Act*. As such they are considered potential *built heritage resources* per PPS 2020. However, as the properties are not Designated under Part IV or V of the *Ontario Heritage Act*, their CHVI is considered potential requiring evaluation per O. Reg. 9/06 which is completed through this HIA.

16054 Airport Road is described on the Town’s Heritage Register as a c. 1875-1899 Neoclassical style, frame construction house, with centre entry and symmetrically placed windows. 16060 Airport Road is described on the Register as a c. 1920s Edwardian Classical style house, with rusticated concrete blocks laid with red mortar, a pyramidal hip roof with dormer, and an L-shaped plan with an enclosed verandah. The study area is adjacent to 16078 Airport Road and 16081 Airport Road, known locally as Knox Presbyterian Church and the Johnston-Wallis House, respectively, which are Designated under Part IV of the *Ontario Heritage Act*.

The Client intends to construct an approximately 447 m², one-storey Tim Hortons drive-through with 24 parking spaces within the study area and thus would require the demolition of all structures currently within the study area. Since the properties at 16054 and 16060 Airport Road are included in the Town’s Heritage Register, this HIA was required as part of the Client’s development application.

Following guidelines provided by the Town of Caledon, MHSTCI, and the CHP *Standards and Guidelines*, this HIA identifies the heritage policies applicable to new development, summarizes the study area’s geography and history, and provides an inventory and evaluation of the study area’s built and landscape features. Based on this understanding of the study area, the potential impacts resulting from the proposed development are assessed and future conservation actions recommended based on a rigorous options analysis.

This HIA concluded that:

- The house at 16054 Airport Road, built in a minimal traditional vernacular style, was likely built between 1925 and 1950.
- The house at 16060 Airport Road, built in a vernacular of the Edwardian Classicism style, likely dates to 1907 and was used variously as a residence and commercial property.
- The commercial building at 16068 Airport Road, built in the vernacular style of small mid to late 20th century commercial buildings, likely dates to the c. 1950s.

Evaluation of the properties in the study area using the criteria prescribed in O. Reg. 9/06 determined that:

- 16054 and 16068 Airport Road do not have CHVI as they do not meet any criteria for design or physical value, historical or associative value, or contextual value.
- 16060 Airport Road meets criteria 1(ii) and 3(i) for design/ physical and contextual value as it visually supports the rural main street character of the area.

Golder also determined that:

- The proposed development will result in major adverse direct and indirect impacts to the design/ physical and contextual value of 16060 Airport Road in terms of destruction, alteration and change of land use, and major adverse indirect impacts in terms of land disturbance to the adjacent Designated heritage property at 16078 Airport Road and listed non-designated property at 16048 Airport Road.
- Although the demolition of 16060 Airport Road and construction of a new Tim Hortons restaurant will remove the design/ physical and contextual value of 16060 Airport Road, this can be mitigated by a Documentation and Salvage Plan.
- Incorporating setbacks, massing, and heritage design and materials consistent with the character of the area, will reduce the direct and indirect impacts of the proposed development on adjacent cultural heritage resources.

Golder therefore recommends that:

- A Documentation and Salvage Plan be created for 16060 Airport Road.
 - Detailed documentation and salvage is often the preferred mitigation strategy when retention or relocation of a structure is neither feasible nor warranted. While documentation and salvage can never truly mitigate the loss of a heritage resource, documentation creates a public record the structure and provides researchers and the public with a land use history, construction details and photographic record of the resource. The documentation and photographs contained within this report may serve as a sufficient record of the house and the outbuildings and this determination should be made by Town staff.
 - The purpose of salvaging heritage building material is to preserve portions of features of building or structures that have historical, architectural or cultural value and divert them from becoming land fill material. Sourcing materials for repair and replacement can be challenging, especially if the materials are from a historical source that no longer exists, such as a quarry, or a manufacturing facility that has closed (*CHP Standards and Guidelines*). As such, the careful salvage of these materials from one historic structure can represent an opportunity for the in-kind replacement of quality historical material on another. Some of these materials can also be incorporated into the new design if appropriate. If any materials are incorporated into the new development, there should be an interpretive display to convey that these materials were reused from the previous structures on the site.
- 16054 and 16068 Airport Road may be demolished with no further monitoring or documentation.
- A pre-construction survey be conducted during detailed design to determine whether the adjacent Designated heritage property at 16078 Airport Road and listed non-designated property at 16048 Airport Road will be vulnerable to vibration impacts (i.e., a vibration study). If the survey determines the properties will be vulnerable, monitor for vibration impacts and immediately cease work if vibration thresholds are exceeded.

- Continuous ground vibration monitoring should be carried out near the foundations of the building using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data. The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g., 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified (such as 8.0 mm/s). In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.
- All recyclable building materials from the study area be salvaged, sold or donated for general reuse.
- This report be deposited in a permanent, publicly accessible archive in the Town of Caledon.

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Signature Page

We trust that this report meets your current needs. If you have any questions, or if we may be of further assistance, please contact the undersigned.

Golder Associates Ltd.



Joel Konrad, PhD, CAHP
Cultural Heritage Lead, Ontario



Michael Teal, MA
Director, Archaeology and Heritage, Ontario

RN/HD/AM/ca

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APPENDIX A

Heritage Designation By-laws

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NUMBER 87-239

To designate properties as being
of architectural and historical value
under the Ontario Heritage Act.

WHEREAS Section 29 of The Ontario Heritage Act, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historical value or interest;

AND WHEREAS the Council of The Corporation of the Town of Caledon has caused to be served on the owners of the lands and premises known as (1) Sharpe Schoolhouse, located at the north west corner of Creditview Road and Old School Road, (2) Cranston-Moses-Graham House, located at 34 Airport Road North, Caledon East, (3) Johnston-Wallis House, located at 57 Airport Road North, Caledon East, (4) Pitton-Millichamp Log House, located on the 5th Line East, Caledon (5) Garden Hill Villa, located on Damascus Drive, Caledon East, and upon the Ontario Heritage Foundation, Notice of Intention to so designate the aforesaid real properties and has caused such Notice of Intention to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks;

AND WHEREAS no notice of objection to the proposed designations has been served on the Clerk of the municipality;

THEREFORE, The Council of The Corporation of the Town of Caledon enacts as follows:

I. (a) SHARPE SCHOOL HOUSE

There is designated as being of architectural and historical value or interest in the real property known as "Sharpe Schoolhouse", being part of the east half of Lot 23, Concession 4, West of Hurontario Street, Town of Caledon, Regional Municipality of Peel, formerly the Township of Chinguacousy, County of Peel, more particularly described in Schedule "A" attached.

Reason for Designation:

A limestone schoolhouse in a cruciform configuration with a central front double entrance tower and a frame addition at the rear. Formerly known as Chinguacousy School Section No.7 and built in 1879, the building has been preserved as a school by its present owner.

(b) CRANSTON-MOSES-GRAHAM HOUSE

There is designated as being of architectural and historical value or interest the real property known as "Cranston-Moses-Graham House" being located in Lot 1, Plan CAL-4, a Plan of the Village of Caledon East, Town of Caledon, Regional Municipality of Peel, formerly the Township of Caledon, County of Peel.

Reason for Designation:

Also known locally as the Parsonage, it was constructed with locally produced buff brick in about 1880. This house was built for Thomas Cranston and was used for over fifty years as a United Church Manse. The building and "L" shape with a kitchen wing, presently retains many original features complemented by a new verandah. The coach house is still retained on the lot and is now used for commercial purposes.

(c) JOHNSTON-WALLIS HOUSE

There is designated as being of architectural and historical value or interest the real property known as "Johnston-Wallis House", being located in the Town of Caledon, Regional Municipality of Peel, formerly the Township of Albion, County of Peel, being part Lots 15 and 16, on a Plan of the Village of Caledon East referred to as Plan ALB-5, designated as Part I on Reference Plan 43R-2290.

Reason for Designation:

Built for Robert Johnston in the late 1880's, this house was used as a Presbyterian Manse, Johnston was a local Councillor, Warden, Member of Parliament and County Registrar. A two storey, "L" shaped building in locally produced buff brick with a kitchen addition, the house features brick quoins, decorative brickwork and some original bargeboard.

(d) PITTON-MILLICHAMP LOG HOUSE

There is designated as being of architectural and historical value or interest the real property known as "Pitton-Millichamp Log House", being located in the Town of Caledon, Regional Municipality of Peel, formerly the Township of Caledon, County of Peel, being part north east ½ Lot 7, Concession 6, East of Hurontario Street, more particularly described on Schedule "B" attached.

Reasons for Designation:

A log house probably built by William Pitton in about 1825, on land purchased from the Government surveyor James Chewett, who had received it in part payment for his services, this one and a half storey house is the conventional size and shape of the pioneer log houses with a central door and windows on either side. The various additions are compatible with the original structure.

(e) GARDEN HILL VILLA

There is designated as being of architectural and historical value or interest the real property known as "Garden Hill Villa", being located in the Town of Caledon, Regional Municipality of Peel, formerly the Township of Caledon, County of Peel, being composed of part west half of Lot 2, Concession 6, East of Hurontario Street, designated as Part 7 on Reference Plan 43R-7655.

Reason for Designation:

The main section of this structure was built in 1881 for John Hassard, a Toronto businessman with a large family. The buff brick house retains many original features including the shuttered gothic and segmental windows and gable and bay window wooden trim. The rear wings of the house may, in fact, include an early framebuilding. A 1939 architecturally designed renovation and other additions have had little impact on the historic and architectural integrity of the structure.

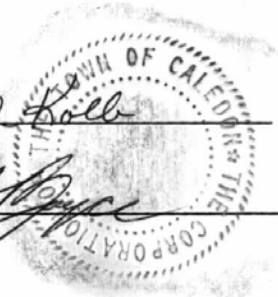
- 2. The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the properties described herein in the proper land registry office.

- 3. The Clerk is hereby authorized to cause a copy of this by-law to be served on the owners of the aforesaid properties and on the Ontario Heritage Foundation and cause notice of the passing of this by-law to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks.

Read a first, second, and third time))
 and finally passed this 14th day of))
 December, 1987))

Emil Ball
 Mayor

[Signature]
 Clerk



SCHEDULE "A" TO BY-LAW # 87-239SHARPE-SCHOOL HOUSE

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying, and being in the Town of Caledon, Regional Municipality of Peel, formerly in the Township of Chinguacousy, in the County of Peel and Province of Ontario and being part of the east half of Lot 23, in the 4th Concession West of Hurontario Street and butted and bounded as follows,

COMMENCING at the southeast corner of Lot 23 in the Fourth Concession, West of Hurontario Street, in the said Township;

THENCE West along the side line between Lots 22 and 23 in the said Township, 132 feet more or less;

THENCE North in a direction parallel with the third line of the said Township, 165 feet more or less;

THENCE East in a direction parallel with the side line between lots 22 and 23 aforesaid, 132 feet more or less;

THENCE South along the said Third Line, 165 feet more or less, to the place of beginning.

As in Instrument No. 30157 Chinguacousy.

SCHEDULE "B" TO BY-LAW # 87-239PITTON-MILLICHAMP LOG HOUSE

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the Town of Caledon, in the Regional Municipality of Peel, formerly in the Township of Caledon, in the County of Peel, and Province of Ontario, and being composed of Part of the East Half of Lot 7, Concession 5 East of Hurontario Street in the said former Township of Caledon, and more particularly described as follows:

PREMISING that the North-East limit of the East Half of Lot 7 has a bearing of North 45 degrees 11 minutes 00 seconds West and relating all bearings herein thereto;

BEGINNING at the most Northerly angle of the East Half of the said Lot 7;

THENCE South 45 degrees 11 minutes 00 seconds East along the North-East limit of the East Half of the said Lot 7 a distance of 745.23 feet to a point;

THENCE South 44 degrees 49 minutes 00 seconds West a distance of 498.19 feet, to a standard iron bar being the point of commencement.

THENCE South 01 degrees 00 minutes 00 seconds East a distance of 71.41 feet, to an iron bar;

THENCE South 89 degrees 00 minutes 00 seconds West a distance of 74.69 feet, to an iron bar;

THENCE North 01 degrees 00 minutes 00 seconds West a distance of 71.41 feet, to an iron bar;

THENCE North 89 degrees 00 minutes 00 seconds East a distance of 74.69 feet, to a standard iron bar, being the said point of commencement.

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NUMBER 02-19

Being a by-law to designate certain properties known as: (1) St. James Anglican Parsonage (original) and (2) Knox Presbyterian Church (former) as being of architectural and/or historical value or interest.

WHEREAS Section 29 of the Ontario Heritage Act authorizes the council of a municipality to enact by-laws to designate property to be of architectural and/or historical value or interest;

AND WHEREAS the Council of The Corporation of the Town of Caledon has consulted with the Caledon Heritage Committee with respect to the designation of: (1) St. James Anglican Parsonage (original), 15 Emma Street, Caledon East and (2) Knox Presbyterian Church (former), 16078 Airport Road, Caledon East as being of architectural and/or historical value or interest;

AND WHEREAS the Council of The Corporation of the Town of Caledon has caused notice of its intention to designate the foregoing properties to be given;

AND WHEREAS no notice of objection to the designation of the foregoing properties has been served on the Clerk of The Corporation of the Town of Caledon;

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts as follows:

1. St. James Anglican Parsonage (original)
There is designated as being of architectural and/or historical value or interest the building located on the property known as:

15 Emma Street, Caledon East
Lot 18, Plan E89 (Caledon) in the Town of Caledon, in the Regional Municipality of Peel.

Reason for Designation

The residence at 15 Emma Street in Caledon East is of historic significance as the original parsonage of St. James Anglican Church. Built in the popular Victorian Gothic style of the late nineteenth century, the building is of architectural note for its extensive dichromatic brick patterning and an uncommon two-storey projecting front bay. Alterations to the structure have been limited to additions to the rear façade undertaken in 1990. These additions are discrete and highly sympathetic to the original structure in both style and materials.

2. Knox Presbyterian Church (former)
There is designated as being of architectural and/or historical value or interest the building located on the property known as:

16078 Airport Road, Caledon East
Lot 11, Plan CAL-4 (Caledon East), in the Town of Caledon, in the Regional Municipality of Peel.

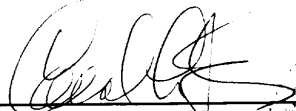
Reason for Designation

The former Knox Presbyterian Church is of significance as the oldest standing church in the village, and of community landmark status on its corner location at Airport Road and Walker's Road. Its simple, classic lines reflect the plain vernacular style of early Protestant church architecture. Over the years, the building has undergone successive alterations as its congregation sought to improve some of its architectural elements. These alterations have largely been sympathetic to its original lines, and the materials used reflective of the fashion of the period.

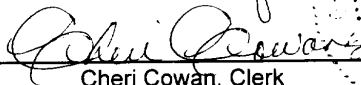
3. The Town Solicitor is hereby authorized to cause a copy of this by-law to be registered upon the title to the foregoing properties in the proper Land Registry Office.

4. The Clerk is hereby authorized to cause a copy of this by-law to be served upon the owners of the foregoing properties and upon the Ontario Heritage Foundation and to cause notice of the passing of this by-law to be published once in a newspaper having general circulation in the municipality.

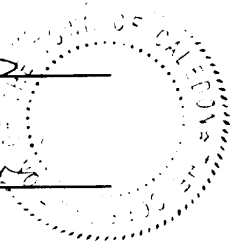
Read a first, second and third time and finally passed this 25th day of February, 2002.



Carol Seglins, Mayor



Cheri Cowan, Clerk



1885 27

CRITERIA FOR DESIGNATION

Johnston-Wallis House, Caledon East

History

This house was built for Robert Johnston M.P., sometime between 1885 and 1888. The Abstract of Title for Lots 15 and 16, Plan Alb. 5 shows that Robert Johnston purchased the property from John Hassard on November 21st, 1885 for \$400. He took out a mortgage for \$800 on February 3rd, 1887 and then sold the house to the Trustees of the Presbyterian Church for \$1,250 on March 24th, 1888 for use as a manse.

Johnston was a successful politician. In 1897, he became No. 1 District Councillor for Caledon, holding this position until 1900 when he was unanimously elected as Warden of Peel County. In 1900, Johnston also ran as the Conservative candidate against Independent member, William Stubbs, and was elected as the Federal member for Cardwell Riding. Johnston then succeeded Kenneth Chisholm as Peel County Registrar, a position he held until his death in 1913.

The present owners, Donald and Patricia Wallis have an antique business, "Priory Antiques".

Johnston-Wallis House
Architectural Description

This is a two-storey, L-shaped, Ontario Gothic style house in the yellow brick characteristic of the Caledon East area.

The roof is a high gable and is presently covered with asphalt shingles. There are four single unit chimneys on the building today, two are yellow brick and offset on the north and south sides, a third brick one is offset at the rear of the back kitchen wing, and a fourth is a more modern concrete block exterior chimney on the north wall. It is reported, but not yet substantiated, that there was another chimney on the central roof on the north side.

There are several decorative features on the house. A band of decorative brickwork runs across the front facade and the north wall. There is a raised diamond in the brickwork at the gable peak. The gable peaks also have decorative bargeboard. There are slightly raised brick quoins.

The projecting front bay has a pair of two sash windows, with one long rectangular pane in each sash. These windows have segmental heads. The north and south walls also each have a pair of these windows on the second storey. There is also a round-headed centre gable window on the front facade. All of the window heads are surrounded by arched radiating voussoirs with decorative Terra Cotta trim along the top of the arch. The lugsills are stone.

Continued.....

Architectural Description, continued

There is a bay window with three windows projecting from the front facade. The centre window has two sashes with two panes in each sash. It is flanked by two narrower one over one sash windows. These windows have segmental heads. There is decorative brickwork beneath each window. There are also brackets on the cornice.

There is a verandah, now enclosed with fly screen on the front facade. The two screen doors are good, period reproductions purchased by the present owners. There is also replacement fascia on the verandah below the screens.

At the rear, there is a one-storey, yellow brick kitchen wing addition. The north and east sides have been covered with horizontal siding in the past, as the brick has deteriorated. In other places, the brick is discoloured, stained and damaged through inadequate drainage from the roof in the past. It is the intention of the owners to add a garage to the rear of the building and to improve the back, relatively modern entrance which is not sympathetic to the historic house.

Sources

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2. A History of Peel County to Mark its Centenary, 1867-1967,
page 114.

Prepared for the Caledon Heritage Committee
Summer 1987

History Compiled by: Beth Early
Heritage Intern

Architectural Description: Heather Broadbent
Chairman &
Beth Early
Heritage Intern

CRITERIA FOR HERITAGE DESIGNATION

Knox Presbyterian Church (former), Caledon East

**Village Lot 11 (CAL-4), part of East ½ Lot 4, Concession 6 EHS, former Township of Caledon
16078 Airport Road**

Historical Background

The former Presbyterian Church in Caledon East is located on Lot 11 of James Munsie's registered village plan of 1855 (CAL-5), on the southwest corner of what is now Airport Road and Walker's Road. Once known as Munsie's and later Knox Presbyterian Church, the building is believed to be the oldest standing church in Caledon East. A 1933 newspaper clipping from the Brampton *Conservator* describes the church as the first in the village, erected before 1860 (Perkins Bull Collection). This timeframe is similar to that noted in the 1964 church history written by A.N. Sands, which states that a frame church was erected on Lot 11 in 1860 on land obtained from James Munsie and Thomas Cranston.

Official conveyance of village Lot 11 to the church congregation did not occur until 1878, however, when James Munsie of Bolton sold the lands for \$200.00 to 'Trustees Alexander Forsyth Cranston, William Hayes and James Walker of the Presbyterian Church at Caledon East'. The deed references Thomas Cranston, merchant, as party to the transaction, which suggests that he loaned to the Trustees the funds for the purchase of the lands. This supposition appears to be borne out in that Cranston held the deed for village Lot 11 until 1887, at which time it was conveyed to the Trustees in payment of \$200.00.

Knox was initially part of a two-point charge with Sandhill Presbyterian Church. In 1884, Knox separated from Sandhill to join a four-point charge with Mono Mills, Mono East and St. Andrew's. This charge was served initially by Reverend Alexander Tait. The Sandhill congregation subsequently disbanded, with several members joining the Caledon East church.

In 1888, the Knox congregation purchased the home of Robert Johnson, located opposite the church on the east side of Airport Road, for use as a manse.

In 1925, the Knox congregation voted not to join the Methodist and Congregational churches in the new United Church. Consequently, the Knox, Claude and St. Andrew's churches formed a new Presbyterian pastoral charge. This charge, served by Reverend Doctor George Aitken of Caledon East in the 1930s, ended in 1965 when the St. Andrew's congregation was amalgamated with that of Knox. The gradual decline of the Knox congregation eventually resulted in its amalgamation with Claude in 1992. Claude Session subsequently leased the vacant Knox church to the Caledon Hills Fellowship Baptist Church. At the time of writing, the Baptist congregation is planning construction of a new church of its own further north on Airport Road. The former Knox Presbyterian Church remains in the ownership of Claude Session.

Architectural Description

Alterations have been made to the original *circa* 1860 frame church over the years, as referenced in contemporary newspaper accounts and the church history. The nature and extent of the earlier changes is not documented, however, and can only be surmised from assessing the style of the building's existing architectural elements.

The first known renovations occurred in 1885, at which time the *Brampton Conservator* noted that the "Presbyterians anticipate a grand reopening of their church. Repairing and moving of the church are rapidly going on" (September 25, 1885). During these renovations, the Presbyterians held services in the local Orange Hall, L.O.L. #293, located on Greer Street.

Further renovations occurred in 1900. In June of that year the *Conservator* reported that "the Presbyterian church in Caledon East [is] undergoing extensive repairs both internally and externally" (June 29, 1900). The church re-opened in July, with its "interior wonderfully improved and beautified by the repairs and alterations which it has undergone and is now a neat and comfortable place to worship" (July 6, 1900). The church's large rectangular windows possibly date to this renovation period

The Caledon East Tweedsmuir History relates that in 1925-26 the church was enlarged and a brick veneer applied. The enlargement entailed an approximately 10' extension of the east end of the building, matching the roofline and window style of the earlier building.

In 1949, under the guidance of the Reverend J. D. Cunningham, a church hall, vestry and kitchen were added to the rear of the church. A further rear addition was built in 1968, at which time stained glass was installed in the main church windows and elsewhere.

Rectangular in plan and measuring approximately 26' by 50', the simple one-storey structure is set end on to Airport Road. The structure is presently clad in red brick with a vertical striated finish, typical of the 1910s-1930s period, and laid in a stretcher-bond pattern. Although no photographs of the church have been found which pre-date the application of the brick veneer, local oral histories infer that its original horizontal wood siding remains under the current brick veneer. Evidence of this siding was found in two locations on the north and south walls during a site inspection in May, 2001.

The medium pitch gable roof is clad with ribbed metal sheeting; a patch in the sheeting at the east end of the roof peak indicates the location of a single chimney, now dismantled (still evident in a 1973 photograph). The eaves are plain with a simple moulded cornice; the gutters are modern. Engineering reports indicate the presence of cedar shakes beneath a layer of asphalt shingles below the present metal roofing.

Centred on the east end wall is a small porch with a gable roof and brick pillars, sheltering the main entrance to the sanctuary. The porch has been enclosed with aluminum windows and a screen door. The double doors to the church are modern.

The frame church is built on a squared timber sill plate which sits on a shallow rubble stone foundation. There is a shallow, earthen-floored crawlspace. The floor joists run across the width of the building, and comprise rounded logs squared off on one face. The brick cladding rests on its own rubble stone foundation, the exterior of which is

heavily parged to resemble cut stone. The eastern addition is further supported by a stone foundation wall running perpendicular from the middle of the east end wall. The brick veneer has cracked along the join line of this addition as a result of apparent settlement of the foundation in the northeast corner of the building. There is also evidence of dry rot in some of the addition's floor joists. In recent years structural concerns with this area have resulted in the closure of the sanctuary and the reinforcement of the east end of the church with concrete block.

The north side facade entails four, evenly spaced bays, comprising large, rectangular wooden casement windows with concrete sills and lintels. The most westerly window is shallow in comparison to the height of the other three. The south side facade is identical in layout to that of the north with the addition of a doorway set between the two most westerly window bays. The doorway has a brick voussoir; the door itself has raised panels typical of the late nineteenth century. An interior inspection suggests that the two shallow westerly windows were originally identical in height to the others but have had the lower portion filled in, likely in conjunction with other interior alterations including the raising of the chancel floor. The interior inspection also revealed that the east end windows on both side facades are part of the end addition to the original church structure, as evidenced by a change in wainscoting and flooring widths

The two successive twentieth century additions have been built across the rear or west facade of the church and protrude beyond the side facades of the sanctuary, forming a modified T-plan for the overall structure. Approximately 26' by 41', the earlier addition is built of rusticated concrete block. There are two 6/6 sash windows with frosted glass on its south facade, a single window of stained glass centred on its north facade, and a doorway at the north end of its east facade. An exterior chimney of plain concrete block was added later to the southern protrusion of the east facade. The later addition is of plain concrete block, and measures approximately 16' by 41', its side wall aligned flush with those of the earlier addition. It entails a single entrance on its north facade and four small windows on its west facade. All bays on the rear additions have concrete sills and lintels. A 1971 photograph of the church shows the rear addition with a flat roofline. A hip roof has been added subsequently, and is clad in asphalt shingles.

Although the interior does not fall under the designation criteria, it should be noted that its treatment is comparatively devoid of decoration and its furniture reflects the church fashions of the early twentieth century. The wooden pews are arranged into three rows with two side aisles leading to a raised platform for the lectern. Above vertical wainscoting, the walls have been plastered and the ceiling vaulted. Two metal tie rods extend across the sanctuary at the top of the side walls. A painted mural of the Burning Bush, dating to the 1960s, is reported to be concealed under a modern screen on the front end wall.

Context

Village Lot 11 is a rectangular, half acre corner parcel, narrowing at the rear due to the angled alignment of Walker's Road to the north. Adjacent lots to the rear and south side are residential. The church is located at the east end of the lot, fronting onto Airport Road. Together with its rear additions, the church occupies more than half of the lot. Within the last ten years a 'portable' building has been brought in and placed on concrete blocks on the rear portion of the lot. There is no cemetery or on-site parking

associated with the lot. The front entrance and northern side entrance are accessed from the road by short stretches of poured concrete walkway.

A row of red pines edge the southern lot line the length of the sanctuary, and coniferous shrubs have been placed adjacent to the front porch. Set amidst the pines is a mature black walnut tree.

Conclusion

The former Caledon East Presbyterian Church is of significance as the oldest standing church in the village, and of community landmark status on its corner location at Airport Road and Walker's Road. Its simple, classic lines reflect the plain vernacular style of early Protestant church architecture. Over the years, the building has undergone successive alterations as its congregation sought to improve some of its architectural elements. These alterations have largely been sympathetic to its original lines, and the materials used reflective of the fashion of the period.

Recommendation

It is recommended that the former Caledon East Presbyterian Church at 16078 Airport Road be designated under the terms and conditions of the *Ontario Heritage Act* for its architectural and historical significance, and its local landmark status.

Compiled by Sally Drummond
May 2001; revised September 2001.

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June 29, 1900 *Bolton Enterprise*
July 6, 1900 *Bolton Enterprise*

various
instruments *Copy Books*, Caledon Township

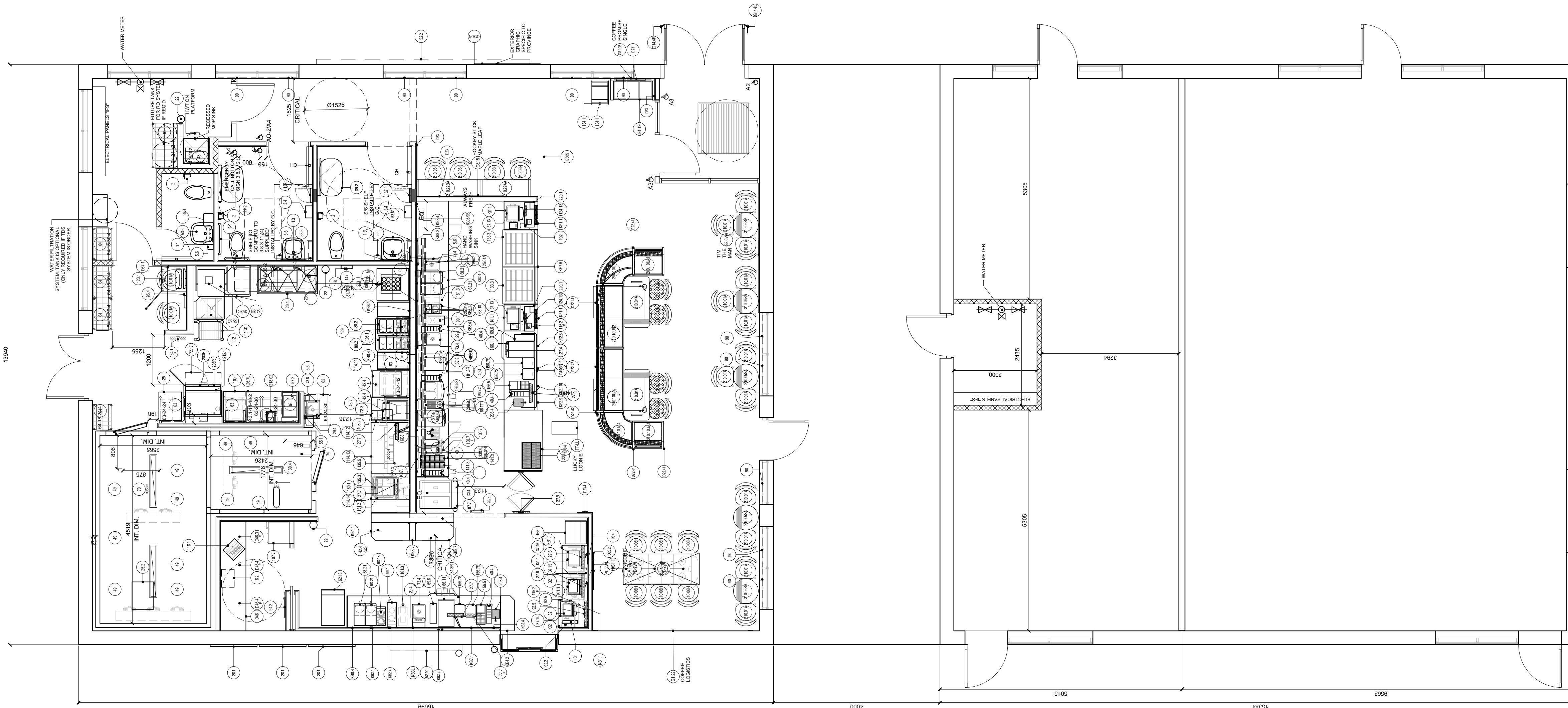
Perkins Bull Collection *Caledon East*
Villages, Series 15

Personal Communications

April 26, May 1&15, 2001 Peter Elms, local historian and resident, Caledon East
May 17, 2001 Dan Fagan, Master Property Inspector, Town of Caledon

APPENDIX B

**Site Plans and Elevations for
Proposed Development**



ISSUE TABLE		
No.	Date (mm/dd/yy)	Description
01	2/25/2022	ISSUED FOR REVIEW

REVISIONS		
No.	Date	Description

DRAWINGS REVISED AS PER DESIGN BULLETIN		
No.	Date	Description
01	06-15-21	REVISED AS PER DB #14-21



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K PAUL ARCHITECT INC.
 TORONTO • VANCOUVER

2660 Sherwood Heights Dr. Suite 200, Oakville, Ontario, L6J 7Y8
 www.kpaularchitect.com
 (905)337-9800 fax (905)337-1986

Project
Tim Hortons

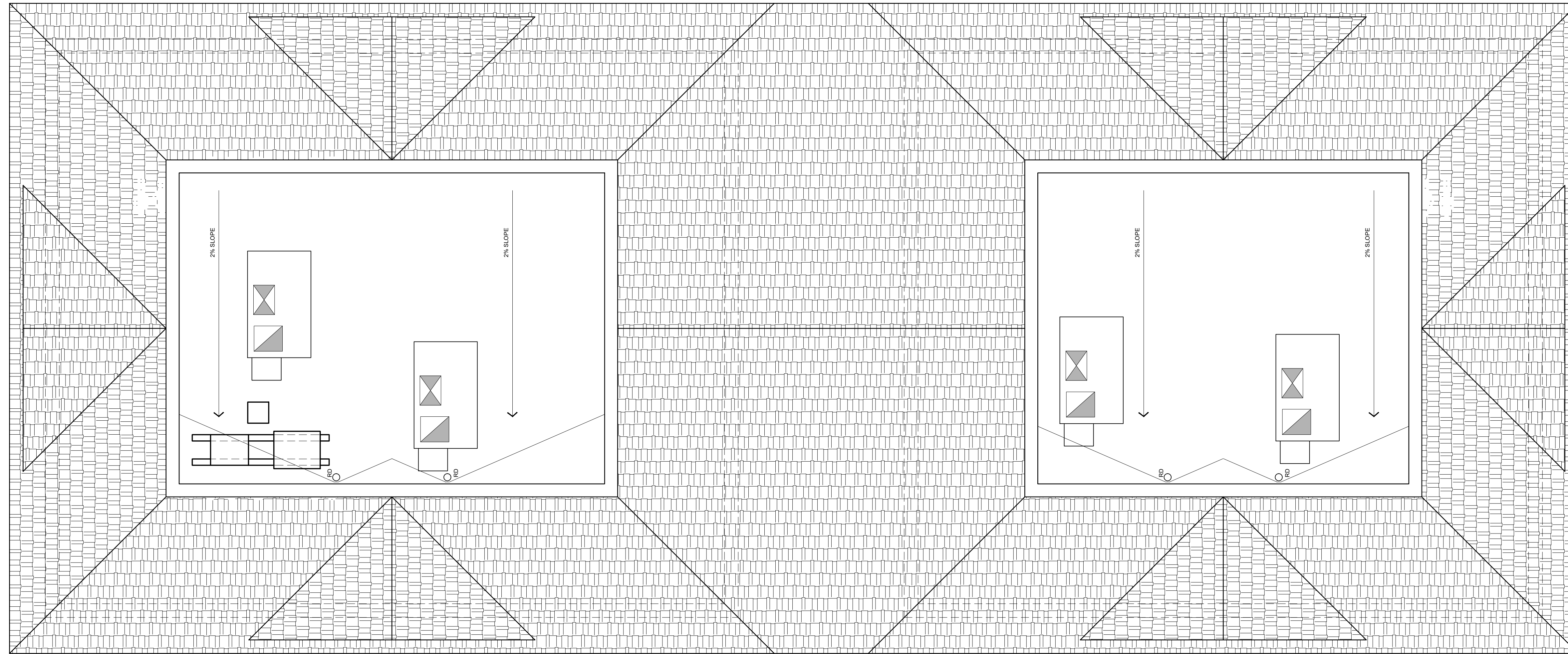
Store Type
 NEW STORE #109409

Location
15977 AIRPORT ROAD
 CALEDON EAST, ONTARIO

Drawing Title
INTERIOR EQUIPMENT PLAN

Drawn RM	Checked EMJ
Scale 1:60	Date JANUARY 2022
Project No. 2112113	Drawing No. A2.0

TIM HORTONS NEW STORE #109409 - 15977 AIRPORT ROAD - CALEDON EAST, ONTARIO - ISSUED FOR REVIEW (JANUARY 28, 2022) TDL NO. XXXXX

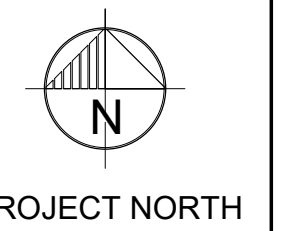


1
A4 **ROOF PLAN**
SCALE: 1:60

ISSUE TABLE		
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No.	Date	Description

DRAWINGS REVISED AS PER DESIGN BULLETIN		
No.	Date	Description
01	06-15-21	REVISED AS PER DB #14-21



PROJECT NORTH

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Project
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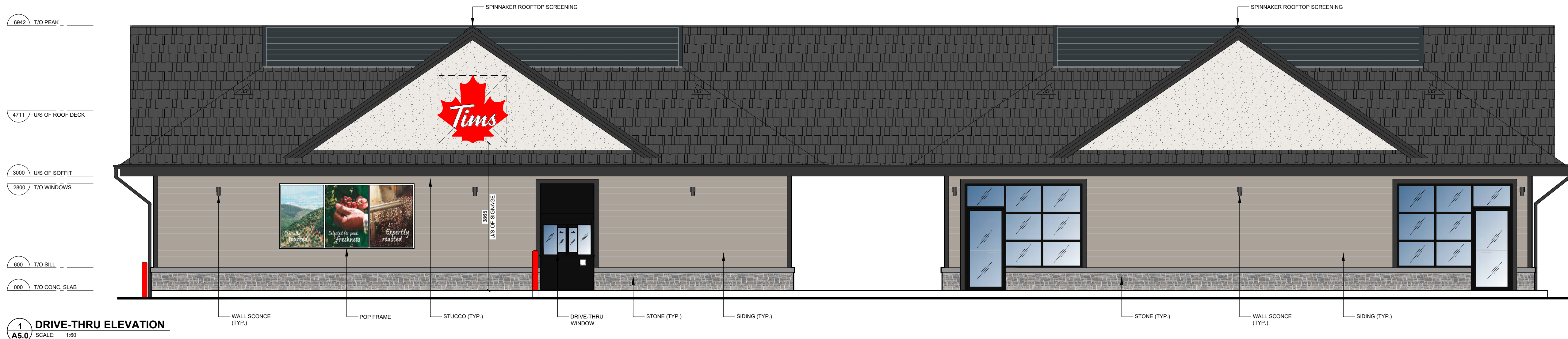
Store Type
NEW STORE #109409

Location
15977 AIRPORT ROAD
CALEDON EAST, ONTARIO

Drawing Title
ROOF PLAN

Drawn GB	Checked EMJ
Scale 1:60	Date JANUARY 2022
Project No. 2112113	Drawing No. A4

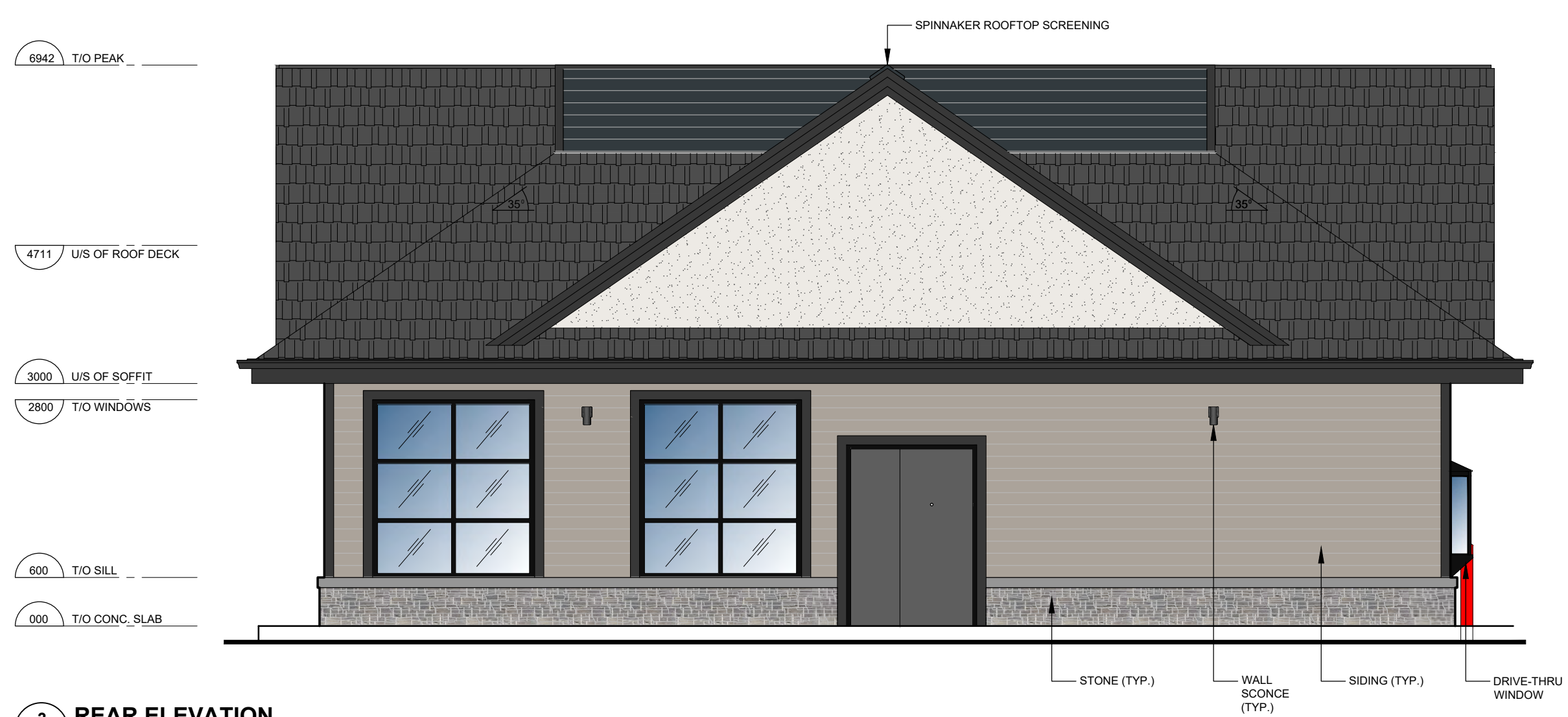
TIM HORTONS NEW STORE #109409, 15977 AIRPORT ROAD, CALEDON EAST, ONTARIO; ISSUED FOR REVIEW (JANUARY 28, 2022) TDL NO. XXXXX



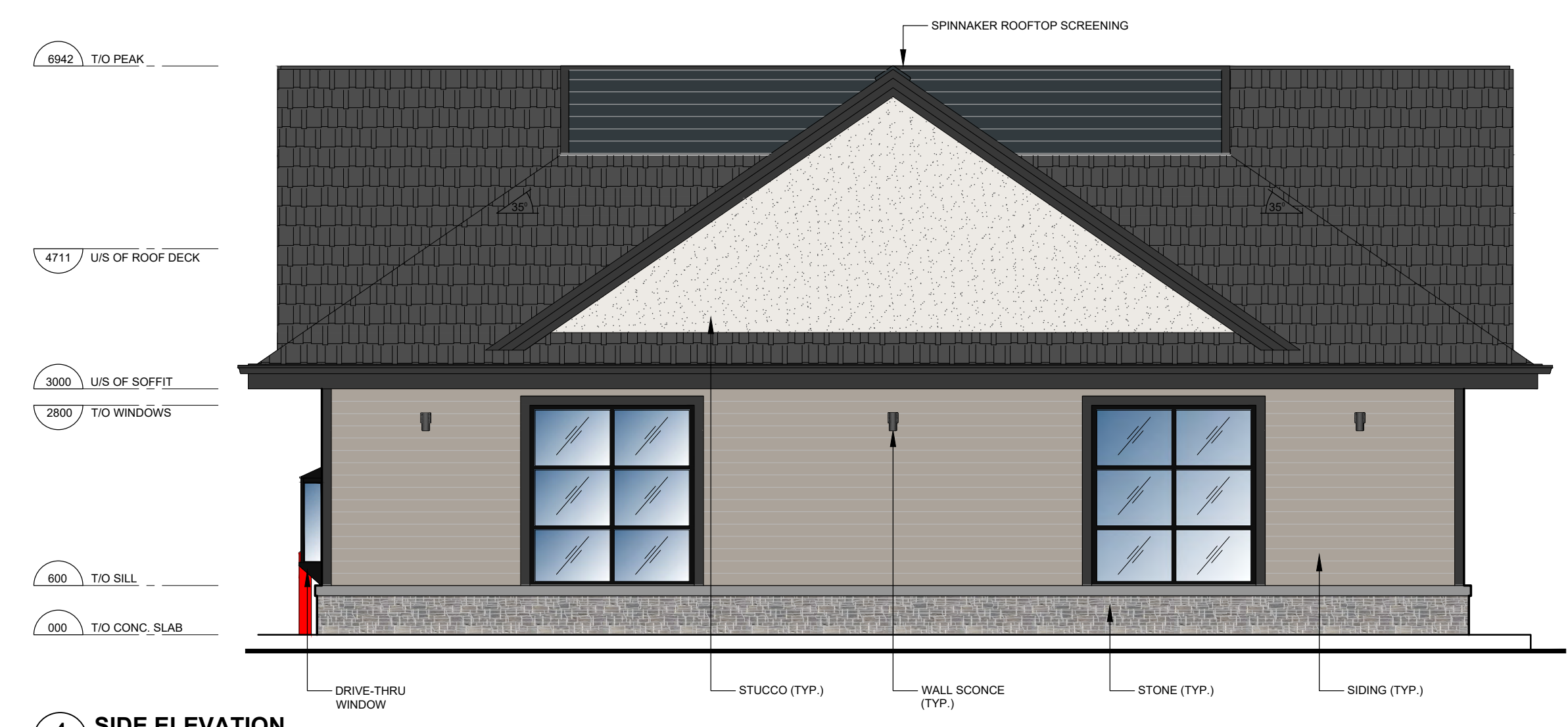
1 DRIVE-THRU ELEVATION
SCALE: 1:60



2 FRONT ELEVATION
SCALE: 1:60



3 REAR ELEVATION
SCALE: 1:60



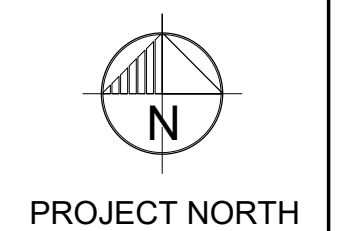
4 SIDE ELEVATION
SCALE: 1:60

EXTERIOR FINISH SCHEDULE						
PRODUCT	MANUF.	TYPE & COLOUR				
STONE VENEER	SHOULDICE	ESTATE STONE - "NORTON" H-VARIES, L-VARIES, THICKNESS- 90mm, REFER TO MANUFACTURER SPECS FRANKLIN INTERNATIONAL CAULKING: COLOUR TO MATCH STONE VENEER	PREFINISHED METAL GUTTER, DOWNSPOUT AND FASCIA	ROYAL ALUMIPRO OR EQUIVALENT OTHER	PRODUCT: 125mm (5") COMMERCIAL TROUGH COLOUR: TO MATCH SHERWIN WILLIAMS-SW7069-"IRON ORE"	
STONE SILL	SHOULDICE	#424 ROCK STONE SILL - "PEARL WHITE" H- 90mm, L- 600mm, THICKNESS- 143mm FRANKLIN INTERNATIONAL CAULKING: COLOUR TO MATCH STONE SILL	PREFORMED METAL FLASHING	ROYAL ALUMIPRO OR EQUIVALENT OTHER	CUSTOM BENT FLASHING COLOUR: TO MATCH SHERWIN WILLIAMS-SW7069-"IRON ORE"	
STUCCO	DRYVIT	NEW STUCCO (G.C. TO CONFIRM SIZE SHOWN ON ELEVATIONS PRIOR TO INSTALLATION, COLOUR "SNOWBOUND" SW7004 TEXTURE, SANDBLAST	ANODIZED ALUMINUM WINDOW	ALUMICOR LIMITED	ALUMINUM FINISH: CLASS 1.7 BLACK ANODIZED BY ALUMICOR CAULKING BETWEEN WINDOW FRAME & STONE VENEER COLOUR: BLACK (BY TREMCO DYMONIC)	
ENGINEERED WOOD SIDING	GOODFELLOW	GOOD STYLE - 6" HORIZONTAL PANELS H- 152mm (6"), L- 4877mm (16"), THICKNESS- 10mm (3/8") CUSTOM COLOUR: TO MATCH SHERWIN WILLIAMS - SW7024 - "FUNCTIONAL GREY" FRANKLIN - INTERNATIONAL CAULKING: COLOUR TO MATCH WOOD SIDING	SPANDREL GLASS PANEL	PPG	COLOUR: #1-9412 PRIMARY BLACK WINDOW FRAME TO MATCH ANODIZED ALUMINUM WINDOW	
ENGINEERED WOOD TRIM	GOODFELLOW	GOOD STYLE TRIM EXTERIOR TRIM: H- 140mm (5 1/2"), L- 4877mm (16"), THICKNESS- 19mm (3/4") TRIM AT COLUMN: PRE-ASSEMBLED CORNER, H- 100mm (4"), L- 3946mm (10"), THICKNESS- 32mm (1 1/2") CUSTOM COLOUR TO MATCH SHERWIN WILLIAMS - SW7069 - "IRON ORE" FRANKLIN INTERNATIONAL CAULKING: COLOUR TO MATCH WOOD TRIM	ASPHALT SHINGLES	IKO	IKO LAMINATED SHINGLE: CAMBRIDGE COLOUR: HARVARD SLATE	
			BOLLARDS	POST GUARD COVER BOLLARD COZY	COLOUR: PANTONE 196C RED WITH 2 WHITE REFLECTIVE STRIPES AND REFLECTIVE LEAF	
			PREFORMED ALUMINUM VENTED SOFFIT	ROYAL ALUMIPRO OR EQUIVALENT OTHER	PRODUCT: 3-PANEL, PLAIN, VENTED COLOUR: TO MATCH SHERWIN WILLIAMS-SW7069-"IRON ORE"	

ISSUE TABLE		
No.	Date (mm/dd/yy)	Description
01	12-23-21	ISSUED FOR REVIEW
02	01-06-22	ISSUED FOR REVIEW
03	01-28-22	ISSUED FOR REVIEW

REVISIONS		
No.	Date	Description

DRAWINGS REVISED AS PER DESIGN BULLETIN		
No.	Date	Description
01	06-15-21	REVISED AS PER DB #14-21



PROJECT NORTH

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Project
Tim Hortons

Store Type
NEW STORE #109409

Location
**15977 AIRPORT ROAD
CALEDON EAST, ONTARIO**

Drawing Title
EXTERIOR ELEVATIONS

Drawn NG	Checked EMJ
Scale 1:60	Date JANUARY 2022
Project No. 2112113	Drawing No. A5.0

TIM HORTONS NEW STORE #109409, 15977 AIRPORT ROAD, CALEDON EAST, ONTARIO: ISSUED FOR REVIEW (JANUARY 28, 2022) TDL NO. XXXXX



IKO LAMINATED SHINGLE
CAMBRIDGE
HARVARD SLATE



ENGINEERED WOOD SIDING
GOODFELLOW
CUSTOM COLOUR TO MATCH SHERWIN WILLIAMS "FUNCTIONAL GREY" SW7024



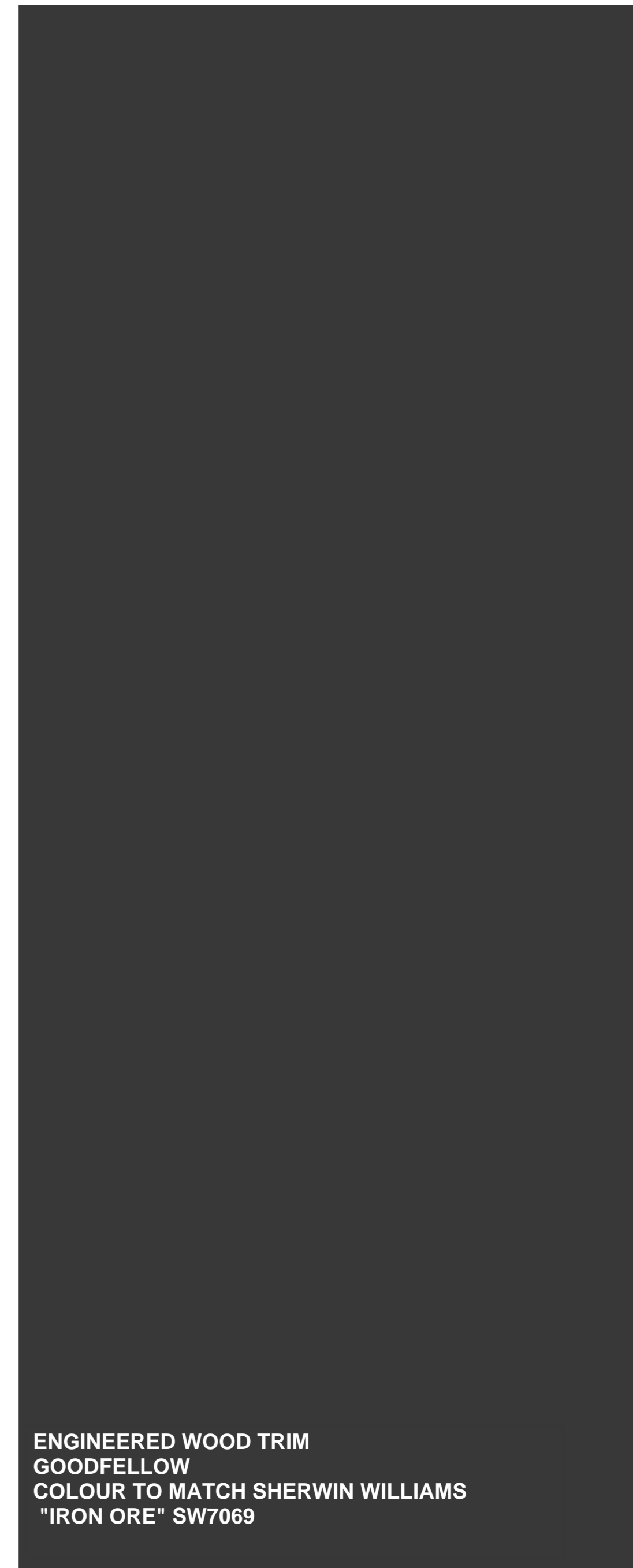
SPANDREL GLASS PANEL
PPG
#1-9412 PRIMARY BLACK



ANODIZED ALUMINUM WINDOW
ALUMINCOR LIMITED
CLASS 1, 7 BLACK ANODIZED



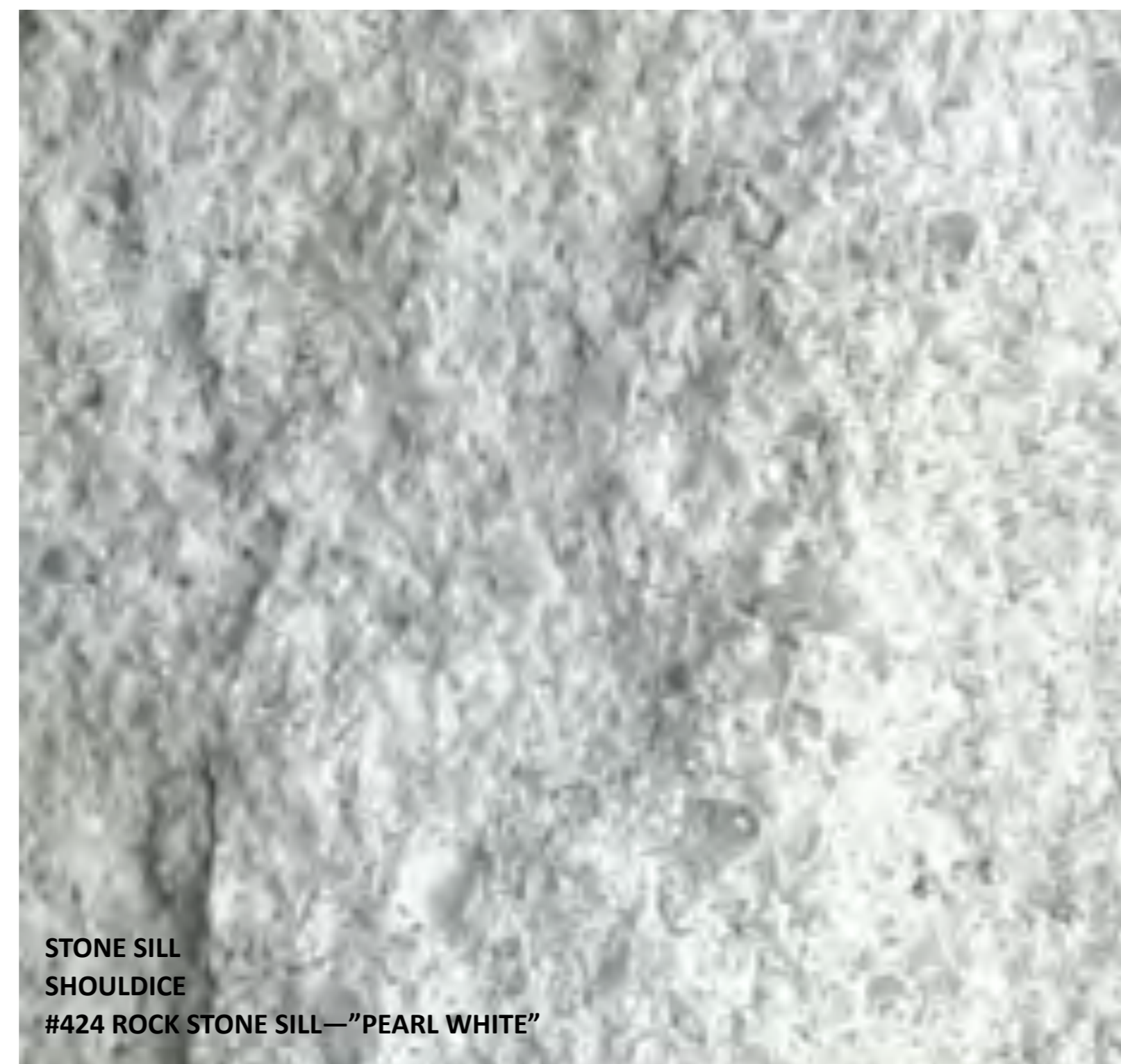
STONE VENEER
SHOULDICE
ESTATE STONE—"NORTON"



ENGINEERED WOOD TRIM
GOODFELLOW
COLOUR TO MATCH SHERWIN WILLIAMS
"IRON ORE" SW7069



STUCCO
DRYVIT
WHITE, TEXTURE:
SANDBLAST



STONE SILL
SHOULDICE
#424 ROCK STONE SILL—"PEARL WHITE"

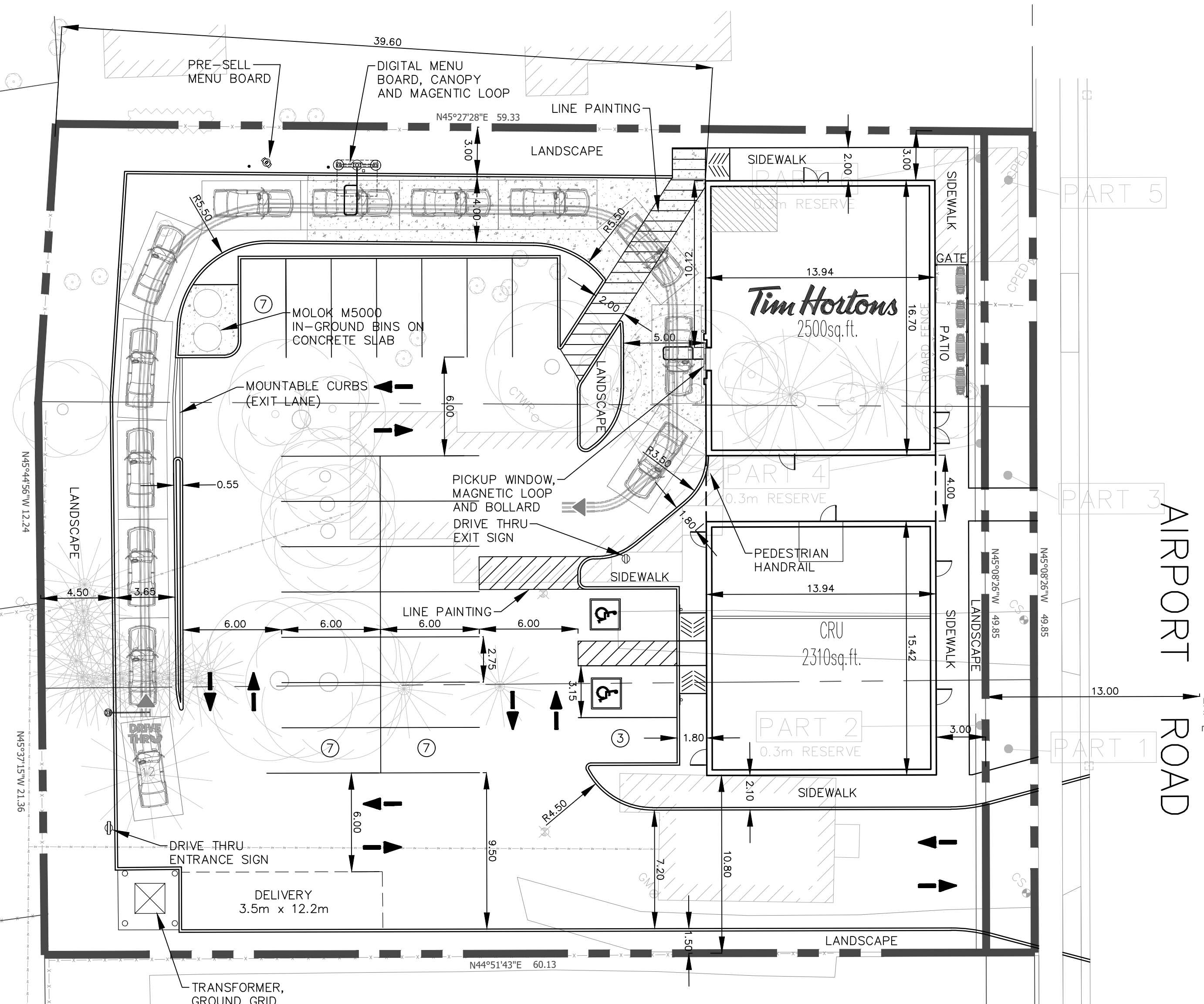
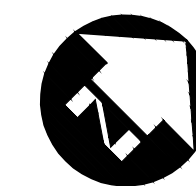


POST GUARD COVER - BOLLARD COZY
PANTONE 186C RED WITH 2 WHITE REFLECTIVE
STRIPES AND REFLECTIVE LEAF.

Tim Hortons

15977 AIRPORT ROAD
CALEDON EAST, ON
L7C 1E8

FEBURARY 2022



AIRPORT ROAD
EX. 6

DETAILS OF DEVELOPMENT			
ZONING DESIGNATION		CV Zone	
SITE LAYOUT	REQUIRED	PROPOSED	
SETBACKS	FRONT YARD	9.00 m	3.00 m
	REAR YARD	10.50 m	39.60 m
	INT. SIDE YARD	3.00 m	3.00 m
	INT. SIDE YARD	3.00 m	39.60 m
LANDSCAPE AREA (%)	MINIMUM	20.0%	23.1%
PARKING & LOADING		REQUIRED	PROPOSED
BARRIER-FREE PARKING	SPACES	1	2
	STALL LENGTH	6.00 m	6.00 m
	STALL WIDTH	3.15 m	3.15 m
STANDARD PARKING	SPACES	22	22
	STALL LENGTH	6.00 m	6.00 m
	STALL WIDTH	2.75 m	2.75 m
TOTAL PARKING SPACES		23	24
DRIVE AISLE WIDTH	TWO-WAY	6.00 m	6.00 m
LOADING SPACE	SPACES	1	1
	LENGTH	9.00 m	12.20 m
	WIDTH	3.50 m	3.50 m

Conditions of Use
 Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited.
 Do not scale dimensions from drawing.
 Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.



THE TDL GROUP CORP.
 HEAD OFFICE
 226 WYECROFT ROAD
 OAKVILLE, ON
 L6K 3X7
 PH (905) 339-6115
 FAX (905) 845-1536



DESIGN	JMM	REVIEWED BY	
DRAWN	JMM	CHECKED BY	RR
DATE	January 2022		
SCALE	1:200		
ISSUED FOR		DATE	BY
5	TRANSFORMER ADDED	22.04.06	JMM
4	MECHANICAL ROOM ADDED	22.03.28	JMM
3	SIDEWALK/WALKWAYS REVISED	22.02.28	JMM
2	AS PER CITY COMMENTS	22.02.07	JMM
1	ISSUED FOR REVIEW	22.01.27	JMM

16054 & 16060 Airport Road, Caledon, ON
 Store #109409

Tim Hortons
 Site Plan

PROJECT NO. 22 3228
 SHEET NO. SP

APPENDIX C

November 2021 Town of Caledon
Comments for HIA (Site Plan
Approval POPA 19-07, RZ 19-10,
SPA 19-0066)



**WESTON
CONSULTING**
planning + urban design

Comments Response Matrix

16054 and 16060 Airport Road Town of Caledon

Official Plan Amendment – Zoning By-law Amendment – Site Plan Approval

POPA 19-07, RZ 19-10, SPA 19-0066

Weston File: 9368

Date: November 2021

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Region of Peel – Traffic Development & Permits 64

GSP Group Inc. 65

Community Opposition 67

Town of Caledon – Zoning Comment

Brandon Kashin, Zoning Administrator/Secretary-Treasurer, Committee of Adjustment
 905-584-2272

Comment	Response
<p>1. The Town of Caledon is in receipt of the above-mentioned Site Plan Application (Full Stream), Zoning By-law Amendment (Major) and Local Official Plan Amendment (Minor). The applicant is proposing to demolish the existing dwellings and amend the Official Plan and Zoning By-law for the subject lands located at 16054 and 16060 Airport Road from Village Commercial (CV) to Village Commercial Site Specific Exception (CV-XX) and to amend the Town of Caledon Official Plan for the purpose and effect to permit a Drive Through Service Facility associated with a Restaurant (Tim Horton's), and other site works.</p>	<p>Noted.</p>
<p>2. Materials reviewed for this memo:</p> <ul style="list-style-type: none"> a. Site Plan – Sheet SP, drafted July 2019, revised 19/07/25 b. Draft Zoning By-law Amendment with Schedules – not dated c. Zoning Matrix – not dated d. Landscape Plan – Sheet LP-1, drafted August 2019, revised 2019-11-29 e. Lighting Plan - Sheet E1, drafted July 2019, revised 12/18/2019 f. Photometric Plan (titled Site Plan Analysis) – Sheet E3, drafted July 2019, revised 12/18/2019 g. Exterior Elevations – Sheet A5.1, drafted July 2019, revised 07-09-19 h. Exterior Elevations – Sheet A5, drafted July 2019, revised 07-09-19 	<p>Noted.</p>
<p>Formatting of submitted draft zoning by-law amendment and schedules needs to be revised to conform to standard layout. A revised by-law with comments has been attached to the memo for reference. Please ensure any further submissions are formatted accordingly. Please also note that an escape lane is required where there are more than 10 queuing spaces required except where the</p>	<p>Weston</p>

drive-through service facility has 2 queuing lanes.			
The subject site is zoned Village Commercial (CV) by Zoning By-law 2006-50, as amended.			Weston
Town of Caledon Zoning By-law 2006-50	Requirements	Applicant's Proposal	
<u>CV-XX</u>			
Permitted Uses	<ul style="list-style-type: none"> - Animal Hospital - Business Office - Clinic - Commercial Fitness Centre - Drive through service facility - Dry Cleaning or Laundry Outlet - Dwelling, Accessory - Dwelling Unit, Accessory - Farmers Market - Financial Institution - Merchandise Service Shop - Personal Service Shop - Place of Assembly - Place of Entertainment - Restaurant 	<p>Complies - Restaurant is permitted</p> <p>Does not comply - A Drive through service facility is not permitted, and the submitted rezoning application will permit this use if and when it comes into full force-and-effect.</p>	



	<ul style="list-style-type: none"> - Retail Store - Sales, Service & Repair Shop 		
	Lot Area (minimum) - 1,990m ²	Staff seek confirmation - Lot area not provided on site plan, please provide dimension directly within site plan stats table. Please note that if a ROW widening is taken, updated lot area should be provided.	
	Planting Strip Widths - (minimum): Interior Side Yard (western) 1.88m	Does not comply - A planting strip of 3m is required until the submitted draft zoning by-law amendment comes into full force-and-effect.	
	Queuing Lane Escape Lane - An escape lane is not required	Does not comply - An escape lane is required until the submitted draft zoning by-law comes into full force-and-effect.	
<u>7. Commercial Zone Standards</u>			

Lot Area (min)	2,000 square metres	Does not comply – Proposed amending by-law will override this requirement if and when in full force-and-effect.
Lot Frontage (min)	30m	Complies – Frontage is 33.14m
Building Area (max)	25%	Staff seek confirmation – Please provide updated stat if a ROW widening is being taken.
Building Setback (min)	9m abutting a Residential zone or a lot containing a Residential zone.	Staff seek confirmation – Please provide updated stat if a ROW widening is being taken.
Interior Side Yard (min)	3m from an interior side lot line that does not abut a Residential zone or use.	Complies – 25.01m from the northwest and 6.8m from the southeast lot lines.
Building Height	10.5m (max)	Complies – 6.08m Staff note that rooftop mechanicals appear to be at the same height as the roof

		parapet as per the submitted elevations.	
Landscaping Area	20% (min)	Staff seek confirmation – Please provide updated stat if a ROW widening is being taken.	
Planting Strip Location	A planting strip shall be required along any portion of a rear lot line and any portion of an interior side lot line which abuts a Residential Zone.	Complies – 4.5m planting strip provided along rear lot line.	
Driveway Setback	4.5m from a lot line abutting a residential zone, and 1.5m from any other lot line.	Complies – Staff measure setback of approximately 5.75m from the north and 14.75m from the south.	
Parking Space Setback.	4.5m from a lot line abutting a residential zone.	Complies – Parking spaces set back approximately 8m from rear lot line.	
Planting Strip for Queuing Lane	In addition to any other planting strip requirements otherwise set out:	i) Does not comply - The 2m wide planting strip is not provided along the	

	<p>i. A minimum 2 metre wide planting strip is required on both sides of a queuing lane except where the lane is adjacent to a building.</p> <p>ii. Notwithstanding any other setback requirement, a minimum 3 metre landscaping strip is required where a drive-through service facility is located adjacent to a park, open space, or an EPA zone.</p>	<p>interior boundary of the queuing lane. Please either amend site layout to provide or include relief in proposed amending by-law.</p> <p>ii) Complies – no park, open space, or EPA zone abutting subject site.</p>	
Private Garbage Enclosures	Private Garbage Enclosures in non-residential zones shall	a) Complies – private garbage enclosure is setback 16.17m	



	<p>comply with the following:</p> <p>a) minimum setback from a Residential zone shall be 10.0 m;</p> <p>b) shall be located outside of any required landscaped area; and</p> <p>c) shall not be located on any required parking area or obstruct any required parking space.</p>	<p>from rear lot line which abuts a Residential zones. No other lot lines on the subject site abut a Residential zone.</p> <p>b) Complies – private garbage enclosure is located outside of any required landscaped area.</p> <p>c) Does not comply – southern-most door of garbage enclosure obstructs abutting parking space.</p>	
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<p><u>5. Parking and Loading Standards</u></p>	<p>Where the minimum number of parking, loading or delivery spaces is calculated on the basis of a rate or ratio, the required number of parking, loading or delivery spaces shall be rounded to the next higher whole number.</p>		
<p>Non-Residential Parking Requirements</p>	<p>The number of parking spaces required for non-residential uses shall be calculated in accordance with the standards set out in</p> <p>Table 5.2: Restaurant - 1 parking space per 15 sq. m. of net floor area or portion thereof</p>	<p>Does not comply – restaurant with gross floor area of 232.26m² results in 16 parking spaces required. Site stats lists 16 parking spaces but only 15 are provided.</p>	
<p>Barrier-Free Parking</p>	<p>Barrier-free parking spaces shall be provided in accordance with the provisions of the barrier-</p>	<p>Does not comply – barrier-free aisles and widths do not conform to Town of Caledon</p>	



	<p>free access requirements in Town of Caledon By-law 2006-138, as may be amended from time to time.</p>	<p>By-law 2006-138 Schedule K.</p> <p>4% of required parking spaces must be accessible, resulting in 1 space for the proposal. If two accessible spaces are provided on the site, then one Type A and one Type B space should be provided. Please revise the required accessible parking space dimensions for each type in the site plan stats table as it is not correct.</p> <p>Designated accessible parking spaces shall have direct access to the entrance by a minimum 1.5m wide unobstructed access route or sidewalk.</p> <p>Designated accessible parking spaces shall include an accessible aisle on each side with a minimum width of 1.5m.</p>	
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		Please indicate signage to be erected on a post in front of the accessible parking space(s), in accordance with the <i>Highway Traffic Act</i> .	
Exclusive Use Of A Parking, Loading or Delivery Space	Any required parking, loading or delivery space shall be unobstructed and available for parking, delivery or loading purposes and used exclusively for that purpose at all times, unless otherwise specified in this By-law.	Does not comply – delivery space encroaches into the drive aisles that provides access to rear parking spaces.	
Size Of Parking Spaces	a) Where parking spaces are provided in a surface parking area, each parking space shall have width of not less than 2.75 metres and length of not less than 6.0 metres, with the exception of a barrier-free parking space which shall have a width and a length which	Complies	

	complies with the Town's barrier-free parking requirements.		
Width Of Aisles	The minimum width of an aisle providing access to a parking space within a parking area shall be 6.0 metres, except in the case of angled off-street parking accessed by a one-way aisle, which shall be a minimum width of 4.5 metres.	Complies – Drive aisles to parking spaces are 6m or greater.	
Width Of Access Ramps And Driveways	Access ramps and driveways accessing a parking area or parking lot shall be a minimum of 4.5 metres in width for one-way traffic and a minimum of 6.0 metres in width for two-way traffic. For a Commercial or Municipal Parking Lot, a	Complies – driveway accessing parking lot area is 9m.	

	minimum of 9.0 metres in width shall be required.		
Surface Treatment	All required parking spaces and parking areas and all driveways to any parking area or parking lot shall be maintained with a stable surface which may include asphalt, concrete, concrete pavers, gravel or similar material which is treated so as to prevent the raising of dust or loose particles.	Staff seek confirmation – submitted landscape plan indicates that all parking areas and driveways will be maintained with a stable surface. Please include these details on the site plan.	
Illumination	Where parking areas are illuminated, the lighting fixtures shall be provided in accordance with the following provisions:	i) Staff seek confirmation – light poles are not indicated on the site plan and setbacks to lot lines are not indicated on the lighting plan.	



	<p>i) No part of the lighting fixture shall be more than 9 metres above grade and no closer than 4.5m to any lot line; and,</p> <p>ii) Lighting fixtures shall be installed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the fixture is projected below the lamp and onto the lot the lighting is intended to serve.</p>	<p>Please include this information on the site plan.</p> <p>ii) Does not comply – not all light emitted from site lighting is projected onto the subject site as per the submitted photometrics plan.</p>	
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Loading Space Requirements	<p>The minimum number of loading spaces for the uses shown shall be calculated in accordance with the standards set out in Table 5.3:</p> <p>Restaurant, Drive Through Service Establishment – Not Required</p>	<p>Not applicable – A loading space is not required for restaurants or drive through service establishments.</p>	
Delivery Space Requirements	<p>The minimum number of delivery spaces for the uses shown shall be calculated in accordance with the standards set out in Table 5.4:</p> <p>Restaurant - 1 per building per lot</p>	<p>Staff seek confirmation – Loading space is provided but no delivery space is provided. Please relabel as delivery space to show conformity with zoning requirement, as a loading space is not required.</p>	
Delivery Space Size	<p>Each delivery space shall be at least 9 metres long,</p>	<p>Complies – delivery space meets dimension</p>	

	3.5 metres wide and have a vertical clearance of at least 3 metres.	requirements (once relabeled).	
Exclusive Use of a Delivery Space	Any required delivery space shall be unobstructed and available for delivery purposes and used exclusively for that purpose at all times, unless otherwise specified in this By-law.	Does not comply – delivery space is obstructed by drive aisle that provides access to rear of the subject site.	
Location of Required Delivery Spaces	Required delivery spaces shall be located a minimum of 3 metres from any street line and a minimum of 6 metres from any Residential zone boundary.	Complies – Delivery space set back approximately 36m from street line and approximately 15m from Residential zone boundary to the rear.	

Surface Treatment	All required delivery spaces and all driveways to any delivery space shall be maintained with a stable surface which may include asphalt, concrete, concrete pavers, gravel or similar material which is treated so as to prevent the raising of dust or loose particles.	Staff seek confirmation – please indicate surface treatment on site plan.	
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Noise Feasibility Study Comments

prepared by HGC Engineering Limited

Contact: Alex Schittenhelm – alex.schittenhelm@caledon.ca

June 3, 2020

Comment	Response
We have completed our review of the “Noise Feasibility Study, Proposed Commercial Development, 16054 & 16060 Airport Road, Caledon, Ontario”, dated December 20, 2019, prepared by HGC Engineering Limited. Our comments are provided herein.	Noted.



<p>1.0 COMMENTS</p> <p>1. The noise study fails to consider the requirements of the Town of Caledon Noise By-Law 86-110 as part of the assessment. The specific items that should be addressed are:</p> <p>a. Item 4 in Table 3-1 which prohibits the operation of any electronic device incorporating one or more loudspeakers intended for the production of sound from being clearly audible at a point of reception in a Residential Area between 11:00 pm one day to 7:00 am the next;</p>	<p>HGC Engineering Ltd.</p>
<p>b. Item 5 in Table 3-1 which prohibits the operation of any auditory signaling device from being clearly audible at a point of reception in a Residential Area between 11:00 pm one day to 7:00 am the next; and</p>	<p>HGC Engineering Ltd.</p>
<p>c. Item 14 in Table 3-1 which prohibits loading, unloading, delivering or otherwise handling any containers, products, materials, or refuse from being clearly audible at a point of reception in a Residential Area between 11:00 pm one day to 7:00 am the next.</p>	<p>HGC Engineering Ltd.</p>
<p>2. Section 2 of the report indicates that the noise assessment has been done only at existing residential buildings. Ministry of Environment, Conservation and Parks (MECP) noise guideline NPC-300 considers a noise sensitive zoned lot as being a point of reception. As a minimum, the lots immediately to the north (16068 Airport Road) and south (16052 Airport Road) of the proposed development, which have Village Commercial zoning which permit residential uses, should be considered as part of the noise assessment.</p>	<p>HGC Engineering Ltd.</p>
<p>3. Section 3.1 of the noise study incorrectly states that commercial activities such as the occasional movement of customer vehicles, occasional deliveries, and garbage collection are not considered to be significant noise sources in the MECP guidelines and noise from safety equipment (e.g. back-up beepers) is exempt from consideration. Regarding these noise sources, NPC-300 simply states that these sources are not considered as stationary noise sources and that these sources are</p>	<p>HGC Engineering Ltd.</p>

<p>typically addressed in municipal noise by-laws. These noise sources should be addressed as per comment a) above.</p>	
<p>4. The MECP noise guidelines require the assessment of noise impact from a stationary noise source be done on a predictable worst case basis. Section 4 of the noise study outlines assumed worst case day and night operating scenarios. The worst case night scenario assumes the operations (and noise emissions) are 50% of those for the worst case day scenario. The MECP defines the day as 0700 to 2300 hours and the night as 2300 hours to 0700 hours. For a commercial facility such as the proposed Tim Horton's, it is expected that the 0600 to 0700 hour, which is part of the night period, will be extremely busy and more closely reflect the worst case day operations. Thus, the worst case night scenario should be modified to consider extremely busy operations during the 0600 to 0700 hour.</p>	<p>HGC Engineering Ltd.</p>
<p>5. Section 4.1 of the noise study indicates that unmitigated daytime sound levels exceed the MECP daytime noise guideline limit at the rear yard of R3. This is likely a typo since Table 2 indicates the guideline limit is exceeded at the rear yard of R2. Clarification is needed.</p>	<p>HGC Engineering Ltd.</p>
<p>6. Table 2 provides the unmitigated sound levels at the closest dwelling façade for all of the receptors considered in the assessment but only at the outdoor living area (rear yard) for four of the receptors. The table should provide the results for all points of reception (closest dwelling façade and worst case outdoor point of reception (and not just rear yard)). In addition, a table and/or figures showing the worst case mitigated sound levels at the points of reception should also be included as part of the report to confirm that the noise guideline and by-law requirements are being met.</p>	<p>HGC Engineering Ltd.</p>

<p>2.0 CONCLUSIONS</p> <p>Based on our review of the noise study, there are a number items that require additional information/clarification before we can concur with its findings and recommendations and confirm that the sound emissions from the proposed facility will be in compliance with the applicable noise guidelines and the Town of Caledon Noise By-Law.</p>	<p>HGC Engineering Ltd.</p>
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Region of Peel – Community Development

Alex Sepe
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Comment	Response
Region of Peel staff have reviewed the above noted Site Plan, Official Plan Amendment and Zoning By-law Amendment applications and offer the following:	Noted.
<p>Regional Requirements</p> <p>The following requirements shall be completed by the applicant to the satisfaction of the Region prior to Site Plan approval:</p>	Noted.
<ol style="list-style-type: none"> 1. Prior to Site Plan Approval, 4 copies of the revised site plan, landscape plan, draft reference plan, site servicing and site grading drawings and 4 copies of any identified studies and/or reports are required for review and approval. 	Weston
<p>Source Water Protection</p> <ol style="list-style-type: none"> 1. The subject property is located within a Wellhead Protection Area and is designated as a highly vulnerable aquifer. To meet the objectives of the local Source Protection Plan, the proposed development requires the applicant to implement a Salt Management Plan. The Salt Management Plan will aim to minimize salt usage through alternative measures, while maintaining public safety. The plan should include, but not be limited to, mitigation measures regarding design of parking lots, roadways and sidewalks to minimize the need for repeat application of road salt such as reducing ponding in parking areas, directing stormwater discharge outside of vulnerable areas where possible and provisions to use trained individuals in the application of road 	Consultant Required

salt/certified winter maintenance contractors.	
2. Please note that the comments as provided herein relates strictly to the Clean Water Act and the policies contained in the applicable Source Protection Plan and does not address any other water resource considerations or approvals of interest to the Region of Peel.	Noted.
<p>Hydrogeological Assessment</p> <p>1. The Hydrogeological Assessment dated September 2019 and prepared by Azimuth Environmental Consulting Inc. and has been reviewed by Regional Program Planning and Compliance.</p>	Noted.
2. The Hydrogeological Report should provide a thorough during and post construction monitoring program to confirm that no impacts are to be expected from their proposed dewatering actives, during and post construction, on the neighboring private well systems and natural features. The report should include a door to door survey within the zone of influence. The assessment should confirm the required dewatering volume after seasonal groundwater monitoring has been conducted.	Azimuth Environmental Consulting Inc.
<p>Development Engineering & Site Servicing Capacity Review</p> <p>1. There is an existing 300 mm diameter water main located on Airport Road. There is an existing 250 mm diameter sanitary sewer located on Airport Road.</p>	Noted.
2. Prior to Site Plan Approval, a Draft Reference Plan will be required for review and approval to the satisfaction of Regional Traffic and Legal.	Noted.
3. Prior to Site Plan Approval, grading and drainage approval by the Region of Peel is required. Please note that all drawings shall reflect both Regional and Municipal road widening requirements.	Noted.

<p>4. As per the Region of Peel Public Works Stormwater Design Criteria and Procedural Manual, the Region of Peel shall require the use of Low Impact Development (LID) approaches where no site-specific soil, groundwater, infrastructure or policy constraints exist.</p> <p>a. Stormwater Management techniques shall be implemented to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies.</p>	<p>A.M. Candaras Associates Inc.</p>
<p>b. No additional storm drainage may be conveyed from the subject site to Regional Road No. 7 (Airport Road) and no additional grading will be permitted within the Right-of-way as per the Region of Peel Storm Sewer Design Criteria 2.0. Additionally, "Post-Development flows must be equal to or less than Pre-Development levels", as per the Region of Peel Storm Sewer Design Criteria 3.0.</p>	<p>A.M. Candaras Associates Inc.</p>
<p>c. The Region of Peel shall require stormwater quantity control to reduce stormwater peak flow run off from developing sites. Post development flows shall not adversely affect the performance of downstream Region of Peel infrastructure, negatively impact adjacent properties and exacerbate or increase the downstream floor or erosion risk.</p>	<p>A.M. Candaras Associates Inc.</p>
<p>d. Where possible, flows from outside the Regional Road allowance are to be directed to the local municipality's storm sewer system.</p>	<p>A.M. Candaras Associates Inc.</p>
<p>e. No grading will be permitted within any Region of Peel right-of-way to support adjacent developments.</p>	<p>A.M. Candaras Associates Inc.</p>
<p>5. The Storm Water Management Report dated December 6th, 2019 and prepared by A.M. Candaras Associates inc. has been received for review. The report will be forwarded to a Site Servicing Technician for review. Comments will be provided directly to the Engineering Consultant.</p>	<p>A.M. Candaras Associates Inc.</p>
<p>Traffic Development</p>	<p>Noted.</p>

<p>1. Prior to Site Plan Approval, all drawings (site plan, landscape plan, site servicing and site grading drawings) shall be revised to reflect all traffic development requirements such as the road widening, the daylight triangle, approved access and the reserve.</p>	
<p>2. Prior to Site Plan Approval, a Draft Reference Plan will be required for review and approval. The plan shall show the following:</p> <ul style="list-style-type: none"> a. The gratuitous dedication of lands to fulfil the Region’s Right of Way Requirements as per Schedule F of the Regional Official Plan. <ul style="list-style-type: none"> • Regional Road No. 7 (Airport Road) has a designated mid-block right-of-way of 31.5 metres, (15.75 metres from the centreline). 	Surveyor
<ul style="list-style-type: none"> b. A 0.3 metre reserve along the frontage of Airport Road behind the property line and the daylight triangles except at the approved access locations. 	Surveyor
<ul style="list-style-type: none"> c. Lands dedicated to the Region must be gratuitous and be free and clear of all encumbrances, and all costs associated with land conveyances are the responsibility of the developer. After Regional approval has been issued for the Draft Reference Plan, the applicant must register the transfer of lands prior to clearance. 	Surveyor
<ul style="list-style-type: none"> d. Regional Traffic Development is in receipt of a draft-reference plan associated with the proposal. Please revise the draft-reference plan to show the dimension from the centre line of the original road allowance to the new property line to ensure the right-of-way is sufficient. Traffic is not able to comment on the reserve as the access design is not finalized. 	Surveyor
<p>3. Prior to the Region accepting any dedication of lands, an Environmental Site Assessment must be completed to the Region’s satisfaction. At this point in time the Region requires a Phase 1 Environmental Site Assessment for review</p>	Consultant Required

and approval. Subject to the findings of the Phase 1 report, a Phase 2 report may be required.	
4. Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region's easements and/or right-of-way limits.	Noted.
<p>Traffic Development Engineering Submission</p> <p>1. A detailed engineering submission of road works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual".</p>	A.M. Candaras Associates Inc.
2. A detailed cost estimate of the proposed road and access works within the Regional right of way will be required.	A.M. Candaras Associates Inc.
3. Securities shall be submitted as either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road.	Owner
4. A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.40).	Owner
5. Please note that any proposed construction with the Region of Peel's right-of-way may require PUC approval (minimum six weeks process).	Noted.
<p>6. The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:</p> <ul style="list-style-type: none"> • Completed Road Occupancy Permit and a fee as pre Region's user fee by-law; • Completed Notice to Commence Work; 	Owner

<ul style="list-style-type: none"> Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor. 	
7. All costs associated with the design and construction of road and access works will be 100% paid by the Owner.	Owner
Waste Design 1. The site is within the vicinity of a private closed landfill.	Noted.
2. Waste collection will be provided through a private waste hauler.	Noted.
Regional Requirements The Region of Peel offers the following comments pertaining to the proposed Official Plan Amendment application:	Noted.
Development Planning 1. Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. The proposed amendment is exempt from approval under the Planning Act by the Region of Peel subject to the City Clerk confirming that processing was completed in accordance with the Planning Act.	Noted.
Regional Requirements The Region of Peel offers the following comments pertaining to the proposed Zoning By-law Amendment application:	Noted.
Traffic Development	Noted.

1. The Traffic Impact Study dated December 4th, 2019 prepared by Nextrans Consulting Engineers has been received for review. Please be advised that revisions will be required prior to our approval of the report and clearance of the application.	
a. The terms of reference were not submitted prior to the commencement of the study, therefore the Region was unable to provide input on the study.	Nextrans
b. Additional comments will be provided directly to the consultant.	Nextrans
2. A Tertiary Access Plan has been received for review. However, the plan does not show internal connections to the adjacent lands, revisions will be required. Please refer to the Region of Peel's Road Characterization Study (2013) for examples of permitted access types and spacing requirements along this area of Airport Road.	Noted.
a. The site shall be designed to accommodate future road access connections to the neighboring properties.	Weston
b. The proposed access onto Airport Road will be restricted, further details will be determined and provided to the consultant.	Weston
Notes: The following comments below are to assist in the preparation of the development application:	Noted.
1. All servicing and grading drawings shall reflect the Region's and Local Municipality's road widening requirements. Existing private services can be relocated to the new property line or a licensing agreement will be required with the Town of Caledon or an encroachment agreement with the Region of Peel.	A.M. Candaras Associates Inc.
2. Please indicate if the developer will be pursuing LEED certification.	Owner

3. Final site servicing approvals are required prior to the local municipality issuing a building permit.	Noted.
4. The subject land is to be serviced according to the Ontario Building Code (OBC) and current Region of Peel standards.	A.M. Candaras Associates Inc.
5. Confirmation of approval by the Town of Caledon for fire protection is required prior to site servicing approvals.	Noted.
6. The site servicing drawings have been received and assigned to a site servicing technician for review. Detailed engineering comments will be sent directly to the consultant.	A.M. Candaras Associates Inc.
7. Should the tenure change to condominium, the Region will require that the servicing drawings be revised to reflect the local Municipality's Requirements for the Ontario Building Code and we may have additional comments and requirements.	Noted.
8. For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email siteplanservicing@peelregion.ca	A.M. Candaras Associates Inc.
9. For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at PWServiceRequests@peelregion.ca	A.M. Candaras Associates Inc.
10. Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found at the following link: http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf	A.M. Candaras Associates Inc.
11. For Underground Locate Requests please go to the following link: https://www.peelregion.ca/pw/locaterequest/	A.M. Candaras Associates Inc.

12. Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link: http://www.peelregion.ca/pw/other/standards/linear/drawings/	A.M. Candaras Associates Inc.
13. For Underground Locate Requests please go to the following link: https://www.peelregion.ca/pw/locaterequest/	A.M. Candaras Associates Inc.
14. Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link: http://www.peelregion.ca/pw/other/standards/linear/drawings/	A.M. Candaras Associates Inc.
15. Please refer to the Region’s Storm Water Management Report Criteria found at the following link: http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf	A.M. Candaras Associates Inc.
16. Please refer to the Latest Fees Bylaw found on-line at http://www.peelregion.ca/council/bylaws/2010s/2019/bl-67-2019.pdf	Owner

Town of Caledon – Planning & Development, Community Services

Margherita Cosentino, Community Planner, Development Review Services, Planning & Development Services

Margherita.cosentino@caledon.ca

June 25, 2020

Comment	Response
1. Further to your submission received December 23, 2019 and January 28, 2020, the following comments have been received and are outlined below for you review.	Noted.
Proposal 1. The applicant is proposing to demolish the existing dwellings and amend the Official Plan and Zoning By-law for the subject lands located at 16054 and 16060 Airport Road from Village Commercial (CV) to Village Commercial Site Specific Exception (CV-XX) and to amend the Town of Caledon Official Plan for the purpose and effect to permit a Drive Through Service Facility associated with a Restaurant (Tim Horton's), and other site works.	Noted.
2. The subject lands are designated General Commercial (with associated Commercial Core Area), Schedule "D" – Caledon East Secondary Plan, Settlement Area, Schedule "P" – Oak Ridges Moraine Conservation Plan and Wellhead Protection Area, Schedule "O" – Wellhead Protection Areas and zoned Village Commercial (CV) and Wellhead Protection Area 10 and 25 WP-10 and WP-25 by Zoning By-Law 2006-50, as amended.	Noted.
Executive Summary of Comments 1. At this time staff are unable to support the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications, for reasons detailed within this letter and summarized briefly below:	Noted.

<p>a. The drive through facility is a critical component of the application and it should be properly justified throughout all supporting documents including the PJR.</p>	<p>Weston</p>
<p>b. The significance of the heritage buildings and heritage resources should be properly discussed and referenced throughout the supporting documents including the HIA.</p>	<p>Golder Associates Ltd.</p>
<p>Official Plan Amendment Application Comments to be Addressed 1. Various letters, emails and telephone calls has been received from members of the public raising their concerns and opposition of the proposed applications. Attached to this letter are comments that have been received, please prepare a document with your resubmission that addresses these comments. (Town of Caledon, Development Review Services, Planning)</p>	<p>Weston</p>
<p>2. Planning Justification Report (“PJR”) and Official Plan Amendment (“OPA”) Comments: a. The proper land use designation should be referenced in the PJR. The property is designated General Commercial, however, throughout the PJR there are inconsistent references to Commercial Core Area. An example of how it should properly be identified is on page 34, “...located within the Caledon East Commercial Core Area and are designated as General Commercial (Schedule D).” Please amend the material submitted with the application accordingly. (Town of Caledon, Development Review Services, Planning)</p>	<p>Weston</p>
<p>b. While Town staff recognizes that traditionally a drive-through facility is an accessory use to a service operation such as a restaurant or bank, it is also staff’s opinion that the drive-through service facility proposed as part of this application is a critical component to the success of the proposed restaurant. Staff recognize that the facility will generate high volumes of vehicular and pedestrian movement throughout</p>	<p>Weston Nexttrans</p>

<p>the day and likely 24 hours a day with frequent deliveries of goods. The material submitted should recognize the likely intensity of the drive-through facility and the impacts on site design, traffic flow and the surrounding neighbourhood. Please amend the material submitted with the application accordingly. <i>(Town of Caledon, Development Review Services, Planning)</i></p>	
<p>c. Within the Provincial Policy Statement (“PPS”), 2014 Section, this section on the PPS should reference PPS 2020, which took effect May 1, 2020. <i>(Town of Caledon, Development Review Services, Planning)</i></p>	Weston
<p>d. The Description of Subject Lands Section (Page 14, Paragraph 2) and the Transportation Operation Assessment Section (Page 18) of the submitted the Planning Justification Report identify 16 parking spots proposed as part of the application. Please note that the submitted site plan and Figure 2 of the Planning Justification Report (Subject Lands Conceptual Site Plan, Page 13) indicate 15 spots. <i>(Town of Caledon, Policy, Heritage and Design Services, Policy)</i></p>	Weston Nextrans
<p>a. On page 25, please expand the current narrative to comment on Section 1.1.3.2 c and Section 1.8 of the PPS, 2020. <i>(Town of Caledon, Development Review Services, Planning)</i></p>	Weston
<p>b. Within A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 Section, on page 28, please expand the current narrative to comment on Section 2.2.1.4 f) of the Growth Plan, 2019. <i>(Town of Caledon, Development Review Services, Planning)</i></p>	Weston
<p>c. On page 27, please expand the current narrative to comment on the opportunity for increased employment opportunities for residents. The proposed number of jobs should be referenced in</p>	Weston

the PJR. <i>(Town of Caledon, Development Review Services, Planning)</i>	
d. Please provide clarification on page 29, the Planning Justification Report interconnects the concepts of strategic growth areas and delineated built-up areas, although the Region has not yet identified strategic growth areas in Peel. <i>(Town of Caledon, Development Review Services, Planning)</i>	Weston
e. Within the Town of Caledon Official Plan Section, on page 34, please reference Figure 1 as part of the discussion on Caledon's delineated built-up area. <i>(Town of Caledon, Development Review Services, Planning)</i>	Weston
f. On page 34, please expand the current narrative to comment on demolition of the properties. To avoid mentioning that the properties will be demolished and simply focusing on the new design of the building is short-sighted. Both properties are on the Town's Heritage Register as non-designated properties. <i>(Town of Caledon, Development Review Services, Planning and Policy, Heritage and Design Services, Heritage)</i>	Weston
g. On page 29, please expand the current narrative to comment on the Comprehensive Town-Wide Design Guidelines, including the Architectural Design Guidelines associated with the Caledon East Secondary Plan. <i>(Town of Caledon, Development Review Services, Planning)</i>	Weston
h. On page 35, please address good planning principles of intensification. Refer to the Town's Intensification Strategy for guidance. <i>(Town of Caledon, Development Review Services, Planning)</i>	Weston
i. On page 35, please amend the narrative to discuss intensification in terms of numbers and adding more employment	Weston

<p>opportunities to an already built-up area. The proposed development represents redevelopment of an underutilized property that will add to the wide range of uses along high capacity arterial - Airport Road and be compatible with the existing uses. <i>(Town of Caledon, Development Review Services, Planning)</i></p>	
<p>j. On page 42, Paragraph 2 of the submitted Planning Justification Report (Weston), it is suggested that the drive-through component of the proposed use and design is “appropriate for the subject lands as it functions as an accessory use and is consistent with restaurant and commercial use”.</p> <ul style="list-style-type: none"> • This statement appears to contradict the reference provided by the submitted site plan and Figure 2 of the Planning Justification Report (Subject Lands Conceptual Site Plan, Page 13) which identify the proposed building as a “Model 2500 Drive Thru”, suggesting a design and orientation that appear to focus on primarily facilitating drive-through activity. • Currently all restaurants and commercial operations in Caledon East adhere to Policy 7.7.3 of the Town’s Official Plan and do include a drive-through facility. The provision of a variance from this policy would appear to be inconsistent with restaurant and commercial use in Caledon East. <p><i>(Town of Caledon, Policy, Heritage and Design Services, Policy)</i></p>	<p>Weston</p>
<p>k. On page 53 or 54, please amend the analysis to include the definition for drive-through service facility from the Town’s OP. <i>(Town of Caledon, Development Review Services, Planning)</i></p>	<p>Weston</p>

<p>I. The application as submitted does not appear to meet the requirements of the of the Caledon East Secondary Plan (OP Section 7.7) as follows:</p> <ul style="list-style-type: none"> - Section 7.7.2 Objectives 	<p>Weston</p>
<ul style="list-style-type: none"> - In addition to the objectives established elsewhere in this Plan, the following objectives have been established specifically for the Caledon East Area: <ul style="list-style-type: none"> • To create a compact community that maintains the character of the surrounding rural landscape, makes effective use of land and services and facilitates pedestrian and vehicular access to community facilities and services; • The “drive thru” design of the proposed development does not appear to enhance the character of Caledon East or facilitate a pedestrian activity. The potential for establishing a vehicular bottleneck at this location from both South heading commuter traffic and an influx of commuter traffic temporarily heading North from Old Church Rd. to reach this venue during rush hour appear at present to impact pedestrian and vehicular access in the area. 	<p>Weston</p>
<ul style="list-style-type: none"> - To identify and protect, as appropriate, cultural heritage and archaeological resources, including heritage buildings and significant landscape features and views; <ul style="list-style-type: none"> • One of the houses proposed for removal as part of the proposed development has been identified by Douglas McGlynn as being a Sears & Roebuck “Kit House” with heritage value. 	<p>Weston Golder Associates Ltd.</p>
<ul style="list-style-type: none"> - To create streetscapes that enhance the character of Caledon East and provide a safe and pleasant pedestrian environment that contributes to a sense of community; 	<p>Weston</p>

<ul style="list-style-type: none"> The “drive thru” design of the proposed development does not appear to enhance the character of Caledon East or facilitate a pedestrian activity. 	
<p>m. Section 7.7.4 Community Design:</p> <ul style="list-style-type: none"> The proposed design submitted does not appear to meet the intent of policies: <ul style="list-style-type: none"> 7.7.4.1 - Maintaining the historic character and desire for a traditional “main street” commercial area with appropriate (and preferably traditional) architectural style; 7.7.4.4 - Streetscapes that are greener, pedestrian friendly and safe; 7.7.4.1.b) Community Design Principles 	Weston
<ul style="list-style-type: none"> The proposed design submitted does not identify how it has met the requirement for conformity to the adopted Caledon East Streetscape Concept and Architectural Guidelines. 	Weston
<ul style="list-style-type: none"> 7.7.5.1.8 - The proposed design submitted does not appear to “demonstrate how they have addressed and incorporated the Caledon East Community Design Principles and Guidelines into their proposal to the satisfaction of the Town”. 	Weston
<ul style="list-style-type: none"> 7.7.15.6 - The proposed design submitted appears to result in a reduction of street parking along Airport Road, thereby contravening this policy intent to “improve on-street parking within the commercial core of Caledon East, and to provide additional on-street parking or communal parking areas, as opportunities arise, to serve both the commercial core and the Caledon Trailway”. 	Weston
<p>n. The legal description throughout the draft official plan amendment (including schedules) needs to be revised to Lots 7 and 8 on Plan CAL4 (Caledon E); Town of Caledon; Regional</p>	Weston

Municipality of Peel. (<i>Town of Caledon, Development Review Services, Planning</i>)	
o. Please refer to the attached draft Official Plan Amendment document for track change comments. (Town of Caledon, Development Review Services, Planning)	Weston
3. Please refer to attached Urban Design Brief with integrated staff comments. (Town of Caledon, Policy, Heritage and Design Services, Urban Design)	Weston
4. Traffic staff defer the review to the Region of Peel as the proposed access is on Airport Road, being a Regional Road. (Town of Caledon, Finance and Infrastructure Services, Transportation)	Noted.
5. Airport Road is a Regional Road. The subject lands of this application are located within the Region of Peel's current Airport Road Environmental Assessment (EA) Study area (from 100m north of King Street to 300m north of Huntmill Drive, Caledon). This study has been identified as focusing on: a. Enhancing the safety of Airport Road by examining traffic calming measures for truck and other vehicular traffic through Caledon East.	Weston Nextrans Dillon Consulting
b. Supporting the Caledon East Community Improvement Plan including streetscaping.	Weston Nextrans Dillon Consulting
c. Promoting healthy living by examining infrastructure improvements for walking and cycling It has been identified that this project will not be considering road widening for additional through traffic lanes along Airport Road. More information on this study can be found at:	Weston Nextrans Dillon Consulting

<p>http://www.peelregion.ca/pw/transportation/envirom-assess/airport-road-improvements.htm It is recommended that further review of this application require incorporation of the findings of the completed Regional EA. (Town of Caledon, Policy, Heritage and Design Services, Policy)</p>	
<p>6. As part of the next submission, please provide a letter from the Landscape Architect summarizing in detail how each of the above items has been addressed. (Town of Caledon, Policy, Heritage and Design Services, Landscape)</p>	Dillon Consulting
<p>7. For property tax purposes, these two sites (16054 and 16060 Airport Road) are currently assessed as Residential (\$828,000 CVA combined). The Town's share of taxes levied, based on current value assessment is approximately \$4,300 combined. As at March 10, 2020, the property tax accounts are determined to be current. (Town of Caledon, Finance and Infrastructure Services, Finance)</p>	Noted.
<p>8. If the proposed development were to proceed as planned, (includes a proposed restaurant facility), each property's taxable assessment value would change, to reflect the developments that would have taken place. The proposed activities are classified as retail until current Development Charges By-law. Conditional redevelopment credits may become available subsequent to the demolition or removal of any existing buildings. (Town of Caledon, Finance and Infrastructure Services, Finance)</p>	Noted.
<p>9. Development Charges, pertaining to buildings for retail activities are currently: a. Town of Caledon, \$57.10 per square metre of added floor space.</p>	Noted.

<p>b. Region of Peel, \$230.11 per square metre of added floor space.</p>	<p>Noted.</p>
<p>c. School Boards, \$9.69 per square metre of added floor space. (Town of Caledon, Finance and Infrastructure Services, Finance)</p>	<p>Noted.</p>
<p>10. The Development Charges comments and estimates above are as at March 10, 2020 and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. Development Charges are calculated and payable at the time of building permit issuance. Development Charge By-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on the Development Charges By-law and rates in effect at the time of building permit, and actual information related to the construction as provided in the building permit application. (Town of Caledon, Finance and Infrastructure Services, Finance)</p>	<p>Noted.</p>
<p>11. Development Engineering has concerns regarding the internal functionality of the site. Please demonstrate how deliveries will be made including the travel routes and turning radius as it appears that delivery trucks would have to utilize the drive through and would also block in the four parking spaces along the rear. Additionally, there appears to be insufficient space to reverse out of the parking space nearest to the garbage enclosure. (Town of Caledon, Development Review Services, Engineering)</p>	<p>Nextrans</p>
<p>12. The Noise Feasibility Study prepared by HGC Engineering dated December 20, 2019 is to be peer reviewed at the applicant's expense. Costs for the peer review will be submitted under a separate cover. (Town of Caledon, Development Review Services, Engineering)</p>	<p>Owner</p>

<p>13. Since the HIA was written both properties have been Listed on the Town's Heritage Register as non-designated properties which will impact the HIA's description of the properties and the resultant process for proposed demolition.</p>	<p>Golder Asscoaites Ltd.</p>
<p>14. Please modify the evaluation comments to reflect on each individual address separately. This will make the evaluation of determinable criteria easier to read.</p>	<p>Golder Asscoaites Ltd.</p>
<p>15. The proposed development does not meet the suggested criteria of the second determination of impact on page 4.</p>	<p>Golder Asscoaites Ltd.</p>
<p>16. Both properties are Listed on the Town's Heritage Register and according to the PPS 2020, constitute the definition of Built Heritage Resources as defined on page 6.</p>	<p>Golder Asscoaites Ltd.</p>
<p>17. There is no reference to the Caledon East Secondary Plan nor the Architectural Design Guidelines associated with the CESP that help to guide new development in Caledon East specifically around heritage buildings and heritage resources.</p>	<p>Golder Asscoaites Ltd.</p>
<p>18. Is Town Lot 7 assumed to be 16054 Airport Road? This is unclear on page 13. See notes below.</p>	<p>Golder Asscoaites Ltd.</p>
<p>19. The Heritage Office of the Town of Caledon has the subdivision drawings for Cal-4 which can be made available for Golder upon request. Cal-4 clearly shows the subdivision into Lots 7 and 8, therefore a clear history of each lot should be stated from 1869 onwards to make it easier to identify the historical significance of each lot and the owners identified.</p>	<p>Golder Asscoaites Ltd.</p>
<p>20. Page 14. What evidence is there that the building at 16060 Airport Road was constructed after 1907 when the census records from 1901 state that he was residing there with his wife and a boarder and there is a date stone in the building that states 1907.</p>	<p>Golder Asscoaites Ltd.</p>

<p>21. Would an undertaker not be a person that is significant to the community? Surely this is an important service that was carried out by Donaldson in the early 20th century, thereby satisfying OHA 2(i) for designation.</p>	<p>Golder Asscoaites Ltd.</p>
<p>22. There is no evidence presented from the Abstracts that points to a mortgage, lien or grant that would identify if a building was constructed on either lot in the 19th century.</p>	<p>Golder Asscoaites Ltd.</p>
<p>23. Please rework the history of each lot identifying clearly who owned each lot and if there was any indication of a building based on the valuations form the Abstracts. This should happen post 1869 as indicated above for Section 4.2.2 pages 12-14.</p>	<p>Golder Asscoaites Ltd.</p>
<p>24. 16054 appears to have a rough rubble stone foundation and a dropped ceiling with an original t&g wood ceiling beyond (figure 24).</p>	<p>Golder Asscoaites Ltd.</p>
<p>25. Provide confirmation if 16054 a timber frame structure and what is behind the vinyl siding.</p>	<p>Golder Asscoaites Ltd.</p>
<p>26. Table 3, page 44 describes the vinyl siding as having replaced the original siding. Typically, vinyl siding is placed over the top of existing siding especially if the original siding is horizontal wood siding.</p>	<p>Golder Asscoaites Ltd.</p>
<p>27. Confirm that the vinyl siding has indeed replaced the original.</p>	<p>Golder Asscoaites Ltd.</p>
<p>28. Although the interior has been altered and Historic England take a far deeper look into the heritage value of a property compared to Canada, confirm what relevance does this have to the criteria for CHVI outlined by the OHA and if the report took into account the dropped ceiling with wood interior behind.</p>	<p>Golder Asscoaites Ltd.</p>
<p>29. Even with the interior being in “poor” condition it still meets 75% of the outlined criteria for integrity yet Section 5.2.1.5.1 points to</p>	<p>Golder Asscoaites Ltd.</p>

<p>significant exterior and interior alterations. Is this language appropriate? Significant would appear to mean a 50% or lower criteria mark.</p>	
<p>30. Section 5.2.1.6 requires clarification. The history of the Lot development was not confirmed as outlined in Section 4.2.2. The building is vernacular in its construction as identified by the heavy aggregate foundation and timber frame construction and leans more to a neoclassical style due to its scale, window and door locations, symmetry and roof pitch. It is inherently difficult to date these building designs as they do not conform to a “style” that is easily identified but rather were constructed out of necessity and ease of construction, which points to the social status of the owner. Although concrete blocks underwent a surge in mass production at the turn of the 20th century and were readily available through mail order through Sears Roebuck (and the forms were also available to buy through this method for homemade blocks) the lack of concrete block construction could point to an earlier construction date than 1925 to 1950. A more definitive way of dating the building construction would also be found in the size of floor joists and wall construction.</p>	<p>Golder Asscoaites Ltd.</p>
<p>31. Confirm if the Abstract point to any change in land value prior to 1925 and if the SDR Boiler have a date stamp.</p>	<p>Golder Asscoaites Ltd.</p>
<p>32. Section 5.2.2.1 describes the exterior of 16060 Airport Road but does not include the stairs that lead to the second level. Confirm if the second story enclosure with the scalloped wood shingles a separate entry to the second floor.</p>	<p>Golder Asscoaites Ltd.</p>
<p>33. A comparison between 16060 Airport Road and 16041 Airport Road (a more traditional form of Edwardian Classicism) would be appropriate to compare construction styles and design.</p>	<p>Golder Asscoaites Ltd.</p>



34. Are the masonry blocks hand made on site from a mold or manufactured and shipped?	Golder Asscoaites Ltd.
35. The fieldstone foundation could point to a previous dwelling being located on the property and the 1907 house was built on this foundation.	Golder Asscoaites Ltd.
36. The red mortar of the blocks is “tuck-taped”, something that is usually reserved for brick buildings with “second” bricks as the tuck-taping helps to provide regular corners on the rougher brickwork, something not typically found on concrete formed blocks due to the more regular coursing. “Tuck-taping” requires a specific skill set to accomplish properly.	Golder Asscoaites Ltd.
37. Confirm if the floor joists rough cut nominal Doug Fir or if they are machine cut planed.	Golder Asscoaites Ltd.
38. Confirm if there is access to the second floor on the site visit through a central interior staircase.	Golder Asscoaites Ltd.
39. Confirm how the two ground floor entrances work for circulation on the ground floor. A sketch of both ground floor and second floor of this house would make the current layout clearer as to the location and access of the multiple entrances. This does not have to be to scale and can be compared to the traditional Four-Square floor plan provided.	Golder Asscoaites Ltd.
40. Section 5.2.2.5 describes the footprint as having marginal changes due to the two small additions but is only given a score of 50. This score would be more representative of more substantial additions, especially had they been constructed prior to 2005?	Golder Asscoaites Ltd.
41. Section 5.2.2.6 interprets the building at 16060 Airport Road as being constructed in the Edwardian Classical or Four-Square style. As stated this design has balanced facades, was typically	Golder Asscoaites Ltd.

<p>built from brick and had a large front veranda. However, 16060 Airport Road is missing these characteristics.</p>	
<p>42. The elevations are not balanced due to the second-floor entry from the east elevation up a staircase which creates a void on the east and south elevation and introduces a wood “porch” on the second floor; there is no front veranda nor does it appear that there was one as there is no ‘scarring’ on the east elevation from where historically one would have been located; and this property is constructed from concrete blocks either molded on site or purchased. As this house was built by an undertaker, could it be possible that the house was modified so he could have his business on the ground floor and living quarters above, separating his family from his business? This, then, would satisfy section</p>	<p>Golder Asscoaites Ltd.</p>
<p>43. 1(i) of the O/Reg criteria and section 1(ii) due to its tuck taping and concrete block construction. The undertaker’s business would also merit review under section 2(i) of the O/Reg criteria as he had a significant contribution to the local community.</p>	<p>Golder Asscoaites Ltd.</p>
<p>16054 Airport Road Section 7.1.1: 44. As the established date of construction could not be ascertained by this report, and the date of construction is unknown, the foundation gives indication that this could be an early representative form of this style of building, therefore does meet the criteria 1(i) under O/Reg 9/06. As the report was not clear on the construction material nor on the original siding it is possible that it was constructed circa 1915-1919. As the report clearly points out, this style of building was not typical until 1925 making this an early representation of this style of building.</p>	<p>Golder Asscoaites Ltd.</p>
<p>16060 Airport Road Section 7.2.1: 45. As previously noted this property appears to have been specifically designed to accommodate the undertaker’s business</p>	<p>Golder Asscoaites Ltd.</p>

<p>and is therefore a rare example of the Edwardian Classical style as it has variations not seen in other designs of this time period or style. This, then, would satisfy section 1(i) of the O/Reg criteria and section 1(ii) due to its tuck taping and concrete block construction.</p>	
<p>46. Section 7.2.2: As an undertaker in the early 20th century Mr Donaldson would have been a prominent business man and conducted an essential service for Caledon East and the surrounding area, therefore he was a significant member of the community. This means the property would meet Section 2(i) of the O/Reg 9/06 criteria.</p>	<p>Golder Asscoaites Ltd.</p>
<p>47. As already identified the property also meets criteria 3(i) of O/Reg 9/06.</p>	<p>Golder Asscoaites Ltd.</p>
<p>48. As the building is located along Airport Road and is the only concrete block constructed building on the west side of Airport Road that was owned and operated by an undertaker, the building would be easily recognizable in Caledon East and therefore conveys prominence within the street context. The building can therefore be considered a landmark.</p>	<p>Golder Asscoaites Ltd.</p>
<p>49. The property has only to meet 1 subsection of the 3 identified criteria to be considered for designation. Considering the comments provided above the property at 16060 Airport Road would appear to meet at least one identifiable subsection in each of the criteria for Architectural, Contextual and Associative for O/Reg 9/06. A SCHVI should therefore be prepared for 16060 Airport Road.</p>	<p>Golder Asscoaites Ltd.</p>
<p>50. <i>Section 8 will need to be updated to reflect the change in status from BHRI to Listing on the Heritage Inventory. Section 8 will also require modification based on the comments provided above.</i></p>	<p>Golder Asscoaites Ltd.</p>

<p><i>Zoning By-law Amendment Application Comments to be Addressed</i></p> <p>1. Please revise the Site Plan to include:</p> <p>a. Location of the nearest fire hydrant.</p>	Dillon Consulting
<p>b. Location of the fire department access route. Fire department access route signage shall be provided as per Town of Caledon By-law 2015-058. Please indicate location of fire route signs.</p>	Dillon Consulting
<p>c. Location of principal entrance to be indicated on site plan.</p>	Dillon Consulting
<p>d. Please include an OBC data matrix. (Town of Caledon, Fire and Emergency Services and Building Services Section)</p>	Dillon Consulting
<p>2. Provide site servicing drawings. (Town of Caledon, Building Services Section)</p>	A.M. Candaras Associates Inc.
<p>3. Site Plan shall indicate that Accessible Parking Spaces for the site comply with By-law 2015-058 - Schedule "K". As such, the Site Plan shall illustrate accessible aisles on each side of an accessible parking space. (Town of Caledon, Legislative Services, Accessibility)</p>	Dillon Consulting
<p>4. An unobstructed path of travel shall be maintained from the accessible parking spaces to the main entrance of the building. (Town of Caledon, Legislative Services, Accessibility)</p>	Dillon Consulting
<p>5. Site Plan shall indicate that the exterior travel routes (sidewalks) servicing the building shall be a minimum of 1.5 m wide as per the Design of Public Spaces legislation of the AODA, pertaining to exterior travel routes. (Town of Caledon, Legislative Services, Accessibility)</p>	Dillon Consulting
<p>6. Walkways to the main entrance shall be free of obstructions, such as garbage receptacles and planters. (Town of Caledon, Legislative Services, Accessibility)</p>	Dillon Consulting

7. Site Plan shall clearly identify appropriate curb depressions on walkways and lifted areas. (Town of Caledon, Legislative Services, Accessibility)	Dillon Consulting
8. Site Plan shall indicate snow storage areas on the plan to ensure the accessibility provisions of the site are maintained. (Town of Caledon, Legislative Services, Accessibility)	Dillon Consulting
9. Site Plan shall indicate the patio area complies with the Outdoor Public Use Eating Areas (Section 80.16 and 80.17) of the IASR. (Town of Caledon, Legislative Services, Accessibility)	Dillon Consulting
10. Please clarify if the retaining wall system shown on site utilizes tie backs or geogrid. Should the proposed retaining walls utilize these systems, additional width may be requested for the landscape strips as to provide adequate space for sustained plant growth while not interfering with the proposed function of the proposed retaining walls. (Town of Caledon, Policy, Heritage and Design Services, Landscape)	Dillon Consulting A.M. Candaras Associates Inc.
11. Please clarify the rationale for the site-specific zoning standard of a 1.88m landscape strip along the western interior side yard. (Town of Caledon, Policy, Heritage and Design Services, Landscape)	Weston
12. Please label the snow storage areas on site on the site plan and landscape plans. (Town of Caledon, Policy, Heritage and Design Services, Landscape)	Dillon Consulting
13. Please indicate graphically on the landscape plans and site plan the locations of all light standards on site. (Town of Caledon, Policy, Heritage and Design Services, Landscape)	Dillon Consulting
14. Please label all signage on site on the LP-1 Landscape Plan as per the SP Site Plan. (Town of Caledon, Policy, Heritage and Design Services, Landscape)	Dillon Consulting

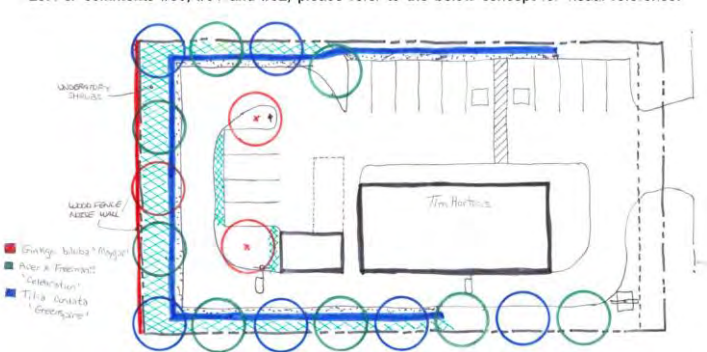
<p>15. Please provide a construction detail for the garbage enclosure noted on site. Please note the garbage enclosure is to be constructed of opaque building materials. (Town of Caledon, Policy, Heritage and Design Services, Landscape)</p>	<p>Dillon Consulting</p>
<p>16. Please update the label of retaining walls on the LP-1 Landscape Plan as “retaining wall – refer to engineering drawings” as opposed to the current “retaining wall by others”. (Town of Caledon, Policy, Heritage and Design Services, Landscape)</p>	<p>Dillon Consulting</p>
<p>17. The legal description throughout the draft zoning by-law amendment (including schedules) needs to be revised to Lots 7 and 8 on Plan CAL4 (Caledon E); Town of Caledon; Regional Municipality of Peel. (Town of Caledon, Development Review Services, Planning)</p>	<p>Weston</p>
<p>18. Please refer to the attached draft Zoning By-law Amendment document for track change comments. (Town of Caledon, Development Review Services, Planning)</p>	<p>Weston</p>
<p>Site Plan Application Comments to be Addressed 1. There are mortgages on the subject lands, if a Site Plan Agreement will be entered into, postponements of these mortgages to the Site Plan Agreement will be required prior to registration of the agreement. (Town of Caledon, Development Review Services, Planning)</p>	<p>Owner</p>
<p>2. Instrument No. BL1024, registered on December 30, 1965, is a by-law deeming Plan CAL4 to no longer be a plan of subdivision. As such, the parcels have legally merged and Legal Services requires that an Application to Consolidate Parcels be registered. (Town of Caledon, Development Review Services, Planning)</p>	<p>Owner</p>

<p>3. Site Plan shall indicate that the Accessible Parking Sign complies with Town of Caledon standards. (Town of Caledon, Legislative Services, Accessibility)</p>	<p>Dillon Consulting</p>
<p>4. Site Plan shall clearly indicate that the main entrance for the proposed building are barrier-free with either a power door operator or an automatic sliding door feature as per the barrier free section of the Ontario Building Code. (Town of Caledon, Legislative Services, Accessibility)</p>	<p>Dillon Consulting</p>
<p>5. Site Plan shall illustrate that exterior lighting at the building entrance points and accessible parking spaces shall be at a minimum of 35 lux. (Town of Caledon, Legislative Services, Accessibility)</p>	<p>Dillon Consulting</p>
<p>6. Should noise walls or noise attenuation barriers be proposed on site, please illustrate and label the location(s) of such noise walls on the LP-1 Landscape Plan and SP Site Plan. If applicable, please label the proposed noise walls and reference as “refer to engineering drawings”. (Town of Caledon, Policy, Heritage and Design Services, Landscape)</p>	<p>Dillon Consulting</p>
<p>7. Please add the Town of Caledon site plan application number (SPA-2019-0066) to the title bar of all landscape drawings, site plans and tree preservation plans. (Town of Caledon, Policy, Heritage and Design Services, Landscape)</p>	<p>Dillon Consulting 7 Oaks</p>
<p>8. Please include the Town of Caledon site plan application number (SPA-2019-0066) within the header of the Landscape Cost Estimate and Landscape Letter of Conformance. (Town of Caledon, Policy, Heritage and Design Services, Landscape)</p>	<p>Dillon Consulting</p>
<p>9. Please add a date to the Landscape Letter of Conformance as it was noted the current Landscape Letter of Conformance is not</p>	<p>Dillon Consulting</p>

<p>dated. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	
<p>10. Please note that the current Landscape Cost Estimate is not stamped, signed and dated by a full member of the Ontario Association of Landscape Architects (OALA) in good standing. Please ensure the revised Landscape Cost Estimate is stamped, signed and dated by a full member of the OALA in good standing. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>11. Please update the formatting of the Landscape Cost Estimate to include sub-categories of plant material (e.g. deciduous trees, coniferous trees, shrubs, etc.) to match that of the LP-1 Landscape Plan plant list. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>12. Please update the Landscape Cost Estimate to specify shrubs, perennials, grasses and groundcovers as “ea.” as opposed to the current “m2”. Please note quantities shown within the Landscape Cost Estimate should correlate with the LP-1 Landscape Plan plant list. Please also specify armor stone as “ea.” as opposed to the current “LS”. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>13. Please add the Town of Caledon standard landscape notes to the landscape drawing set, as per pages 17 and 18 of the Town of Caledon Site Plan Control Manual. Please note the full name of the consulting Landscape Architectural Firm is required under point #1 (General). Please also ensure none of the Dillon Consulting general notes are in contradiction of the Town of Caledon standard landscape notes. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>

<p>14. Within the landscape drawing set, please illustrate and label all existing fencing located on site, inclusive of fence type and height. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>15. As per the Town of Caledon Development Standards Manual, please update the 4th General Planting Note as shown on the LP-2 Landscape Plan to specify 300mm of topsoil for sod as opposed to the current 150mm of topsoil. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>16. Please graphically show plant ties between deciduous trees of the same species, as illustrated on the LP-1 Landscape Plan. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>17. Please increase the size of the Magyar Maidenhair Tree as shown within the LP-1 Landscape Plan plant list from the current 50mm caliper to a minimum of 70mm caliper as per the minimum requirements of the Town of Caledon Site Plan Control Manual. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>18. Please illustrate and label the property lines on the LP-1 Landscape Plan. Please add the property line to the legend of the LP-1 drawing and ensure the corresponding line type and line weight correlate with the drawing. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>19. Please substitute Town of Caledon standard landscape detail #801 for the coniferous tree planting detail currently shown on LP-2 Landscape Plan. Please note that Town of Caledon standard details can be found online at: https://www.caledon.ca/en/townhall/development-standards-</p>	<p>Dillon Consulting</p>

policies-guidelines.asp (<i>Town of Caledon, Policy, Heritage and Design Services, Landscape</i>)	
20. Please substitute Town of Caledon standard landscape detail #800 for the deciduous tree planting detail currently shown on LP-2 Landscape Plan. (<i>Town of Caledon, Policy, Heritage and Design Services, Landscape</i>)	Dillon Consulting
21. Please substitute Town of Caledon standard landscape detail #802 for the shrub planting detail currently shown on LP-2 Landscape Plan. (<i>Town of Caledon, Policy, Heritage and Design Services, Landscape</i>)	Dillon Consulting
22. Please add Town of Caledon standard landscape detail #709 to the landscape drawing set. (<i>Town of Caledon, Policy, Heritage and Design Services, Landscape</i>)	Dillon Consulting
23. Please upgrade the concrete sidewalk and patio area along the North/East edge of the Tim Hortons building from CIP concrete to unit pavers to improve urban design. Please provide a construction detail specifying the unit paver laying pattern and paver type. Please specify use of polymeric sand between joints of unit pavers within this detail. (<i>Town of Caledon, Policy, Heritage and Design Services, Landscape</i>)	Dillon Consulting
24. Please confirm in writing with the Region of Peel if deciduous trees are permitted within the future Airport Road widening. Should deciduous trees not be permitted, the one Celebration Maple (AS) shown on the North-East corner of the site will need to be removed as its proposed location will interfere with the future road widening. (<i>Town of Caledon, Policy, Heritage and Design Services, Landscape</i>)	Dillon Consulting
25. Please provide an alternative deciduous tree species to that of the Paper Birch proposed within the LP-1 Landscape Plan. Due	Dillon Consulting

<p>to the limited soil volumes, narrow planting beds and abundance of surrounding imperviable surface area, a tree species more tolerant of urban conditions should be proposed on site. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	
<p>26. Please illustrate and label any proposed patio furnishings (e.g. tables, chairs, waste receptacles, etc.) if proposed within the fenced patio area along the East side of the Tim Hortons building. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>27. Please provide a pedestrian connection to the existing concrete sidewalk on Airport Road. The proposed pedestrian connection should be illustrated on the landscape plans and site plan. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>28. When ornamental grasses are proposed on site, please utilize a single species in block or grouped plantings, as opposed to the current intermixed groupings (clusters of 3-5) proposed. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>29. For comments #30, #31 and #32, please refer to the below concept for visual reference.</p>  <p>The diagram is a site plan of a fenced patio area. A central rectangular building is labeled 'Tim Hortons'. The patio area is enclosed by a fence. Various plantings are indicated by colored circles and lines: red circles for 'Ginger, White Magnolia', green circles for 'Aster & Freesia', blue circles for 'Tilia Cordata', and blue lines for 'Greenery'. A legend in the bottom left corner identifies these elements. The patio area is also labeled 'WOODEN FENCE' and 'WOODEN FENCE'.</p>	<p>Dillon Consulting 7 Oaks</p>

<p>Please note this concept is provided without prejudice. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	
<p>30. Please note that as it is anticipated that a noise wall or solid wood board fence is to be provided along the rear (west) lot line, deciduous trees are desired as opposed to coniferous as the noise wall or wood fence will provide visual screening. Deciduous trees should be planted with blocks of deciduous and/or coniferous shrubs between retaining wall and lot line. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>31. Please add one deciduous tree to the smaller (Northern) planting island of the drive thru. Please also center the layout of the deciduous tree within the larger (Southern) planting islands of the drive thru. Please note the layout of the armour stone and/or understory plantings may need to be adjusted. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>32. Please ensure spacing between deciduous trees is consistent along lot lines, such that trees along the North and South lot lines are spaced at the same intervals on center. Spacing of trees along the West lot line may be at a different interval if required but should be consistent. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>33. To avoid conflicts with other utilities, please provide a separate irrigation plan illustrating the layout of irrigation lines and sprinkler heads. Please relocate the irrigation notes currently shown on the LP-2 Landscape Plan to this new drawing. Please update the Landscape Letter of Conformance to reflect this change in inclusion of an irrigation plan. Please illustrate and label Airport Road on the TIPP-01 Tree Preservation Plan.</p>	<p>Dillon Consulting 7 Oaks</p>

<i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i>	
34. Please illustrate and label the property lines on the TIPP-01 Tree Preservation Plan. Please note that while shown on the legend of the TIPP-01 Tree Preservation Plan as “site boundary”, no corresponding line type and line weight is shown within the drawing. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i>	7 Oaks
35. Please adjust the line weight and/or transparency of the underlay base information on the TIPP-01 Tree Preservation Plan to aid in interpretation of the tree preservation information. Please also distinguish the drip line of the existing trees graphically as a solid circle as opposed to the current poly line to aid in legibility, particularly in dealing with overlapping tree canopies and tree clusters. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i>	7 Oaks
36. Please add the following general note to the TIPP-01 Tree Preservation Plan. “Any trees located on the property line or on the adjacent property that are proposed to be removed, pruned or injured, will require written consent from the adjacent landowner. All correspondence is to be forwarded to the Town prior to formal site plan approval and any on-site removals.” <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i>	7 Oaks
37. Please note that excluding invasive tree species (e.g. Manitoba Maple), 21 trees are proposed for removal from site. Provided the Town standard 2:1 replacement tree ratio, 42 replacement trees are to be provided on site. Should site conditions not allow for all replacement trees to be accommodated on site, monetary compensation shall be provided to the Town at a per tree rate determined and agreed upon by the Town for all replacement	Owner

<p>trees unable to be accommodate for on-site. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	
<p>38. Cash-in-lieu of parkland dedication ('CIL') is a requirement of the site plan process. The applicant must pay CIL prior to the issuance of a building permit. To determine the amount of CIL payment, the applicant shall have a market value appraisal completed for the subject property. The long form appraisal must be prepared by an AACI certified appraiser. The Town will review the appraisal and if there is a concern about the value of the appraisal then a peer review of the report may be required. The peer review shall be done at the cost of the applicant. An appraisal is only valid for six months so the applicant should ensure that an appraisal is done at an appropriate time in the site plan process so as to not delay the issuance of a building permit or cause an updated appraisal to be done. CIL payment shall be based on 2% of the approved appraised value of the subject lands. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Owner</p>
<p>39. Please revise and re-submit a landscape cost estimate and landscape letter of conformance based on the proposed landscape materials and comments provided above. The landscape cost estimate and landscape letter of conformance needs to be originally stamped, signed and dated by a full member of the Ontario Association of Landscape Architects (OALA) in good standing. The amount of landscape securities the Town requires is based on 100% of the total cost of the landscape works. <i>(Town of Caledon, Policy, Heritage and Design Services, Landscape)</i></p>	<p>Dillon Consulting</p>
<p>40. The Engineering Cost Estimate (Internal) is to be revised to address the following: a) The Engineering Cost Estimate is to be dated, stamped and signed by a Professional Engineer.</p>	<p>A.M. Candaras Associates Inc.</p>

<p>a. The Engineering Cost Estimate is to be dated, stamped and signed by a Professional Engineer.</p> <p>b. Please include the SPA number (SPA 2019 – 0066) on the Engineering Cost Estimate.</p> <p>c. Please revise the length of the infiltration trench in the cost estimate to correlate with the engineering plans.</p> <p>d. Please revise the Engineering Cost Estimate to include a 10% contingency.</p> <p>e. Please be advised that the Engineering Securities Policy at the Town of Caledon has recently changed. The new engineering securities policy will require engineering securities to be posted based on 50% of the engineering cost estimate for internal works, to a minimum of \$20,000 and a maximum of \$1,000,000.</p> <p><i>(Town of Caledon, Development Review Services, Engineering)</i> Development Engineering requests that the Engineer provide a response letter with the re-submission package including reiterating the Towns comments and detailing how each of the above comment is addressed. <i>(Town of Caledon, Development Review Services, Engineering)</i></p>	
<p>41. Please update the Engineering Letter of Conformance to include the Towns SPA number (SPA 2019-0066) and it is to be signed, stamped and dated by a Professional Engineer. (Town of Caledon, Development Review Services, Engineering)</p>	<p>A.M. Candaras Associates Inc.</p>
<p>42. The Geotechnical Report is to be dated, signed and stamped by the Professional Engineer. (Town of Caledon, Development Review Services, Engineering)</p>	<p>Azure Group</p>
<p>43. Please revise the Site Grading, Servicing and Stormwater Management Plan (G1) prepared by A.M. Candaras Associates Inc. revised December 6, 2019 to address the following:</p>	<p>A.M. Candaras Associates Inc.</p>



- a. Please revise the north arrow and ensure it correlates between all drawings.
- b. Please include the pipe insulation detail on the plans. Please refer to section 4.4.3 of the Towns Standards for insulation requirements.
- c. Catchbasins shall be located in the driving lane of the parking lot and outside of designated parking areas (CB5) as per Town Standards Section 4.4.2.
- d. Please include the noise mitigation measures identified in the Noise Feasibility Study on the plan, specifically the required 2m noise barrier with TW and BW elevations at frequent intervals.
- e. The minimum slope for a storm sewer pipe is 0.4%; therefore confirm that self-cleaning velocities are maintained. This should be included on the plan.
- f. Please confirm the elevations near the northern property line as the existing property line elevation of 293.50 and TW elevation of 292.85 would result in a proposed slope greater than 3:1. Additionally, confirm the BW elevation of 292.80 as it appears to be a typo.
- g. Please provide the TW elevations at the end of the retaining walls.
- h. Section 2.0 of the SWM Report identifies that no external drainage enters the site, however please show the adjacent properties existing grades up to 10m beyond the limits of the site to confirm.
- i. Details for the proposed retaining walls complete with the stamp and signature of the design engineer are to be provided to Development Engineering for review and approval prior to site plan approval as the retaining walls are greater than 1.0m. Note that protective fencing or railing is required where the exposed retaining wall face

<p>height exceeds 0.6m. Retaining wall details are to include the following notes:</p> <ul style="list-style-type: none"> i. The subject walls have been designed in accordance with accepted engineering principles. ii. The wall is suitable for the geotechnical condition of the site and for the type of loading. <p><i>(Town of Caledon, Development Review Services, Engineering)</i></p>	
<p>44. Please revise the Stormwater Management & Functional Servicing Report prepared by A.M. Candaras Associates Inc. dated December 6, 2019 to address the following:</p> <ul style="list-style-type: none"> a. Section 3.1.2 identifies that there are no rooftop controls or rooftop storage, however both Section 3.0 and 3.1 identify rooftop controls and storage, please clarify and revise accordingly to correlate. b. The length of the infiltration trench is shown on the plans as 12.1m, however the callout note denotes 10.7m. The size of the trench differs between the Hydro G Report, SWM Report and the plans. Please revise such that the size of the infiltration trench correlates between all reports and plans. c. As the site ultimately outlets to Airport Road (Regional Road), the review and final approval of the Stormwater Management & Functional Servicing Report is the responsibility of the Region of Peel. <p><i>(Town of Caledon, Development Review Services, Engineering)</i></p>	<p>A.M. Candaras Associates Inc.</p>
<p>45. The Photometrics Plan (Sheet No. E3) identifies light encroachment onto the adjacent properties. Please refer to Town Standards Section 4.4.5 for site lighting requirements as</p>	<p>e-Lumen</p>

<p>all site plans shall have consideration for the effect on night sky and regard for residential areas. No light for the site shall cast onto adjoining properties. All on-site exterior lighting is to be directed downward and internal to the site and shall in no way infringe on adjacent properties. (Town of Caledon, Development Review Services, Engineering)</p>	
<p>46. The development covers two properties which currently have addresses of 16054 and 16060 Airport Road. Should the development be approved the two municipal numbers will cease to exist and be replaced with a new municipal number based on the approved entrance/access location. (Town of Caledon, Development Review Services, Municipal Numbering)</p>	<p>Noted.</p>
<p>47. Staff require confirmation from the applicant that a municipal number will be identified on a ground sign or numbers located on the building (or both). If the address is not identified on a ground sign, a green municipal number sign will be required to be installed at the entrance of the property. The green sign and pole will be provided to the applicant at their cost and it is their responsibility to have the sign installed in accordance with the Municipal Numbering By-law and Guidelines. The site plan and elevations are to include the location of the address. (Town of Caledon, Development Review Services, Municipal Numbering)</p>	<p>Owner</p>
<p>48. A municipal number will be issued at the earliest of: site grading approval, site servicing approval, or satisfactory site plan approval. Once the site plan has reached one of these stages, the Lead Planner will provide a copy of the site plan (and answers to the above-noted questions) to municipal numbering staff at municipalnumbers@caledon.ca . Town staff will issue the number and the applicant and owner will be notified of the address in writing. The applicant is not required to contact</p>	<p>Owner</p>

municipal numbering staff to request a number. (Town of Caledon, Development Review Services, Municipal Numbering)	
<p>Please note:</p> <ol style="list-style-type: none"> 1. The Town's Fees By-law requires recirculation fees for the Official Plan Amendment, Zoning By-law Amendment and Site Plan Applications (fees subject to change) for any resubmission after the 3rd submission. You are encouraged to address all comments in the next submission. 	Noted.
<ol style="list-style-type: none"> 2. Should you have any questions or require clarification on the information provided, a comment summary meeting will be arranged with the appropriate internal and external commenting agencies. I will coordinate a comment review meeting accordingly. I ask that you provide an agenda a minimum of five (5) days prior to the comment review meeting. 	Noted.
<ol style="list-style-type: none"> 3. During the COVID-19 pandemic, Town staff are only accepting digital resubmissions. The Town has created a document which identifies how material is to be submitted. Please click here to access the Town's website for details and ensure that any submission material you are preparing will meet the attached requirements. <ul style="list-style-type: none"> - Please courier two (2) hard copies and one (1) digital copy of the Landscape submission (Landscape Plans, Details, Reports, Letter of Conformance, Cost Estimate etc.) referencing the application numbers to the attention of Kyle Poole to the following address: 7053 McNiven Road RR#3 Campbellville, Ontario, L0P 1B0 	Noted.
<ol style="list-style-type: none"> 4. To submit a revised submission, please visit the Town's website and complete the additional information form online at www.caledon.ca/development, under the heading "For Existing 	Noted.

<p>Applications” and click on either Site Plans, Zoning By-law Amendments or Official Plan Amendments. All of these links will bring you to the same form to complete. As the resubmission will be of a substantial file size, all supporting documents will be required to be uploaded to a secure Planning FTP site. You will receive login details to this site under separate cover.</p>	
<p>See Summary Letter for agencies which currently have outstanding comments.</p>	<p>Noted.</p>
<p>In preparing your resubmission, please provide the following with your next submission:</p> <ol style="list-style-type: none"> 1. Cover Letter Addressing All Comments Contained in this Letter and Attachments 2. Response Matrix to Members of the Public comments, questions, concerns etc. 3. Site Plan (Full size, to scale and in metric) 4. Revised Draft Zoning By-law Amendment (.pdf and Microsoft Word) 5. Revised Draft Official Plan Amendment (.pdf and Microsoft Word) 6. Planning Justification Report 7. Urban Design Brief 8. Heritage Impact Assessment 9. Elevations 10. Colour Renderings 11. OBC Data Matrix 12. Zoning By-law Matrix 13. Letter from Engineer addressing all Engineering Comments 14. Engineering Letter of Conformance 	<p>Noted.</p>



15. Engineering Cost Estimate (Town)
16. Engineering Cost Estimate (Region)
17. Geotechnical Report
18. Stormwater Management Report
19. Functional Servicing Report
20. Site Grading Plan
21. Site Servicing Plan
22. Noise Feasibility Study
23. Photometrics Plan
24. Letter from Landscape Architect addressing all Landscape Comments
25. Landscape Plans and Details
26. Landscape Letter of Conformance
27. Landscape Cost Estimate
28. Tree Preservation Plan
29. Irrigation Plan
30. Retaining Wall Details
31. Draft Reference Plan
32. Salt Management Plan
33. Hydrogeological Report and Assessment
34. Phase 1 Environmental Site Assessment (may require a Phase 2 Environmental Site Assessment)
35. Traffic Impact Study
36. Tertiary Plan
37. Confirmation regarding perusal of LEED certification

Region of Peel – Traffic Development & Permits

Rosalie Shan, Technical Analyst
 905-791-7800 Ext. 7999

Comment	Response
Now Traffic Development had the chance to complete the TIS review and would like to offer the following comments	
<p>Site Access</p> <ul style="list-style-type: none"> • The Region can only support a right-in/right-out at the proposed location for the site development. • We will continue work together on the details design of the RI/RO access. 	
<p>Right-of-way reduction proposal</p> <ul style="list-style-type: none"> • It will have to go through an internal functional design practice to reach a final approval on the matter. 	
<p>Tertiary road network plan</p> <ul style="list-style-type: none"> • It indicates the site will access from internal road connection when the connection is available. We offer no objections to the arrangement. 	

GSP Group Inc.

Valerie Schmidt, Senior Planner
 226-243-7445

Comment	Response
Peer Review Comments of Preliminary Concept	
Overall, Town Staff had concerns that the required parking requirements could not be met. There are already concerns that the current site plan does not provide adequate parking.	
There were questions regarding the proposed use of the commercial building. Do you have any information on the intended use?	
There were concerns that the access point may become congested with vehicles lining up at the drive-thru lane and vehicles entering and existing to the new commercial building. There is also concerns that the existing on-street parking will become useable as vehicles will be forced onto Airport Road due to congestion internally on the site.	
If proceeding with the concept, a revised Noise Study would be required.	
There was an overall consensus that if the owner purchased the lands to the north and did not construct a building, that it could provide for a better layout and design of the current site including additional space for parking and landscaping which are major concerns with the Town	

I have forwarded the preliminary concept to the Region and have not received any comments back.	
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Community Comments

Comment	Response
The Town has received numerous comments from the community on the above noted application. Please address the following as part of the resubmission.	Noted.
1. concerns with impacts on small town charm/identity and development should fit into existing character, increased traffic (including seasonal traffic) and increased garbage and littering	
2. concern with impact on abutting residential properties	
3. concern with noise from 24/7 operation, environmental/climate change impacts, issues with layout, proposed site location	
4. concern with negative impact on existing businesses	
5. concern with drive-through use but not with restaurant use	
6. concern with inadequate parking	
7. adequate local shops available in Caledon East so no need for a chain restaurant	
8. concerns with increased loitering and appearance of building	
9. concern with pedestrian safety and other location more suitable	



10. concerns will increase CO2 emissions with idling cars, increased pollution and reduced air quality	
11. inadequate location as it is not suitable for this sort of business	
12. concern with increased truck parking on the side of Airport Road is generated by this type of business	
13. Support - long overdue and welcomed new commercial addition to Caledon East after living in community for decades; how will traffic be managed at the site? is it a combined Tim's/Wendy's location?	
14. Note: Community Petition – https://www.change.org/p/town-of-caledon-stop-the-tim-horton-s-drive-thru-from-coming-to-caledon-east	

Town Comment	Golder Response
1.b) The significance of the heritage buildings and heritage resources should be properly discussed and referenced throughout the supporting documents including the HIA (page 31 of matrix).	The descriptions of the properties at 16054 and 16060 Airport Road have been updated throughout the report to reflect the current heritage status and descriptions per the Town's Heritage Register.
2.i) To identify and protect, as appropriate, cultural heritage and archaeological resources, including heritage buildings and significant landscape features and views; -One of the houses proposed for removal as part of the proposed development has been identified by Douglas McGlynn as being a Sears & Roebuck "Kit House" with heritage value (page 35 of matrix).	Reference to potential Sears & Roebuck Kit House added to Section 5.2.2.6 of HIA.
13. Since the HIA was written both properties have been Listed on the Town's Heritage Register as non-designated properties which will impact the HIA's description of the properties and the resultant process for proposed demolition (page 40 of matrix).	The descriptions of the properties at 16054 and 16060 Airport Road have been updated throughout the report to reflect the current heritage status and descriptions per the Town's Heritage Register.
14. Please modify the evaluation comments to reflect on each individual address separately. This will make the evaluation of determinable criteria easier to read (page 40 of matrix).	Evaluation tables and results already separated by property via Sections 7.1, 7.2 and 7.3 of HIA.
15. The proposed development does not meet the suggested criteria of the second determination of impact on page 4 (page 40 of matrix).	The proposed development was assessed for adverse impacts using guidance provided in a number of widely recognized manuals including the <i>Standards and Guidelines for the Conservation of Historic Places in Canada</i> (Canada's Historic Places 2010).
16. Both properties are Listed on the Town's Heritage Register and according to the PPS 2020, constitute the definition of Built Heritage Resources as defined on page 6 (page 40 of matrix).	The HIA has been updated throughout to reflect that, per PPS 2020, <i>built heritage resources</i> are located on property that may be designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers.
17. There is no reference to the Caledon East Secondary Plan nor the Architectural Design Guidelines associated with the CESP that help to guide new development in Caledon East specifically around heritage buildings and heritage resources (page 40 of matrix).	Added Section 3.3.2.2 to HIA to outline the relevant objectives of the Caledon East Secondary Plan and Architectural Design Guidelines as they pertain to cultural heritage.
18. Is Town Lot 7 assumed to be 16054 Airport Road? This is unclear on page 13. See notes below (page 40 of matrix).	Revised section 4.2.2 of the HIA to include subheadings 4.2.2.1 and 4.2.2.2 and clarify property locations on Town Lots.
19. The Heritage Office of the Town of Caledon has the subdivision drawings for Cal-4 which can be made available for Golder upon request. Cal-4 clearly shows the subdivision into Lots 7 and 8, therefore a clear history of each lot should be stated from 1869 onwards to make it easier to identify the historical significance of each lot and the owners identified (page 40 of matrix).	Revised section 4.2.2 of the HIA to include subheadings 4.2.2.1 and 4.2.2.2 and clarify property locations on Town Lots.

Town Comment	Golder Response
20. Page 14. What evidence is there that the building at 16060 Airport Road was constructed after 1907 when the census records from 1901 state that he was residing there with his wife and a boarder and there is a date stone in the building that states 1907 (page 40 of matrix).	Section 4.2.2.2 of HIA revised to clarify concluded construction date for 16060 Airport Road.
21. Would an undertaker not be a person that is significant to the community? Surely this is an important service that was carried out by Donaldson in the early 20th century, thereby satisfying OHA 2(i) for designation (page 41 of matrix).	Section 7.2.2 of HIA revised to reflect municipal consultation and provide further clarification on evaluation.
22. There is no evidence presented from the Abstracts that points to a mortgage, lien or grant that would identify if a building was constructed on either lot in the 19th century (page 41 of matrix).	“Considerations or Amounts of Mortgage” from Abstract Index Books for Paisley (Caledon East) added to Sections 4.2.2.1 and 4.2.2.2.
23. Please rework the history of each lot identifying clearly who owned each lot and if there was any indication of a building based on the valuations form the Abstracts. This should happen post 1869 as indicated above for Section 4.2.2 pages 12-14 (page 41 of matrix).	“Considerations or Amounts of Mortgage” from Abstract Index Books for Paisley (Caledon East) added to Sections 4.2.2.1 and 4.2.2.2.
24. 16054 appears to have a rough rubble stone foundation and a dropped ceiling with an original t&g wood ceiling beyond (figure 24) (page 41 of matrix).	Section 5.2.1.6 of HIA revised to reflect consultation comments on construction methods.
25. Provide confirmation if 16054 a timber frame structure and what is behind the vinyl siding (page 41 of matrix).	Section 5.2.1.1.1 of the HIA currently states “The common nailed wood-frame Main Block sits on a foundation of poured concrete with heavy aggregate. It is clad in vinyl siding”. Table 3 updated to indicate covered is siding rather than replaced.
26. Table 3, page 44 describes the vinyl siding as having replaced the original siding. Typically, vinyl siding is placed over the top of existing siding especially if the original siding is horizontal wood siding (page 41 of matrix).	Table 3 updated to indicate covered is siding rather than replaced.
27. Confirm that the vinyl siding has indeed replaced the original (page 41).	Table 3 updated to indicate covered is siding rather than replaced.
28. Although the interior has been altered and Historic England take a far deeper look into the heritage value of a property compared to Canada, confirm what relevance does this have to the criteria for CHVI outlined by the OHA and if the report took into account the dropped ceiling with wood interior behind (page 41).	Kalman’s <i>Evaluation of Historic Buildings</i> includes a category for ‘Integrity’ with sub-elements of ‘Site’, ‘Alterations’, and ‘Condition’ to be determined and weighted independently from other criteria such as historical value, rather than linking them to the known significance of a place. It is selected here and combined with research commissioned by Historic England (The Conservation Studio 2004), which proposed a method for determining levels of change in conservation areas that also has utility for evaluating the integrity of individual structures. While Kalman’s approach and that of Historic England assist in determining the integrity of the property, only O. Reg. 9/06 is employed when determining the CHVI. Section 5.2.1.6 of HIA revised to reflect consultation comments on construction methods.

Town Comment	Golder Response
<p>29. Even with the interior being in “poor” condition it still meets 75% of the outlined criteria for integrity yet Section 5.2.1.5.1 points to significant exterior and interior alterations. Is this language appropriate? Significant would appear to mean a 50% or lower criteria mark (page 41).</p>	<p>Section 5.2.1.5.1 of HIA reworded for clarification.</p>
<p>30. Section 5.2.1.6 requires clarification. The history of the Lot development was not confirmed as outlined in Section 4.2.2. The building is vernacular in its construction as identified by the heavy aggregate foundation and timber frame construction and leans more to a neoclassical style due to its scale, window and door locations, symmetry and roof pitch. It is inherently difficult to date these building designs as they do not conform to a “style” that is easily identified but rather were constructed out of necessity and ease of construction, which points to the social status of the owner. Although concrete blocks underwent a surge in mass production at the turn of the 20th century and were readily available through mail order through Sears Roebuck (and the forms were also available to buy through this method for homemade blocks) the lack of concrete block construction could point to an earlier construction date than 1925 to 1950. A more definitive way of dating the building construction would also be found in the size of floor joists and wall construction.</p>	<p>Section 5.2.1.6 of HIA revised to clarify suggested construction date for the property at 16054 Airport Road.</p>
<p>31. Confirm if the Abstract point to any change in land value prior to 1925 and if the SDR Boiler have a date stamp.</p>	<p>“Considerations or Amounts of Mortgage” from Abstract Index Books for Paisley (Caledon East) added to Sections 4.2.2.1 and 4.2.2.2. Furthermore, Section 5.2.1.6 of HIA revised to confirm no date stamp observed on boiler plate at 16054 Airport Road.</p>
<p>32. Section 5.2.2.1 describes the exterior of 16060 Airport Road but does not include the stairs that lead to the second level. Confirm if the second story enclosure with the scalloped wood shingles a separate entry to the second floor.</p>	<p>Section 2.0 of HIA currently states “It is important to note that the second storey and wings of 16060 Airport Road were not accessible at the time of the field investigation.” Section 5.2.2.1.1 of HIA revised to reiterate lack of access to second storey.</p>
<p>33. A comparison between 16060 Airport Road and 16041 Airport Road (a more traditional form of Edwardian Classicism) would be appropriate to compare construction styles and design.</p>	<p>Section 6.1.7 of HIA revised to include comparison with 16060 Airport Road.</p>
<p>34. Are the masonry blocks hand made on site from a mold or manufactured and shipped?</p>	<p>Reference to potential Sears & Roebuck Kit House added to Section 5.2.2.6 of HIA suggesting blocks were shipped as part of kit.</p>
<p>35. The fieldstone foundation could point to a previous dwelling being located on the property and the 1907 house was built on this foundation.</p>	<p>Section 5.2.2.6 of HIA revised to clarify suggested construction date for the property at 16054 Airport Road.</p>

Town Comment	Golder Response
36. The red mortar of the blocks is “tuck-taped”, something that is usually reserved for brick buildings with “second” bricks as the tuck-taping helps to provide regular corners on the rougher brickwork, something not typically found on concrete formed blocks due to the more regular coursing. “Tuck-taping” requires a specific skill set to accomplish properly.	Sections 5.2.2.1.1 and 7.2.1 of the HIA revised to reference “tuck-taped” red mortar.
37. Confirm if the floor joists rough cut nominal Doug Fir or if they are machine cut planed.	Section 5.2.2.1.2 of HIA revised to clarify flooring.
38. Confirm if there is access to the second floor on the site visit through a central interior staircase.	Section 2.0 of HIA currently states “It is important to note that the second storey and wings of 16060 Airport Road were not accessible at the time of the field investigation.” Section 5.2.2.1.1 of HIA revised to reiterate lack of access to second storey.
39. Confirm how the two ground floor entrances work for circulation on the ground floor. A sketch of both ground floor and second floor of this house would make the current layout clearer as to the location and access of the multiple entrances. This does not have to be to scale and can be compared to the traditional Four- Square floor plan provided.	Section 5.2.2.1.1 of HIA revised to clarify how ground floor entrances provide access to structure.
40. Section 5.2.2.5 describes the footprint as having marginal changes due to the two small additions but is only given a score of 50. This score would be more representative of more substantial additions, especially had they been constructed prior to 2005?	Section 5.2.2.5 currently describes the footprint as being altered via the Southwest Extension and Northeast Addition which is not considered a marginal change, thus warranting a rating of 50/ Fair.
41. Section 5.2.2.6 interprets the building at 16060 Airport Road as being constructed in the Edwardian Classical or Four-Square style. As stated this design has balanced facades, was typically built from brick and had a large front veranda. However, 16060 Airport Road is missing these characteristics.	Section 5.2.2.6 of HIA revised to emphasize structure is built in Edwardian Classical or Four-Square style vernacular and thus would have some but not all typical elements.
42. The elevations are not balanced due to the second-floor entry from the east elevation up a staircase which creates a void on the east and south elevation and introduces a wood “porch” on the second floor; there is no front veranda nor does it appear that there was one as there is no ‘scarring’ on the east elevation from where historically one would have been located; and this property is constructed from concrete blocks either molded on site or purchased. As this house was built by an undertaker, could it be possible that the house was modified so he could have his business on the ground floor and living quarters above, separating his family from his business? This, then, would satisfy section	See response below as comments #42 and 43 appear to be connected.
43. 1(i) of the O/Reg criteria and section 1(ii) due to its tuck taping and concrete block construction. The undertaker’s business would also merit review under section 2(i) of the O/Reg criteria as he had a significant contribution to the local community.	Sections 5.2.2.1.1 and 7.2.1 of the HIA revised to reference “tuck-taped” red mortar. Section 7.2.2 of HIA revised to reflect municipal consultation and provide further clarification on evaluation.

Town Comment	Golder Response
<p>44. 16054 Airport Road Section 7.1.1: 44. As the established date of construction could not be ascertained by this report, and the date of construction is unknown, the foundation gives indication that this could be an early representative form of this style of building, therefore does meet the criteria 1(i) under O/Reg 9/06. As the report was not clear on the construction material nor on the original siding it is possible that it was constructed circa 1915-1919. As the report clearly points out, this style of building was not typical until 1925 making this an early representation of this style of building.</p>	<p>Section 5.2.1.6 of HIA revised to clarify suggested construction date for the property at 16054 Airport Road.</p>
<p>45. 16060 Airport Road Section 7.2.1: 45. As previously noted this property appears to have been specifically designed to accommodate the undertaker's business and is therefore a rare example of the Edwardian Classical style as it has variations not seen in other designs of this time period or style. This, then, would satisfy section 1(i) of the O/Reg criteria and section 1(ii) due to its tuck taping and concrete block construction.</p>	<p>Sections 5.2.2.1.1 and 7.2.1 of the HIA revised to reference "tuck-taped" red mortar. Section 7.2.2 of HIA revised to reflect municipal consultation and provide further clarification on evaluation.</p>
<p>46. Section 7.2.2: As an undertaker in the early 20th century Mr. Donaldson would have been a prominent business man and conducted an essential service for Caledon East and the surrounding area, therefore he was a significant member of the community. This means the property would meet Section 2(i) of the O/Reg 9/06 criteria.</p>	<p>Section 7.2.2 of HIA revised to reflect municipal consultation and provide further clarification on evaluation.</p>
<p>47. As already identified the property also meets criteria 3(i) of O/Reg 9/06.</p>	<p>Section 7.2.3 of the HIA currently states the property at 16060 Airport Road meets criteria 3(i) of O. Reg. 9/06.</p>
<p>48. As the building is located along Airport Road and is the only concrete block constructed building on the west side of Airport Road that was owned and operated by an undertaker, the building would be easily recognizable in Caledon East and therefore conveys prominence within the street context. The building can therefore be considered a landmark.</p>	<p>Section 7.2.3 of the HIA revised to include more detailed assessment of property's potential as a landmark.</p>
<p>49. The property has only to meet 1 subsection of the 3 identified criteria to be considered for designation. Considering the comments provided above the property at 16060 Airport Road would appear to meet at least one identifiable subsection in each of the criteria for Architectural, Contextual and Associative for O/Reg 9/06. A SCHVI should therefore be prepared for 16060 Airport Road.</p>	<p>Section 7.2.5 added to HIA which includes SCHVI for 16060 Airport Road.</p>
<p>50. Section 8 will need to be updated to reflect the change in status from BHRI to Listing on the Heritage Inventory. Section 8 will also require modification based on the comments provided above.</p>	<p>The descriptions of the properties at 16054 and 16060 Airport Road have been updated throughout the report to reflect the current heritage status and descriptions per the Town's Heritage Register.</p>



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