

WESTON CONSULTING

planning + urban design

Planning Justification Addendum

June 2, 2022

File: 9368

16054, 16060 & 16068 Airport Road POPA 19-07, RZ 19-10 & SPA 19-0066

Weston Consulting is the authorized planning agent for Ganni Properties Inc., the owner of the properties located at 16054, 16060 and 16068 Airport Road in the Town of Caledon (the “subject property”). This planning addendum has been prepared in support of the resubmission of the Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval applications. This addendum report builds upon the initial Planning Justification Report prepared by Weston Consulting, dated December 2019, and submitted as part of this initial application submission. It provides a summary of the revised development proposal that responds to circulation comments and those received at the Statutory Public Meeting. Further, it provides a response to the technical comments received and an update justification on the revised policy documents.

This addendum is submitted along with the enclosed revised technical materials in support of the proposed amendments, and reaffirms our professional land use planning opinion that the proposed development represents good planning, achieves appropriate urban design standards, is in the public interest and should ultimately be approved.

Summary of Comments Received

The Statutory Public Meeting was held virtually on September 15, 2020 and was attended by various members of the community. The response from residents was mixed and included large groups of residents both in support of and opposed to the application. A high-level summary of the comments received at the public meeting are below, which were considered in our update to the development proposal:

- Opposition to the drive-through component and potential impact of idling vehicles (noise and pollution).
- Traffic concerns in relation to Walkers Road.
- Concerns with overall traffic impact.
- Multiple requests for updated elevation plans and a building design that is more in keeping with the “Small Town Feel” of the community. Maintain the small town character.
- Move the building closer to the street for a better streetscape and mainstreet character.
- Support for the additional employment opportunities that will be generated by the proposal, ie. for younger teens.
- Town is falling behind on commercial growth compared to residential development. Not enough commercial space for the growing community

- Need more diversity of uses on the site and more retail/commercial development in the area.
- Concerns related to the illumination of the parking lot and impacts on adjacent sites.

Revised Development Proposal

Based on technical comments received and feedback from the Statutory Public Meeting, the following provides a brief summary of the major changes to the development proposal that responds to those comments.

The primary change to the development proposal was the inclusion of additional medical office/retail uses on the property, and the expansion of the site area to include the parcel abutting the property to the north (16068 Airport Road). The expansion of the site area has allowed the development to incorporate additional uses, improved the urban design and functionality of the site, and address various technical comments.

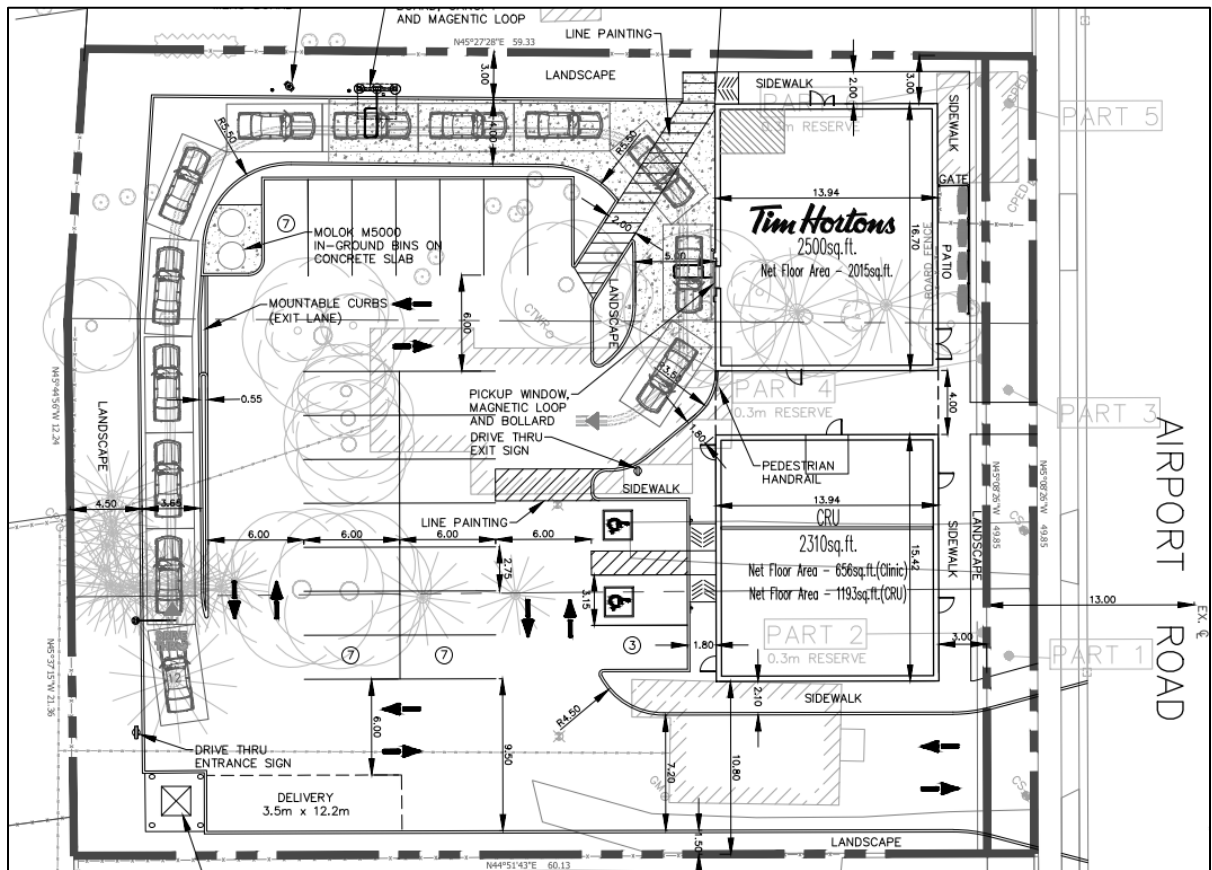


Figure 1: Revised Site Plan

The revised site area is 3,022 square metres, and consists of (3) parcels with total combined frontage of 50 metres along the west side of Airport Road. The site incorporates a 2.94m road widening along Airport Road, which was confirmed with the Region of Peel. The revised site configuration relocates the Tim Hortons to the northern side of the site and maintains its previously

proposed size of 232 square metre (2,500 square feet). An additional (2) units have been proposed along the Airport Road frontage, a 61 square metre (656 square foot) medical office, and a 111 square metre (1,193 square foot) commercial/retail store, which will provide additional services and retail opportunities to the community and expand the range of uses being proposed on site. The need for additional services in the community was a prominent and consistent comment received by residents.

A 4.5 metre landscaped buffer has been maintained along the rear of the property, adjacent to the stable residential areas. It is noted that parcels to the north and south of the site are designated General Commercial within the Caledon Official Plan and are anticipated to develop for commercial uses over the long term. The buffer includes a 0.3 metre to 1.2 metre retaining wall along the rear as the site sits lower than the adjacent residential properties. The combination of the grade differential, fencing, buffer depth and generous landscaping and proposed tree plantings will mitigate any negative impacts from the development on adjacent properties. Further, a revised Photometric Plan has been submitted to confirm that light sources will be contained within the site as required.

The newly expanded building shares a consistent roof line, while the uses are separated by a 4m breezeway between the units to provide pedestrian access between the parking area and the street. Dual access is proposed to all units so that pedestrians can access the units from Airport Road or the parking lot at the rear, offering greater accessibility to the community and promoting active transportation.

The vehicular access has been moved to the south of the property, further away from Walker Road. The shifting of the drive-through facility to the north allows for improved site circulation and the removal of the exit lane from being along Airport Road. Given this change, the drive-through facility is now fully screened from public view and contained in the rear of the development site. Reconfigurations to the drive-through design has also allowed additional maneuvering space and the inclusion of an escape lane as required by the Caledon Zoning By-law. The expanded site area also allows for an increased parking supply of 24 spaces, which is a surplus of 1 space from the zoning requirement. As such, the site is no longer deficient of parking even with the expanded uses. Garbage collection is utilized through the molock system at the back of the site, while a loading space adjacent to the drive-through entrance is provided for the site.



Figure 2: Front Elevation

The proposed building façade has been revised to a more traditional design aesthetic to better compliment and fit within the existing small-town character of the Village Core. The peaked roof design, window glazing, use of stone and wood siding complement the existing context and

provide a more heritage feel. In addition to the revised elevations, the removal of the drive-through in the front yard has allowed for more robust plantings and landscape treatments, a more animated streetscape and “Main Street” design that also includes a patio space.

Response to Technical Comments

Comment	Response
<p>1. Planning Justification Report (“PJR”) and Official Plan Amendment (“OPA”) Comments:</p> <p>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.</p>	<p>Acknowledged – The PJR makes general reference to the site being located within the commercial core of the community from a contextual perspective, while it is also acknowledged that the site is located within the defined “Commercial Core Area” per Schedule D.</p>
<p>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 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.</p>	<p>Acknowledged - Regardless of the perceived impact of the drive-through service, it is still an accessory component to the primary restaurant operation. The supporting studies have been updated based on the revised site design and expanded proposal. Technical review of the drive-through component has been completed from a transportation, noise and air quality perspective. These reports are enclosed in this submission, while all have concluded that there is no negligible impact from the proposed development on the broader community, while also recommending appropriate and feasible mitigation measures.</p>
<p>Within the Provincial Policy Statement (“PPS”), 2014 Section, this section on the PPS should reference PPS 2020, which took effect May 1, 2020.</p>	<p>Addressed - The application was originally submitted and deemed completed under the PPS 2014; however, the PPS 2020 is now in effect. It is our opinion that the amendments and current version of the PPS 2020 do not fundamentally alter our opinion of the proposed development, it being primarily a</p>

	local matter; however, the proposed development has been evaluated for consistency with the PPS in proceeding section of this addendum.
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.	Acknowledged – This comment is no longer applicable as the application has been revised. The updated proposal includes 24 parking spaces, which conforms to the applicable zoning requirement.
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.	Acknowledged – The proposed development supports a reduction in climate change by providing (3) new commercial/retail opportunities within the community that will reduce the need of existing and future residents to commute out of Caledon East for services and/or employment. Air quality impacts have been evaluated by SLR (and peer reviewed by RWDI), which has confirmed that there is no significant impact on the community as a result of the proposed development.
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.	Acknowledged – The proposed development provides local services to the growing community. Caledon East has experienced considerable residential development over the past decade, whereas commercial development has not kept pace with new growth as extensively stated by residents at the Statutory Public Meeting. The proposed development will provide (3) new commercial/retail business opportunities to the community, allowing residents to obtain services and shop locally, thus reducing the need for extensive commutes to other settlement areas. The proposed development also uses best management practices to ensure that the construction will adhere to high standards and the OBC requirements for new construction.

<p>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 the PJR.</p>	<p>Addressed – The proposed development is expected to create a minimum of 25 people and a maximum of 40 people (combined part time and full time jobs at the restaurant service. The incorporation of (2) additional commercial/retail uses within the proposed development will expand employment opportunities within Caledon East and provide renewed investment and job proximity within the Village Core. The additional units are likely to support 5+ additional jobs.</p>
<p>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.</p>	<p>Addressed - The current in force Peel Region Official Plan identifies growth management policy areas such as "delineated Built-up Areas" which manage and direct growth to these areas. Peel Region OP Section 5.5.3 identifies policy direction for Intensification, and to direct new growth to <i>Built-up Areas</i>, and promotes compact urban form, intensification, and redevelopment in accordance with the Growth Plan policies listed.</p> <p>The draft Peel Official Plan (not yet in force) states under Policy 5.6.17.2 – <i>“To direct intensification to strategic locations in the Delineated Built-up Area to maximize the efficiencies in infrastructure delivery, services and transit ridership.”</i></p> <p>The Caledon Intensification Strategy, which is being utilized to inform the current Caledon Official Plan review process recommends that “Intensification Focus Areas”, which includes Caledon East be identified as <i>Strategic Growth Areas</i>. This signals the policy direction that Caledon East be considered a <i>Strategic Growth Area</i>, which is consistent with the hierarchy of applicable land use planning policies and regulations.</p>
<p>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.</p>	<p>Acknowledged - The subject lands are located within the Delineated Built-up Area.</p>

<p>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.</p>	<p>Acknowledged – Reference to the demolition of the structures is provided purely to elaborate on the fact that they do not fit within the current development proposal and will be demolished should the application be approved. The reference is not provided to insinuate or provide an opinion on their heritage value or significance.</p>
<p>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.</p>	<p>Addressed – Please refer to Urban Design Brief Addendum, which responds to the urban design comments and addressed these guidelines.</p>
<p>On page 35, please address good planning principles of intensification. Refer to the Town's Intensification Strategy for guidance.</p>	<p>Addressed - The Caledon Intensification Strategy, which is being utilized to inform the current Caledon Official Plan review process recommends that "Intensification Focus Areas", which includes Caledon East be identified as <i>Strategic Growth Areas</i>. This signals the policy direction that Caledon East be considered a <i>Strategic Growth Area</i>, which is consistent with the hierarchy of applicable land use planning policies and regulations.</p>
<p>On page 35, please amend the narrative to discuss intensification in terms of numbers and adding more employment 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.</p>	<p>Acknowledged – The proposed development will provide (3) new commercial/retail establishments within the Commercial Core Area, which is expected to accommodate commercial/retail intensification. The proposed development will provide additional job opportunities and access to local services for residents. Residential development within Caledon East has expanded in recent years; however, commercial/retail services needed to service the population growth has not kept pace with new development. The subject lands are located on a major capacity arterial road and in the core area of the community, both of which make the subject lands an optimal location for intensification and new services.</p>
<p>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</p>	<p>Addressed – Section 7.7.3 of the Official Plan states that:</p>

<p>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>“Airport Road and Old Church Road are the “Main Streets” of Caledon East. Airport Road will continue as the commercial focus for the community, and three commercial areas have been identified within the Airport Road corridor. These are the Commercial Core or traditional downtown located between Walker Road and the Caledon Trailway, the South Commercial Area consisting of the IGA plaza, and a Special Use Area located north of Walker Road that will permit a limited range of tourism oriented uses.”</i></p> <p>The proposed development provides commercial intensification and new services within the Commercial Core.</p>
<p>On page 53 or 54, please amend the analysis to include the definition for drive-through service facility from the Town’s OP.</p>	<p>Addressed – Drive-through facilities are identified as <i>“Drive-through Service Facilities, shall mean a building or structure or part thereof where goods and/or services are offered to the public within a parked or stationary vehicle by way of a service window or kiosk where goods, money or materials are exchanged.”</i></p>
<p>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> <p>Section 7.7.2 Objectives - In addition to the objectives established elsewhere in this Plan, the following objectives have been established specifically for the Caledon East Area:</p> <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 	<p>Addressed – The proposed development has been revised to emphasize the pedestrian experience and animate the streetscape and rural character of the community. The building face has been redesigned to provide a local/small-town aesthetic to the building façade and elevation/roof design.</p> <p>The drive-through facility has been moved to the rear of the development where it is screened from public view and the pedestrian realm. The incorporation of a third parcel and the consolidation of the 3 existing accesses will further improve the pedestrian experience with less breaks for vehicles access.</p>

<p>access to community facilities and services;</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. 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>Additionally, the incorporation of a patio area will further animate the streetscape and provide opportunities for community gathering.</p> <p>Pedestrian circulation has also been improved within the site through the incorporation of sidewalks, painted walkways and a breezeway that allows access from the public sidewalk into the site from a location separate from the vehicular access.</p>
<p>To identify and protect, as appropriate, cultural heritage and archaeological resources, including heritage buildings and significant landscape features and views;</p> <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>Acknowledged – Please refer to the revised report prepared by Golder and Associates.</p>
<p>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> <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>Addressed – The character of Caledon East is protected and enhanced through the revised building design and façade treatments. The pedestrian experience is elevated through a reduction in access points, a defined walkway/breezeway between the public sidewalk and internal areas of the site that is separate from vehicular traffic. The drive-through facility is also fully screened from public view by being relocated to the rear of the site.</p>
<p>Section 7.7.4 Community Design: The proposed design submitted does not appear to meet the intent of policies:</p> <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; 7.7.4.1.b) Community Design Principles 7.7.4.4 - Streetscapes that are greener, pedestrian friendly and safe; 	<p>Addressed – The historical character and main street feel of Caledon East is maintained and enhanced with (3) new commercial/retail operations that will animate the street and improve the pedestrian experience. This is achieved through the building and site design that includes a prominent streetscape condition and traditional façade that compliments the village character.</p>

<p>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.</p>	<p>Addressed – Please refer to Urban Design Brief Addendum, which responds to the urban design comments and addressed these guidelines.</p>
<p>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”.</p>	<p>Addressed – Please refer to Urban Design Brief Addendum, which responds to the urban design comments and addressed these guidelines.</p>
<p>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”.</p>	<p>Addressed – Numerous discussions have been undertaken with Peel Transportation staff related to the Airport Road EA process and the design of the site access and widening requirement. The Traffic Operations Assessment prepared by NexTrans and enclosed in this submission provides a functional plan in relation to the Airport Road EA. It is noted that some on-street parking is to be removed; however, there are few businesses in this quadrant of the Commercial Core to utilize such spaces, while the proposed development is providing additional parking on site, reducing access points, and accommodating improvements along Airport Road (centre turning lane) that will ultimately improve the streetscape. The functional plan has demonstrated where on-street parking can be relocated through the Airport Road EA process.</p>

Planning Policy Framework

The following section reaffirms the consistency and conformity with the hierarchy of applicable land use planning policy documents such as the Provincial Policy Statement, and the Growth Plan for the Greater Golden Horseshoe and the Council Adopted Region of Peel Official Plan. This additional policy justification is provided based on the updated policy framework and to supplement the previous opinions and documents discussed in the Planning Justification Report submitted by Weston Consulting.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development throughout the Province of Ontario. The new PPS

policies came into effect on May 1, 2020, replacing the 2014 PPS. Per Section 3(5)(a) of the *Planning Act*, all decisions affecting land use planning matters made after this date are required to be consistent with the PPS 2020. In addition, the PPS 2020 includes a number of key policy changes, including housing land supply, municipal servicing, climate change, and green infrastructure.

Although the PPS 2014 was applicable at the time the applications were submitted and deemed complete, the PPS 2020 is now in effect. It is our opinion that the PPS 2020 builds upon the previous policy framework does not fundamentally alter the appropriateness of the development proposal or our overarching opinions that were discussed in the initial Planning Justification Report. The following is an evaluation of the new PPS policies which reflect how the proposed development and amendment are consistent with the PPS 2020:

The PPS 2020 increased the land supply requirements through a number of policy changes.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

The new PPS 2020 requires that sufficient land must be made available to accommodate an appropriate range and mix of land uses for a time horizon of up to 25 years, which is an increase from the previous 20-year time horizon prescribed by PPS 2014. This policy reinforces the need for allocating sufficient land supply to accommodate a mix of land uses for an increased time horizon through redevelopment.

Section 1.1.3.2 of the PPS provides that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land, are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available, which minimize negative impacts to air quality and climate change and promote energy efficiency and which support active-transportation and transit. The revised development proposal includes a greater variety of commercial uses to complement the mostly residential development patterns that have been approved and constructed in Caledon East.

Section 1.1.3.3 of the PPS requires planning authorities to identify appropriate locations to promote intensification and redevelopment, where existing or planned infrastructure and public service facilities are available. Section 1.1.3.4 of the PPS promotes appropriate development standards to facilitate intensification, redevelopment, and compact built form while mitigating public health and safety risks, while Section 1.1.3.5 directs planning authorities to *“establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions”*.

The above *Settlement Areas* policies contained in Section 1.1.3 of both versions of the PPS are more or less unchanged. The proposed development will intensify underutilized land while also

providing a mix and range of land uses including restaurant, medical clinic, and commercial retail for Town residents, while further intensifying along the commercial core of the community.

1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures

The *Land Use Compatibility* policies contained in Section 1.2.6 of the PPS 2020 requires sensitive land uses to be planned to minimize and mitigate any potential adverse effects or risk to public health and safety, if avoidance is not possible. The proposed development has received some concerns over creating some adverse effects on the surrounding area. To address those concerns, the proposed development has applied increased mitigation measures through appropriate buffering and screening as recommended by the revised Noise Study prepared by HGC Engineering. The revised Air Quality Assessment prepared by SLR Consulting concluded that:

“The combined results of the background concentrations and the maximum predicted model concentrations showed all predicted contaminant concentrations to be below the applicable benchmark values for the applicable averaging periods at the Tim Horton’s property line and beyond.

Based on the updated results of the assessment, the conclusions remain the same. The small increase in vehicle emissions from the Tim Horton’s will have a negligible impact on local air quality.”

The original assessment was peer reviewed by RWDI on behalf of the Town of Caledon, which generally agreed with the methodology and findings of the study. As such, air quality concerns have been assessed and addressed.

The PPS policies regarding climate change and energy efficiency are also applicable to the proposed development. Per comments received from the Town’s Development Review Services, the following policies are particularly significant to the proposed development:

1.1.3.2 c minimize negative impacts to air quality and climate change, and promote energy efficiency;

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- g) *maximize vegetation within settlement areas, where feasible*

The proposed development supports the above key policy directives that encourage compact built forms and intensification to address the impacts of climate change. The proposed development located along a Major Road, as identified by the Region of Peel Official Plan, provides for high level of transportation services and greater accessibility. The revised proposal that includes retail/commercial and clinic units in addition to the proposed Tim Hortons will provide additional services to the local community. As stated in the Statutory Public Meeting, many residents commented regarding the lack of services available in Caledon East to service the growing population, requiring residents to travel longer distances to other settlements, increasing climate change impacts.

The developments centralized location will offer an active transportation choice and decrease the need for vehicular trips to access these services. The opportunity for active transportation will further reduce the reliance on personal vehicle use and help in the long-term environmental preservation and conservation.

Section 2.0 of the PPS provides direction related to the appropriate use and management of existing resources, including the conservation of cultural heritage. *Cultural Heritage and Archeology* policies contained in Section 2.6 of the PPS 2020 are generally the same as Section 2.6 of the PPS 2014. The Heritage Impact Assessment prepared by Golder and Associates has been revised to include the new parcel located at 16068 Airport Road. The Report identifies that the buildings located at 16054 and 16068 Airport Road do not have Cultural Heritage Value or Interest. However, consistent with the previous evaluation, the report has determined that the building located at 16060 Airport Road meets criteria for design/physical and contextual heritage value. The Report also determined that the contextual value of 16060 Airport Road can be mitigated by a Documentation and Salvage Plan. The proposed development will implement the recommended mitigation strategies, while the proposed building has been designed to incorporate appropriate setbacks, massing, design, and materials consistent with the surrounding built form and character, which will minimize impacts of the proposed development on adjacent cultural heritage resources.

The proposed amendments and development assist in maintaining the growth objectives of the PPS by providing a new commercial opportunity in a location intended for a commercial use by the municipal policies. As previously noted, the building design will add prominence to the streetscape, maintains the small-town rural character, and further enhances the commercial village core. The proposed zoning standards in the draft ZBA filed with the resubmission allow for comparatively compact and intensified redevelopment with provisions for appropriate yards and parking spaces. In our opinion, the proposed amendments and development are consistent with the above policies as they provide for appropriate intensification, achieve a compact built form, maintain applicable development standards, and respect the surrounding context.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) is a provincial planning document prepared under the Places to Grow Act, 2005. The Growth Plan provides a framework for implementing the Provincial Government's vision for building more robust and prosperous communities by managing growth and development in the Greater Golden Horseshoe (GGH). The Growth Plan (2019) came into effect on May 16, 2019, and was amended through the August 2020 Consolidation. The regulations of the Growth Plan that are applicable to the proposed development and discussed in the PJR are generally the same in both 2019 and 2020 consolidated Growth Plans. Some policies per comments received from the Town's Development Review Services, are further discussed below:

1.2.1 Guiding Principles

- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*

The proposed development will generate additional employment opportunity for the community. The proposed development provides additional retail/commercial uses along with previously proposed Tim Hortons, which will enable the residents of the surrounding area to meet their needs for daily living while having additional employment opportunities in the immediate area where they live.

2.2.1.4 f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;

Section 2.2.1.4 of the Growth Plan provides the applicable policies for the achievement of *complete communities*. The Growth Plan defines complete communities as "*Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities*". The proposed development conforms to the Growth Plan objectives of creating a complete community by providing a diverse range and mix of land uses to meet the needs for daily living. The convenient access to the proposed Tim Hortons and additional retail/commercial services will promote active transportation usage and reduce automobile dependency in the area; therefore, contributing to reduce greenhouse gas emissions and promote environmental sustainability.

Peel Region Official Plan (2022)

The new Peel Region Official Plan was adopted by Regional Council on April 28, 2022 and has now been forwarded to the Ministry of Municipal Affairs and Housing for approval. The initial applications were submitted and deemed complete under the Peel Official Plan (1996) as discussed in the Planning Justification Report. Although the proposed development is not required

to conform to the new Official Plan, regard has been given as its policies provide an indication of the new planning policy framework for the Region.

The new official plan designates Caledon East as within the “Urban System” and the subject property within the “Delineated Built-up Area”, whereas the previous official plan designated Caledon East as a “Rural Service Centre”. The Urban System is the primary area for growth and development within the Region, encouraging intensification and limiting unnecessary boundary expansions. The Urban System provides a number of “Strategic Growth Areas” to which development and intensification will be focused, and requires that local municipalities identify such areas within local official plans. The Caledon Intensification Strategy, which is being utilized to inform the current Caledon Official Plan review process (currently ongoing) recommends that “Intensification Focus Areas”, which includes Caledon East be identified as *Strategic Growth Areas*. This signals the policy direction that Caledon East be considered a *Strategic Growth Area*, which is consistent with the hierarchy of applicable land use planning policies and regulations. Given the eventual designation of Caledon East as a Strategic Growth Area, increased development pressures for growth and intensification to service the growing community will be felt. The proposed development provides intensification within the commercial core, better optimizing existing services and underutilized lands through new commercial opportunities. In our opinion, the proposed development will be in conformity with the new Peel Region Official Plan once implemented.

Land Use Compatibility

Enclosed in this submission is an updated Noise Feasibility Study prepared by HGC, as well as an Air Quality Assessment prepared by SLR. Both reports sufficiently conclude that the proposed development can be implemented through modest mitigation measures as is typical of developments of this scale within existing built-up areas.

Air Quality Assessment

The initial Air Quality Assessment was peer reviewed by RWDI in May 2021. The peer review concluded that

*“While some concerns were noted in the course of my review, **these are not sufficient to justify refusing the application on the grounds of air quality concerns.** The predicted impacts are less than 2% of the relevant benchmarks. While this percentage will increase once background concentrations are included, it is expected that the results will still be well below the benchmarks.”*

The referenced concerns referred to additional data that was requested and previously provided to RWDI. It was confirmed in July 2021 that the additional data was sufficient and that there were no concerns with the proposed development from an air quality perspective.

A revised report was prepared and is enclosed in this submission that considers the expanded site area and additional parcel to the north. The report concluded that :

*The emissions inventory found that total emissions from the Tim Horton's restaurant will be equal to 13% or less of the total vehicle emissions on Airport Road. Air dispersion modelling showed that maximum predicted **contaminant concentrations are below the applicable guidelines** for all the contaminants and averaging periods at the Tim Horton's property line and beyond.*

*Based on the updated results of the assessment, the conclusions remain the same. **The small increase in vehicle emissions from the Tim Horton's will have a negligible impact on local air quality.***

Noise Feasibility Study

A revised Noise Feasibility Study was prepared based on the addition of the third parcel and the reconfiguration of the site design/relocation of the drive-through facility. The revised report is enclosed in this submission and concludes that subject to recommended mitigation measures, the proposed development will achieve the applicable MECP guidelines related to noise. These recommendations include:

- Use of appropriate rooftop HVAC equipment and roof design to mitigate noise sources.
- An acoustic barrier of varying heights around the western and northern property lines. The acoustic barrier height also takes into account the grade differentials.

The proposed grading plan and civil engineering drawings have been coordinated based on HGC's input and the recommended mitigation measures have been incorporated into the site design. As such, the proposed development will meet MECP guidelines from a noise perspective.

Conclusion

In conclusion, it is our opinion that the revisions to the development proposal are appropriate, respond to the issues raised in the technical comments and by residents at the Statutory Public Meeting, and is an overall improvement to the proposed development. The applications will provide additional commercial uses within the commercial core of Caledon East, thus providing additional service and employment opportunities within the settlement area that experienced disproportionate residential development over the past few years. The additional commercial opportunities will mitigate the need for residents to travel outside of Caledon East for everyday needs and assist in servicing the growing population. The proposed development is located within the *General Commercial* designation and within the commercial core, which is expected to accommodate increased commercial development.

The revisions to the development proposal will improve the Airport Road streetscape through new development that has been design to complement the existing character and fit within the community. The enhanced streetscape is achieved through additional uses, active patio and landscaped spaces and a reduction in vehicular access points to enhance the pedestrian experience. The revised design provides sufficient screening and ensure the drive-through use is

contained at the rear of the site, while the revised elevations provide a “Main Street” and small town feel to the development.

Through the enclosed supporting materials and technical studies, it has been concluded that the proposed drive-through will have a negligible impact on the surrounding community through the inclusion of feasible mitigation measures. Based on the responses provided in this addendum and our summary of the additional policy framework, community feedback, it is our opinion that the proposed development in its current form is appropriate, represents good planning and urban design, is in the public interest and ultimately should be approved.

Yours truly,

Weston Consulting

Per:

A handwritten signature in black ink, appearing to read 'M. Vani', with a long horizontal flourish extending to the right.

Michael A. Vani, BURPI, MCIP, RPP
Associate