



Argo Summer Valley
 Comment Response Matrix
 12211, 12213 and 12231 Hurontario Street, Town of Caledon
 Town File No.: POPA 2022-0005, RZ 2022-0008, 21T-22005C
 GSAI File: 792-023
 Date: June 9, 2023

NO.	COMMENT	RESPONSE
TOWN OF CALEDON COMMENTS		
Town of Caledon, Planning Department Carmine Caruso Date: January 18, 2023		
1.1	Planning staff deemed the above noted applications complete on July 26, 2022 and circulated the submission material to commenting departments and agencies for review.	Acknowledged.
1.2	Proposal	
1.3	The subject lands are located at 12211, 12213 and 12231 Hurontario Street, located on the east side of Hurontario Street immediately north of the Caledon/Brampton municipal border. The lands are legally described as Part of Lot 19 Concession 1 EHS (Chinguacousy), designated as Parts 1 to 5 Plan 43R- 32579. The property is 3.08 ha (7.6 ac) in size and is currently vacant. The surrounding land uses are Highway 410 to the north, residential and vacant land to the south, Hurontario Street to the west and beyond is vacant land, and residential to the east.	Acknowledged.
1.4	An amendment to the Official Plan is being proposed to re-designate the land from Residential Policy Area B to Residential Area. An amendment to the Zoning By-law for the subject lands is also being proposed to rezone the lands from Highway Commercial (CH) and Agricultural (A1) to Open Space (OS), Residential One (R1) and Residential Townhouse (RT) zoning categories with site specific provisions to allow single detached dwelling lots and freehold townhouse dwelling lots.	Acknowledged.
1.5	Planning Documents	
1.6	The Region of Peel's Official Plan designates the lands as Urban System, on Schedule "E-1", Regional Structure. The Town's Official Plan designates the lands Residential Policy Area B on Schedule "B", Mayfield West Land Use Plan. The lands are zoned Highway Commercial (CH) and Agricultural (A1) in the Town of Caledon Zoning By-law, as amended.	Acknowledged.
1.7	Executive Summary of Comments	
1.8	<ul style="list-style-type: none"> • With respect to land-use, residential land uses can be supported on this site, subject to all issues related to this application being appropriately addressed. • Amendments are required to some of the submitted material to address comments contained in this letter. • Further investigation of the suitability of the connection that was protected as part of the approval of the subdivision (i.e. Plan 43M-1615) and consents to the east is required. 	Acknowledged.
1.9	General (Advisory) Comments	
2	1. The properties listed as 12211, 12213 and 12231 Hurontario are currently assessed as Residential (total \$4.1 million CVA). The Town's share of taxes levied, based on current value assessments is approximately \$28,500. As of September 13, 2022, the property tax account for each property is determined to be current.	Acknowledged.
2.1	2. If the proposed 73 dwelling residential development proceeds as planned, the property's taxable assessment value would change to reflect the development that takes place.	Acknowledged.

2.2	<p>3. Development Charges will be levied at the Residential rates that will be effect on the date of building permit issuance. Those rates are currently:</p> <p>Town of Caledon:</p> <p>a. \$49,323.63 per single detached dwelling; and b. \$37,550.75 per townhouse dwelling.</p> <p>Region of Peel:</p> <p>a. \$72,427.40 per single detached dwelling; and b. \$57,362.82 per townhouse dwelling.</p> <p>Effective February 1, 2016, the Region of Peel began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for residential developments, at the time of subdivision agreement execution.</p> <p>GO Transit:</p> <p>a. \$704.47 per single detached dwelling. That rate also applied to per townhouse dwelling.</p> <p>School Boards:</p> <p>a. \$4,572 per any residential unit.</p>	Acknowledged.
2.3	<p>**Note: The Development Charges comments and estimates above are as of September 13, 2022 and are based on information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete; and are payable at the time of building permit issuance. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed sevelopments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application. (Town of Caledon, Finance Department, Finance)</p>	Acknowledged.
2.4	Parkland	
2.5	<p>4. Prior to registration of the subdivision, payment of money in lieu of conveyance of parkland will be required for the proposed draft plan area of 3.08 hectares to the Town of Caledon’s Official Plan Policies pursuant to Section 51.1 of the Planning Act.</p>	Acknowledged.
2.6	<p>The parkland conveyance requirement is based on the following Official Plan policy:</p> <p>6.2.12.1 In order to meet the objectives of the Town’s Parks and Recreation Master Plan and pursuant to Section 42, 51.1 and 53 of the Planning Act as amended, the Town of Caledon, as a condition of development or redevelopment or subdivision approval or consent, shall require the conveyance of parkland, or cash in lieu thereof, at the rate of:</p> <p>a. For residential purposes, 5% of the land being developed or redeveloped, or 1 hectare per 300 dwelling units, whichever is the greater of the two.</p> <p>6.2.12.2 Cash-in-lieu of parkland dedication may be required in the following circumstances:</p> <p>a. Where the amount of parkland dedication would be insufficient to accommodate the development of a desirable range of recreation \facilities;</p>	Acknowledged.

2.7	<p>Parkland Calculations:</p> <table border="1" data-bbox="139 191 969 433"> <tr> <td>Total area included in draft plan</td> <td>3.08 hectares</td> </tr> <tr> <td>Proposed number of dwelling units</td> <td>73</td> </tr> <tr> <td>Payment in lieu of parkland required (5% of the land)</td> <td>0.154 hectares</td> </tr> <tr> <td>Payment in lieu of parkland required @ 1 ha for each 500 dwelling units proposed (ha)</td> <td>0.146 hectares</td> </tr> </table>	Total area included in draft plan	3.08 hectares	Proposed number of dwelling units	73	Payment in lieu of parkland required (5% of the land)	0.154 hectares	Payment in lieu of parkland required @ 1 ha for each 500 dwelling units proposed (ha)	0.146 hectares	Acknowledged.
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2.8	<p>Payment of money in lieu of conveyance of parkland will be required at an equivalent market value of 5% of the land included in the draft plan. For the purpose of determining the amount of payment the value of the land shall be determined as of the day of the approval of the draft plan of subdivision.</p>	<p>Clarification Planning Act 51(4) - <i>For the purpose of determining the amount of any payment required under subsection (3) or (3.1), the value of the land shall be determined as of the day before the day of the approval of the draft plan of subdivision</i></p>								
2.9	<p>Prior to registration of the plan of subdivision, the owner will provide a narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount of payment in lieu of conveyance of parkland. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada and shall be subject to the review and approval of the Director of Community Services or their designate. Appraisals are considered valid for a maximum period of six months.</p>	Acknowledged.								
3	<p>In order to avoid delays, the appraisal shall be provided to Parks staff at least 2 months prior to the registration of subdivision.</p>	Acknowledged, will be provided two months prior to registration.								
3.1	<p>Based on the information available, the following will be conditions of development approval:</p>									
3.2	<p>a. Prior to registration, the Owner shall be responsible for a payment in lieu of conveyance of parkland to the satisfaction of the Director of Community Services or their designate, pursuant to s. 51.1 of the Planning Act and in accordance with the official Plan policies, prior to the registration of the plan of subdivision.</p>	Acknowledged.								
3.3	<p>b. Prior to execution of the subdivision development agreement, the Owner shall provide to the Director of Community Services or their designate, a satisfactory narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount for payment in lieu of conveyance of parkland pursuant to s.51.1 of the Planning Act. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada and shall be subject to the review and approval of the Director of Community Services or their designate. Notwithstanding the foregoing, if the narrative appraisal provided by the applicant is not satisfactory to the Director of Community Services or their designate, acting reasonably, the Director of Community Services or their designate reserves the right to obtain an independent narrative appraisal for the purposes of calculating the amount for payment in lieu of conveyance of parkland. (Town of Caledon, Community Services, Parks)</p>	Acknowledged.								
3.4	<p>The circulation letter (and current Town records) identify that a municipal number of 12211, 12213 and 12231 Hurontario were issued for this property. Should the application be approved, these municipal addresses will cease to exist and new addresses for each dwelling unit will be issued for the proposed development. The addresses will be issued in accordance with the Town's Municipal Numbering By-law and Guidelines. (Town of Caledon, Planning Department, Municipal Numbering)</p>	Acknowledged.								
3.5	<p>Municipal Numbering and Street Names</p>									

3.6	<p>The Town's Municipal Numbering By-law and Guidelines requires that the municipal number be clearly posted on the building.</p> <p>a. Each single and townhouse dwelling will require a municipal number be installed on each unit in accordance with the By-law and Guidelines. (Town of Caledon, Planning Department, Municipal Numbering)</p> <p>b. Draft municipal numbers cannot be issued without an approved street name. Please ensure that the draft plan submitted has the proposed street name included for review and acceptance by the Town. For more information on street naming, including a list of preapproved street names, please refer to the Town's website or contact municipalnumbers@caledon.ca.</p>	The applicant has selected McAlpine Road. We request the Town's confirmation.
3.7	<p>Please be advised that on October 29, 2019, Town of Caledon Council approved updates to the Town's Corporate Policy on Street Naming. In accordance with these updates, this application will require:</p> <p>a. A minimum of one street name of local historical significance to be used.</p> <p>b. A minimum of one additional street name recognizing a Caledon-based Veteran who lost their life while serving in the Canadian Armed Forces be used.</p> <p>c. Special signage entailing a poppy symbol be used for all streets named in honour of Veterans. (Town of Caledon, Planning Department, Municipal Numbering)</p>	"McAlpine" is the only proposed street name which comes from the Caledon Reserve List of Approved Street Names - Heritage.
3.8	<p>Please see the lists of available street names approved for use in Caledon (heritage names). The lists of available names can be found by visiting https://www.caledon.ca/en/town-services/streetnaming.aspx (Town of Caledon, Planning Department, Street Naming)</p>	Acknowledged.
3.9	<p>Please be advised that the names on these lists are available on a "first come first serve basis" and are subject to change at any time based on qualifying development requests. Staff will do their best to keep the list as up to date as possible. (Town of Caledon, Planning Department, Street Naming)</p>	Acknowledged.
4	<p>Due to local historical significance, some heritage names are intended for use in specific areas of the Town and are identified as such. (Town of Caledon, Planning Department, Street Naming)</p>	Acknowledged.
4.1	Fire and Emergency Services	
4.2	<p>16. In order to initiate timely, effective, efficient fire protection service a preliminary acceptance of critical infrastructure is required including, firefighting water (pressurized hydrants) and adequate road network for emergency access.</p>	Acknowledged.
4.3	<p>Confirmation from an engineer that the proposed development can be serviced by the municipal water distribution system providing adequate water flow for fire protection.</p>	Fire Flow Analysis has been completed and is included in FSR
4.4	<p>Pressurized Fire Hydrants shall be provided in accordance with Region of Peel Standards.</p>	Fire Hydrants provided as per Region of Peel Standards.
4.5	<p>The length of Cul-de-sac and long travel distance to the furthest lot on court is served by a single point of access. A secondary 6.0-metre wide emergency access route is required for emergency vehicles.</p>	Secondary access to development is now available from Lighthouse Drive.
4.6	<p>The Community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within the Mayfield West Rural Service Centre. Fire Service does not recommend increasing this risk until further strides are made in the fire suppression deployment benchmarks including a minimum of 10 firefighters responding within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within the Mayfield West Rural Service Centre boundaries. (Town of Caledon, Fire and Emergency Services)</p>	Given the proximity of the subject lands to the Valleywood Fire Station, we trust the proposed development is provided with adequate fire service in order to proceed.
4.7	Development Review	

4.8	Various letters, emails and telephone calls have been received from members of the public raising their concerns with the proposed applications. Attached to this letter are comments that have been received, please prepare a document with your resubmission that addresses these comments. Please address any matters raised at the informal public meeting that was held on November 23, 2022. (Town of Caledon, Planning Department, Development Planning)	Acknowledged. Responses provided to resident emails and feedback from November 23, 2022 Community Meeting.
4.9	Ensure that the legal description indicated on the Official Plan Amendment and Zoning By-law Amendment accurately reflect the legal description of the property, and including citing indicating parts on reference plans (Town of Caledon, Planning Department, Development Planning).	Acknowledged, legal description indicated on the draft Official Plan Amendment and Zoning By-law Amendment accurately reflect the legal description of the property.
5	Please provide a sketch and or elevation which clarifies the appearance of a porch as defined in the proposed zoning by-law.	The porch definition in the proposed draft zoning by-law is identical to other porch definitions in other recently approved site-specific zoning by-laws at the Town (i.e. Zones R2-614, RT-615, R1-527, RMD-456). Given that this definition has been widely accepted in other zones, a sketch should not be required.
5.1	The encroachments proposed into required yards may leave insufficient setbacks. Please provide dimensioned examples that show building location and elevations if constructed using the maximum building envelop.	Please find siting plans prepared by Q4 Architects Ltd. in support of this re-submission.
5.2	The complete elimination of the requirements of a site triangle is not appropriate. Please remove this provision from the draft zoning by-law or provide an alternative method of determining the extent with suitable justification.	The proposed zoning provisions do not eliminate the requirement for site triangles. Sight triangles and roundings are governed by the engineering standards and are already incorporated into the design of the draft plan. See enclosed Draft Plan Drawing. Further, the triangles and roundings are included as part of the public ROW and therefore maintained in public ownership such that property owners are not permitted to encumber the sight triangle. The provision in the by-law is antiquated and should only apply to corner lots which do not incorporate corner triangles or roundings as part of the lot boundary. The precedent to eliminate sight triangle provisions have previously been established through community zones in MW1 and MW2 (ie. Zones R2-614, RT-615, R1-527, RMD-456). No change is proposed.
5.3	Please provide a brief addendum to the Planning Justification Report to address the items below. a. Section 4.5 of the Planning Justification Report is not clear. Please expand and provide additional background. b. Discuss the integration and compatibility with land-uses surrounding the site. c. Section 4.7 should be updated to note that a portion of the lands is zoned Agricultural (A1).	Acknowledged. Please see submission cover letter in response to these comments.
	Urban Design	
5.4	Please see the attached Urban Design comments from John G. Williams Limited. Modest changes are recommended to the Draft Plan of Subdivision, the Urban Design Brief and the Landscape Plan. (Town of Caledon, Planning Department, Development Planning)	Acknowledged.
5.5	Archaeological and Heritage	
5.6	There are no listed or designated cultural heritages resources on the subject lands.	Acknowledged.
5.7	12290 Hurontario Street is a non-designated (listed) property on the Town of Caledon's Heritage Register. There is no impact expected to this resource. As such, no cultural heritage impact statement (CHIS) is required at this time. Any substantive changes to the scope of the application may require further heritage evaluation in this regard.	Acknowledged.
5.8	Heritage staff are in receipt of the Stage 1-2 Archaeological Assessment for the subject lands, prepared by AMICK Consulting Ltd., dated December 21, 2021, which was included as part of the submission materials.	Acknowledged.
5.9	As a condition of draft approval, should it not be submitted earlier, and prior to grading, the proponent shall submit the Ministry of Tourism, Culture and Sport (MTCS) acceptance letter associated with this archaeological assessment.	Please see the Ministry Letter of Acceptance that is enclosed in this re-submission.

6	<p>Archaeological Conditions.</p> <p>a. The Following conditions shall be included as part of grading and subdivision agreements related to this application:</p> <p>i. The proponent shall avoid and/or mitigate, to the satisfaction of the Ministry of Tourism, Culture and Sport (MTCS) and the Town, any archaeological resources that are identified through new information or documentation which may be received following the acceptance of archaeological assessment(s) by the MTCS and clearance of archaeological concerns for the subject lands by the Town.</p> <p>ii. The proponent shall immediately stop all work on the Subject Lands and notify the Town's Heritage staff, Director of Planning, and the MTCS in the event that deeply buried archaeological resources are found during the course of any grading or related works on the Subject Lands. Any and all work related to the discovery of deeply buried archaeological resources shall be carried out by the proponent, at their expense, to the satisfaction of the MTCS and the Town's Heritage staff.</p>	Acknowledged.
6.1	Development Engineering (Road Network)	
6.2	Staff acknowledges that other ROW within this area are 17 metres and do not have concern with a similar right of way width in the subdivision, provided that it can be demonstrated that all required infrastructure can be accommodated within the right of way width.	Acknowledged, all required infrastructure can be accommodated in the 17m ROW per FSR included in re-submission.
6.3	The Town requires a vehicular connection from Street 'A' in the proposed subdivision to Donherb Crescent through Block 80 on Plan 43M-1615. The subdivision agreement for 43M-1615 requires Block 80 to be conveyed to the Town free and clear of all encumbrance when required for a future road connection. The southern limit of the connection right of way should be aligned with the southern limit of the future road internal to the subdivision.	The draft plan of subdivision has been amended to provide a road connection as requested. Also please see the Traffic Impact Study for proposed road alignment.
6.4	All intersection angles shall be in the range of 85 degrees to 95 degrees and the minimum horizontal centerline curve radius is 65 metres. Ensure all centerline radii meet this standard and are labelled on the draft plan.	As shown on the draft plan of subdivision, the intersection angles have remained the same, however, please find the enclosed Functional Design Intersection Angles Adjustments plan as prepared by BA Group showing that the required intersection angles can be met with adjustments to the proposed pavement markings.
6.5	Development Engineering (Stormwater Management/Storm Drainage)	
6.6	To allow increase of building to land ratio, 24.4 metres lot depths with reduced rear yard setbacks are proposed. Confirm if the runoff coefficients identified in the FSR are still applicable or if they will need to be updated to reflect increased internal living areas.	The FSR has been updated to reflect this revision.
6.7	Provide a plan identifying how the runoff coefficients were calculated and update the FSR accordingly. The plan should take into consideration future homeowners increasing the impervious area of the reduced rear yards.	Plot plans included in the Appendix for reference, which the calculations were based on.
6.8	Quality and quantity controls for this site will be provided by an existing pond within the City of Brampton, therefore the Town will rely on input from the City of Brampton and TRCA in determining if the stormwater management approach taken is appropriate.	Acknowledged.
6.9	All conditions of the Town's Consolidated Linear Infrastructure Environmental Compliance Approval 324-S701 shall be satisfied.	Acknowledged. The stormwater management approach has been updated to meet the criteria associated with the CLI ECA requirements.
7	The approval of the stormwater management strategy and associated facility design will fall under the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ESA). To approve the stormwater management strategy, the criteria presented in Table 1 appended to these comments will need to be satisfied. Please note, all stormwater facilities used are to meet the criteria in Table 1 and must be placed on public property.	Acknowledged. The stormwater management approach has been updated to meet the criteria associated with the CLI ECA requirements. All measures associated with meeting the requirements have been included on public property.

7.1	The FSR indicates that after this development the downstream pond will provide a treatment efficiency of 68.2%, however CLI ECA criteria require the Town meet either enhanced protection of 80% or a value described in an approved sub-watershed study for the area. The consultant is to determine if a sub-watershed study has been prepared, if so, confirm the efficiency requirement, and how will this target be met.	Acknowledged. The stormwater management approach has been updated to meet the criteria associated with the CLI ECA requirements.
7.2	The pre-development land-use utilized by EXP Services Inc. in the Hydrogeological Investigation for determining water balance indicates that the site had 90% impervious area as it consisted of buildings and paved surfaced, however these conditions were removed between 2013 and 2014. Additionally, the storm drainage plan for The Creek's Edge Subdivision (found in Appendix A of the FSR) indicates that the runoff coefficient from the subject lands is 0.25, which is significantly lower than what was identified by EXP Services Inc. Further consultation with the TRCA and City and Brampton will be required to determine an appropriate water balance value.	Water balance calculation provided in Hydrogeological report in the re-submission.
7.3	The Town will require that any requirements to meet stormwater quality, quantity and/or water balance criteria be in public ownership. Currently the right of way width has been reduced to 17 metre and this may not be sufficient to incorporate infrastructure to meet these requirements. Once the stormwater criteria is established, demonstrate how the corresponding infrastructure can be accommodated in the reduced right of way.	Acknowledged.
7.4	The Town will require that the Owner prepare a Stormwater Monitoring Program to the satisfaction of the Town. The Program shall address all necessary requirements of inspection, monitoring and reporting of the Town's Stormwater Environmental Compliance Approval for the inclusion of all new stormwater infrastructure.	Acknowledged, please see updated FSR in re-submission.
7.5	Development Engineering (Environmental Site Assessment)	
7.6	The Phase II ESA prepared by EXP indicates that a Risk Assessment (RA) will be performed and submitted to MECP as part of a Record of Site Condition for the site located within Caledon. This is to address electrical conductivity (EC) and sodium adsorption (SAR) in the soil and sodium and chloride in groundwater.	Please see enclosed Risk Assessment in support of this re-submission.
7.7	Prior to draft approval the Owner is to submit to the Town a copy of the MECP accepted RA for review to determine if there will be additional requirements by the Town. The RA may be peer reviewed at the applicant's expense and further comments may be provided.	Please see enclosed MECP approval of the RA in support of this re-submission.
7.8	Development Engineering (Environmental Noise Feasibility Study)	
7.9	The design for the future Tim Manley Avenue and Highway 410 interchange north of this site is under way and preliminary grades will soon be available. The site currently has a 2.4 m noise wall located along the northern boundary and the Town would like to determine if changes to the road elevation or the S-E ramp through the interchange design will impact the wall height requirements.	Noise recommendations considers the 410 interchange as proposed grading plan used in noise report incorporates preliminary grading design of the 410 interchange.
8	The Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd, dated April 22, 2022 will be peer reviewed at the applicant's expense. Comments from the peer review will be forwarded under separate cover.	Acknowledged.
8.1	Development Engineering (Geotechnical Investigation)	
8.2	The Geotechnical Investigation Report identifies that the ex-situ remediated areas extend into lands that will come under future ownership of the Town. The report is to discuss and provide any recommendations required to ensure that the subbase is appropriate for road construction.	As per Section 5.3.2 "Pavement Design and Construction" from the Geo Report, as part of subgrade preparation, proposed roadways should be stripped of loose fill which may be part of previously remediated area. Soft and spongy subgrade areas identified during proofrolling should be subexcavated and replaced with suitable approved backfill.
8.3	The report identifies high groundwater in several boreholes that will exceed the future storm sewer pipe. The report shall address the need for special construction methods required to ensure the ground water does not infiltrate the pipe.	Included in section 5.3.1.2 "Groundwater Control" and Section 5.3.1.3 "Pipe bedding" of the Geotechnical report
8.4	Landscape	

8.5	The noise report findings highlight the need for noise mitigation in Outdoor Living Areas (OLA). The submission does not demonstrate a viable approach to mitigating noise that does not detract from the health and wellness benefits of having these areas associated with a dwelling. The proposed double-noise wall and berming (presumably being taken out of the useable area of the backyards) would require a huge amount of area, and potentially create issues for both maintenance and public safety.	The updated Noise Report prepared by Valcoustics demonstrates that the proposed wall and berm provides a viable and appropriate mitigation for the private rear yards allowing for the enjoyment of rear yard amenity spaces. The current configuration of the design represents an efficient development pattern and an accepted industry standard for managing noise impacts.
8.6	Inventory of existing trees to include surveyed elevations at root flare as well. Please revise the Arborist Report and related material appropriately.	The arborist report has been revised to include surveyed elevations at root flare.
8.7	A Tree Management Plan (TMP) is required for the next submission. This should be prepared by a landscape architect currently licensed with the OALA as well as the ISA. Full resolution of preservation and removals is not required at this point however the consideration for any potential preservation should be part of the overall development plan.	Tree Preservation/Mitigation Plan included in Arborist Report
8.8	The TMP should consider preservation of A. negundo, A. saccharinum and U.americana \geq 20cm DBH in fair to good condition in the development plan. Once proposed grading and servicing information is known, the TMP shall include an underlay of the proposed grading and servicing.	Tree Preservation/Mitigation Plan included in Arborist Report
8.9	Note that compensation trees are in addition to required street trees. Preservation of larger, existing trees will reduce this (land) requirement. Cash-in-lieu (CIL) of compensation trees is not an acceptable first option.	Compensation section included in Arborist Report
9	Consider a site layout that takes advantage of tree preservation and compensation potential.	The site has been designed to be consistent with the Provincial Policy Statement to implement an efficient development pattern.
9.1	Actual distances to access points for open space and cycling network are not as shown. Pedestrian connections to nearby open space (such as through the sanitary easement to Lighthouse Dr) and inclusion of public open space on the site would help address this.	Distances to open spaces and cycling networks are incorporated in the Peel Healthy Development Assessment .
9.2	The proposed fencing and acoustical wall shown in the Urban Design Brief do not appear to reflect Noise Report recommendations. Please clarify.	The Urban Design Brief has been updated to reflect the updated recommendations of the Noise Report prepared by Valcoustics.
9.3	Revise the Landscape Plans to address the following: a. Include soil volume calculations for proposed planting areas, sidewalks, boulevards and limit of ROW/property lines. b. Indicate where required trees are being proposed on private front yards and note that a Town easement will be included to protect the soil volumes. c. Note that for detailed design, compensation trees determined through the approved TMP will be noted separately. d. Note that for detailed design, a gateway feature for the Town will be required facing Hurontario (Town Wide Design Guidelines 4.2 and 6.2). This must be designed in accordance with MTO requirements and in consideration of any required retaining and noise mitigation measures.	The find the enclosed landscape plan and cost estimate in support of this submission.
9.4	Transportation Engineering	
9.5	Comments on the traffic analyses presented in the Traffic Impact and Parking Study (TIPS) will be deferred to the City of Brampton and MTO.	Acknowledged.
9.6	Please illustrate all the transit services noted in Table 3 in Figure 5 of the TIPS report, including the GO Transit stop.	Figure 5 has been updated to include all transit services and stops..
9.7	Please note that Caledon "Signed Bike Routes" are not identified in Figure 6 of the TIPS. Please revise accordingly.	Figure 6 has been updated to include the signed bike routes in the Town of Caledon.

9.8	Please demonstrate how the site will be connected to the surrounding bicycle facilities illustrated in the revised Figure 6.	The City of Brampton's Transportation Master Plan includes protected bike lanes or cycle tracks (separated) along Hurontario Street south of Highway 410, as illustrated in Figure 6. This planned cycling infrastructure allows the site to be connected to existing bicycle facilities in the City and the Town.
9.9	Please revise Figure 7 of the TIPS to illustrate the existing pedestrian facilities and transit stops and demonstrate how the site will be connected to them.	Area pedestrian facilities, including sidewalks, pedestrian crossings and traffic signals are illustrated in Figure 7. Transit stops in the area are illustrated in Figure 7. Area pedestrian destinations are illustrated in Figure 8. As part of the development, sidewalks are proposed along the new McAlpine Road and Lighthouse Drive. The site is connected to the area pedestrian destinations and transit stops through these new sidewalks along with the existing sidewalks on Hurontario Street, Highwood Road, Collingwood Avenue, Hillpath Crescent and Summer Valley Drive.
10	On-Street parking spaces need to be longer than typical off-street spaces as they require enough space to accommodate vehicles entering and exiting. Although the Town currently doesn't have guidance for on-street parking dimensions, typical standards range from lengths of 6.7m to 7.0m. Please revise the on-street parking analysis presented in the Parking & Pedestrian Circulation Plan accordingly to ensure the on-street parking spaces are long enough to accommodate all required parking maneuvers.	While the Town of Caledon does not specify standard dimensions for on-street parking spaces, Section 6.17.1 of the City of Brampton Zoning By-law 270-2004 allows parallel parking spaces with 6.5m length for parking facilities. Therefore, a similar provision has been considered for on-street parking spaces situated between other parking spaces. While a parallel parking space with a 6m (or lower) length cannot accommodate the entry and exit of a design vehicle if other cars are parked in adjacent spaces, a reduced length can be used for parking spaces at the ends of parking areas where either entry or exit to the space is unobstructed. The proposed parking plan incorporates 5.4m long stalls for initial and final parking spaces, which can accommodate a 95 percentile design vehicle (equivalent to a Dodge Grand Caravan).
10.1	Please follow the Town's Traffic By-law to determine adequate spacing between parking spaces and intersections/bends. Please also illustrate locations of fire hydrants, which should be considered in the on-street parking analysis.	The Parking Plan as prepared by GSAI has been updated to accommodate adequate spacing between parking spaces and intersection/bends per the Town's Traffic By-law. Location of fire hydrants have not been determined, as this will be determined at the detailed design stage.
10.2	The Town will require a vehicular and pedestrian connection from Street 'A' in the proposed subdivision to Donherb Crescent through Block 80 on Plan 43M-1615. The southern limit of the connection right of way should be aligned with the southern limit of the future road internal to the subdivision.	The draft plan of subdivision has been amended to provide a road connection as requested.
10.3	Please provide an AutoTURN assessment illustrating the proposed design of Street 'A' can adequately accommodate all required vehicles. Please see attached snowplow truck dimensions (Layouts A, B and C) for the vehicles used by the Town and update the AutoTURN assessment accordingly. Layout B to the right has the bi-directional plow with wing dimensioned typical for most subdivision streets. Layout A and C would be something to use for arterial and rural roads that may include village streets. Typically, the one-way plow extends further out in front but the wing dimensions that are not shown on Layout A and C would be same as on Layout B. Layout C is the only one that shows the wing dimensions based on it set on the road.	Acknowledged. A similar vehicle template from the City of Barrie has been used, which resembles the Town of Caledon snowplow layout B. Updated vehicle manoeuvring diagrams are provided in Appendix C.
10.4	Please note that Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response letter with the re-submission package clearly reiterating the Town's comments in order and including details for how each comment has been addressed.	The requested response letter is enclosed in the re-submission.

10.5	The complete elimination of the requirements of a sight triangle is not appropriate. Please provide an appropriate alternative to ensure adequate sight lines are provided at local-to-local intersections within the Town's jurisdiction.	The proposed zoning provisions do not eliminate the requirement for site triangles. Sight triangles and roundings are governed by the engineering standards and are already incorporated into the design of the draft plan. See enclosed Draft Plan Drawing. Further, the triangles and roundings are included as part of the public ROW and therefore maintained in public ownership such that property owners are not permitted to encumber the sight triangle. The provision in the by-law is antiquated and should only apply to corner lots which do not incorporate corner triangles or roundings as part of the lot boundary. The precedent to eliminate sight triangle provisions have previously been established through community zones in MW1 and MW2 (ie. Zones R2-614, RT-615, R1-527, RMD-456). No change is proposed.
10.6	Transportation Engineering (Draft Plan of Subdivision comments):	
10.7	Please illustrate the proposed pedestrian facilities within the site in the TIS, including but is not limited to, sidewalks, crosswalks/PXO's, curb radii, widths of pedestrian facilities, signage and pavement markings, etc.	Acknowledged. Please refer to the functional road design in Appendix C and the pavement marking and signage plan in Appendix D.
10.8	A pedestrian crossing should be implemented at the location identified in the attached Summer Valley Circulation Plan from UD Brief_TE Markup. Please note that crossing specifications should comply with recommendations in OTM Book 15.	Within the subdivision, both pedestrian and vehicle volumes are expected to be low, and pedestrian or vehicle control measures (such as controlled crosswalks or all-way stop controls) are not warranted. All-way stop controls or marked crosswalks have not been implemented at similar locations in adjacent neighbourhoods in Caledon and Brampton (for example the existing intersections on Lighthouse Drive do not have all-way stops and marked crosswalks). Where especially low pedestrian and vehicle volumes occur, drivers may have a tendency to ignore unwarranted stop signs because the need to stop for another car or a pedestrian at the intersection is very infrequent. The presence of control measures may therefore lead to a false sense of security for pedestrians and could result in a worse condition compared to the case without marked crosswalks.
10.9	Town of Caledon Transportation Engineering request 2.0 m sidewalk widths in accordance with the 2017 Caledon Transportation Master Plan.	The City of Brampton's standards for a 17-metre ROW have been adopted, and include a sidewalk width of 1.5 metres.
11	Please note that Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response letter with the re-submission package clearly reiterating the Town's comments in order and including details for how each comment has been addressed.	Acknowledged.
11.1	Zoning	
11.2	There are several formatting issues that need to be corrected. Please see comments attached, and a template that should be used as part of the second submission.	The zoning by-law has been updated to address the formatting issues.
11.3	The zoning schedule shall be prepared so that it is consistent with the Town's digital submission standards.	Acknowledged.
11.4	Final lot frontages and areas are to be confirmed at a later time when a Certificate of Lot Area and Lot Frontage has been prepared and signed by an Ontario Land Surveyor. At this time, Zoning staff request that the applicant confirm that the reported lot frontages on the draft plan of subdivision (signed by Surveyor on February 15, 2022) are as per the definition.	We confirm that the lots on the draft plan meet the lot frontage requirements as per the draft zoning by-law.
11.5	Due to the preliminary nature of the applications, several zoning standards (i.e. setbacks, projections, driveways, etc.) cannot be reviewed for compliance and may be reviewed at later stages (such as building permit review).	Acknowledged.

11.6	Please see the draft by-law comments provided. Any future copies of the draft by-law must be prepared with the template provided (no PDF to word conversions) and subsequent submissions be prepared in Word format only (with the exception of the schedule). Tracked changes are recommended but not required.	The zoning by-law has been updated to address the formatting issues.
11.7	Please note the following conditions for draft approval of the subdivision requested by zoning staff: a. Prior to registration, a Zoning By-law for the development of these lands is to be passed under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect. b. Prior to registration, the Owner shall provide a Certificate of Lot Area and Lot Frontage prepared and signed by an Ontario Land Surveyor, to the satisfaction of the Town of Caledon.	Acknowledged.
11.8	The following agencies and departments have no concerns: • OPP • TRCA	Acknowledged.
11.9	Comments from the following agencies and departments are attached for your review. Please contact these agencies directly to ensure their concerns are addressed: • Region of Peel – October 26, 2022 • Ministry of Transportation October 19, 2022 • Enbridge Gas October 24, 2022 • Peel District School Board August 23, 2022 • Dufferin-Peel Catholic District School Board Letter – August 23, 2022 • Bell Canada August 19, 2022 • Hydro One August 16, 2022	Acknowledged.
12	Next Steps	
12.1	Upon request, a comment review meeting will be arranged with the appropriate internal and external commenting agencies to discuss the comments in the letter, assisting you in ensuring that the next submission will be complete and address all comments as required. I ask that you provide an agenda a minimum of three (3) days prior to the comment review meeting.	The applicant met with Town staff on December 6, 2022 to discuss application comments.
12.2	Partial resubmissions, which do not address all deficiencies listed in the letter, will not be accepted for processing.	Acknowledged.
12.3	A resubmission cover letter must be submitted with your resubmission matrix, outlining how each individual deficiency has been addressed.	This matrix outlines how each comment has been addressed.
12.4	The Town is only accepting electronic submissions. To assist, 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.	Acknowledged.
12.5	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 Applications” and click on either Zoning By-law Amendments or Official Plan Amendments. All 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. Should you not have access to the folder, please let me know. Once a submission has been made as per above, please advise me for efficient processing.	Acknowledged.

12.6	<p>Please note:</p> <ol style="list-style-type: none"> 1. The latest Town of Caledon's Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: https://www.caledon.ca/en/townhall/development-standards-policiesguidelines.asp. Please ensure all future engineering drawings are designed in accordance with the latest Town's engineering standard. 2. The Town's Fees By-law requires recirculation fees for Official Plan Amendment and Zoning By-law Amendment (fees subject to change) for any resubmission after the 3rd submission. 	Acknowledged.
<p>Strategic Policy Planning Brandon Bell (905) 584-2272 x 4228 brandon.bell@caledon.ca Dated: September 1, 2022</p>		
12.7	Zoning schedule shall be prepared being consistent with our digital submission standards.	Acknowledged. The enclosed zoning schedule is consistent with the Town's digital submission standards.
12.8	Final lot frontages and areas are to be confirmed at a later time when a Certificate of Lot Area and Lot Frontage has been prepared and signed by an Ontario Land Surveyor. At this time, Zoning staff request that the applicant confirm that the reported lot frontages on the draft plan of subdivision (signed by Surveyor on February 15, 2022) are as per the definition.	Lot frontages on the draft plan of subdivision reflect the definition that is provided in the proposed zoning by-law amendment.
12.9	Due to the preliminary nature of the applications, several zoning standards (i.e. setbacks, projections, driveways, etc.) cannot be reviewed for compliance and may be reviewed at later stages (such as building permit review).	Acknowledged.
13	Please see the draft by-law comments provided. Any future copies of the draft by-law must be prepared with the template provided (no PDF to word conversions) and subsequent submissions be prepared in Word format only (with the exception of the schedule). Tracked changes are recommended but not required.	Draft by-law comments addressed. Please find the draft by-law enclosed in this re-submission.
13.1	<p>Please note the following conditions for draft approval of the subdivision requested by zoning staff:</p> <ol style="list-style-type: none"> a. Prior to registration, a Zoning By-law for the development of these lands is to be passed under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, a 	Acknowledged.

Storm Water Management/Storm Drainage		
13.2	During a meeting held on August 30, 2022, Argo informed the group of their plans for 24.4 m lot depths with reduced rear yards setbacks to provide more internal living area on less land. The consultant is to confirm if the runoff coefficients identified in the FSR are still applicable or if they will need to be updated to reflect increased living areas. Additionally, the consultant is to provide a plan identifying how the runoff coefficients were calculated and update the FSR accordingly. The plan should take into consideration future homeowners increasing the impervious area of the reduced rear yards.	Acknowledged. The runoff coefficients used for the first submission were based off of Town/City standards. These coefficients have been reviewed and revised as necessary to accommodate the reduced rear yards.
13.3	Quality and quantity controls for this site will be provided by an exiting pond within the City of Brampton, therefore the Town will rely on input from the City of Brampton and TRCA in determining if the stormwater management approach taken is appropriate. The Town is entering into an agreement with Ministry of Environment, Conservation and Parks for to be able to review and approved Environmental Compliance Approvals for infrastructure that will be owned by the municipality. As part of this, prior to draft plan approval or servicing, whichever comes first, the Town will require the Developer provide a letter of consent from the City of Brampton that storm water from Caledon can enter Brampton's network	Acknowledged.
13.4	The subject lands will be required to meet all of the conditions of the Town's Consolidated Linear Infrastructure Environmental Compliance Approval 324-S701. The approval of the stormwater management strategy and associated facility design will fall under the Town's Consolidated Linear Infrastructure Environmental Compliance Approval. In order to gain approval, the Proponent will need to meet the stormwater criteria presented in Table 1 appended to these comments. Please note, all stormwater facilities used to meet the criteria in Table 1 must be placed on public property	Acknowledged. The stormwater management approach has been updated to meet the criteria associated with the CLI ECA requirements. All measures associated with meeting the requirements have been included on public property.
13.5	The FSR indicates that after this development the downstream pond will provide a treatment efficiency of 68.2%, however CLI ECA criteria require the Town meet either enhanced protection of 80% or a value described in an approved sub-watershed study for the area. The consultant is to determine if a sub-watershed study has been prepared, if so, what is the efficiency requirement, and how will this target be met.	Acknowledged. The stormwater management approach has been updated to meet the criteria associated with the CLI ECA requirements.
13.6	The pre-development land-use utilized by Exp Services Inc in the Hydrogeological Investigation for determining water balance indicates that the site had 90% impervious area as it consisted of buildings and paved surfaced, however these conditions were removed between 2013 and 2014. Additionally, the storm drainage plan for The Creek's Edge Subdivision (found in Appendix A of the FSR) indicates that the runoff coefficient from the subject lands is 0.25, which is significantly lower than what was identified by EXP Services Inc. Further consultation with the TRCA and City and Brampton will be required to determine an appropriate water balance value.	Water balance calculation provided in Hydrogeological report in the re-submission.
13.7	The Town will require that any requirements to meet stormwater quality, quantity and/or water balance criteria be in public ownership. Currently the right of way width has been reduced to 17 m and may not be have enough width to incorporate infrastructure to meet these requirements. Once the stormwater criteria have been established, the consultant is to demonstrate how the corresponding infrastructure can be accommodated in the reduced right of way	Acknowledged.
13.8	The Town will require that the Owner prepare a Stormwater Monitoring Program to the satisfaction of the Town to address all necessary requirements of inspection, monitoring and reporting of the Town's Stormwater Environmental Compliance Approval for the inclusion of all new stormwater infrastructure.	Acknowledged.
13.9	Road Network	
14	The Town acknowledges that other ROW within this area are 17 m and therefore have no concern with this right of way width so along as it can be demonstrated that all required infrastructure can be accommodated within this right of way width.	Acknowledged - the ROW is sufficient for the proposed infrastructure. A standard section will be prepared to demonstrate section configuration consistent with adjacent lands

14.1	The Town will require a vehicular connection from Street 'A' in the proposed subdivision to Donherb Crescent through Block 80 on Plan 43M-1615. Ownership of the block is current by 1360287 Ontario Limited, however there is a clause in the subdivision agreement for 43M-1615 that requires Block 80 to be conveyed to the Town free and clear of all encumbrance when required by the Town for a future road connection. The southern limit of the connection right of way should be aligned with the southern limit of the future road internal to the subdivision.	The draft plan of subdivision has been amended to provide a road connection as requested.
14.2	All intersection angles shall be in the range of 85 degrees to 95 degrees and the minimum horizontal centerline curve radius is 65 m. Ensure all centerline radii meet this standard and are labelled on the draft plan	Acknowledged. Wherever possible, all intersection angles were adjusted using pavement markings to achieve an 85-to-95-degree intersection angle. The intersection of McAlpine Road and Lighthouse Drive could achieve a 89-degree angle with the centreline and 83 degrees to the pavement marking. Furthermore, Lighthouse Drive and McAlpine Road could achieve an 85-degree angle through adjustments to pavement markings. All intersection angles fall within the range of 70 degrees and 90 degrees defined by TAC Manual section 9.4.5.4 and are considered appropriate. The pavement marking and signage plans are provided in Appendix D.
14.3	Environmental Noise	
14.4	The design for the future Tim Manley Avenue and Highway 410 interchange north of this site is under way and preliminary grades will soon be available. The site currently has a 2.4 m noise wall located along the northern boundary and the Town would like to determine if changes to the road elevation or the S-E ramp through the interchange design will impact the wall height requirements	Noise recommendations considers the 410 interchange as proposed grading plan used in noise report incorporates preliminary grading design of the 410 interchange.
14.5	The Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd, dated April 22, 2022 will be peer reviewed at the applicant's expense. Comments from the peer review will be forwarded under separate cover	Acknowledged.
14.6	Geotechnical Investigation	
14.7	The Geotechnical Investigation Report prepared by EXP, dated February 4, 2022, (revised May 18, 2022) identifies that the ex-situ remediated areas extend into lands that will come under future ownership of the Town. The report is to discuss and provide any recommendations required to ensure that subbase is appropriate for road construction	As per Section 5.3.2 "Pavement Design and Construction" from the Geo Report, as part of subgrade preparation, proposed roadways should be stripped of loose fill which may be part of previously remediated area. Soft and spongy subgrade areas identified during proofrolling should be subexcavated and replaced with suitable approved backfill.
14.8	The report identifies high groundwater in several boreholes that will exceed the future storm sewer pipe. The report is to speak to any special construction methods to ensure the ground water does not infiltrate the pipe	Geotechnical reports includes section 5.3.1.2 "Groundwater Control" and Section 5.3.1.3 "Pipe bedding"
14.9	Environmental Site Assessment	
15	The Phase II ESA prepared by EXP indicates that a Risk Assessment (RA) will be performed and submitted to MECP as part of a Record of Site Condition for the site located within Caledon. This is to address electrical conductivity (EC) and sodium adsorption (SAR) in the soil and sodium and chloride in groundwater. Prior to draft approval the Owner is to submit to the Town a copy of the MECP accepted RA for review to determine if there will be additional requirements by the Town. The RA may be peer reviewed at the applicant's expense and further comments may be provided once the RA after it is reviewed by the Town.	Acknowledged, RA and Ministry Approval included in re-submission
Town of Caledon, Parks, Community Services Eva Li 905.584.2272 x.4378, Eva.Li@caledon.ca Date: August 30, 2022		
15.1	Parkland Conveyance	
15.2	Payment of money in lieu of conveyance of parkland will be required for the proposed draft plan area of 3.08 ha according to the Town of Caledon's Official Plan Policies pursuant to the section 51.1 of the Planning Act, prior to the registration of the plan of subdivision.	Acknowledged.

15.3	<p>The parkland conveyance requirement is based on the following Official Plan policy: 6.2.12.1 In order to meet the objectives of the Town’s Parks and Recreation Master Plan and pursuant to Section 42, 51.1 and 53 of the Planning Act as amended, the Town of Caledon, as a condition of development or redevelopment or subdivision approval or consent, shall require the conveyance of parkland, or cash in lieu thereof, at the rate of: a) For residential purposes, 5% of the land being developed or redeveloped, or 1 hectare per 300 dwelling units, whichever is the greater of the two. 6.2.12.2 Cash-in-lieu of parkland dedication may be required in the following circumstances: b) Where the amount of parkland dedication would be insufficient to accommodate the development of a desirable range of recreation facilities; Total area included in the draft plan: 3.08 ha Proposed number of dwelling units: 73 Payment in lieu of parkland required 5% of the land: 0.154 ha Payment in lieu of parkland required @ 1 ha for each 500 dwelling units proposed (ha): 0.146 ha</p>	Acknowledged.
15.4	<p>Payment of money in lieu of conveyance of parkland will be required at equivalent market value of 5% of the land included in the draft plan. For the purpose of determining the amount of payment the value of the land shall be determined as of the day of the approval of the draft plan of subdivision.</p>	<p>We wish to clarify that the language in the Planning Act is as follows: Planning Act 51(4) - <i>For the purpose of determining the amount of any payment required under subsection (3) or (3.1), the value of the land shall be determined as of the day before the day of the approval of the draft plan of subdivision</i></p>
15.5	<p>Prior to registration of the plan of subdivision, the owner will provide a narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount of payment in lieu of conveyance of parkland. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Director of Community Services or their designate.</p>	Acknowledged.
15.6	<p>Appraisals are considered valid for a maximum period of six months. We recommend providing the appraisal to Parks staff at least 2 months prior to the registration of subdivision to avoid delays.</p>	Acknowledged.
15.7	Conditions for Development Approval	
15.8	<p>Based on the information available, Parks recommend the following conditions for the development approval:</p>	
15.9	<p>1. The Owner shall be responsible for a payment in lieu of conveyance of parkland to the satisfaction of the Director of Community Services or their designate, pursuant to s.51.1 of the Planning Act and in accordance with the official Plan policies, prior to the registration of the plan of subdivision.</p>	Acknowledged.
16	<p>2. Prior to execution of the subdivision development agreement, the Owner shall provide to the Director of Community Services or their designate, a satisfactory narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount for payment in lieu of conveyance of parkland pursuant to s.51.1 of the Planning Act. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Director of Community Services or their designate. Notwithstanding the foregoing, if the narrative appraisal provided by the applicant is not satisfactory to the Director of Community Services or their designate, acting reasonably, the Director of Community Services or their designate reserves the right to obtain an independent narrative appraisal for the purposes of calculating the amount for payment in lieu of conveyance of parkland.</p>	Acknowledged.
16.1	<p>The above comments represent Parks review of the proposed development. Based on the current information provided, Parks would support the proposed development subject to the requirements and conditions outlined above.</p>	Acknowledged.

16.2	<p>As requested, our firm has conducted an urban design peer review of the Argo Summer Valley Limited development application based on the following pertinent materials sent to us:</p> <ul style="list-style-type: none"> • Application Cover Letter, prepared by Glen Schnarr & Associates Inc. dated June 20, 2022; • Draft Official Plan Amendment prepared by Glen Schnarr & Associates Inc.; • Draft Zoning By-law Amendment prepared by Glen Schnarr & Associates Inc.; • Draft Plan of Subdivision as prepared by Glen Schnarr & Associates Inc. dated April 11, 2022; • Composite Plan as prepared by Glen Schnarr & Associates Inc.; dated April 11, 2022; • Urban Design Brief as prepared by NAK Design, dated April 14, 2022; • Healthy Development Assessment as prepared by NAK Design, dated May 19, 2022; • Landscape Plan as prepared by NAK Design, dated June 15, 2022; • Planning Justification Report as prepared by Glen Schnarr & Associates Inc dated June 20, 2022; • Noise Feasibility Study as prepared by Valcoustics Canada Ltd. dated April 24, 2022; • Functional Servicing Report as prepared by RJ Burnside, dated June 16, 2022; and, • Parking and Pedestrian Plan as prepared by Glen Schnarr, dated April 14, 2022. 	Acknowledged.
16.3	<p>The scope of our work for this project is to provide an urban design peer review of the proposed development application and assess it against the relevant urban design policies of the Official Plan, including Mayfield West Secondary Plan, and the Town of Caledon Comprehensive Town-Wide Design Guidelines (November 2017). Our review of this development application will focus primarily on the subdivision design, the Urban Design Brief, and the Landscape Plan.</p>	Acknowledged.
16.4	<p>We provide the following urban design / architectural control comments for the Town’s consideration:</p>	Acknowledged.
16.5	<p>Plan of Subdivision</p>	
16.6	<p>1. The subject lands are approximately 3.08 hectares (7.61 acres) in size and are generally located at the northeast corner of Hurontario Street and Highwood Road. The proposed subdivision is also partially located within the City of Brampton (0.55 hectares/ 1.5 acres) and is undergoing a separate development application. Within Caledon, the subject lands are designated “Residential Policy Area B” within the Mayfield West Secondary Plan and zoned “Highway Commercial (CH)”. The applicant is seeking an Official Plan Amendment to redesignate the lands to “Residential Area”, and the Zoning By-Law Amendment will rezone the lands as “Residential Exception Zones R1-AAA and RT-BBB” to permit single detached and street townhouses uses with site-specific exceptions within the proposed Draft Plan of Subdivision.</p>	Acknowledged.
16.7	<p>2. The design of this infill subdivision will complete this portion of the Mayfield West Community and is influenced by its context, including:</p> <ol style="list-style-type: none"> a. Existing streets/ highways (Hurontario Street, Highwood Road and Highway 410) which informs the street pattern for the development; b. Existing residential uses surrounding the study area (single detached dwellings that are generally 2-storeys on Highwood Road, Lighthouse Drive and Donherb Crescent) which inform the proposed residential building types and lotting sizes; and, c. Future interchange improvements north and west of the site (realignment of Hurontario Street, new ramps to Highway 410 and new east-west spine road forming part of the Mayfield West Phase 2 Community) will require special setbacks and noise attenuation for the development. 	Acknowledged.
16.8	<p>The proposed subdivision is accessible from existing Highwood Road, located to the south in the City of Brampton, and will include a new 17.0m local road (Street ‘A’) that extends north and forms a “Ploop” street pattern within the subdivision.</p>	Acknowledged. The street pattern has been revised to connect to Lighthouse Drive.

16.9	A total of 73 residential units are proposed including, 28 single detached dwellings on lot frontages of 9.45m (31ft.), 12.2m (40ft.), 12.8m (42ft.), and 15.24m (50 ft.), and 45 street townhouse dwellings on minimum lot frontages of 7.3m (24ft.).	The proposed composite plan has been revised to provide a total of 65 residential units comprised of single detached dwellings on lot frontages of 9.45m (31ft.), 12.2m (40ft.), 12.8m (42ft.), and 15.24m (50 ft.).
17	The lot sizes for proposed single detached dwellings along the south and east limits of the subject lands are compatible with the existing single detached dwellings on Highwood Road, Lighthouse Drive and Donherb Crescent, and will generally maintain the existing character of the surrounding area through compatible built form types (i.e. single detached dwellings). Reduced lot widths for single detached dwellings and street townhouses are proposed internally and adjacent to Hurontario Street and Highway 410.	Concept plan revised to remove townhouses. Re-submitted concept plan includes 65 single detached dwellings.
17.1	All dwellings within the subdivision will have an attached street facing garage. Street townhouses and single detached dwelling on lot frontages of 9.45m will have single-car garages. Single detached dwellings on lot frontages of 12.2m and greater will have a double-car garage, which is consistent with the surrounding neighbourhood.	Based on the revised submission, all proposed dwellings are detached and the majority will have double-car garages.
17.2	Overall, the subdivision plan is appropriately designed. The proposed road pattern completes the intended street network within the neighbourhood, and the proposed lot sizes and dwelling types (street townhouses and single detached dwellings) are properly located to maximize compatibility with the existing neighbourhood. The following comments to the Draft Plan of Subdivision are provided for consideration:	Acknowledged.
17.3	a. The townhouse block located in the northwest corner of the subject lands should be relabeled as "Block 32" as Block 31 is repeated twice. This change may affect other reports.	Comment is no longer applicable as lotting pattern has been revised.
17.4	b. The applicant should confirm that Lot 19, 23, 24 and 28 have sufficient flankage yard space for wall articulation, building projections and wraparound porches, which are desirable features for corner lot dwellings. A demonstration plan should be provided to ensure the current lot size can accommodate these features.	Please find the enclosed siting plans prepared by Q4 Architects Inc. that demonstrate sufficient flankage yard space for the proposed lots as well as Urban Design Brief that illustrates design guidelines for corner lots.
17.5	Urban Design Brief	
17.6	The UDB is a thorough report that provides adequate and appropriate design guidance to direct new built form and create a high-quality residential development. Generally, we find this document acceptable, however the following items should be expanded upon (see attached marked-up a copy):	Acknowledged.
17.7	1. As a general note, throughout the document there are references to "Highwood Drive", the street suffix is incorrect and should be changed to "Highwood Road".	The Urban Design Brief has been revised with the correct street suffix.
17.8	2. Pg. 9 – Figure 2.2a (Summer Valley Master Plan) should be updated to include the following items: a. As per the Noise Report, the proposed heights of the acoustic fence and noise attenuation wall should be specified; and, b. Since some fencing information is presented, corner lot privacy fencing should also be indicated on this plan.	Figure 2.2 a of the Urban Design Brief has been revised to include the proposed height of the acoustic fence, noise attenuation wall, fencing information and corner lot privacy fencing.
17.9	3. Pg. 10, Subsection 2.2.3.7 – To better understand the full extent and impact of the berm and proposed noise attenuation fencing/ walls, please specify the approximate heights of these features. This will assist the Control Architect in determining the level of upgrading, if any, required for dwellings backing onto Hurontario Street and Highway 410.	Subsection 2.2.3.7 of the Urban Design Brief has been revised to specify a 2.1 m high berm along the north boundary and a 1.8 m high berm along the west boundary.
18	4. Pg. 11, Section 2.2.2 (Fencing) – Corner lot privacy fencing should be a requirement and should be discussed in this section, including the need for an attractive and consistent fence design throughout the community.	Section 2.2.2 of the Urban Design Brief has been revised to specify corner lot privacy fencing to be designed per City of Brampton and Town of Caledon standards for a 1.8m high wood screen fence.
18.1	5. Pg. 16, Subsection 3.3.2.2 – The use of wood as a roofing material should be removed due to frequent maintenance and typically Builder's do not offer this as an option.	Subsection 3.3.2.2. in the Urban Design Brief has been revised to remove the use of wood as a roofing material.

18.2	6. Pg. 17, Subsection 3.3.3.3 – This guideline should be modified as it will be difficult to implement various brick sizes. Rather, consider stating “masonry products”, to include stone veneer, which has more impact in terms of its scale when being applied on a façade (i.e. smaller wall surfaces should avoid using larger stone to minimize cuts and exposed ends).	Subsection 3.3.3.3 in the Urban Design Brief has been revised to state "masonry products."
18.3	7. Pg. 18, Subsection 3.3.4.5 – This guideline should also include “Single Detached Dwellings” as they should also have a varied and attractive external colour package.	Acknowledged. Subsection 3.3.4.5 has been revised to all of the proposed single detached dwellings.
18.4	8. Pg. 19 – A new section should be added to address utilities on or around the dwelling (i.e. gas and hydro meters and air conditioning units). The main purpose for this section is to ensure utilities will be located away from public views to the greatest extent possible, and where it is not feasible, proper screening measures will be applied (i.e. recessed niches for gas and hydro meters or landscape screening).	The Urban Design Brief has been updated to include Section "3.6 Utilities".
18.5	9. Pg. 20 – The following items should be updated: a. Subsection 3.6.1.1 – Based on the single detached and townhouse renderings throughout the document, the proposed elevations appear to rely heavily on stucco or possibly a panel material. If this is the case whatever this material may be, it should be added as a main cladding material option. b. Subsection 3.6.1.6 – This guideline should also apply to single detached dwellings. In addition, further to comment a. above, these guidelines recommend limiting the use of stucco, however, the elevation renderings appear to rely heavily on stucco (or a visually similar material). Please verify with the potential Builder and update this guideline accordingly.	Subsection 3.7.1.1. has been updated to identify the proposed materials: brick, stone, pre-finished trim and panels, depending on architectural style. Subsection 3.7.6.1.7 applies to single detached dwellings, as townhouses are no longer permitted.
18.6	10. Pg. 21, Figure 3.7a (Summer Valley Priority Lot Plan) – This figure should be updated to include the following:	
18.7	a. Since the upper levels of the dwellings backing onto Hurontario Street and Highway 410 will have public exposure to these thoroughfares, we recommend that architectural enhancements be applied to the second storey and roof form. This may include roof form articulation, such as gables or raised parapets, window upgrades such as muntin bars, additional architectural detailing (i.e. precast headers) and frieze board.	Included in updated urban design brief
18.8	b. In addition to the comment above, the side and rear of the proposed dwellings on Lots 12 and 13 adjacent to the easement will require architectural upgrading due to openings in the streetscape from Street ‘A’ and the existing neighbourhood to the east along Lighthouse Drive.	This comment is no longer applicable as the proposed connection to Lighthouse Drive is shown in the proposed concept plan.
18.9	c. Guidelines for dwellings requiring side and/ or rear upgrades should be added to page 22.	The Urban Design Brief has been updated with new Section "3.8.4 Upgraded Rear Architecture."
19	11. Pg. 26 – Section 5.2 should indicate that all future residential development will be subject to a privately administered Architectural Control review process.	The Urban Design Brief has been updated with new Section "5.3 Architectural Control."
19.1	Landscape Plan	
19.2	The following comments should be addressed on the Argo Summer Valley Landscape Plan (see attached marked-up a copy):	
19.3	1. The landscape plan should be updated to reflect the latest Draft Plan of Subdivision.	The landscape plan has been updated to reflect the latest draft plan of subdivision.
19.4	2. The landscape plan should be updated to show the proposed berm and retaining wall information shown on the grading plan.	The landscape plan has been updated to show the proposed berm and retaining wall information shown on the grading plan.
19.5	3. All proposed fence types (i.e. acoustic and privacy fences and noise attenuation wall) and proposed heights should be shown/ indicated on the landscape plan.	All proposed fence types and proposed heights have been shown on the updated landscape plan.
19.6	4. All sidewalk information is missing and should be shown on the landscape plan.	Sidewalk information has been shown on the updated landscape plan.
19.7	5. Driveways for townhouse Block 37 (Block 38 on the Draft Plan) should be paired so that the driveway is setback from the intersection to the greatest extent possible.	Comment is no longer applicable as townhouses are no longer proposed in this location.

19.8	6. Once more information is available and a more detailed landscape drawing is produced, the following information should be included on the plan: a. Show all potential community mailbox locations; and, b. Show all streetscape utilities (i.e. transformers) and street lights to ensure street tree can be accommodated.	The landscape plan will show all potential community mailbox locations, streetscape utilities and street lights at the detailed design stage.
19.9	7. Please note, additional comments may follow from the Town's Landscape Architect.	Acknowledged.
20	We recommend the applicant make the modifications to the Draft Plan of Subdivision, UDB and Landscape Plan as noted above and provide with the next submission. Please call if you have any questions or concerns with our design review comments. I would be pleased to meet with you and the applicant to discuss this matter in greater detail	Acknowledged.
REGION OF PEEL COMMENTS		
Region of Peel, Development Services Dylan Prowse 905-791-7800 x.7921, dylan.prowse@peelregion.ca Date: October 26, 2022		
Region of Peel Requirements:		
21	Region of Peel Staff have reviewed the above noted application for Draft Plan of Subdivision, Local Official Plan Amendment, and Zoning Bylaw Amendment. The following must be fulfilled prior to Regional Clearance: • We acknowledge receiving the Functional Servicing Report dated June 2022, by R.J. Burnside & Associates Limited. The report is incomplete and is to be revised as per the comments below, to the satisfaction of the Region of Peel.	Acknowledged.
Development Engineering Comments		
Sanitary Sewer Facilities		
21.1	Municipal sanitary sewer facilities consist of 250mm sanitary sewer easterly along Lighthouse Drive and 300mm sanitary sewer easterly along Highwood Road. Individual service connections to sanitary sewer trunk are not permitted.	Individual connections are planned to the 300 mm local sewer along Highwood to accommodate the lots fronting Highwood in the proposed plan. No individual service connections are proposed to sanitary trunk sewers.
21.2	A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.	Acknowledged.
21.3	Sanitary sewer easement will be required all as per Region of Peel standard.	Acknowledged.
21.4	External sanitary sewer construction and easement may be required to provide a second outlet for the subject subdivision, through the lands on the southside, to the existing sewer along Highwood Road.	Acknowledged. Functional servicing plans show preferred sanitary route, but routing can be revised through detailed design works.
21.5	Water Facilities	
21.6	The lands are in Water Pressure Zone 7 supply system.	Acknowledged.
21.7	Existing infrastructure consist of the following: o 300mm dia. PVC watermain on Highwood Road o 300mm dia. PVC watermain on Hurontario Street o 150mm dia. PVC watermain on Lighthouse Drive o 600mm dia. PVC watermain on Hurontario Street.	Acknowledged.
21.8	A Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.	Acknowledged and provided.
21.9	External watermain construction and easement may be required to complete the watermain looping for the subject subdivision, through the lands on the southside, to the existing watermain along Highwood Road.	Acknowledged.
22	Development Charges	

22.1	The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.	Acknowledged.
22.2	Functional Servicing	
22.3	We acknowledge receiving the Functional Servicing Report dated June 2022, by R.J. Burnside & Associates Limited and confirm that we have the following comments:	Noted.
22.4	The 3.62 ha proposed development is described as part of Lot 19, Concession 1, E.H.S, Town of Caledon and part of Lot 18, Concession 1, E.H.S, City of Brampton (Regional Municipality of Peel). The site is located east of Hurontario Street and north of Highwood Road. The site is municipally described as 12211, 12213, & 12231 Hurontario Street, Town of Caledon and 12197 Hurontario Street, City of Brampton. These parcels are located on the boundary of City of Brampton & Town of Caledon. 3.08 ha of the 3.62ha total area is located in the Town of Caledon, while the remaining 0.54ha is in the City of Brampton. The majority of the subject site disturbed and vacant. There are number of swales and drains around the perimeter of the site.	Acknowledged.
22.5	The site is bounded by: <ul style="list-style-type: none"> o North: Commercial services space (followed by Highway 410 corridor) o South: Highwood Road (followed by Residential lots) o West: Hurontario Street (followed by Hutchinson Farm Lane) o East: Residential lots (followed by Donherb Crescent and additional residential lots) 	Acknowledged.
22.6	The proposed development would include a mix of detached homes and townhouses: <ul style="list-style-type: none"> o Detached Homes (No. of Units: 32, Population: 117) o Detached Homes (No. of Units: 04, Population: 07) o Townhouses (No. of Units: 45, Population: 212) o Total Mix: No. of Units: 81, Population: 336 	The proposed Caledon draft plan of subdivision has been revised with 57 detached homes. A combined total of 65 detached homes is proposed between the Caledon and Brampton draft plan of subdivisions.
22.7	The blocks cover an area of 2.8 ha containing 81 total residential units. A 17.0 m Local R.O.W. (Length: 469m, Area: 0.82ha) brings the total area to 3.62 ha.	Development has been reduced to 65 single family units.
22.8	The proposed Draft Plan of Subdivision will be accessed via Highwood Road with the entrance directly opposing Hillpath crescent.	A secondary connection has been added through the extension of Lighthouse Boulevard
22.9	Watermain	
23	The proponent needs to provide water demands and associated calculations.	The updated Functional Servicing Report (FSR) prepared by RJ Burnside to address the Region's comments has been re-submitted to the Region on November 7, 2022 in response to this comment. Further updates have been made in the attached report to reflect the updated DPOS.
23.1	The proponent needs to confirm what methodology was used for the Fire Flow calculations as well as provide the requisite fire flow calculations and rationale.	The updated Functional Servicing Report (FSR) prepared by RJ Burnside to address the Region's comments has been re-submitted to the Region on November 7, 2022 in response to this comment. Further updates have been made in the attached report to reflect the updated DPOS.
23.2	Hydrant flow tests are required.	The updated Functional Servicing Report (FSR) prepared by RJ Burnside to address the Region's comments has been re-submitted to the Region on November 7, 2022 in response to this comment. Further updates have been made in the attached report to reflect the updated DPOS.
23.3	The population for this development falls within the forecasted SGU growth. The proponent is considering a population growth of 336 persons while the Region can support a population growth of 2310 persons.	Acknowledged.
23.4	The development will be serviced by the existing 300 mm diameter watermain on Highwood Road, as well as the existing 150 mm diameter PVC watermain on Lighthouse Drive. The internal servicing of the site consists of 150 mm diameter watermain, with a loop on the east side connecting to the existing 150 mm watermain on Lighthouse Drive.	Acknowledged.

23.5	THIS SUBMISSION IS INCOMPLETE. The proponent did not provide any demands and associated calculations. Nor the required fire flows and associated calculations (which are necessary to assess capacity in the Region system here). Considering above, at this time the Region cannot comment on the available capacity in the system to service this development. For full assessment, the proponent needs to provide demands, fire flows, and any associated calculations. Considering that this is in Pressure Zone 7, a hydrant flow test would be preferred as well to verify in-field conditions. Please ensure completeness in the water servicing in this regard.	The updated Functional Servicing Report (FSR) prepared by RJ Burnside to address the Region's comments has been re-submitted to the Region on November 7, 2022 in response to this comment. Further updates have been made in the attached report to reflect the updated DPOS.
23.6	Wastewater	
23.7	The Region of Peel has no objection to the proposed sanitary servicing plan for the proposed development:	Acknowledged.
23.8	Discharging 2 L/s of sanitary flows, with an area of 1.027 Ha and a population of 124 persons, to the manhole 1771526 on the existing 300mm sanitary sewer along Highwood Road.	Acknowledged.
23.9	Discharging 3.5 L/s of sanitary flows, with an area of 2.292 Ha and a population of 212 persons, to the manhole 6426394 on the existing 250mm sanitary sewer along Lighthouse Drive.	Acknowledged.
24	Any change in the sanitary servicing plan, population, area and or the sanitary servicing outlet would again require review by the Infrastructure Planning Group.	Acknowledged.
24.1	Hydrogeological Report and ESA	
24.2	EXP provides a summary of the MECP WWRs database review with a total of 34 records found. 14 are described as supply wells while the remaining are described as dewatering, monitoring or observation wells. There is not information on the door-to-door survey.	A door to door private water well survey will be completed. It is noted that the water supply wells were installed in the 50s and 60s and are unlikely to be still in use.
24.3	EXP installed a monitoring network as part of the geotechnical investigation with 11 shallow overburden wells and 1 deep overburden monitoring well. Water level was taken from all wells in 4 different events (January 5, January 12, April 11 and May 19). EXP also take one sample from monitoring well BH21-2 to assess suitability for discharging dewatering to the sanitary sewer.	Acknowledged.
24.4	Results are provided in a table format and compared with the Region's discharge limits. It is important to mention here that the site is considered a brownfield already remediated under the O. Reg 450 and previous reports dated 2019 showed exceedance of PHC, EC and SAR; the Phase 2 report, the remediation report, an update of the Phase 2 and the modified risk assessment also showed some exceedances that need to be reviewed before a permit is granted to discharge to the sanitary or storm sewer.	All PHC parameters meet the Table 2 Standards. Salt related parameters (EC, SAR, Na, Cl) exceed the Generic Standards. However, as salt is not regulated by the sewer bylaws, there are no impacts anticipated for discharging to the sewers. The hydrogeological report refers to the Phase 2 findings but will compare the Phase 2 water quality results to the sewer use by law.
24.5	EXP provides a complete water balance analysis and a dewatering assumption on the potential dewatering rates pre, during and after construction. The project will not need registration to an EASR as dewatering values are below 50,000 L/day, but the project will require a long-term dewatering after construction.	The proposed basement will include conventional passive foundation drainages and will not include active dewatering in post construction.
24.6	The report doesn't include any proposed monitoring plan during and after construction neither provides a contingency plan may a complaint arises from residents relying in groundwater supply wells within the 500 meters surrounding area.	A monitoring program will be developed upon completion of the well survey. It is noted that the water supply wells were installed in the 50s and 60s and are unlikely to be still in use.
24.7	The report needs to be updated with the information missing: door-to-door survey, monitoring and contingency plan.	A door-to-door survey will be conducted prior to registration.
24.8	Report Consultant needs to update the report to include the results of the door-to-door survey, the monitoring, and the contingency plan.	Acknowledged.
	Waste Management Comments	
24.9	The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) and the following conditions being met and labelled on the Site Plan:	Acknowledged.
25	Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonne, the weight of a fully loaded waste collection vehicle.	Acknowledged.
25.1	The Waste Collection Vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing.	As confirmed by Dylan Prowse at the Region of Peel on January 5th 2022, the waste management plan will be deferred to detailed design.

25.2	The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site.	Functional design plan and vehicle manoeuvring diagrams illustrating a 13-metre centreline radii are provided in Appendix C
25.3	Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions.	As confirmed by Dylan Prowse at the Region of Peel on January 5th 2022, the waste management plan will be deferred to detailed design.
25.4	Each dwelling units' collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres) and one (1) source separated organics carts (100 litres), overflow waste (i.e., additional bags), yard waste and bulky items.	As confirmed by Dylan Prowse at the Region of Peel on January 5th 2022, the waste management plan will be deferred to detailed design.
25.5	A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard or side for storage of carts, with direct access to the collection point location. Carts for each dwelling unit include: <ul style="list-style-type: none"> o Maximum one (1) large Garbage Cart and o Maximum one (1) large Recycling Cart (360 litres or 95 US gallons); and o Maximum one (1) Source Separated Organic Cart (100 litres or 32 US gallons) 	As confirmed by Dylan Prowse at the Region of Peel on January 5th 2022, the waste management plan will be deferred to detailed design.
25.6	For more information, please consult the Region of Peel Waste Collection DesignStandards Manual available at: https://peelregion.ca/public-works/designstandards/pdf/waste-collection-design-standards-manual.pdf	Acknowledged.
Conditions of Draft Approval		
Development Charges		
25.7	1) Prior to execution of the Subdivision Agreement by the Region, the Developer shall: <ul style="list-style-type: none"> a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form. 	Acknowledged.
25.8	2) Provision shall be made in the Subdivision Agreement with respect to: <ul style="list-style-type: none"> a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and b) Collection of development charges for future residential development blocks (nonfreehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time. 	Acknowledged.
Water Meter Fees		
25.9	3) In respect of the water meter fees: <ul style="list-style-type: none"> a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands; b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request. 	Acknowledged.
Land Dedications		

26	<p>4) A provision shall be made in the subdivision agreement that:</p> <p>a) The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:</p> <p>i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.</p> <p>b) All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.</p>	Acknowledged.
Development Engineering Conditions		
26.1	<p>5) The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of the same.</p>	Acknowledged.
26.2	<p>6) A clause shall be included in the Subdivision Agreement stating that servicing may/will require the following. The Developer shall be responsible for all costs for the design and construction with the latest Region standards and requirements:</p> <p>a. External 250mm sanitary sewer construction and easement to provide a second outlet for the subject subdivision, through the lands on the southside, to the existing sewer along Highwood Road.</p> <p>b. Sanitary sewer easement will be required all as per Region of Peel standard.</p> <p>c. External watermain construction and easement to complete the watermain looping for the subject subdivision, through the lands on the southside, to the existing watermain along Highwood Road.</p>	Acknowledged.
26.3	<p>7) Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until sanitary outlet and looping of watermain to service this development has been constructed and preliminary approved to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.</p>	Acknowledged.
Drawings - Servicing and "As Constructed"		
26.4	<p>8) Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.</p>	Acknowledged.
26.5	<p>9) Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual". A clause shall be included in the Subdivision Agreement in respect of same.</p>	Acknowledged.
General Conditions		
26.6	<p>10) Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.</p>	Acknowledged.
26.7	<p>11) The Developer acknowledges that the Contractor has full responsibility to comply with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O.Reg.) 406/19- Onsite and Excess Soil Management. The Contractor shall be familiar with and meet the objectives of O.Reg. 406/19 for all work completed. A clause shall be included in the Subdivision Agreement in respect of same</p>	Acknowledged.

26.8	<p>12) The Environmental documents are currently under review; prior to servicing or registration of the Plan, whichever comes first, the Region may require that the Developer submits the following. A clause may be included in the Subdivision Agreement in respect of same.</p> <p>a. A satisfactory Phase 1 Environmental Site Assessment (“ESA”) report for the Lands, prepared in accordance with the requirements of Regulation 153/04 under the Environmental Protection Act (as amended) and a Phase 2 ESA report.</p> <p>b. Record of site condition for the Lands, any lands and easements external to the Plan that are to be conveyed to the Region or any other governmental body, and to provide proof to the Region or such governmental body that the record of site condition has been acknowledged by the Ontario Ministry of the Environment and Climate Change and registered on the Environmental Site Registry;</p> <p>c. Certification that any fill material imported onto the Lands meets the requirements of Table 2 (Full Depth Generic Site Condition Standards in a Potable Groundwater Condition) of the Soil, Ground Water and Sediment Standards for Use under the Environmental Protection Act, as amended; and</p> <p>d. Certificates of Property Use associated with any conveyed lands that will impact or restrict the intended use of the conveyed lands or will result in any significant future cost implications or liability to the Region</p>	<p>A Phase One and Phase Two ESA are included as a part of the Record of Site Condition that has been filed for the Caledon lands.</p> <p>Only Granular A was used as a part of the remedial backfilling activities, and no soils were imported into the Site for comparison to typical Standards.</p> <p>The CPU does not limit any development at the Site with the exception of construction of a well for potable purposes.</p>
26.9	<p>13) The Region will require a satisfactory Remedial Action Plan for the review and approval, if any remediation requires that soils within the public roads shall be remediated to applicable standards</p>	<p>Based on the applicable Standards (Property Specific Standards [PSS]), no remediation is required at the Site.</p>
27	<p>14) Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval a Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands. A clause shall be included in the Subdivision Agreement in respect of same.</p>	<p>Acknowledged.</p>
27.1	<p>15) Prior to registration of the plan of subdivision, the Developer shall pay the Region’s costs for updating its electronic “As Constructed” information for the infrastructure installed by the Developer. The cost shall be based on a “per kilometre” basis for combined watermains and sanitary sewers installed pursuant to the Region’s latest User Fees By-law.</p>	<p>Acknowledged.</p>
27.2	<p>16) Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.</p>	<p>Acknowledged.</p>
27.3	<p>17) Prior to registration of the Plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network. A clause shall be included in the Subdivision Agreement in respect of same</p>	<p>Acknowledged.</p>
27.4	<p>18) Prior to servicing of the subdivision, the Region may require the Developer to construct a sampling hydrant (at 100% the Developer’s expense) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage</p>	<p>Acknowledged.</p>
27.5	<p>19) The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region’s User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same</p>	<p>Acknowledged.</p>
27.6	<p>20) The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region’s User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.</p>	<p>Acknowledged.</p>
27.7	<p>21) Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;</p>	<p>Acknowledged.</p>

27.8	<p>a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.</p>	Acknowledged.
27.9	<p>b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:</p> <ul style="list-style-type: none"> i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests: <ul style="list-style-type: none"> a) Bacteriological Analysis - Total coliform and E-coli counts b) Chemical Analysis - Nitrate Test c) Water level measurement below existing grade ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results. iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance. 	Upon completion of the door to door survey, a monitoring plan will be prepared to monitor prior to, during and after construction all private wells which will be participating in the survey as per the region's requirements.
28	<p>22) The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same</p>	Acknowledged.
28.1	<p>23) The Developer shall acknowledge and agree that the Developer is responsible for all costs associated with the relocation and/or removal of existing services to accommodate the development, to the satisfaction of the Region. The Developer shall made appropriate arrangements with the Region regarding financing and relocation of Regional services prior to registration of the Plan</p>	Acknowledged.
28.2	<p>24) Prior to registration of the Plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer</p>	Acknowledged.
28.3	<p>25) The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:</p> <ul style="list-style-type: none"> a. A copy of the final signed M-Plan b. A copy of the final draft R-Plan(s); and c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan. <p>A clause shall be included in the Subdivision Agreement in respect of same</p>	Acknowledged.

Watermain		
28.4	<p>Existing Infrastructure - The subject site is within Pressure Zone 7. The following are the existing infrastructure in the vicinity of the proposed development:</p> <ul style="list-style-type: none"> • 300 mm diameter PVC watermain on Highwood Road (PZ7) • 300mm diameter PVC watermain on Hurontario Street (PZ7) • 150mm diameter PVC watermain on Lighthouse Drive (PZ7) • 600mm diameter PVC watermain on Hurontario Street (PZ7) 	Acknowledged.
28.5	<p>The Estimated Water Demand – Demand calculations were provided for a population of 1218 people while the expected population for this site was determined to be 275 people (Table 1, Section 4.0 of the FSR). Even this number is not matching with the population under wastewater calculation. The calculations need to be redone with a consistent population value. Water demands as per the FSR (based on a population of 1218 persons) are as follows:</p> <ul style="list-style-type: none"> • ADD: 3.95 L/s • MDD: 7.89 L/s • PHD: 23.68 L/s <p>The Region calculated demands for this development are as follows:</p> <ul style="list-style-type: none"> • ADD: 1.34 L/s • MDD: 2.69 L/s • PHD: 4.02 L/s 	Acknowledged.
28.6	<p>The required fire flow in the FSR is estimated to be 117 L/s. According to Region’s calculations, the required fire flow should be 100 L/s (Occupancy Hazard Factor = -15% Used). Using the most conservative estimate, the MDD+FF is 117 L/s + 7.89 L/s, resulting in a required fire flow value of approximately 125 L/s.</p>	Acknowledged.
28.7	<p>A hydrant flow and pressure test were completed on October 18, 2022, at 2:00 pm and was conducted on Highwood Road and Hurontario Street for the existing 300 mm diameter PVC watermain on Highwood Road, by Novus Fire Protection Consulting Inc. Hydrant #2013667 (26 Highwood Road) and Hydrant #2013668 (3 Highwood Road) were used as Residual and Flow hydrant respectively. Using the test data provided in the FSR, the available fire flow at the minimum residual pressure of 20 psi would be approximately 218 L/s (3455 USGPM), as per the Region’s calculations. This value is greater than the maximum day plus fire flow for the proposed development (101.34 L/s). However, the Hydrant Flow Test in the FSR doesn’t explicitly mention the flow at a pressure of 20 psi. Furthermore, as noted in the test, the static pressure was determined to be 86 psi, with the port one and port two pressures and flows being, respectively, 65 psi (1186 USGPM), and 64 psi (1913 USGPM).</p>	Acknowledged.
28.8	<p>Proposed Infrastructure – There is a proposed Master Plan watermain located on Hurontario Street (D-003), which consists of a 400mm diameter watermain on Bovaird Drive from Heritage Road to a future street, with the expected service date in 2030.</p>	Acknowledged.

28.9	<p>Proposed Development-</p> <p>The proposed development (Draft Plan of Subdivision as noted in the FSR) consists of 39 blocks. These blocks contain residential areas, open spaces and required road allowances and widenings.</p> <p>The Blocks are comprised of:</p> <ul style="list-style-type: none"> • 8 units in the City of Brampton [0.54 ha, 29 people] • 73 units in the Town of Caledon [3.08 ha, 246 people] • Open space – MTO SETBACK [0.27 ha] • Road widening [0.04 ha] <p>The 39 blocks cover an area of 2.8 ha containing 81 total residential units. A 17.0 m LOCAL R.O.W. [Length: 469m, Area: 0.82 ha] brings the total area to 3.62 ha.</p> <p>The proposed DPOS will be accessed via Highwood road with the entrance directly opposing Hillpath crescent.</p> <p>The subject site is included under SGU 2124-0439 (Town of Caledon) and SGU 2110-0107 (City of Brampton).</p> <ul style="list-style-type: none"> • SGU 2124-0439 forecasts a population growth of 1550 and employment growth of 230 by 2041 (SGU Scenario 16, October 2018). • SGU 2110-0107 forecasts a population growth of 760 and employment growth of 80 by 2041 (SGU Scenario 16, October 2018). <p>The proponent is considering a population growth of 246 people in SGU 2124-0439 and 29 people in SGU 2110-0107, for a total population of 275 persons. Both the stated growth numbers fall within the Region of Peel’s SGU forecast for this proposed development.</p>	Acknowledged.
29	<p>Water Servicing Plan -</p> <p>The development will be serviced by the existing 300mm diameter watermain on Highwood Road, as well as the existing 150mm diameter watermain on Lighthouse Drive. The internal servicing of the site consists of 150mm diameter watermains, with a loop on the east side connecting to the existing 150mm diameter watermain on Lighthouse Drive.</p>	Acknowledged.
29.1	Comments	
29.2	<p>The proponent needs to perform water demand calculations using a consistent population value throughout the FSR (water & wastewater populations). Calculation performed using a population of 1218 people while an expected population of 275 people was mentioned (Section 4.0, Table 1 of the FSR). Please ensure all text in the FSR report, all tables, all calculations, and all figures are aligned with the proposed population numbers.</p>	The Region standard 4.202 ppu has been applied to all population calculations in the report including wastewater and water flow calculations.
29.3	<p>Using the most conservative estimate, the MDD+FF is 117 L/s + 7.89 L/s, resulting in a required fire flow value of approximately 125 L/s.</p>	Acknowledged.
29.4	<p>The Hydrant Flow Test in the FSR doesn’t explicitly mention the flow at a minimum pressure of 20 psi. The proponent needs to indicate the available flow at 20 psi.</p>	FSR updated with available flow at 20 psi.
29.5	<p>The proposed population for this development falls within the forecasted SGU growth. The proponent is considering a population growth of 275 persons while the Region can support a population growth of 2310 persons. Note: A discrepancy exists in the population number used for the water demand calcs and the expected population determined in the body of the FSR.</p>	The Region standard 4.202 ppu has been applied to all population calculations in the report including wastewater and water flow calculations.
29.6	<p>The development will be serviced by the existing 300 mm diameter watermain on Highwood Road, as well as the existing 150 mm diameter PVC watermain on Lighthouse Drive. The internal servicing of the site consists of 150 mm diameter watermains, with a loop on the east side connecting to the existing 150 mm diameter PVC watermain on Lighthouse Drive.</p>	Acknowledged.
29.7	<p>The submission needs to be resubmitted. The proponent needs to provide water demands based on the correct population. The fire flow calculations need to be reviewed and the hydrant flow test should indicate the expected flow at a minimum pressure of 20 psi. Considering the above, at this time the Region cannot comment on the available capacity in the system to service this development. For full assessment, please provide the new calculations and their results.</p>	The Region standard 4.202 ppu has been applied to all population calculations in the report including wastewater and water flow calculations. The estimated flow at the residual pressure of 20psi has been included in the report.
29.8	Wastewater	
29.9	<p>Existing Infrastructure -</p> <p>The Region’s GIS database illustrates the following existing infrastructure in the vicinity of the proposed development:</p> <ul style="list-style-type: none"> • 250mm sanitary sewer easterly along Lighthouse Drive • 300mm sanitary sewer easterly along Highwood Road. 	Acknowledged.

30	<p>Estimated Flow – In the report, the estimated sanitary flows are calculated based on Region of Peel sewer design criteria with average flows of 290 lcpd, inflow and infiltration allowance of 0.26 L/s/ha and Harmon peaking factor from 2 to 4.</p> <table border="1" data-bbox="127 322 1740 439"> <thead> <tr> <th>Catchment</th> <th>Area (Ha)</th> <th>Population</th> <th>Sanitary Flows (L/s)</th> </tr> </thead> <tbody> <tr> <td>To Highwood Road Sewer</td> <td>1.027</td> <td>124</td> <td>1.932</td> </tr> <tr> <td>To Light Heart Drive Sewer</td> <td>2.292</td> <td>212</td> <td>3.5</td> </tr> </tbody> </table>	Catchment	Area (Ha)	Population	Sanitary Flows (L/s)	To Highwood Road Sewer	1.027	124	1.932	To Light Heart Drive Sewer	2.292	212	3.5	Flows have been updated to reflect the new DPOS and the Region ppu of 4.202.
Catchment	Area (Ha)	Population	Sanitary Flows (L/s)											
To Highwood Road Sewer	1.027	124	1.932											
To Light Heart Drive Sewer	2.292	212	3.5											
30.1	Proposed Infrastructure - The Master Plan Studies does not suggest any wastewater infrastructure to service growth in SGUs 21240439 and 21100107 (Scenario 16, October 2018) proposing a growth of 1780 and 840, respectively.	Acknowledged.												
30.2	<p>Proposed Development – The proposed development would include a mix of detached homes and townhouses, the details are as follows:</p> <table border="1" data-bbox="127 665 1740 826"> <thead> <tr> <th>Catchment Servicing to Area</th> <th>Population</th> </tr> </thead> <tbody> <tr> <td>Highwood Road</td> <td>124</td> </tr> <tr> <td>Lighthouse</td> <td>212</td> </tr> <tr> <td>TOTAL</td> <td>336</td> </tr> </tbody> </table>	Catchment Servicing to Area	Population	Highwood Road	124	Lighthouse	212	TOTAL	336	DPOS has been updated per updated submissions				
Catchment Servicing to Area	Population													
Highwood Road	124													
Lighthouse	212													
TOTAL	336													
30.3	Wastewater Servicing Plan													
30.4	<p>The sanitary servicing plan proposes split sanitary flows, the details are given below:</p> <ol style="list-style-type: none"> The sanitary flows of approximately 2 L/s are proposed to be discharged at MH 1771525 located on the existing easterly 300mm sanitary sewer along Highwood Road. The flows are then serviced via the existing easterly 375mm sanitary sewer along Highwood Road to the existing southerly 450mm sanitary sewer along Summer Valley Drive. The balance sanitary flows of 4 L/s are proposed to be serviced at MH 6426394 located on the existing easterly 250mm sanitary sewer along Light Heart Drive. The flows are then serviced via the existing southerly 450mm sanitary sewer along Summer Valley Drive. The proposed and existing flows from the Highwood Road and Light Heart Drive sewers are finally serviced at GE Booth WWTP via the existing Etobicoke Creek and East trunk sewer. 	Acknowledged.												
30.5	Comments													
30.6	<p>The Region of Peel has no objection to the proposed sanitary servicing plan for the proposed development:</p> <ul style="list-style-type: none"> Discharging 2 L/s of sanitary flows, with an area of 1.027 Ha and a population of 124 persons, to the manhole 1771525 on the existing 300mm sanitary sewer along Highwood Road. 	Acknowledged.												
30.7	<ul style="list-style-type: none"> Discharging 3.5 L/s of sanitary flows, with an area of 2.292 Ha and a population of 212 persons, to the manhole 6426394 on the existing 250mm sanitary sewer along Lighthouse Drive. 	Acknowledged.												
30.8	Any change in the sanitary servicing plan, population, area and or the sanitary servicing outlet would again require review by the Infrastructure Planning Group.	Acknowledged.												
30.9	Regional Roads/ Storm Sewer The proposed Development does not abut Regional Roads.	Acknowledged.												
31	Regional Roads/ Storm Sewer The proposed Development does not abut Regional Roads.	Acknowledged.												

MTO COMMENTS

Ministry of Transportation (MTO)
 Graham Routledge
 Graham.Routledge@ontario.ca
 Date: October 19, 2022

Traffic Comments		
31.1	Proposed development •Proposed 36 units of detached residential, and 45 units of townhouse residential •No access is proposed on Hurontario St, existing access points on Hurontario to be removed •New access point proposed at Highwood Rd/ Hillpath Cres (East of Hurontario St)	Acknowledged.
31.2	Site Trips/ Trip Distribution •ITE Trip gen manual 11th edition used, reference pages not included in the TIS document, but attached and confirmed in the correspondence email to Brampton in August 2022. •Proposed development is expected to generate total 45 trips (15in/30out) in AM peak, and total 65 trips (40in/25out) in PM peak. •Trip Distribution as per 2016's TTS, 35% of outbound trips and 45% of inbound trips via Hwy 410 (East), and 10% of outbound trips and 5% of inbound trips via Hwy 10 (North) •Multi-modal trip gen is also mentioned, with total 49 trips (17in/32out) in AM peak, and total 72 trips (45in/27out) in PM peak.	Acknowledged.
31.3	Traffic Analysis •MTO ramp terminals at 410/ Valleywood IC were not analyzed •Future background traffic considered for 2027 and 2032 •SimTraffic analysis shows 95th %ile queue for SB Hurontario at Collingwood/Highwood intersection will be less than 100m in 2027 and 2032 during PM peak. Where spacing distance is 250m between Spine Rd - reconfigured IC (West ramp terminal) and intersection at Collingwood/Highwood in 2032.	Acknowledged.
31.4	Proponent to attach referenced pages of ITE trip gen manual in the TIS.	Acknowledged. Pages from the ITE Trip Generation Manual (11th Edition) related to Land Use 211 (Single- Family Detached Housing) are provided in Appendix G.
31.5	Proponent to update TIS with P.Eng stamp and signature.	Please see enclosed TIS.
31.6	Proponent to confirm SB queues on Hurontario St will not impact operations at MTO ramp terminals	Queue analysis results are provided in Section 8.5 of this report. All 50th and 95th percentile queue lengths are well-contained within their respective storage lengths during both peak hours under all conditions and will not pose significant impacts to adjacent intersections and MTO ramp terminals.
Drainage Comments		
31.7	Provide Grading, Servicing and Erosion and Sediment control plans for MTO's review. All plans should be signed and stamped by a P.Eng. Indicate 14m set back on all drawings.	Preliminary grading/servicing drawings have been prepared in support of the FSR. Detailed drawings will be provided (and stamped) during detailed design process.
31.8	MTO requires post to pre development quantity control for 5, 10, 25, 50 and 100 year storm events. A table should be provided in report to demonstrate that.	The proposed drainage results in decreased flows to MTO, and the drainage limited to the grassed berms. There is a net decrease in all storms as included in the report.
31.9	It is not clear if the existing quantity control pond was designed to accommodate runoff from the proposed subdivision with approved imperviousness and drainage areas. Please provide clarifications with reference to approved design.	The proposed drainage results in decreased flows to MTO, and the drainage limited to the grassed berms. There is no proposed discharge to the existing quantity control pond.

RESIDENT CORRESPONDENCES RECEIVED REGARDING PROPOSED DEVELOPMENT

Samantha Cianfarani
 Date: August 30, 2022
 416 .873. 4489
 Scian33@gmail.com

32	Looking at the map I am not sure why they have planned the in and out of this new development appears to be coming in and out from Highwood Rd. (Brampton) and why not directly onto Hwy 10 from the current gated entrance way. The intersection of Highwood Rd. / Collingwood Rd. and Hwy 10 is already a death trap people running that red light all the time.	Highway 10 is within the jurisdiction of the MTO and a full move access does not meet the MTO intersection spacing requirements. The MTO confirmed that the access would not be permitted directly onto Highway 10.
32.1	Highwood Rd. is already a road many use as a cut through since Mayfield Rd. heading West is a complete congested disaster. We also deal with speeding traffic coming from the Caledon neighborhood behind us (Donherb Cres. etc.) a few years ago I did request a study be done for a 3 way stop at Highwood Rd. and Summer Valley Dr. people come around that corner not even stopping and many school children cross that corner when going and coming from their bus or walking from St. Rita . The study came back not supporting a stop sign (rejected) however I do see they now have a 3 way stop on Collingwood. Brampton Roads – if you can revisit this 3 way stop request please.	The proposed development generates relatively minor increase in traffic and is unlikely to cause stop control warrant to be met.
<p>Shawn Keba Date: August 12, 2022 Keba <shawnkeba@icloud.com></p>		
32.2	We were sent notification that there could be no amendments to the lands in the noted file numbers in the Subject above while certain environmental studies were happening on lands in the area for other proposals. Why is this proposal allowed to go through when this notice specifically stated nothing could happen at this time?	We believe the notification that is mentioned in this comment refers to the Town of Caledon's Interim Control By-law (ICBL). The ICBL prevents issuance of building permits within the defined area, but it does not preclude the processing of development applications.
<p>COMMENTS RECEIVED FROM INFORMAL PUBLIC CONSULTATION - NOVEMBER 23, 2022</p>		
<p>Anonymous Resident Date: November 23, 2022</p>		
32.3	We have to make sure these are accessibles houses and bungalow houses configuration.	It is not clear what is intended by accessible housing. The housing will be constructed to meet the requirements of the Ontario Building Code. The proposed development contemplates two-storey single detached and townhouse units consistent with the range of uses permitted in the Official Plan.
32.4	There needs to be an open park space for kids.	The lands are designated as Residential Policy Area B which contemplates residential development. The community is presently serviced by Summer Valley Park.
<p>Amit Khullar Date: November 23, 2022 (416) 460-4420</p>		
32.5	-My house is a raised bungalow on Donherb that backs onto lots 13-14. I do not want a two storey house behind me.	1 and 2 storey detached housing with abutting rear yards is a common land use configuration that is generally appropriate for the area. The proposed two-storey houses will have common rear yard setbacks to create spatial separations from existing dwellings.
32.6	-Increased traffic and noise on Highwood and 410 ramps	A Traffic Impact Study prepared by BA Group has been provided in support of the development application and demonstrates that the existing road network can support the proposed development. The Environmental Noise Study prepared by Valcoustics recommends appropriate noise measures to address noise issues.

32.7	-We will lose our natural light at the back of the house.	<p>1 and 2 storey detached housing with abutting rear yards is a common land use configuration that is generally appropriate for the area.</p> <p>The proposed two-storey houses will have common rear yard setbacks to create spatial separations from existing dwellings.</p> <p>2 storey buildings do not meet the threshold for a shadow study. As such, natural light impacts are expected to be negligible.</p>
32.8	-Only two exits will cause increased traffic.	A Traffic Impact Study prepared by BA Group has been provided in support of the development application and demonstrates that the existing road network can support the proposed development.
32.9	-No road or pathway on Donherb Crescent	The three contemplated connections to Donherb Crescent is under review with the Town and the applicant. A connection has not been confirmed at this time.
33	-Increased noise and dust during construction. Will not be able to sit in backyard with all the dust.	Construction will be restricted to the times permitted under the municipal noise by-law. Measures will be employed during construction to minimize dust impacts to the greatest extent practical.
33.1	-Early construction starts and issue for people with young children, babies and people who do shift work.	Construction will be restricted to the times permitted under the municipal noise by-law. Measures will be employed during construction to minimize dust impacts to the greatest extent practical.
<p>David Galea Date: November 23, 2022 (416) 566-7432</p>		
33.2	Please keep your plan as indicated above. "We" do not want a roadway or sidewalk going through Donherb Crescent.	A secondary connection has been added through the extension of Lighthouse Boulevard as requested by Emergency Services.
33.3	I live at 45 Donherb Crescent where my property value will be affected! I've maintained the front of my house for 18 years including irrigation system installed.	A secondary connection has been added through the extension of Lighthouse Boulevard as requested by Emergency Services.