

June 21, 2022

U R B A N
D E S I G N
B R I E F
a d d e n d u m

GANNI PROPERTIES INC.

16054, 16060 & 16068 AIRPORT ROAD

TOWN OF CALEDON

TOWN FILE # POPA 19-07, RZ 19-10, SPA 19-66
JUNE 2022
WESTON FILE # 9368

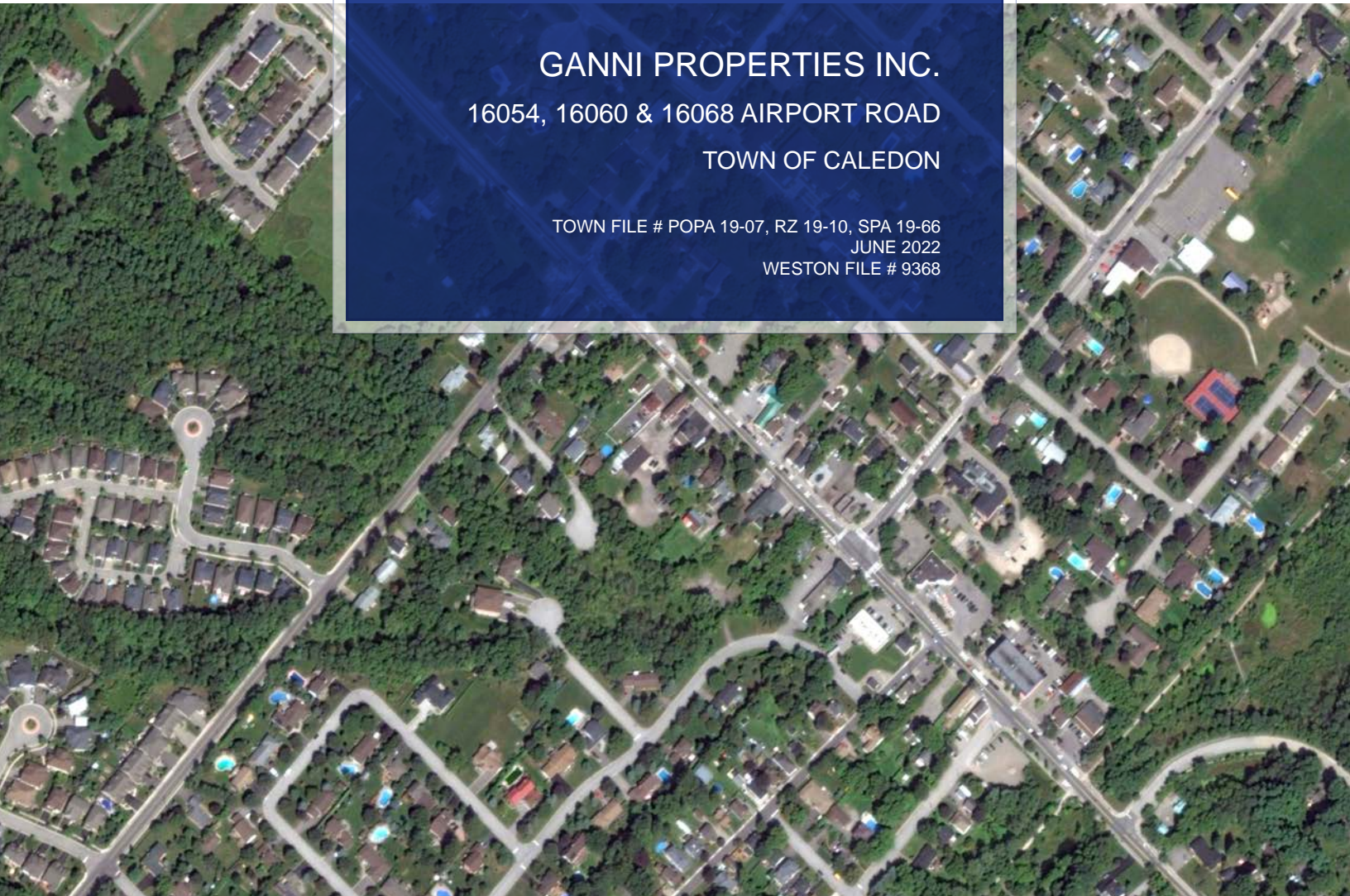


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1

INTRODUCTION

This report has been prepared by Weston Consulting on behalf of Ganni Properties Inc. as an Addendum (Addendum) to the previously submitted Urban Design Brief (Previous UDB) supporting Official Plan Amendment and Zoning By-law Amendment applications for a proposed drive-thru coffee shop, dated December 2019. The site for the previous proposal is located at 16054 and 16060 Airport Road in the Town of Caledon. The purpose of this Addendum is to describe the revised design for the proposal that now includes an additional property to the north (16068 Airport Road) as well as a revised site design. The revised design includes a drive-thru coffee shop as well as a small commercial building. This Addendum will also address and respond to Urban Design staff comments provided by Douglas McGlynn.

This Addendum has been prepared in support of the re-submission of Official Plan Amendment and Zoning By-law Amendment applications to facilitate the proposed revised development. The Addendum includes discussions that will replace relevant sections of the Previous UDB and address staff comments. Accordingly, the Addendum includes updated images and text in support of the revised development scheme.

The images contained in this Addendum are a close resemblance of what is intended to be developed on-site. However, the images are for illustration purposes only to aid in the design discussion and are subject to minor changes based on final technical drawings.

The following is a list of the key changes to the proposed development:

- Acquisition of 16068 Airport Road resulting in a larger site area;
- The inclusion of a small commercial building in addition to the proposed coffee shop;
- The siting of both buildings parallel and closer to Airport Road for a strong street presence and an active frontage;
- Improved pedestrian mobility with better connections. The revised site design includes a breezeway, several sidewalks and pedestrian crossings that provide multiple walking routes within the site. The revised design will also encourage nearby residents to walk to the coffee shop and commercial facilities;
- Re-configuration of the drive-through queuing lane so that it is screened from the public realm and does not impact the general traffic flow;
- Re-location of drive-thru menu order at the north of the site away from the neighbouring residential area to the west and adjacent to lands designated for commercial uses; and
- Major design changes to the architectural expression and building design in order to respect the heritage character of Caledon East.

2

DESIGN VISION, AND OBJECTIVES

This Section replaces Section 2.0 Design Vision and Objectives of the Previous UDB and addresses comments and concerns by staff from Urban Design.

2.1 DESIGN VISION

The design vision is to establish a walk-in and drive-through coffee shop and commercial development along one of the Town's Main Street to primarily serve the immediate surrounding residential areas as well as the surrounding service and commercial uses. The coffee shop and commercial development will contribute to street animation and an active public realm while respecting the residential scale of developments nearby. The revised building design will contribute to the historic street line already existing in Caledon East. The existing retail and commercial buildings along Airport Road have a low profile and vernacular character with hipped roofs and gable ends. The revised building design provides a similar profile to respect the historic character.

Walkability is highly encouraged in the revised design with both buildings being sited close to the street with walkways and a mid-block connection. The project foresees a compatible land use and development plan in relation to the surrounding area. The revised design contributes to place-making by respecting the historic feel of the area, providing a building design that frames the street with active animation, promoting walkability and maintaining the scale and character of the area.

2.2 DESIGN OBJECTIVES

- provide a compatible design with the surrounding neighbourhood;
- enhance the streetscape along Airport Road with landscaping and the planting of trees;
- generate pedestrian activity and animate the streetscape with commercial spill out areas near the street;
- enhance the Airport Road commercial frontage with high-quality architectural design;
- ensure that service areas are designed to minimize their impact from the public realm as well as neighbouring areas; and
- design vehicle queuing lanes so that they are adequately buffered and screened from neighbouring areas, and that they do not dominate the streetscape and cause any traffic congestion in reference to the Town's Design Guidelines Appendix on drive-through facilities.

3

SITE AND SURROUNDING

This Section replaces page 3 of Section 3.1 of the Previous UDB The Site. Figure 1 Aerial photograph of the site below replaces Figure 2 of the Previous UDB.

3.1 THE SITE

The three lots that make up the subject property are located on the west side of Airport Road and south of Walker Road West. The combined subject property is rectangular, measuring approximately 3,022 square metres with a frontage of 49.85 metres along Airport Road. A 2.94-meter road widening is dedicated to the Region/Town, reducing the net developable area.

A two and half-story building occupies 16060 Airport Road while a single-storey building is located on 16054 Airport Road. These two properties are listed on the heritage registry. However, a permit will be required from Heritage Caledon to demolish these buildings to facilitate the proposed development which is discussed in the Heritage Report prepared by Golder and Associates. The northernmost parcel (16068 Airport Road) includes an ice-cream shop in a single-storey wooden building against the street. Both 16060 and 16054 Airport Road are served by single driveways providing access to the rear of the two lots. There are no driveways on 16068 Airport Road.

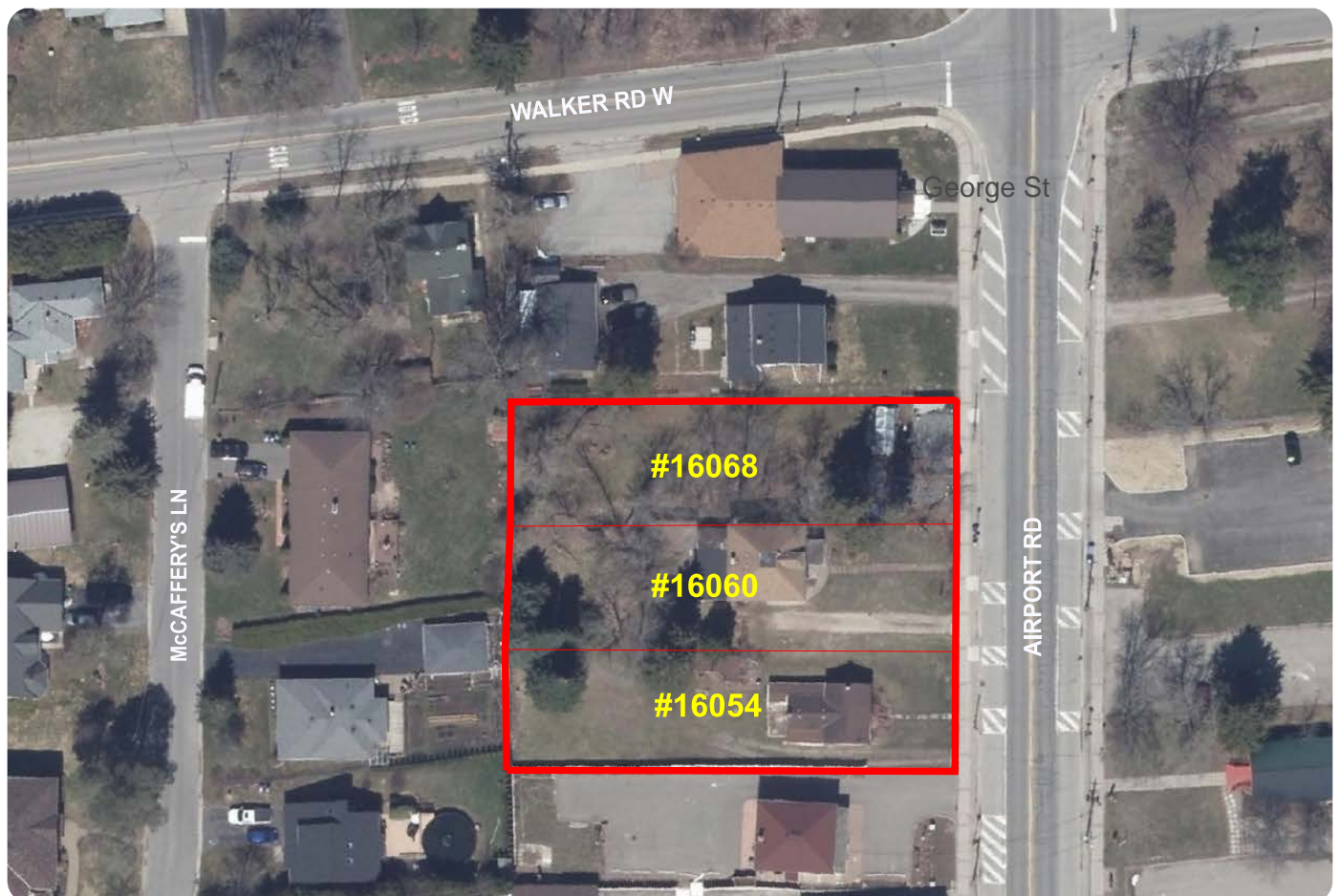


Figure 1: Aerial photograph of the site

— PROPERTY BOUNDARY



Figure 2 illustrates the updated Tree Preservation Plan prepared by Seven Oaks Tree Care and Urban Forestry Consultants, dated February 2022. A total of fifty two trees are proposed to be removed to facilitate the proposed development of which two trees are on the neighbouring property to the north. A consent will be required prior to any tree removal on neighbouring properties.

Additionally, the revised landscape plan (Figure 10) prepared by Dillon Consulting illustrates landscaping all around the site's periphery. In particular, the north and west sides will include larger landscape strips for tree planting with a combination of deciduous, coniferous trees and shrubs.

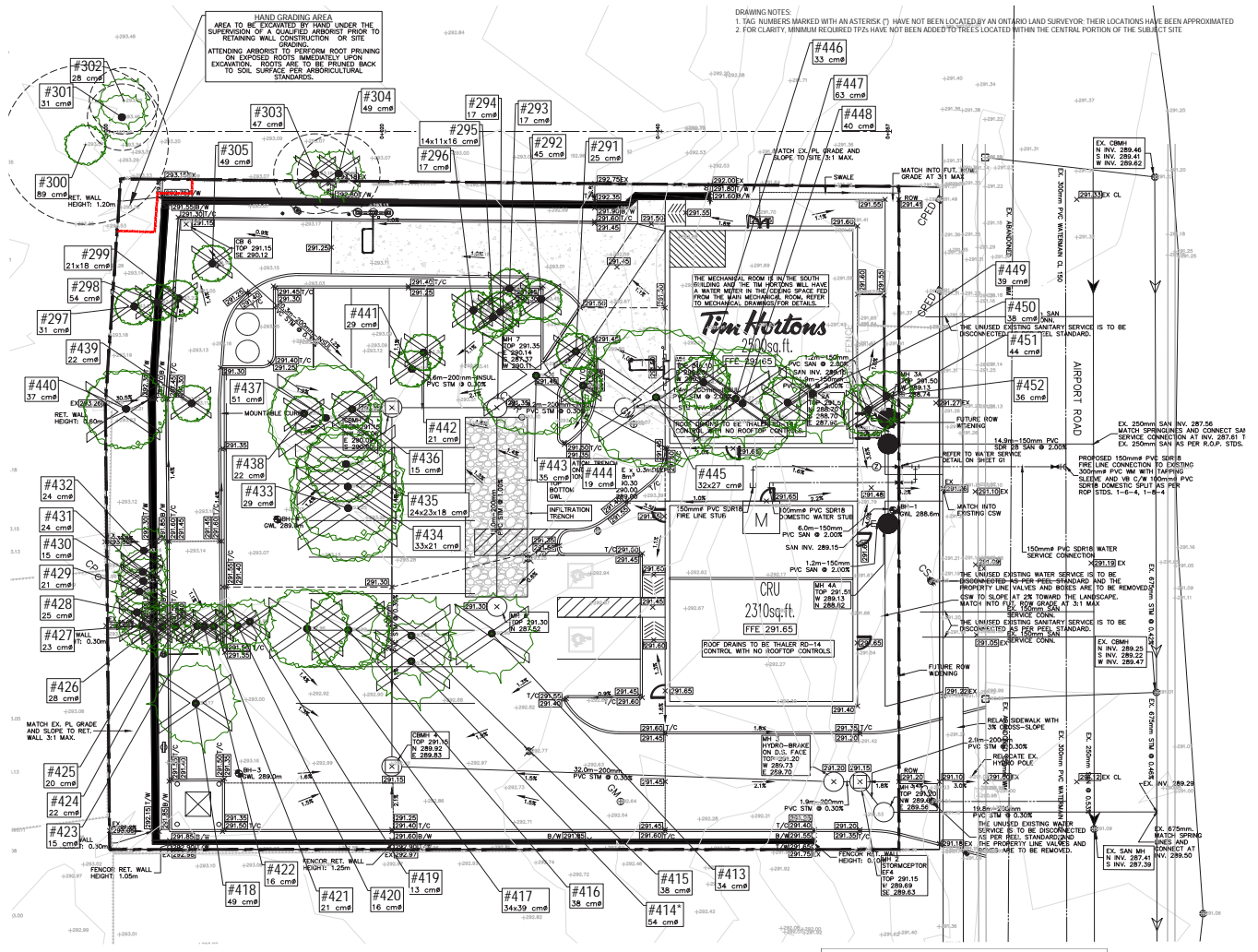


Figure 2: Updated Tree Preservation Plan prepared by Oaks Tree Care and Urban Forestry Consultants Inc.

The following Section replaces page 6 of Section 3.2 of the previous UDB.

3.2 THE SURROUNDING CONTEXT

The subject property is located within Caledon East, a designated Rural Service Centre that will serve as a focus for growth and service provision. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for the Town.

The area includes a variety of land uses consisting of residential, commercial, institutional uses, and parks and natural open spaces. Commercial developments also exist to the south of the site and on the east side of Airport Road.

Caledon East is also the administrative centre for the Town as a whole and is the location of major educational, recreational and commercial facilities.

The general character of these existing commercial developments can be described as low-rise (generally one to two storeys high) mostly of a rural traditional style. The settlement has experienced considerable residential growth over the past few years; however, new commercial development has been limited to keep pace with new growth.



Figure 3: Updated aerial context. Source: First Base Solutions.

— PROPERTY BOUNDARY



The existing streetscape in its current condition includes a sidewalk, paved boulevard, street lights and hydro poles, and waste receptacles. The street edge is undefined with inconsistent building setbacks. Most of the commercial buildings facing Airport Road are deeply setback from the street. The design intent will be to establish buildings that are closer to the street for a Main Street feel on Airport Road whilst providing appropriate setbacks, and screening and buffering of the queuing lane.

The site is currently accessible through Airport Road which is a Major Road identified in the Town of Caledon Official Plan (OP). Major Roads are meant to provide a high level of transportation capacity. Airport Road passes through the centre of Caledon East, connecting communities such as Orangeville, Mono Mills, Hockley Valley and Tottenham to the Greater Toronto Area and the City of Toronto.

There are sidewalks on both sides of Airport Road that connect the subject property to nearby retail and commercial establishments and residential neighbourhoods. This will facilitate employers, visitors and residents to walk to the proposed coffee shop. Thus the proposed development will attract good pedestrian traffic from the neighbouring residential neighbourhoods in Caledon East and reduce the vehicular traffic pressure on Airport Road. Figure 4 illustrates an updated context map showing surrounding residential neighbourhoods within a 10 minute walk from the site.

Additionally, there are several trails within the vicinity of the site also promoting walkability. The site is also close to several existing and planned bike routes as shown in Figure 4, encouraging cyclists to the area.

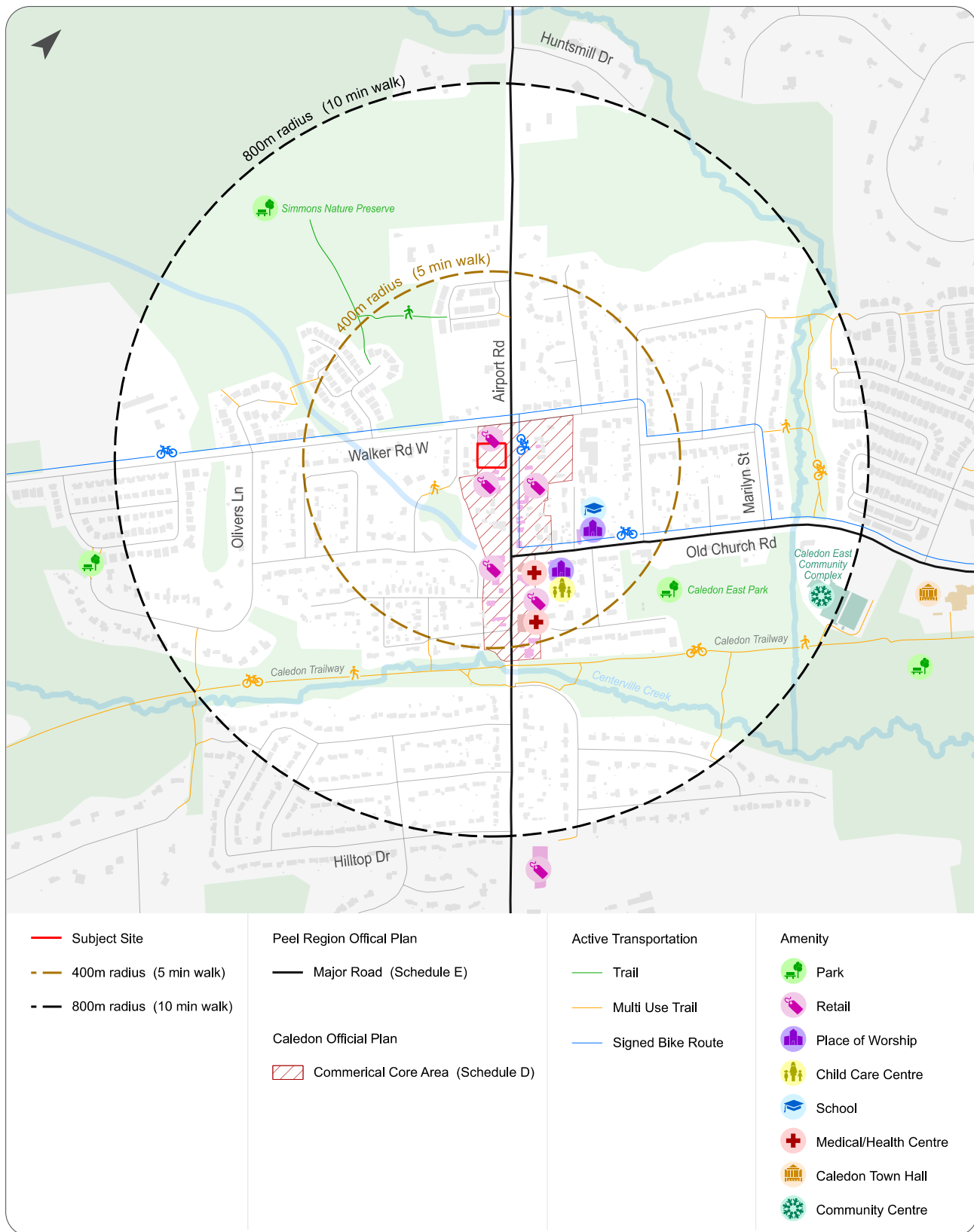


Figure 4: Context map

4

POLICIES AND GUIDELINES

The following Section replaces pages 14 to 29 of Section 4.0 of the previous UDB.

4.1 THE TOWN OF CALEDON OFFICIAL PLAN, OFFICE CONSOLIDATION APRIL 2018

The following section provides an evaluation of the proposed development in context of relevant OP policies for Drive-through Service Facilities:

Policy 5.4.3.17.2

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 Caledon East, Villages and Hamlets can be preserved and subject to site plan control and the Industrial/Commercial Design Guidelines of the Town of Caledon.

Policy 5.4.3.17.3

Drive-through service facilities, either developed as a standalone facility or in combination with any other use(s), should be compatible with existing and future land uses.

Discussion

The proposed development supports the intent of the OP in regards to developing Caledon East as a Rural Service Centre with a concentration of commercial and service facilities.

The proposed development will be compatible with existing low-rise residential uses located to the west of the site on McCaffery's Lane through generous building setbacks and landscaped buffers. The proposed coffee shop and commercial buildings are located against Airport Road, maintaining greater distances from the residential dwellings. The site's north and south neighbouring properties are designated 'General Commercial,' thereby contemplating similar commercial and compatible developments. The design of the proposed buildings has been revised with a traditional look to respect the historic character of Caledon East.

It should be noted that the Caledon Comprehensive Townwide Design Guidelines (TWDG) have replaced the Industrial/Commercial Design Guidelines. As discussed in Sections 4.4 and 4.5 of this Addendum, the proposed development complies with the TWDG design recommendations for drive-thru facilities and commercial developments.

4.2 CALEDON EAST SECONDARY PLAN

The Caledon East Secondary Plan (CESP) provides a detailed framework for guiding the evolution of the Caledon East community to the year 2031. As a 'Rural Service Centre', Caledon East provides a wide range of services to the Town of Caledon and serves as a primary growth centre. Furthermore, Caledon East is an administrative centre for the Town and holds a number of major educational, recreational and commercial facilities.

To allow for projected growth within Caledon East, community design policies have been implemented to maintain and enhance the character of the community as a rural small town. Caledon East expresses the desire to maintain *the historic character and desire for a traditional 'main street' commercial area with appropriate (and preferably traditional) architectural style*".

The following Community Design Principles, outlined in Section 7.7.4.1 of the CESP apply to the subject lands:

- a. *Community design shall be used to maintain/create the appearance of a rural small town, focused on a commercial core consisting of a traditional "main street" along Airport Road and mixed residential/commercial areas along Airport Road and Old Church Road.*
- b. *The Caledon East Streetscape Concept and Architectural Guidelines have been adopted by Council to guide the redevelopment of the Commercial Core. These guidelines address the layout of commercial sites and the architectural character of commercial buildings, as well as the streetscape character. Development in the Caledon East Commercial Core Area shall conform to the adopted Caledon East Streetscape Concept and Architectural Guidelines which provide guidance for site layout, landscaping, and architectural form and detail. As new development extends along*

Airport Road and Old Church Road, the design standards for streetscaping as outlined in the Caledon East Streetscape Concept shall apply.

- d. *Airport Road is a High Capacity Arterial and Old Church Road is a medium Capacity Arterial intersecting in the core of Caledon East. These streets accommodate regional and inter-regional traffic, but they also play a prominent role in defining Caledon East's small town character and community life as locations for and connections between community facilities and services. It is intended that these roads be integrated into the community fabric and exhibit a pedestrian oriented character and scale in keeping with the small town setting. Consequently, commercial and residential development will be oriented toward the street; back lotting and sound walls will be discouraged.*

Discussion

The proposed re-design maintains the character of a rural small town focused on a commercial core along a traditional main street (Airport Road). The scale of development, revised building design, siting of the buildings, and the landscaping around the site will support the intended vision of developing the commercial core with a small-town feel.

The revised buildings are located against Airport Road with a strong street presence. The height and scale of the buildings are reflective of the existing scale of developments along Airport Road. The architectural style of the buildings has been revised to a traditional stylistic expression with a hipped roof and dormers towards the street and the site's interior. The proposed materiality reflects traditional materials with stone veneer, engineered wood siding, stone sills, and textured stucco. Please refer to Figure 8 for the revised building elevations and Figure 7 for proposed materials.

The proposed coffee shop provides both walk-in and drive-through facilities. While the front of the site maintains a pedestrianized streetscape, the rear behind the buildings accommodates the drive-through lane and pick-up facility. Thus the drive-through component is screened from the streetscape. Additionally, adequate buffers and landscaping will maintain privacy and noise mitigation from neighbouring residential dwellings to the west.

The revised site design promotes walkability with a well-defined pathway system. A breezeway between the two buildings and two sidewalks at the north of the coffee shop and the south of the commercial building provide multiple links from the street's edge to the site's interior. Pedestrian crossings over the queuing lane and internal driveway will provide a continuous path of travel, ensuring pedestrian's safety. Moreover, the street-side patio and multiple entrances will stimulate pedestrian activity and contribute to street animation.

4.3 CALEDON EAST STREETSCAPE STUDY DESIGN CONCEPT, FEBRUARY 1994

The Caledon East Streetscape Study was established to examine existing streetscape conditions in Caledon East and develop a streetscape concept and implementation procedure to preserve Caledon East's unique identity. The subject site lies within the study area, as illustrated in Figure 5, close to the north entrance of the village. The north entrance is located at Walkers Road, signaling changes in land uses and character. The north of Walker Road consists of new residential development, while village commercial land uses become evident at the south of Walker Road.

The subject site lies within the Village Core that extends from Walker Road on the north to Hilltop Drive on the south. The proposed development contributes to improving the visual appearance of Airport Road while maintaining the small-town character as follows:

- on-site parking is located at the rear of the proposed buildings and screened from the streetscape:
- The revised design of the buildings is traditionally styled with hipped roofs and dormers and with materials that respect the historic character of Caledon East. An attractive and vibrant streetscape will be established with the revised buildings and the siting of both buildings close to Airport Road. Additionally, the street-side patio, multiple walkways, and building entrances will contribute to an attractive and vibrant street environment.
- The scale of development will preserve the small-town rural feel of the Village Core.

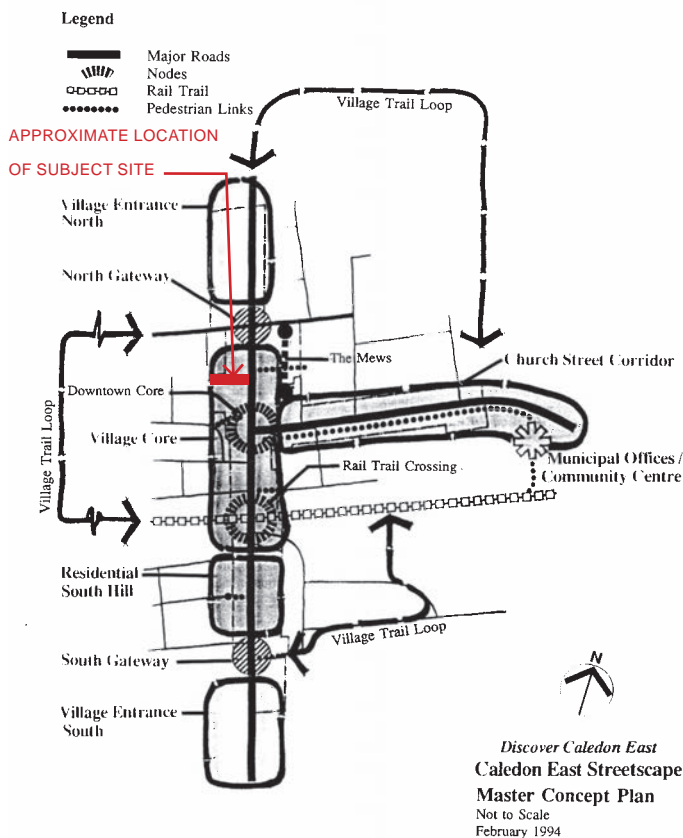


Figure 5: Caledon East Streetscape Master Concept Plan

4.4 CALEDON COMPREHENSIVE TOWNWIDE DESIGN GUIDELINES

Section 10.1 of the TWDG includes general design recommendations for commercial areas. This section provides a discussion on how the proposed development is in keeping with these recommendations. Please refer to Section 4.5 of this Addendum for discussions on Drive-thru Service Facilities Guidelines.

4.4.1 SITE PLANNING

The revised site design locates the coffee shop and the commercial building close to the street's edge to establish a main street character along Airport Road. The street-facing facade will be architecturally enhanced with a traditional hipped roof, dormers facing the street with signage, multiple glazed entrance doors, and windows. A similar treatment is carried on the west elevation where the pick-up window of the drive-thru facility is located.

The revised site design strives to maintain an animated and pedestrian-oriented streetscape along Airport Road while accommodating the drive-thru facility and parking at the rear. An outdoor patio at the front of the coffee shop will animate the public realm. The drive-thru queuing lane and associated features are located at the rear of the site, screened by the coffee shop. The pick-up window is located on the west side of the coffee shop serving the queuing lane. The loading pad and transformer are located at the site's southwest corner and distanced from the street.

Multiple pedestrian links are established to connect between the street, proposed buildings, and the site's interior parking lot.

Figure 6 illustrates the revised site design.

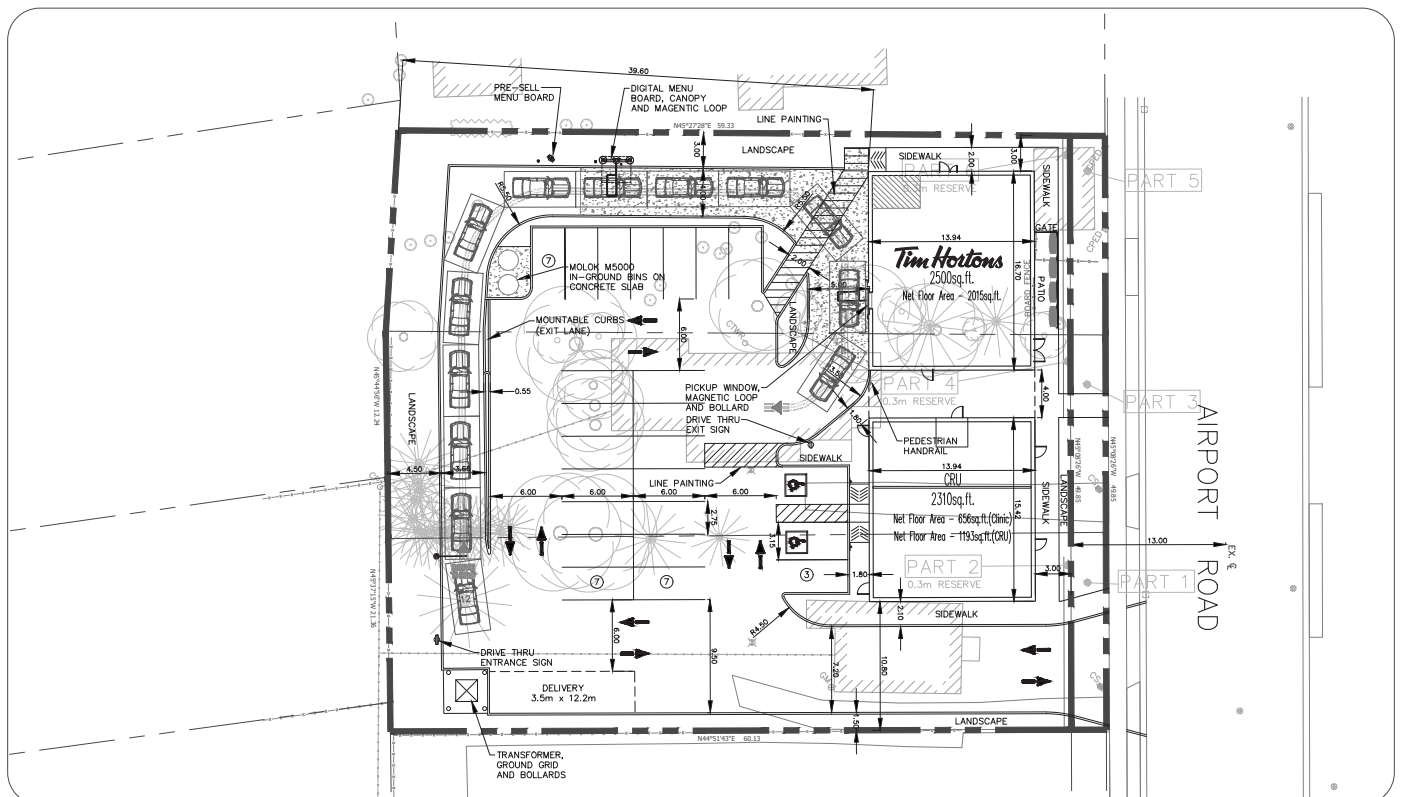


Figure 6: Revised Site Design. Courtesy of K. Paul Architect Inc.

4.4.2 BUILDING ELEVATIONS

The revised building elevations are designed to offer an aesthetic appeal that will contribute to the historic charm of Caledon East. The roof design is inspired by neighbouring commercial buildings along Airport Road. An elongated hipped roof extends over the two buildings. Dormer gable roof extensions add visual interest on both east and west sides. Weather protection is provided by an extended eave running all around the building and the roofed breezeway connection.

The elevations are human-scaled, articulated with details inspired by historical design. The base of the building is defined with stone veneer cladding topped with a stone sill. Engineered wood siding is used as the primary cladding to reflect the older buildings in the area. Glazed entry doors and windows with dark mullions will stand against the wooden siding. Again, the paneled windows add a fine grain of detail. The pick-up window on the west side has a different treatment for ease of identification.

The proposed material palette in Figure 7 illustrates neutral tones and textures sensitive to the surrounding area. Using stone veneer, engineered wood siding, and stucco as cladding materials is a conscious effort to better integrate with the rural historical context.

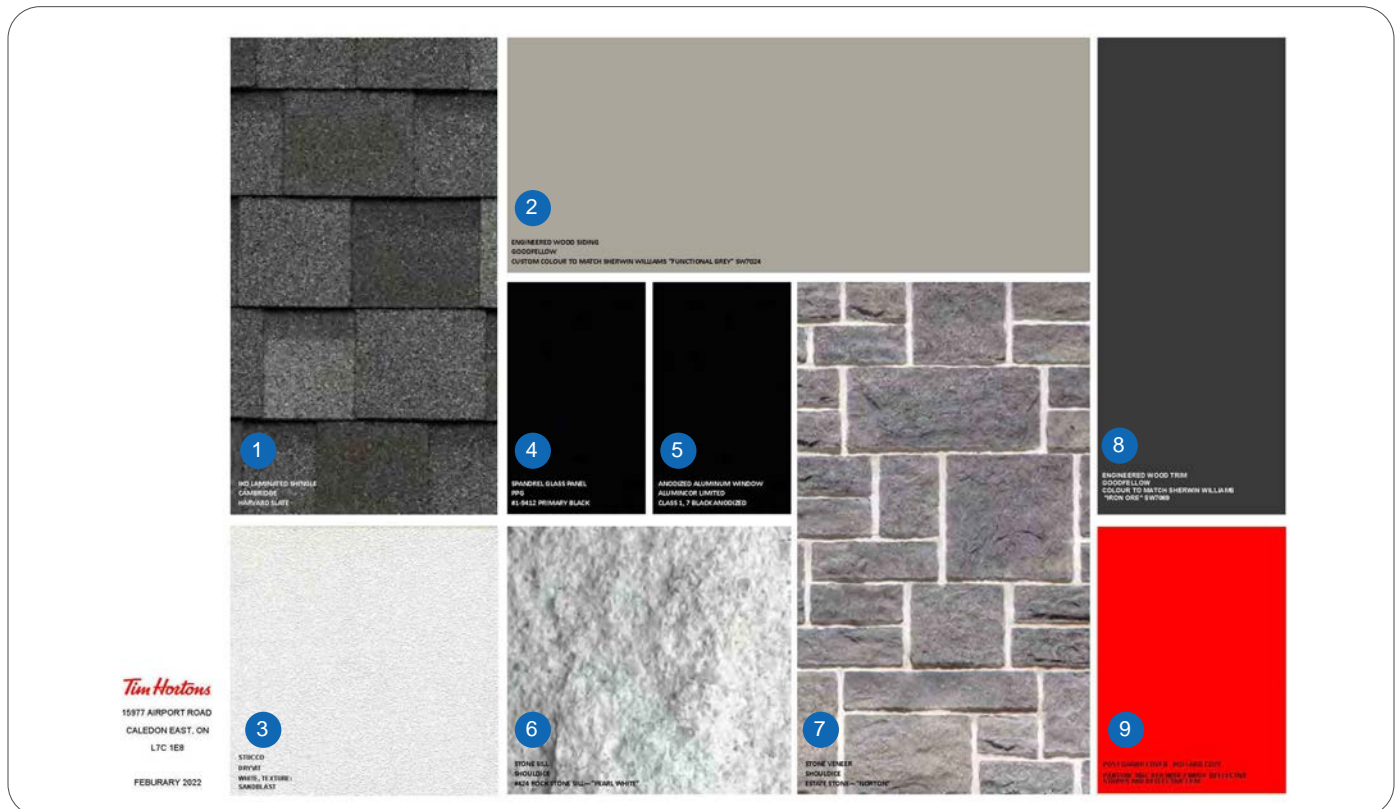
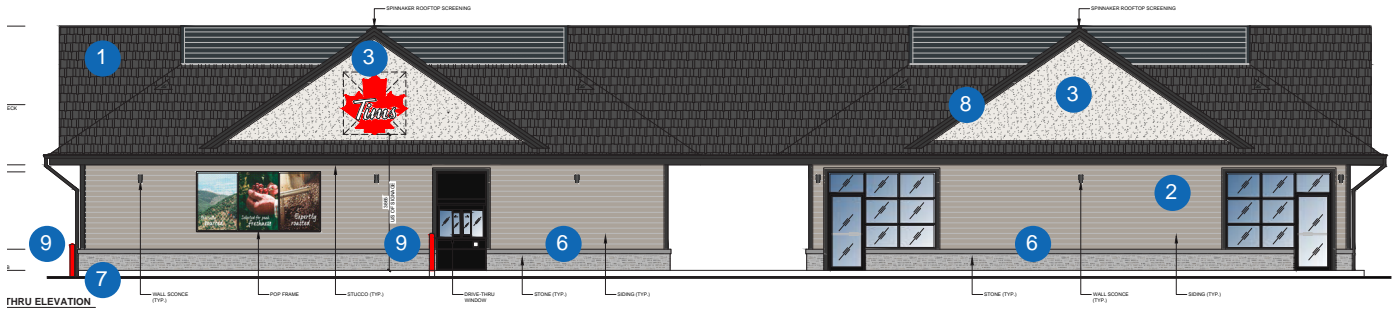
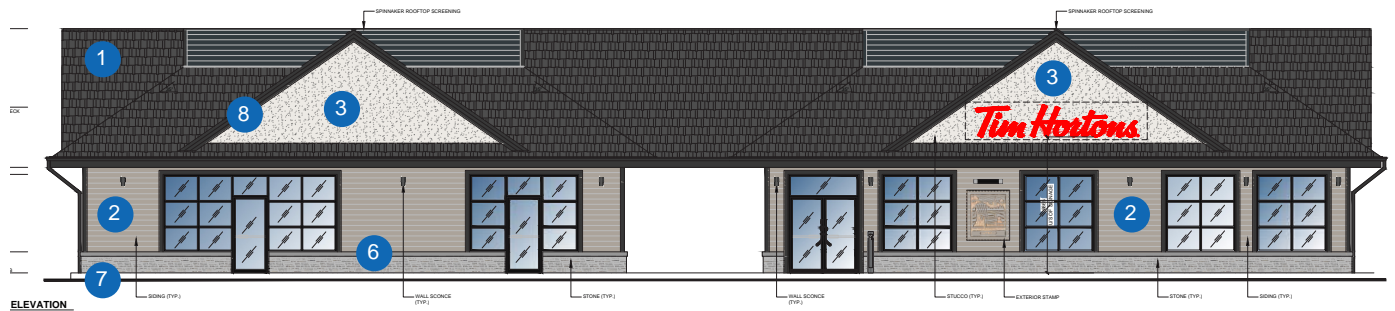


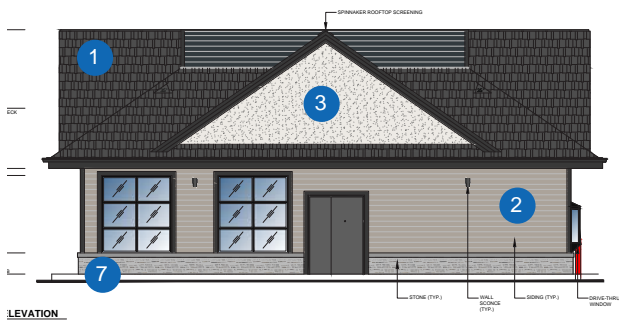
Figure 7: Proposed materiality. Courtesy of K. Paul Architect Inc.



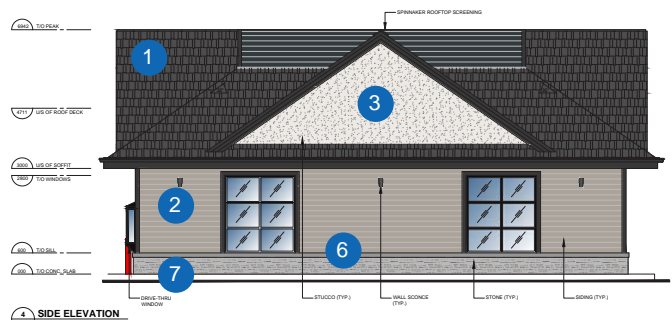
WEST ELEVATION



EAST ELEVATION (AIRPORT ROAD)



NORTH ELEVATION



SOUTH ELEVATION

Figure 8: Proposed revised building elevations. Courtesy of K. Paul Architect Inc.

4.4.3 PEDESTRIAN CIRCULATION

The revised design encourages walking and pedestrian permeability. Multiple sidewalks link the public face of the development to the site's interior. A continuous sidewalk along the street edge will allow pedestrian traffic to safely enter and exit the coffee shop and commercial building. In addition, this sidewalk is wide enough to accommodate a street-side patio. Thus the coffee shop and its walk-in facility will encourage nearby residents to walk to this facility.

Additionally, a four-meter-wide pedestrian breezeway will provide a mid-block connection. Sidewalks at the north of the coffee shop and the south of the commercial building also connect to the site's interior parking lot. Pedestrian crossings are provided on the driveway and queuing lane.

The proposed sidewalks are a minimum of 1.8 metres wide and are designed for universal accessibility. In addition, adequate slopes are provided on the sidewalk west of the commercial building to serve the two barrier-free parking spaces.

Figure 9 illustrates the revised pedestrian circulation plan.

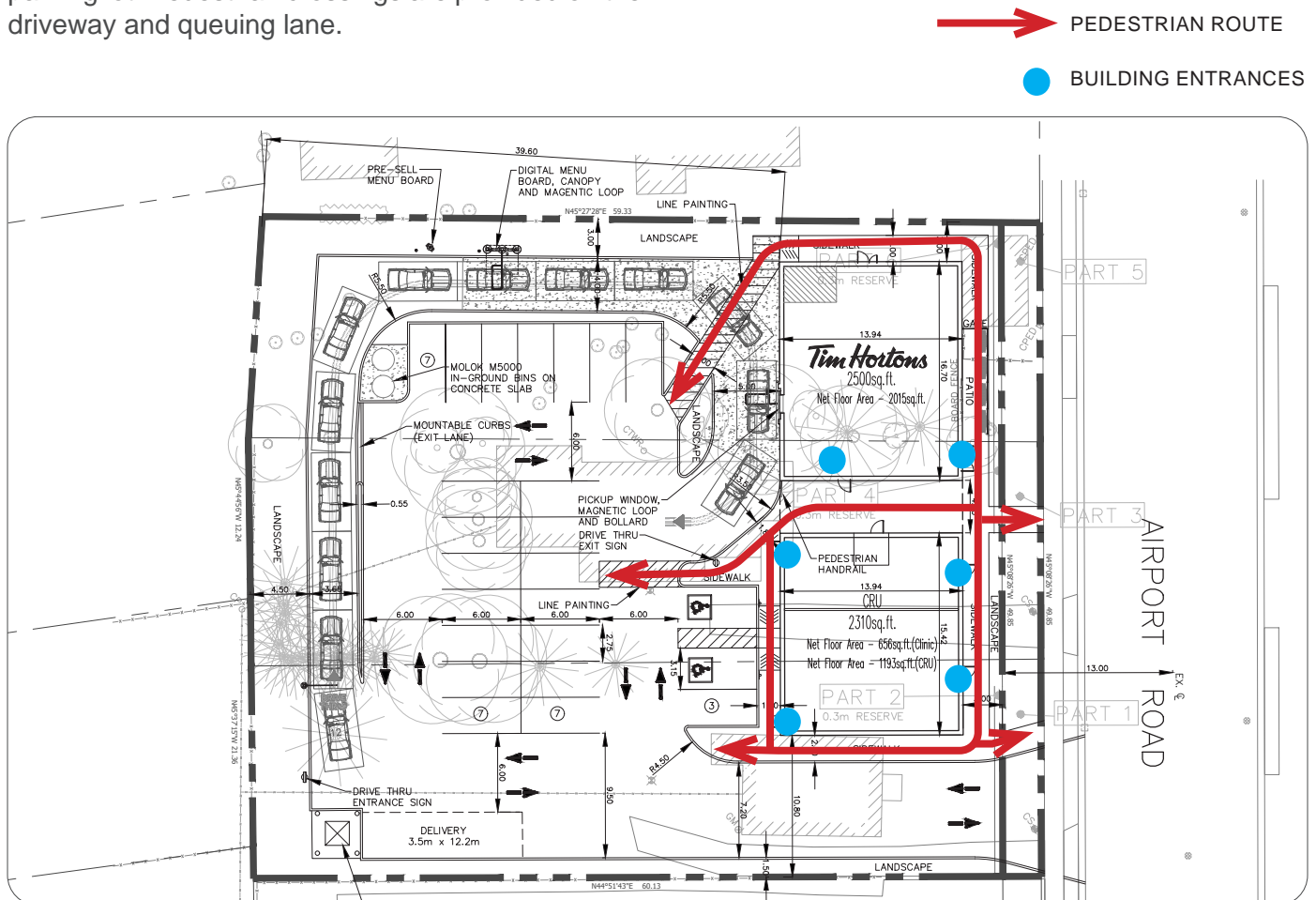


Figure 9: Pedestrian circulation plan.

4.4.4 LANDSCAPE DESIGN

Landscaping is utilized to define the site's frontage along Airport Road that will include a row of shrubs and ground cover with a concrete sidewalk for pedestrians. The outdoor patio in front of the coffee shop will add to the street animation. Decorative metal fencing will be used in this area for privacy and screening. The sodded public boulevard extends the greenery along the site's frontage and provides a transition from public to private realm.

A 4.5 metre landscaped buffer will be provided at the rear of the property adjoining the residential properties along McCaffery's Lane. This area will be heavily landscaped with deciduous and coniferous trees, and shrubs for privacy and buffering between the rear yards of the residences and the queuing lane. Enhanced buffering is also provided at the north with trees and shrubs where the ordering menu is located.

A retaining wall and stormwater infiltration feature is located around the north, west and south sides of the site.

Figure 10 illustrates the revised landscape plan.

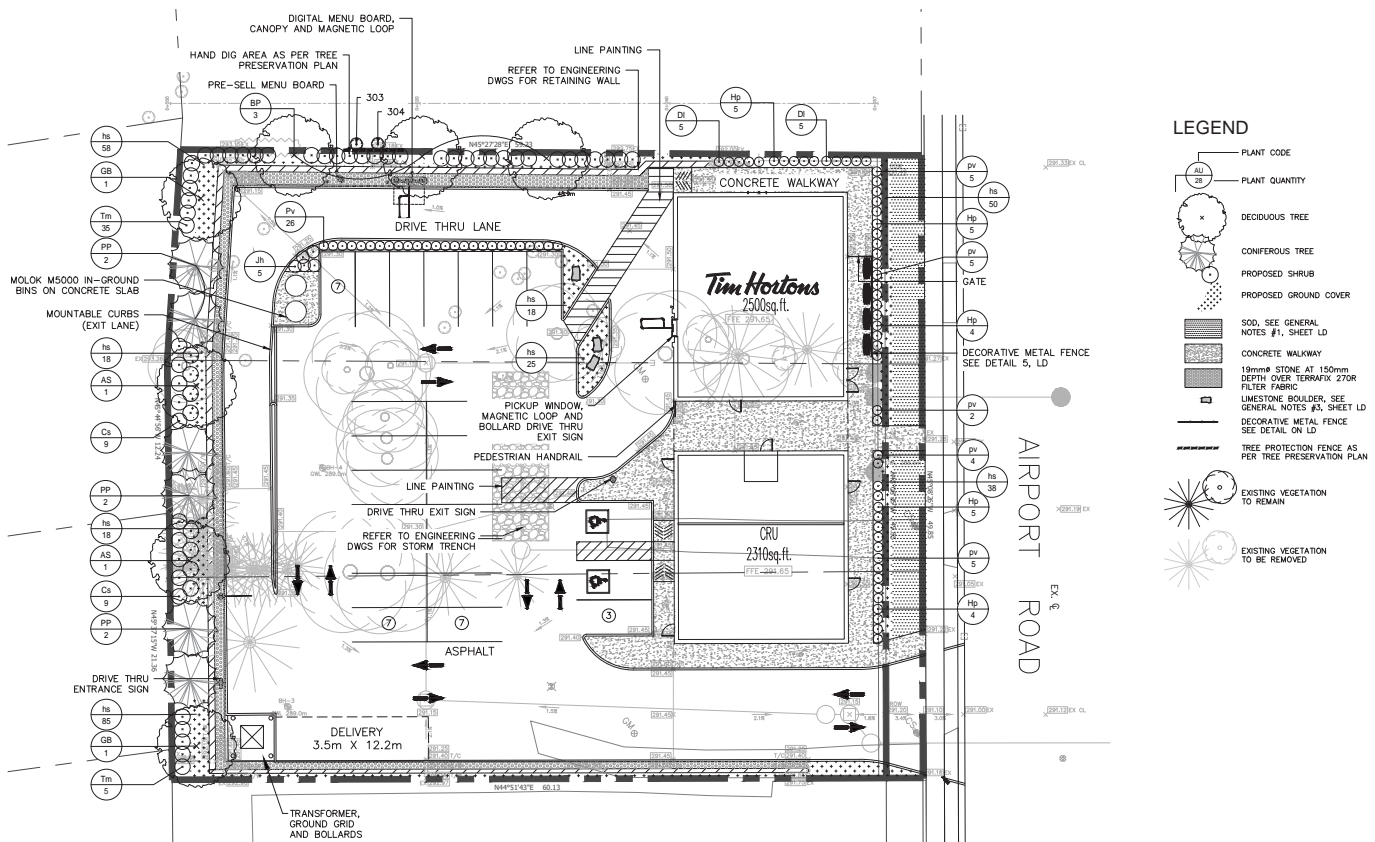


Figure 10: Revised landscape plan. Courtesy of Dillon Consulting

4.4.5 VEHICULAR ACCESS, SERVICES AND LOADING

The design strategy of vehicular access and services is to avoid conflict with pedestrian traffic as much as possible, screen these areas from the public realm, and reduce their impact on neighbouring properties.

A full-moves vehicular access from Airport Road is located at the site's southeast corner. In addition, this access leads through a private lane connecting to the drive-thru queuing lane, parking, and delivery area.

The queuing lane is located at the rear of the site and screened from the public realm by the proposed buildings. The queuing lane circulates the west and north sides of the site and exits along the west side of the coffee shop without impacting overall circulation. In addition, generous landscape buffers will mitigate visual and noise impacts from neighbouring residential properties. Molok waste receptacles are proposed to reduce the impact of traditional waste storage bins.

The parking spaces are internal to the site and screened by the proposed buildings. In addition, the delivery pad and transformer are generously distanced from the entrance to avoid any impact on the public realm.

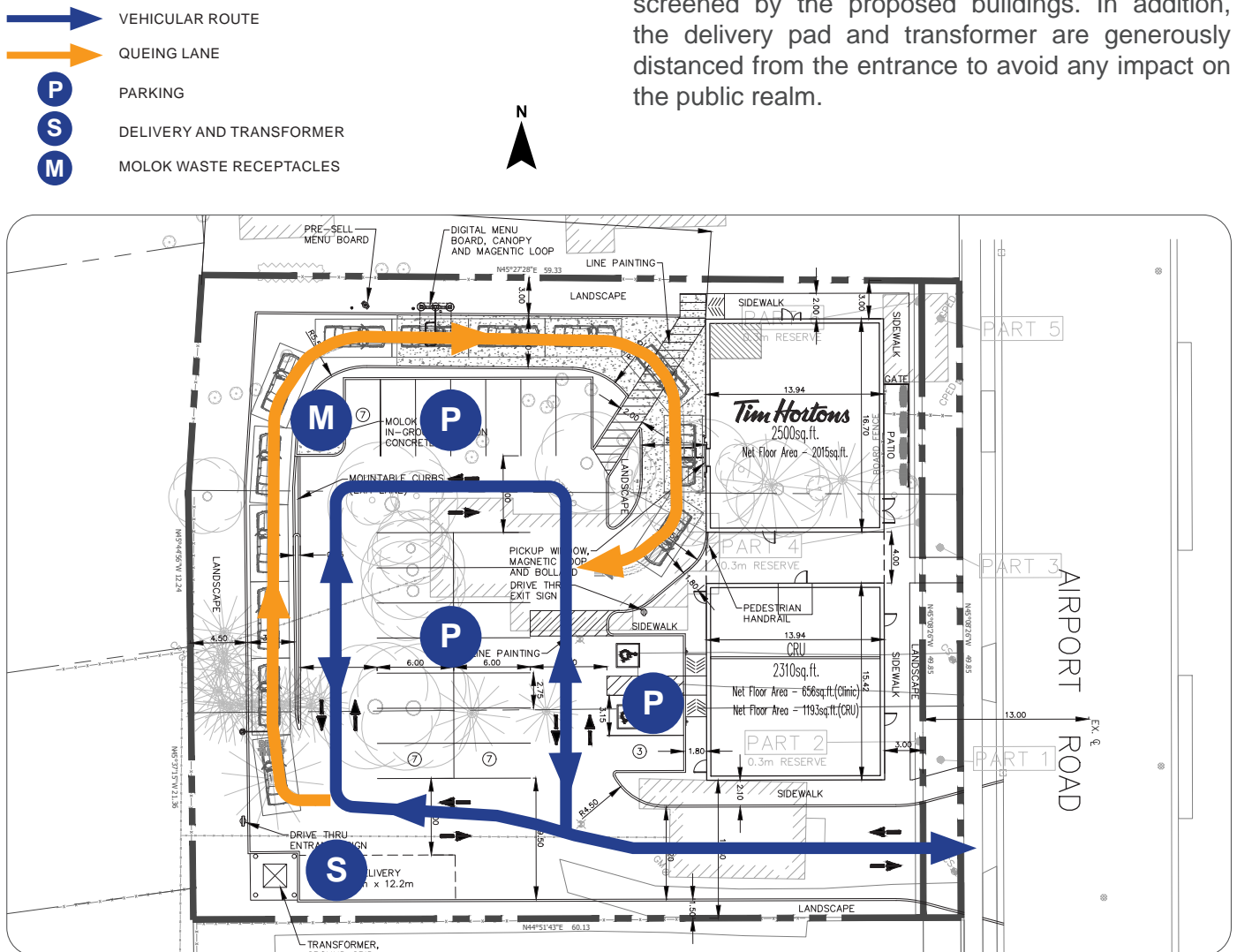


Figure 11: Revised site plan illustrating vehicular circulation

4.4.6 LIGHTING

The exterior lighting shall be unobtrusive to residential neighbours, minimize light spillage and distribution onto adjacent residential properties. Please refer to Section 4.5 of this Addendum for a discussion of the proposed lighting plan.

4.4.7 SIGNAGE

All sign in terms of materiality, colour and design will be compatible with the scale of the development. Please refer to updated architectural drawings for signage details.



Figure 12: Precedent of Tim Hortons coffee shop with heritage characteristics

This section replaces Section 4.5 Industrial Commercial Design Guidelines of the Previous UDB from pages 24 to 29 and references the Town's Drive-thru Service Facilities Guidelines (DTSF). It should be noted that the Town's Industrial Commercial Design Guidelines 2002 prepared by Alexander Budevrics and Associates and Williams & Stewart Associated Limited have been incorporated into the TWDG. Appendix C of the TWDG identifies Drive-Through Service Facilities.

4.5 DRIVE-THRU SERVICE FACILITY GUIDELINES (DTSF)

The guidelines of the DTSF address the common challenges associated with the development of drive-through facilities that may include traffic, noise and light pollution, streetscape appearance and the conflict between pedestrian and automobile circulation.

The following section discusses how the proposed development complies with the design objectives of the DTSF and ensures the following goals:

- A safe and functional pedestrian and vehicular traffic flow within the site;
- An attractive streetscape is maintained along Airport Road; and
- Reduced impact on neighbouring properties in terms of noise, light and visual impact.

Access

The site is an interior lot and the revised site design incorporates one full-moves vehicular access off Airport Road. The access is conveniently located at the southeast part of the site that distances it from the intersection of Airport Road and Walker Road West. Refer to Figure 11.

Pedestrian Movement

The revised site design includes a clearly delineated pedestrian circulation system consisting of concrete sidewalks and painted crossings. The pedestrian route is separated and located away from the drive-through queuing lane as illustrated in Figure 9. An outdoor patio associated with the coffee shop is located at the front along Airport Road to maximize visibility from the street and contribute to street animation. The pedestrian route is designed with clear sight lines at drive-through lane crossings. For example, a pedestrian using the northern most sidewalk will have clear sight lines of the queuing lane upon entering the crossing at the northwest corner of the coffee shop. See Figure 14.

Queuing Lanes

The queuing lane is located at the rear of the site behind the proposed buildings screened from the public realm. The configuration of the queuing lane is such that stacked vehicles will not block pedestrian and vehicular movement on site. The queuing spaces for vehicles is three metres by six-metres. Raised curbs define the queuing lane and separate it from the parking area and driving aisles.

The DTSF recommends having a minimum one-metre wide landscaping strip on both sides of the queuing lane. The proposed queuing lane includes landscaping strips upto four metres wide in order to mitigate impacts on neighbouring properties. A three-metre wide landscaping strip is provided along the north part of the queuing lane where the pre-sell menu board and ordering box are located. The

three-metre wide buffer with trees and landscaping will reduce noise related and visual impacts from the neighbouring property to the north. A one-metre wide landscaping strip separates this part of the queuing lane from the seven vehicle parking spaces. This landscaping strip widens at the east and west ends where the pedestrian crossing and molok bins are located respectively.

The west segment of the queuing lane includes a 4.5 metre wide landscaping strip to the west for buffering from neighbouring residential properties. The east side of this segment of the queuing lane is bordered with a 0.55 metre wide raised curb against the drive aisle of the central parking area. Provisions for mountable curbs are allowed on the exit lane. This reduced width is acceptable as no landscaping is required between this segment of the queuing lane and the drive aisle. See Figure 10 for the revised landscape plan.

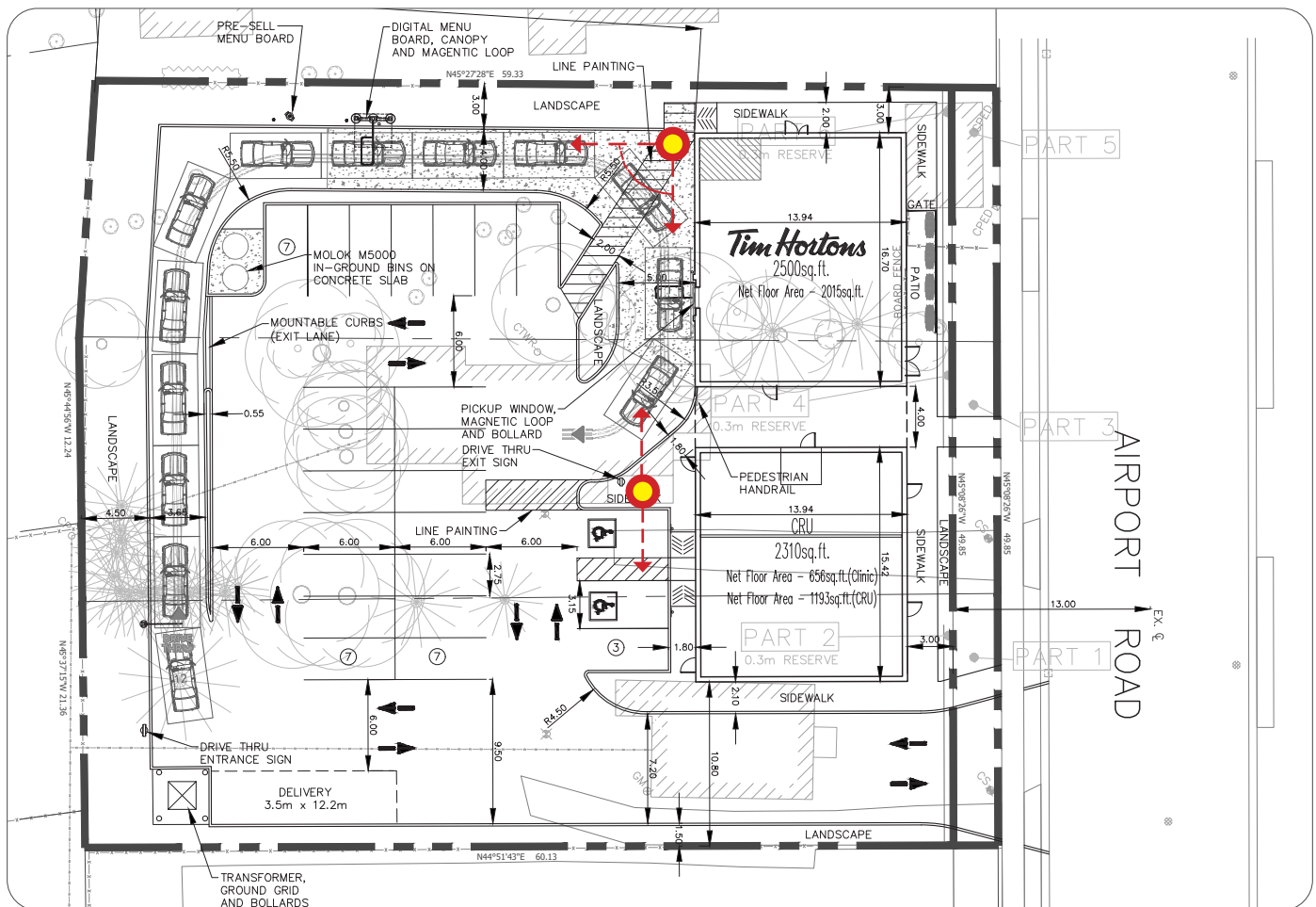


Figure 13: Annotated site plan illustrating pedestrian crossing and view angle.

Screening

Rooftop mechanical equipment will be screened by locally manufactured screening systems (Spinnaker Rooftop Screening) as illustrated in the coloured building elevations. The screening will be integrated with the roof design. The transformer is located at the southwest corner of the site in a landscaped setting generously distanced from the street to reduce its impact on the public realm. Molok bins are proposed for waste storage that do not require screening of traditional surface mounted waste collection bins.

Noise

Generous landscaping buffers are provided along the north and west sides to reduce noise impacts from the drive-through facility. The ordering menu is located north of the site, away from residential properties and located adjacent to properties that are designated and zoned for commercial uses, and buffered with a three-metre landscaping strip. These buffers will be generously landscaped with a combination of deciduous trees, coniferous trees, and understorey shrubs to reduce noise impacts. There is also a combination of noise barriers (fencing) and the retaining walls as required by the grading design to mitigate noise and meet MECP standards. The noise fencing will be designed as part of the site plan application to ensure their aesthetic is maximized.

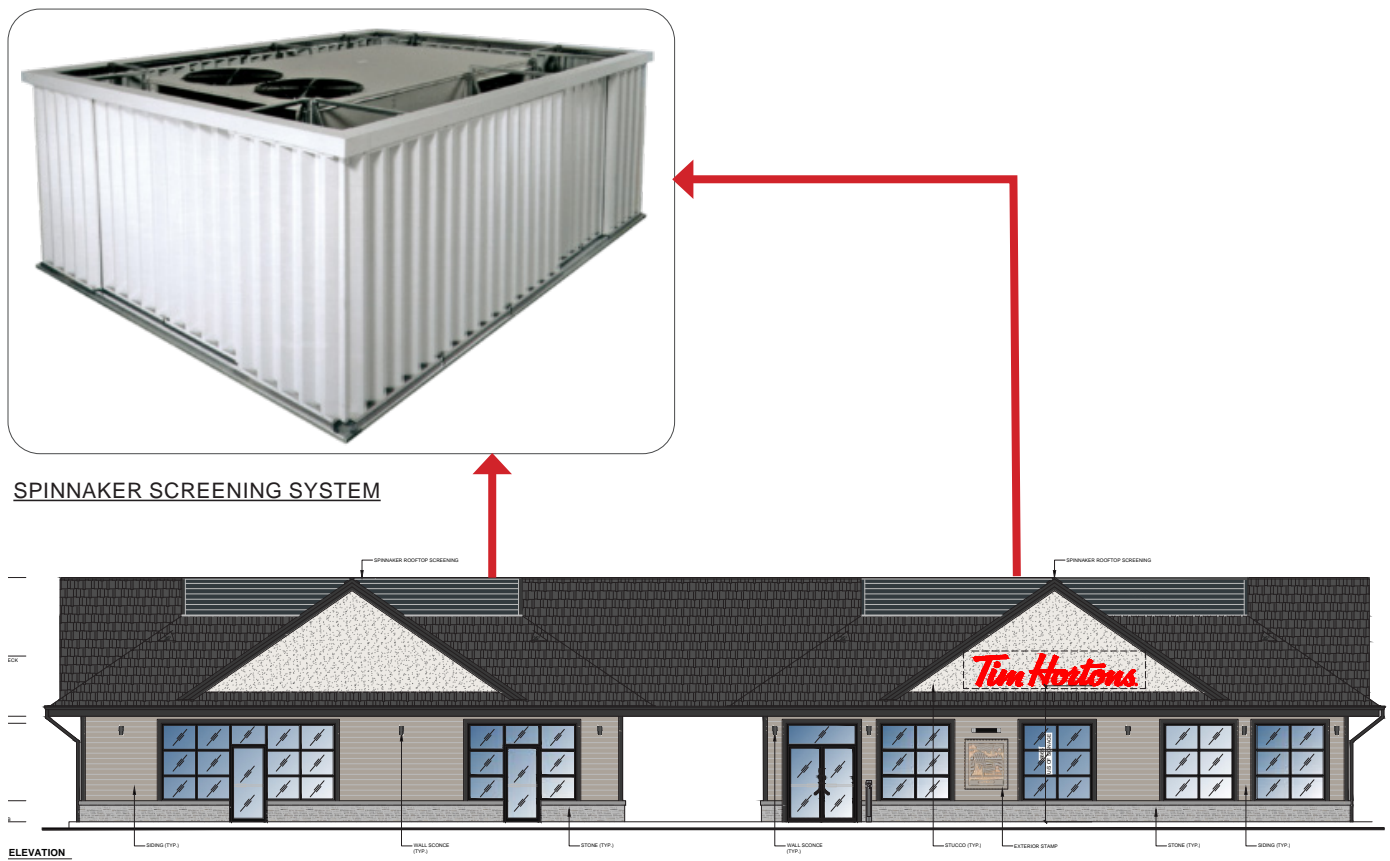


Figure 14: Proposed rooftop screening system. Courtesy of K. Paul Architect Inc.

Landscaping

The proposed location, layout, and landscaping promote safe pedestrian circulation and maintain vehicular sightlines. Generous landscape buffers are provided along the north and west boundaries to screen the queuing lane from neighbouring properties. In addition, high branching deciduous trees are provided along the west and north property boundaries for buffering the residential properties and commercial lot, respectively. Please refer to Section 4.4.4 of this Brief for discussions of the proposed landscaping.

Lighting

The lighting design will ensure the elimination of glare and the spillage of light on neighbouring residential properties. Wall mounted light fixtures will illuminate the sidewalks and breezeway around the buildings. Pole mounted light fixtures will be used for landscaped and parking areas (Figure 16). The fixtures and their location are designed for a generally uniform distribution of light throughout the site. The landscaping, plant materials and lighting are designed in an integrated manner and do not obstruct site and street lighting.

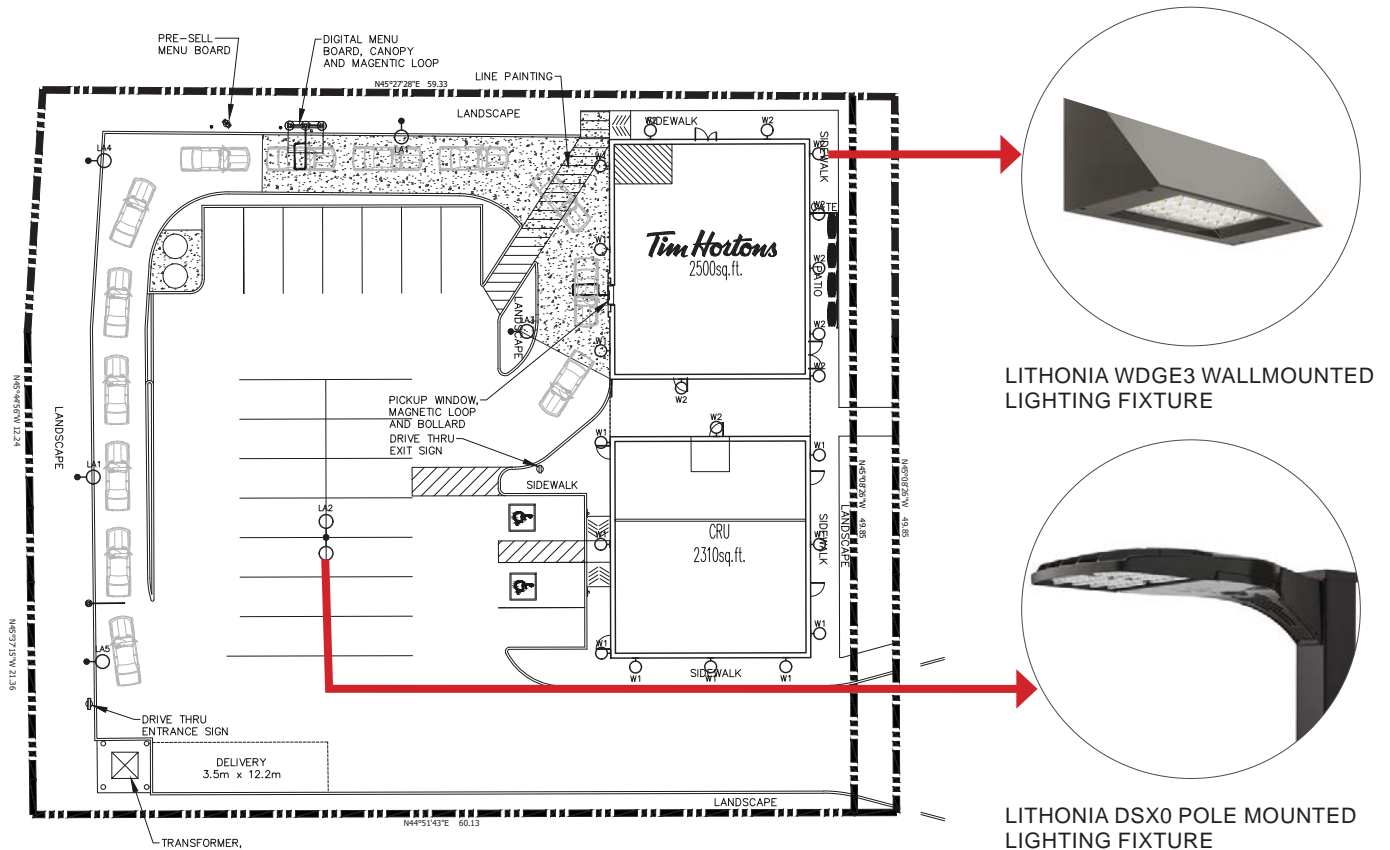


Figure 15: Lighting plan and proposed lighting fixtures. Courtesy of E-Lumen International Inc. and Dillon Consulting

5 CONCLUSION

The revised development scheme is designed sensitively considering the area's historic character. It also reinforces Airport Road as the main street and contributes to the public realm and placemaking. The scale of development and the character of the proposed revised building design respect the existing surrounding buildings. The siting of the buildings along Airport Road will contribute to street animation and an attractive public realm. The queuing lane of the drive-through facility has been re-configured and is located behind buildings to obscure from the public realm. Additionally, the building elevations, materiality, and signage will contribute to the streetscape's aesthetic appeal.

Pedestrian mobility is prioritized in the revised scheme of the development. The revised landscaping design buffers the neighbouring sensitive areas from the proposed drive-thru facility.

The revised design complies with the Town's urban design policies, the Town-wide Design Guidelines, and the Drive-through Facilities Design Guidelines. The approval of the said OPA and ZBA applications will facilitate a service facility in this rural centre with high-quality architecture and landscape design that will improve and inspire the local built context.



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