



**TOWN OF CALEDON
PLANNING
RECEIVED**

Mar 23, 2023

Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Finance Department	Summary Sheet - General (Advisory) Comment	1	1	The property listed at 13290 Nunnville Road is currently assessed as Residential (\$933,000 CVA). The Town's share of taxes levied, based on current value assessments is approximately \$5,400. As at July 19, 2022, the property tax account is determined to be current.	Noted.
Town of Caledon	Finance Department	Summary Sheet - General (Advisory) Comment	2	2	If the proposed development (residential subdivision to include townhouses) were to proceed as planned, the property's taxable assessment value would change to reflect the developments that would have taken place.	Noted.
Town of Caledon	Finance Department	Summary Sheet - General (Advisory) Comment	3	3	Development Charges will be levied at the Other Residential Dwelling rates that were in place on the date when the application was deemed complete, i.e. June 28, 2022. Those rates would be: a. Town of Caledon: \$35,025.42 per townhouse dwelling b. Region of Peel: \$53,505.11 per townhouse dwelling. 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. c. Go-transit: \$657.09 d. School Boards: \$4,572 per townhouse dwelling. e. Interest on Development Charges will apply for the period June 29, 2022 through to the date on which those charges will be received by the Town.	Noted.
Town of Caledon	Finance Department	Summary Sheet - General (Advisory) Comment	4	4	The Development Charges comments and estimates above are as at July 19, 2022 and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. 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 developments 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.	Noted. Development Charges will be paid at the time of building permit issuance.
Town of Caledon	Community Services - Parks	Summary Sheet - General (Advisory) Comment	5	5	Payment of money in lieu of conveyance of parkland will be required for the proposed draft plan area of 0.86 ha according to the Town of Caledon's Parkland Dedication By-law 2013 104 or any successor thereof, prior to issuance of any building permits.	Noted.
Town of Caledon	Community Services - Parks	Summary Sheet - General (Advisory) Comment	6	6	In accordance with the sections 2.1 (a) and 3.1 of the Town's Parkland Dedication By-law 2013-104, payment of money in lieu of conveyance of parkland will be required at equivalent market value of 5% or 0.043 ha of the development land. For the purpose of determining the amount of payment the value of the land shall be determined as of the day before the first building permit is issued.	Noted.
Town of Caledon	Community Services - Parks	Summary Sheet - General (Advisory) Comment	7	7	Prior to submission of the first building permit application, 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.	Noted. The narrative appraisal report will be prepared prior to submission of the building permit application.
Town of Caledon	Community Services - Parks	Summary Sheet - General (Advisory) Comment	8	8	Provide the narrative appraisal to Parks staff upon site plan approval to avoid delays.	Noted. The narrative appraisal will be provided upon receiving site plan approval.
Town of Caledon	Planning Department - Municipal Numbering	Summary Sheet - General (Advisory) Comment	9	9	The circulation letter (and current Town records) identify that a municipal number of 13290 Nunnville Road was issued for this property. Should the application be approved, the municipal address of this lot will cease to exist and new addresses for each unit and/or dwelling will be issued for the proposed development. The addresses will be issued in accordance with the Town's Municipal Numbering By-law and Guidelines.	Noted.
Town of Caledon	Planning Department - Municipal Numbering	Summary Sheet - General (Advisory) Comment	10	10	Staff will require a copy of the satisfactory site plan in order to issue municipal numbers.	Noted.



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Town of Caledon	Planning Department - Municipal Numbering	Summary Sheet - General (Advisory) Comment	11	11	Municipal numbers will be issued at the earliest of site grading approval, site servicing approval, or satisfactory site plan approval. Once the site plan has reached one of these stages, the Lead Planner will provide a copy of the site plan (and answers to the above-noted questions) to municipal numbering staff at municipalnumbers@caledon.ca. Town staff will issue the number and the applicant and owner will be notified of the address in writing. The applicant is not required to contact municipal numbering staff to request a number.	Noted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - General (Advisory) Comment	12	12	The following will need to be shown on the landscape plan at the time of Site Plan application submission for review: a. Underground utilities and fire hydrants are currently not shown on the landscape plan. It appears as though there are conflicts with proposed planting	Underground utilities and fire hydrants are shown on the revised Landscape Plan (L-1).
Town of Caledon	Planning Department - Landscape	Summary Sheet - General (Advisory) Comment	13	13	A landscape cost estimate shall be provided for review at the time of Site Plan application submission.	Noted.
Town of Caledon	Dufferin-Peel Catholic District School Board	Summary Sheet - General (Advisory) Comment	14	14	Please refer to the attached Dufferin-Peel Catholic District School Board letter.	This letter has been reviewed. No comments.
Town of Caledon	Peel District School Board	Summary Sheet - General (Advisory) Comment	15	15	Please refer to the attached Peel District School Board letter.	This letter has been reviewed. No comments.
Town of Caledon	Fire and Emergency Services	Summary Sheet - General (Advisory) Comment	16	16	There shall be no parking on the road/fire access route.	Noted. No parking is proposed along this route and will be signed accordingly in a future Pavement Marking and Signage Plan.
Town of Caledon	Urban Design	Summary Sheet - General (Advisory) Comment	17	17	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Urban Design Brief and Architectural Design Guidelines, Concept Plan, and Landscape Plan documents for detailed urban design comments.	The letter and marked-up PDF have been reviewed. Edits have been incorporated into revised deliverables.
Town of Caledon	Planning Department - Heritage	Summary Sheet - General (Advisory) Comment	18	18	Please refer to the attached Heritage Planning comments letter for detailed heritage comments.	The letter has been reviewed and comments addressed. A Stage 1 Archeological Assessment has been included in this submission. A Stage 2 AA will be completed and submitted to the Town for review.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - General (Advisory) Comment	19	19	The Traffic Operations Assessment is to be reviewed by the Town Transportation Engineering Section.	Noted. The Traffic Operations Assessment has been updated to address Town comments.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - General (Advisory) Comment	20	20	Please refer to the attached Development Engineering comments letter for detailed comments.	Noted. Development Engineering comments have been addressed as part of this submission
Town of Caledon	Toronto and Region Conservation Authority	Summary Sheet - General (Advisory) Comment	21	21	Please refer to the attached Toronto and Region Conservation Authority comments letter for detailed comments related to Geotechnical Engineering, Ecology, Water Resource Engineering, and Planning and Development.	The letter has been reviewed and comments have been addressed as part of this submission.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - General (Advisory) Comment	22	22	Please refer to the attached Peer Review Letter from Acoustics for detailed comments related to the Noise Feasibility Study.	The letter has been reviewed and comments have been addressed as part of this submission.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	External Agencies	Summary Sheet - General (Advisory) Comment	23	23	The following agencies and departments have no concerns (Note: Draft Plan conditions may be requested in response to the final submission): a. Ontario Provincial Police, Caledon Detachment b. Rogers Communications c. Town of Caledon, Fire and Emergency services d. Enbridge Gas Inc. e. Canada Post f. Township of King	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	24	24	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.	Noted. A public comment summary letter has been prepared by WSP and provided as part of the second submission.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	25	Planning Justification Report (“PJR”) and Official Plan Amendment (“OPA”) Comments:	The following comments have been addressed as part of this submission.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	26	a. Page 2 of the PJR notes Direct Access and frontage on Nunnville Road. This needs to be corrected as the access to the subject site is actually from a shared driveway which is closed to public traffic and crosses a section of the Nunnville Municipal ROW. • The details of the access to the subject land must be established prior to staff supporting planning approvals. Alternative access options are provided by Development Engineering in the letter dated September 28, 2022 and included below.	The reference has been revised to reflect that access is from the private driveway apron which connects to Nunnville Road in the updated Planning Justification Report. An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity. During this Charrette interim and potential ultimate scenarios were explored and confirmed. Should any future development occur in the site to the south, it is clear that such development could proceed independently and would work well in terms of grading, servicing and transportation. Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure. The Subdivision Agreement will include a clause stating that the Owner/Condo Corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	27	b. Please correct page 3 as Old King Road includes sidewalks, but does not currently include a multi-use trail.	Noted. This reference has been removed in the updated Planning Justification Report.



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	28	c. Page 6 notes that the backyard amenity area for units 6 and 8-12 will encroach into the 5m dripline setback. This encroachment must be acceptable to TRCA and it must be possible to construct a fence at the end of each backyard amenity area to avoid further encroachment into the 5m setback.	<p>The proposed development has been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.</p> <p>The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.</p> <p>All backyard amenity areas are outside of the proposed dripline and LTSTOS buffers.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	29	d. Please clearly label the Long Term Stable Top of Slope (LTSTOS) 6m setback on the concept plan, as well as the 5m setback to the dripline. It appears that the backyard amenity areas do extend into the 6m setback from the LTSTOS.	<p>The proposed development has been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.</p> <p>The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.</p> <p>All backyard amenity areas are outside of the proposed dripline and LTSTOS buffers.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	30	e. Page 7 of the PJR and the Preliminary EIS both note that there are no proposed changes to road networks; however, the access driveway to the subject lands will be widened through the EPA area to facilitate the construction of a sidewalk. This aspect of the development must be addressed	<p>The PJR and EIS have been revised to include discussion on the proposed widening of the existing private driveway apron to accommodate the site access and sidewalk.</p> <p>Further details on the impacts of the road widening are provided in Section 8.2 (Page 25) of the revised EIS. Eight landscape trees are proposed to be removed, which are primarily small non-native/hybrid species. With proposed offsetting measures (outlined in Section 9), the removal of these trees to accommodate the road widening</p>



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	31	<p>f. Page 9 of the PJR and the Geotechnical Investigation and Slope Stability Assessment note that a 6m setback for man-made and environmental degradation is required from the LTSTOS, but the development proposes encroachments into this setback. The Geotechnical Investigation also notes that stripping of top soil and frequent saturation due to maintaining landscape features is not permitted adjacent to the slope. These are activities frequently carried out in rear yard amenity areas and as such, it is inappropriate to propose that the rear yards be located within the 6m setback form the LTSTOS.</p> <ul style="list-style-type: none"> • TRCA does not permit development in the required buffers to the LTSTOS and Dripline, and these areas are required to be placed in an appropriate designation and zone for their protection. The proposed designation and zone boundaries do not reflect the limits of the required buffer to the LTSTOS. The boundary of the Environmental Policy Area must be revised to include the buffers to the Dripline and LTSTOS. • A minimum buffer of 10m is required from the outermost constraint of the valley corridor. If minor encroachments are needed, they can't reduce the buffer to less than 6m and must maintain an average buffer of 10m across the site. Any reduction to the minimum required buffers must be justified in supporting reports including the Geotechnical Investigation and Slope Stability Assessment, Environmental Impact Study and PJR. 	<p>The proposed development and EPA boundaries have been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.</p> <p>The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	32	<p>g. The Concept Plan, PJR and TIS note that 1 accessible parking space is provided; however, accessible parking spaces are calculated based on total parking required for the site, not just visitor parking spaces. Based on the corrected calculation 2 accessible spaces are needed. Please revise reports and plans accordingly.</p>	<p>Accessible spaces are generally provided for the public portion of the parking supply (i.e. visitor parking) given that the residents have their own private driveways. Providing an additional space within the visitor parking would be considered excessive given that it would mean that 50% of the visitor parking is accessible. Therefore, no additional accessible parking spaces are recommended.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	33	<p>h. On page 11 there is an inconsistency between the Tree Inventory and Preservation Plan and the PJR. There are 39 replacement plantings proposed, not 48. Please correct.</p>	<p>The PJR has been revised to reference that 38 replacement trees are identified as required in the revised Arborist Report and Tree Inventory and Preservation Plan. The Landscape Plan (L-1) proposes 40 replacement tree plantings.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	34	<p>i. Page 15 includes analysis of the PPS. Section 1.1.1.g) and 1.1.3.2B) of the PPS both relate to infrastructure. It appears that the subject lands do not have sufficient access to road infrastructure. Until such time that road access is acceptable to Town Engineering staff the development is premature.</p>	<p>An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure.</p> <p>The Subdivision Agreement will include a clause stating that the Owner/Condo Corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p>



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	35	j. Page 16 should be revised to analyze how the encroachment into the 6m setback from the LTSTOS remains consistent with section 3.0 of the PPS.	<p>The proposed development has been revised to reflect LTSTOS buffers based on feedback from the TRCA and Geotechnical supporting studies.</p> <p>The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>The PJR has been revised to reflect this.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	36	k. When quoting sections of the Growth Plan, please ensure section numbers are correct, please review page 18.	Noted. Section numbers have been revised.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	37	l. Page 19 should note that the proposed development has not been appropriately setback from the LTSTOS. Please included analysis of the encroachment into the setback from the LTSTOS in the PJR, or revise the concept plan.	<p>The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>The PJR has been revised to reflect this.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	38	m. Section 5.3 of the PJR should include analysis of the following sections of the Regional Official Plan: <ul style="list-style-type: none"> • Section 4.2 • Section 5.4.3.1.2 • Section 5.5.1.3 	Noted. The revised PJR provides additional analysis of the sections of the Regional Official Plan.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	39	n. As per section 5.5.1.5 of the Regional Official Plan, existing and planned services should be optimized; however, the existing road access to the subject lands is not acceptable. Please update the PJR to include analysis of how sufficient road access will be established to service the subject lands.	<p>The PJR has been revised to reflect that the proposed development will be accessed through the existing driveway apron which connects to Nunnville Road. As illustrated by the civil and transportation engineering supporting work, the proposed site access is sufficient to serve the proposed development.</p> <p>An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	40	o. On page 24 of the PJR, please clarify how the proposed development will contribute towards the Region's affordable housing goals. It should be noted if the development will include an affordable housing component.	The proposed development will not provide affordable housing, however it will contribute to the achievement of the Region and Town's housing policies by providing residential intensification on underutilized land. The proposed development will introduce residential units which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached) and will contribute to the overall creation of a range and mix of housing types, densities and sizes to meet the requirements and housing needs of current and future residents in Peel.



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	41	p. Page 24 should be corrected to note that the rear yards for some units will encroach into the 6m setback from the LTSTOS. This encroachment has not been assessed and should be analyzed, otherwise the encroachment should be removed.	The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach. The PJR has been revised to reflect this.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	42	q. Page 24 should clarify how the proposed development will be accessed and supported by existing road infrastructure.	The PJR has been revised to reflect that the proposed development will be accessed through the existing driveway apron which connects to Nunnville Road. As illustrated by the civil and transportation engineering supporting work, the proposed site access is sufficient to serve the proposed development. An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	43	r. Please note, as of the time of drafting these comments, the new Region of Peel Official Plan has been approved by the Ministry of Municipal Affairs and Housing. The PJR should be updated to reflect this update and provide commentary.	Noted. A review of the new Region of Peel Official Plan has been provided. Per discussions with the Region during the Comment Review Meeting on December 12, 2022, a synthesized approach to review the newly adopted OP is appropriate.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	44	s. The following sections of the new Region of Peel Official Plan (Approved by Ministry of Municipal Affairs and Housing) should be assessed in the PJR: • Chapter 2 • Table 4	Noted. The revised PJR considers the additional sections of the new Regional Official Plan.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	45	t. Please note, the new regional official plan identifies a portion of the subject lands as Natural Areas and Corridors (NAC) on Figure 7. Assessment should be added to the PJR.	Noted. The revised PJR includes the additional figure and an analysis of the applicable policies in the new Regional Official Plan.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	46	u. Please include analysis or further detail related to how the following sections of the Town of Caledon Official Plan is being addressed by the proposed redevelopment: • Section 3.2 • Section 5.10.3.6 (related to road access) • Section 5.10.3.10 (related to community character) • Section 5.10.3.12 • Section 5.10.3.13 • Section 5.10.3.14 (related to appropriateness and intensity of development) • Section 5.10.4.5.2.8 • Section 3.5.3.9 • Section 3.5.3.10 • Section 5.7.3.3.1 • Section 5.7.3.7.3 • 5.9.4.4 • 7.2.4.3 • 7.2.5.1.5	Noted. The revised PJR provides further analysis of these sections of the Town's Official Plan.



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	47	v. As noted on page 28 of the PJR, section 4.2.1.3.4 of the OP notes that to 2031, there is an allocated amount of residential development of 1,500 units for the built-up area. To date these units have been accounted for. Provided there is sufficient servicing capacity for the development exceeding the number of units allocated is not an issue. Servicing capacity needs to be confirmed by the Region of Peel and Development Engineering prior to staff recommending planning approval.	Noted. As per the submitted FSR the proposed development can be serviced for water, sanitary and stormwater. An agreement in principle between the Owner and the Region was made during a meeting which occurred on January 12, 2023. The Owner has agreed to upgrade the existing 150mm diameter watermain on Nunnville Road to a new 200mm diameter watermain at the Owner's expense. The Region has stated that there will be sufficient Fire Flow protection for the proposed development once the new 200mm watermain upgrade is in place.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	48	w. Section 5.10.3.14.c) of the Official Plan identifies the need for a housing study to support residential intensification. Please provide a housing study, or analysis of an existing housing study to support the proposed residential intensification of the subject lands.	The revised PJR includes an analysis of the Town of Caledon Housing Study (2017) under Section 5.6.1 and Housing Pledge (2023) under Section 5.6.2 which both support residential intensification.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	49	x. On page 30, please ensure section numbers are correct (sub points of 5.10.3.14)	The revised PJR has corrected the section numbers.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	50	y. Further analysis of section 5.10.3.27.4.d) of the Official Plan should be provided relating to roads. The subject lands do not have sufficient access to a municipal road and the analysis provided on page 31 is not sufficient.	The PJR has been revised to reflect that the proposed development will be accessed through the existing driveway apron which connects to Nunnville Road. As illustrated by the civil and transportation engineering supporting work, the proposed site access is sufficient to serve the proposed development. An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	51	z. Page 32 notes a development setback of 5m from the valley lands and woodlands. Please clarify how this 5m setback is being maintained when the rear yards of units 8-12 and 6 are encroaching into the 5m setback.	The PJR has been revised to reflect an average dripline buffer approach as per discussions with the TRCA. TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	52	aa. Units 7 and 1 appear to be cut off by the setbacks from the LTSTOS and woodlands. Please clarify how the site will be designed to ensure functional building design while accommodating the required development setbacks. Please provide analysis of this issue on page 32.	Units 1 and 7 have been revised as part of this submission. The proposed development reflects the LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting work.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	53	<p>bb. On page 32, please provide analysis of the development's compatibility with the adjacent residential property at 13286 Nunnville Road. Please clarify how the proposed townhouse dwellings and private road have been designed in accordance with the surrounding character and in consideration of adjacent uses.</p> <ul style="list-style-type: none"> The proposed side yard setback between units 12 and 13 and the adjacent residential property is only 1.7m. Please clarify how this setback will allow separation between uses. Please consider increasing the setback to allow landscaping as well as enough area for access to the side of each building for maintenance. Please consider how lights from the vehicles using the private road will be mitigated in order to avoid the vehicle lights shining into the adjacent dwelling at 13286 Nunnville Road. 	<p>The PJR has been revised with added analysis to speak to the development's compatibility with the adjacent property. An attached double-car garage of the adjacent residential property generally aligns with the proposed private driveway and front yard of Unit 12. A 1.7m wood privacy fence on top of a 1m retaining wall along the lot line will prevent car lighting impacts, and allow for privacy and sufficient space.</p> <p>The draft ZBLA proposes an interior side yard setback of 1.4 m (Unit 13) and 1.8 m (Unit 12). This will provide a larger setback condition than the 1.3 m setback that is permitted in the existing zone of the subject site and adjacent residential property (R1-56), and that exists in the neighbourhood (0.6 and 1.2m setbacks permitted on Bateman Lane and Clover Bend Terrace). The draft ZBLA also proposes a maximum height of 12 m which is only 1.5 m above the currently permitted height of 10.5 m therefore providing an appropriate transition. The proposed development standards create a building relationship which is typical in an urban area.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	54	cc. Please include the buffer from LTSTOS and Woodlands in the EPA designation	Noted. The Site Plan and Draft Plan of Subdivision has been revised to include the buffers from the LTSTOS and woodlands.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	55	dd. In addition to the analysis on page 36, please note that as per 5.9.5.3.1 of the Town's Official Plan, improvements to Nunnville Road to facilitate the proposed development are the responsibility of the applicant and must meet town standards	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	56	ee. Please provide clarification on the structure of ownership and maintenance for the proposed private road.	<p>The proposed private road will be owned/maintained by Owner/future Condo Corporation based on the agreement made in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure.</p> <p>The Subdivision Agreement will include a clause stating that the Owner/Condo Corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p>



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	57	ff. Page 39 requires further analysis of how the proposed increased density for the Medium Density Residential designation (above the 37.1 units per hectare permitted through section 7.2.5.4.1 of the Official Plan) is appropriate in the context of the secondary plan and surrounding neighborhood.	<p>As outlined in the revised PJR, the proposed development represents an intensification of the existing site consistent with COP policy, which encourages intensification within the built-up area. The proposed development is also consistent with COP policy which recognizes that opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre.</p> <p>While the proposed development exceeds the density range allocated for lands designated Medium Density Residential (Policy 7.2.5.4.1 permits a range of 16 to 37.1 units per net hectare), the proposed development conforms with the broader policies of the Official Plan. The implementation policies for the Bolton Hill Secondary Plan provided through Section 7.2.11 require that the policies are to be read in conjunction with the policies of the COP.</p> <p>In addition, the proposed density falls within the range for medium density housing for Residential Policy Areas as per Policy 5.10.3.27.8(a) of the COP, as discussed in Section 5.4.2 of the PJR, permitting a range of 30 to 44 units per net hectare. As such, the proposed density of 40 units per net hectare is not out of character for the Town more broadly, and is lower than the upper range of 44 units per net hectare.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	58	gg. When assessing the draft policies of the Town's new Official Plan on page 41 of the PJR, please also consider section 4.1, 4.8 and 4.9 of the draft policies. Please consider that the new official plan places greater emphasis on the provision of affordable housing and sustainability.	Section 5.4.8 of the revised PJR includes additional analysis of these sections of the draft Official Plan.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	59	hh. Should the Bolton Secondary Plan be released in draft form or approved prior to the approval of the proposed Official Plan or Zoning By-law Amendment, this new policy should be considered.	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	25	60	ii. The proposed private driveway appears to cross the EPA area. The Official Plan section 5.7.3.5 includes provisions for essential infrastructure in EPA areas and requires an EIS to demonstrate that reasonable alternatives to locating infrastructure outside of the EPA designation have been explored and that the Town's policies and performance measures have been adhered to. The submitted Preliminary Environmental Impact Statement does not analyze the provision of a private driveway in the EPA area. Unless the driveway can be justified through an EIS, the location of the driveway is not supported.	Further details on the impacts of the road widening are provided in Section 8.2 (Page 25) of the revised Environmental Impact Statement. Eight landscape trees are proposed to be removed, which are primarily small non-native/hybrid species. With proposed offsetting measures (outlined in Section 9), the removal of these trees to accommodate the road widening are likely minimal. The expanded EPA area in the draft OPA will exclude the private driveway area.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	26	61	Page 9 of the Urban Design Brief should clarify how the architectural styles were chosen for the proposed development, how these styles relate to the surrounding context, and how other building elements also maintain compatibility with the established community character of the area. For example, building height, setbacks and massing should also be considered.	On page 9 of the updated UDB, more clarity has been under section 4.1 (Compatibility). It should be noted that this is an enclave of buildings and should be considered as a group of buildings. This also means that architectural styles can be specific to the enclave.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	27	62	Page 9 of the Urban Design Brief notes that the subject development is proposed to provide views of the adjacent valley lands to the residents of the development. The proposed development includes amendments to permit increased density and height, which would result in obscuring public views of the valley lands. Please consider strategies to maintain public views of the valley lands.	Additional text has been added to respond to this comment. Please note that the increase density and height do not obstruct views to the valley because the view terminus from the Nunnville Road towards the valley is only partially obstructed as one approaches the subject site. Whether the proposal was for a one or two storey building the obstruction to the view would be the same. Furthermore, a short internal road also provides a view to the valley.



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	28	63	Page 10 does not clarify how the proposed lot sizes will be compatible with the surrounding lots. The UDB only notes how the proposed lot sizes compare to other townhouses based on zoning standards, which is not representative of the surrounding area context where there are no existing townhouses.	<p>The proposal is located within its own enclave. The townhouse blocks themselves create their own immediate context.</p> <p>The proposed development reflects a form of intensification that is compatible with the development pattern in the neighbourhood. The proposed built form, scale and massing provides a transition to the large lot to the south which includes a 2-storey single-detached dwelling. To the south of that lot is a residential condominium development consisting of single-detached bungalow dwellings with a similar compact, urban lane to the proposed development. On the east side of Nunnville Road there are more traditional, existing and proposed 2-storey single-detached dwellings. Given the context of the variable nature of the existing and proposed developments, combined with Town's broader objectives to provide more diverse and affordable housing, it is our opinion the proposed development is compatible with the existing community. The townhouse blocks contribute to housing variety which support a more diversified and complete neighbourhood.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	29	64	Page 11 of the UDB notes that only space outside of the buffer to natural heritage features is usable space, but this space is included in a number of backyards. As per the definition of "Backyard Amenity Area" in the zoning by-law, this space must be designed for the enjoyment of the outdoor environment. If part of the backyard is not usable, it would not count toward the provision of backyard amenity area on the subject lands. The site should be redesigned to ensure that the entirety of each rear yard is usable and outside of the natural heritage feature buffers.	<p>The proposed development and UDB have been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies. All backyard amenity areas will be outside of the proposed buffers.</p> <p>Each unit will have a minimum 25 square metres of backyard amenity space, which excludes the additional deck area for the walk-out basements proposed in Buildings 1 and 2.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	30	65	Page 12 of the Urban Design Brief notes a 5m buffer to the natural heritage woodlot, but the concept plan notes encroachments into this buffer. Please clarify or correct the UDB.	<p>The proposed development and UDB have been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.</p> <p>The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	31	66	Page 93 of the Town Wide Design Guidelines note architectural elements to be considered in context sensitive design for infill – All these features should be analyzed in the Urban Design Brief.	Section 9 of the Town Wide Design Guidelines specifically relates to Infill Development & Alteration within an existing streetscape or immediate context. None of these are generally applicable to the proposal since it is in its own enclave. The reference to this section in the UDB was to touch on specific aspect of how the proposal addresses some of these design principles.



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Town of Caledon	Planning Department - Development Planning	Summary Sheet - OPA Approval	32	67	Please confirm the planned ownership of the Buffers and valley corridor lands. If these lands are to be conveyed to the Town of Caledon, please confirm.	The valley corridor and buffer blocks on the draft plan of subdivision will be conveyed to the Town of Caledon.
Town of Caledon	Urban Design	Summary Sheet - OPA Approval	33	68	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Urban Design Brief and Architectural Design Guidelines, Concept Plan, and Landscape Plan documents for detailed urban design comments.	The letter and marked-up PDF have been reviewed. Edits have been incorporated into revised deliverables.
Town of Caledon	Planning Department - Heritage	Summary Sheet - OPA Approval	34	69	Please refer to the attached Heritage Planning comments letter for detailed heritage comments.	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - OPA Approval	35	70	Heritage Planning provides the following comments related to archaeological condition:	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - OPA Approval	35	71	a. The pre-consultation comments for this application are dated October 7, 2021. These comments were provided prior to Council approval of the Town's Archaeological Management Plan in November 2021.	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - OPA Approval	35	72	b. The approved Archaeological Management Plan identifies the entirety of the subject lands and the existing driveway access as having archaeological potential. Accordingly, a Stage 1-2 Archaeological Assessment is required. Depending on the findings of the Archaeological Assessment, a Stage 3-4 Assessment may be required.	A Stage 1 Archeological Assessment is included in this submission. Due to Winter Conditions a Stage 2 Archeological Assessment will be completed in the Spring and submitted to the Town for review as soon as possible.
Town of Caledon	Planning Department - Heritage	Summary Sheet - OPA Approval	35	73	c. A stage 1-2 Archaeological Assessment for the entirety of the subject lands must be submitted with the next submission in order to be circulated.	A Stage 1 Archeological Assessment is included in this submission. Due to winter conditions a Stage 2 Archeological Assessment will be completed in the Spring and submitted to the Town for review as soon as possible.
Town of Caledon	Toronto and Region Conservation Authority	Summary Sheet - OPA Approval	36	74	Please refer to the attached Toronto and Region Conservation Authority comments letter for detailed comments related to Geotechnical Engineering, Ecology, Water Resource Engineering, and Planning and Development.	The letter has been review and comments have been addressed as part of this submission.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	37	75	a. The current municipal ROW north of the existing cul-de-sac contains a walkway, riprap/concrete lined ditches, and municipal and regional services (Storm, Sanitary) connecting to the north to Old King Road down a steep slope. Town Operations does not perform winter maintenance on the walkway.	Noted.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	37	76	b. Nunnville Road north of the existing cul-de-sac was closed to vehicular traffic through construction completed as part of Town Contract No. 04-01. Contract 04-01 included construction of the cul-de-sac on Nunnville Road and extension of Albion Vaughan Road from north of Queens gate Blvd to King Street E and other works. Staff are not aware of any bylaws associated with the above noted contract that relate to the section of Nunnville Road closed to vehicular traffic north of the cul-de-sac where site access to the subject property is proposed. Staff note that a portion of Nunnville Road was stopped-up and closed through By-Law No. 75-109 for removal of the original tangent alignment of Nunnville Road to Old King Road. Parts 4, 5, and 6 of Plan 43R-3366 attached to Bylaw 75-109 consist of the current 13290 Nunnville Road property.	Noted.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	38	77	Development Engineering has the following comments regarding site access:	Noted.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	38	78	a. Site access for the future development is proposed at the same location as the current driveway entrance for the single detached residence at the property. Access crosses the section of Nunnville Municipal ROW closed to public vehicular traffic. Access to the property immediately to the south (13286 Nunnville Road) uses the same driveway access. Development Engineering is not aware of any agreements in place for the existing access configuration for 13290 and 13286 Nunnville. Staff note that signage is currently installed at the driveway entrance at Nunnville Road noting that the driveways are private.	<p>An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure.</p> <p>The Subdivision Agreement will include a clause stating that the Owner/Condo Corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p>
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	38	79	<p>b. Town Development Engineering is not supportable to the private access to the proposed development as is currently proposed. Development Engineering is of the opinion that the proposed site access is not appropriate considering the current configuration of the Town ROW, the proposed intensification for the subject property, and the engineering and environmental constraints for construction of the site access at the proposed location. Alternatives to provide acceptable and appropriate access for the proposed development include the following:</p> <ul style="list-style-type: none"> • Construction of a public road to municipal standards to provide roadway frontage and a separate access to the subject property within the existing Nunnville Road ROW. Road extension would require a new cul-de-sac to be constructed to municipal standards at the new roadway terminus north of the existing cul-de-sac. Separate entrances would be required for the subject lands and for 13286 Nunnville Road to the south. Refer to Town Standard No. 216 for design and ROW requirements for a new municipal cul-de-sac. Existing cul-de-sac with center island on Nunnville Road would need to be reconstructed as a typical local roadway cross section. Engineering and environmental constraints would need to be addressed for the road extension works. • A block within the existing closed Nunnville Road ROW to be severed off and conveyed to the applicant to provide the frontage to the Nunnville Road ROW at the cul-de-sac. Council approval required to sever and sell a portion of the Town ROW. A shared access agreement and/or easement to address access for the property to the south of the subject lands (13286 Nunnville Road) would be required. Engineering and environmental issues with construction of the site access at the current location would need to be addressed. • Applicant to acquire the property to the south and develop the two properties in a coordinated manner to provide acceptable and appropriate access to Nunnville Road. A new access for both properties to be provided at a location south of the existing site entrances. Option would also assist with addressing engineering and environmental constraints by moving the entrance location away from the closed portion of the ROW and the long term stable top of slope. Note that the above approach to develop the area in a coordinated and consistent manner is the preferred approach by Town Development Engineering. 	<p>An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>During this Charrette interim and potential ultimate scenarios were explored and confirmed should any future development occur in the site to the south, it would work well in terms of grading, servicing and transportation.</p> <p>Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure.</p> <p>Driveway apron has been revised per design charette.</p>
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	39	80	a. Capacity of the existing storm sewer to convey the additional flows proposed to be directed to the Nunnville ROW outlet was not analyzed in the FSR/SWM Report. Capacity of the existing riprap lined channel to convey the additional flows was not analyzed in the FSR/SWM Report. Flows directed to the existing storm sewer network are typically required to be controlled to the predevelopment release rate (i.e. Predevelopment Drainage Area 102 release rate). Feasibility of controlling to the predevelopment release rate has not been addressed in the FSR/SWM. Further details are required in the FSR to address the proposed release rate and address any adverse effects on the existing drainage system. In lieu of any additional information Staff will require that that the post development storm drainage system be designed to limit release rate to the Predevelopment Drainage Area 102 release rate.	Proposed flows directed to the existing storm sewer are equal to or less than existing conditions. The storm drainage system is designed to limit the post development release rate to be equal to or less than the predevelopment drainage area 102 release rate. This is accomplished via orifice control.



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Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	39	81	b. The existing storm sewer outlet runs under the walkway and an existing gabion stone retaining wall within the unopened portion of the Nunnville Road ROW. The gabion stone retaining wall appeared to be leaning during the site inspection completed July 5, 2022. Remedial work will be required for the retaining wall and downstream channel if any work is proposed for the downstream storm sewer to expand the capacity of the system to support the development. Works would be required to be completed through the SPA/Subdivision works.	Proposed flows directed to the existing storm sewer on Nunnville Road are equal to or less than existing conditions. There is no increase in capacity needed for the downstream storm sewer and outlet. Therefore, no remedial works are required.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	39	82	c. A Jellyfish water filtration unit is proposed to treat flows from the developed portion of the site (Catchment 201). FSR/SWM Report includes calculations demonstrating that the site will achieve the required 80% TSS removal rate. Future submissions of the FSR are to include Jellyfish unit sizing information and specifications.	Jellyfish unit sizing information and specifications can be found in the FSR/SWM Report under Appendix C.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	39	83	d. Infiltration is proposed to be achieved using increased depth of topsoil for landscaped areas (300mm total depth). Development Engineering defers to the TRCA for approval of the proposed water balance measures. Staff note that the Geotechnical and Slope Stability Report states that due to potential slope stability issues infiltration trenches are not to be installed on the site.	Noted, no infiltration trenches are proposed.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	40	84	a. The Grading Plan indicates that grading will be completed in the SE corner of the property adjacent to the proposed driveway past the Long Term Stable Top of Slope. The SW corner is proposed to be utilized as the emergency overland flow route complete with depressed curb. The emergency overland flow route is proposed to flow down the 3:1 slope to the ditch on the west side of the existing walkway. Staff defer review of the slope stability assessment in the geotechnical report to the TRCA. Notwithstanding the above, Town staff generally take the opinion that grading into the LTSTOS will not be permitted. In addition, measures to prevent erosion for the overland flow route are to be incorporated into the site design. Further detail is to be provided for the proposed site works in this area. Erosion prevention measures can be addressed with future detail design submissions.	No grading in the LTSTOS will be completed. Minor regrading inside the buffer is required. Measures to prevent erosion for the overland flow route will be incorporated.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	40	85	b. Swale at south limits of property directs flows to the west to flow down the existing slope. As per the Geotech and Slope Stability Report concentrated flows are not to be directed down the natural slope. Revise drainage design with future submissions to prevent any concentrated flows from being directed down the slope.	No concentrated flows are proposed by Unit 11 and 12 towards the natural slope. A sheet flow solution is implemented in the Preliminary Grading Plan (C103).



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Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	40	86	<p>c. Retaining walls are proposed as part of the current site configuration. A retaining wall is proposed at the east side of the site entrance (1.25m max height) and a Toe wall is proposed at the north limit adjacent to accessible spot (0.5m height). Note the following regarding the proposed retaining walls:</p> <ul style="list-style-type: none"> The retaining wall at the site entrance encroaches into the closed portion of the Nunnville Road ROW. Retaining walls are not to encroach into any portion of the Town ROW. Site civil plans are to be updated to remove any proposed retaining walls in the Town ROW. Any site works in the Town ROW are not to impact the existing trail. Note that stamped engineering drawings will be required for any retaining walls proposed for the site that exceed 1.0m in height. Stamped drawings are to be provided at detail design, where required. 	<p>An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure.</p> <p>The Subdivision Agreement will include a clause stating that the Owner/condo corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>Stamped retaining wall drawings will be provided during detailed design.</p>
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	40	87	<p>d. Percent grades for the rear lots of Townhouse Units 7-12 are up to 10% running south to north (i.e. parallel to the rear of the Townhouses). Elevation drops by roughly 0.5m for each Townhouse unit rear lot for this block. As per Town of Caledon Development Standards the rear lot area is to be sufficiently level (2% to 5%) to be usable. Clarify how the usable rear lots are proposed to be achieved. No retaining walls for any of the rear lots for the Townhouses are currently shown in the Preliminary Site Grading Plan. Staff note that the rear lots for these units are within the proposed 6.0m setback from the LTSTOS.</p>	<p>A 2-5% year yard slope are shown in the Preliminary Grading Plan (C103). All backyard amenity areas are outside of the 6.0m setback from the LTSTOS.</p>
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	40	88	<p>e. Staff note that the OLA for Unit 7 is on the side lot of the property.</p>	<p>Unit 7's lot lines have been revised. As such, this comment is no longer applicable.</p>
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	41	89	<p>a. The report states that the Long Term Stable Top of Slope lies at the physical top of slope. The proposed setback from LTSTOS is 6m in accordance with MNRF guidelines, subject to the requirements for the TRCA. Grading and servicing drawings show locations where the proposed site grading will encroach into the 6.0m setback. Further, in the SE corner of the property site grading and the installation of the driveway will encroach into the LTSTOS.</p>	<p>A TRCA permit will be obtained to grant permission to grade within the LTSTOS buffer. No grading is proposed outside the LTSTOS.</p>



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	41	90	b. Slope Stability Assessment notes that landscape features which may cause runoff to pond at the top of the slope, such as infiltration trenches must not be permitted. Staff note that the currently proposed water balance measure for the site is to increase the topsoil depth to 300mm for all landscaped area.	Understood. There is no issue (geotechnically) with increasing the topsoil depth to 300 mm.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	42	91	a. The study indicates that groundwater monitoring at the subject site is ongoing and that the study will be updated to reflect additional groundwater level measurements at the site including updated discussion for the dewatering needs assessment. The finalized version of the Hydrogeological Study is to be included with future submissions of the application.	Please see the March 2023 Updated Report which addresses these concerns.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	42	92	b. The Preliminary Hydrogeological Assessment prepared by Soil Engineers Ltd., dated April 25, 2022 will require a peer review, at the sole cost of the Owner. Details of the peer review will be provided under a separate cover.	A peer review was completed by Golder Associates Ltd. dated October 31, 2022.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - OPA Approval	43	93	a. The Environmental Noise Feasibility Study prepared by HGC Engineering, dated April 6, 2022 will require a peer review, at the sole cost of the Owner. All noise requirements must meet MECP and Town criteria. Details of the peer review will be provided under a separate cover.	Noted. A peer review was completed by Valcoustics Canada Ltd. dated September 12, 2022. The updated noise feasibility study report has been updated to address the peer review comments.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	94	a. Figure 2 in the Traffic Operations Assessment (TOA) illustrates a shared through-right lane at Albion Vaughan Road and Nunnville Road. This should be an exclusive right-turn lane as the lane ends after this intersection with a short transition lane. Please revise the figure. It is noted that the lane configurations are coded correctly in the Synchro model based on the Output sheets provided in Appendix D.	This was an error in the figure only and has been addressed in the updated TOA.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	95	b. The PHFs used in the models are Synchro defaults. This should be adjusted to either the calculated PHFs from the existing TMC data or 1.0 for all analyses.	A default 0.92 PHF was used for a conservative analysis. However, this has been updated to 1.0 for all movements in the updated TOA per the comment.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	96	c. A 0.5% growth rate is not appropriate in this situation as the area of the Town is still under development. Although the midblock counts illustrate reducing volumes, a growth rate of 2% was used in the TIS prepared for the 13247 & 13233 Nunnville Rd development in 2020. Please use a 2% growth rate along Albion Vaughan Road for consistency.	It was agreed in the Terms of Reference with the Town that the midblock counts would be used to determine the growth rate along Albion Vaughan Road. Given a negative growth rate was calculated, a conservative growth rate of 0.5% per year was used. A 2% growth rate is likely an overestimate of traffic volume, but has been included within the updated TOA to provide a conservative assessment.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	97	d. Please note that the trip generation values in Table 3 seem like they are based on the average rates, not the equation as presented in the table. Please revise accordingly.	Yes the equations shown in the table were not used for the trip generation estimate since the average rates provided a more conservative estimate for both the AM and PM peak hours. The table has been updated to reflect this and no update to the trip generation used in the analysis is necessary as a result.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	98	e. The TOA notes that the primary tip assignment for site traffic is illustrated in Figure 5 but Figure 5 illustrates Future Total volumes. Please provide a figure illustrating the site traffic volumes on their own.	See Figure 5: Site Trip Assignment which has been added to the updated Traffic Operations Assessment report.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	99	f. The sight distance analysis needs further elaboration. As presented in the TIS, it is based on the Intersection Stopping Distance (ISD) needed for left turn movements at a stop- controlled intersection while the Cul-de-sac will be operating more like a roundabout. Therefore, the analysis should be revised accordingly to align with projected operations.	The sight distance diagram was conservatively prepared based on limited information given the lack of survey information for the existing cul-de-sac at the time of preparing the report. The sight distance assessment has been updated and no issues are expected given the low speeds and traffic volumes expected at the cul-de-sac.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	100	g. Figure 6, which illustrates the sight distance analysis, should show at a minimum the required and available distances. The lines presented in Figure 6 appear to be passing through the center island landscaping and could potentially be obstructed. Please revise and provide analysis for all the sight distances involved and not just for ISD.	The sightline assessment has been updated and shows an estimate of the available sight distances. The required sight distances are included in the calculation table. It's noted that there is a blind spot due to the coniferous tree in the middle of the cul-de-sac that does impact sightlines. However it is not recommended for removal since circulating speeds will be low.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	101	h. Please note that the site is governed by the requirements within the Town's Comprehensive Zoning By-law 2006-50.	Noted, this does not affect the outcome of the parking review.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - OPA Approval	44	102	i. 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.	As confirmed by Town staff on February 28, 2023, the submission of a comment matrix satisfies this comment.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Draft Plan Approval Comments	45	103	An additional block should be added to the Draft Plan of Subdivision for the environmental lands to be conveyed to the Town.	The Draft Plan of Subdivision has been revised to include blocks for the environmental lands and buffers which are to be conveyed to the Town.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Draft Plan Approval Comments	46	104	Areas for the environmental blocks should be added to the Draft Plan of Subdivision.	The Draft Plan of Subdivision has been revised to include blocks for the environmental lands and buffers which are to be conveyed to the Town.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Draft Plan Approval Comments	47	105	Please ensure that the environmental block(s) to be conveyed to the Town do not include the proposed access driveway.	The proposed environmental blocks do not include the proposed access driveway.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Draft Plan Approval Comments	48	106	Instrument No. PR644328, registered on May 27, 2004 is an easement for utilities including sewers and related appurtenances over Part 4 on 43R-28884 in favor of the Town. The Owner is bound by the terms and obligations contained in this easement. Part 4 is mislabeled on the subdivision plan as Part 2 and not shown on the plan of condominium. Confirm whether easement is still required.	The easement is not required for the proposed development.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	49	107	According to the arborist report, 39 replacement trees are required for this development. 20 replacement trees are proposed in the landscape plan. Note that the Planning Justification Report incorrectly lists 48 replacement trees are required.	Completed. A total of 40 replacement plantings have been provided per the Landscape Plan (L-1).
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	50	108	Some trees are proposed to be planted on slopes; a detail of slope planting should be included in the landscape plans.	Detail of slope plating has been included in the revised landscape plan. Refer to detail 5 (L-3).
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	51	109	Town standard details 804 and 805 should be included in this submission as related to naturalization planting in the buffer areas and topsoil/subgrade preparation.	Details 804 and 805 have been included in the Landscape Drawings.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	52	110	According to the Town standard detail #805 (Topsoil/Subgrade Preparation Detail), the minimum topsoil depth for shrub and tree beds is 600mm.	Town shrub details have been included in the Landscape Drawings.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	53	111	The sod hatch in front of unit 14 is shown incorrectly on the driveway.	Addressed. Please refer to the revised Landscape Plan (L-1).
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	54	112	The proposed slope next to building 1 ranges between approximately 19-33%. Some of this area is proposed to be sodded and therefore will require mowing for maintenance. It is unclear how the side yard will be used for access and maintenance.	All sodded areas will be mowed for maintenance (slopes are less than 33% per Grading Plans). Setbacks have been revised so that side yards can be accessed and maintained. The proposed side yard setbacks are consistent with other setbacks which exist in the neighbourhood (e.g., 0.6 and 1.2m permitted at Bateman Lane, Clove Bend Terrace). Most side yards are 1.2m or greater.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	55	113	No Low Impact Development (LID) strategies are described in the Functional Servicing and Stormwater Management Report, despite references in both the Planning Justification Report, and the Urban Design Brief.	Enhanced topsoil is proposed as a LID strategy. Based on Geotechnical Investigation Report prepared by Soil Engineers Ltd., infiltration potential for the site is low due to the low permeability of the native soils. As a result, enhanced topsoil has been proposed as a best effort LID strategy.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	114	a. During construction and prior to final approval by the Town, the consulting Arborist along with appropriate Town staff shall intermittently inspect the entire site. Any noted hazardous trees must be identified and removed prior to Assumption or earlier if deemed hazardous at the sole cost of the Owner/Applicant. Any records of maintenance or removals are to be submitted to the Town.	Noted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	115	b. Compensation will be required for all tree removals at a rate as determined by the Town's Tableland Tree Removal Compensation. Tree compensation planting will be in addition to the standard required planting. In the event tree compensation cannot be accommodated for in the planting design, financial compensation shall be collected at a rate (per tree) as determined by the Town. Based on the compensation ratio, (insert number) replacement trees are required to compensate for the removal of trees on the subject property.	Based on the revised Tree Inventory and Preservation Plan Report a total of 39 trees will need to be removed. As a result, 38 replacement plantings are required for the subject site. A total of 40 replacement trees are provided per the revised Landscape Plan (L-1).
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	116	c. Removals should occur outside of the breeding bird season (April 1- August 1). If this is not possible, clearance with an ecologist should occur prior to construction to ensure no loss of bird nest, egg or unfledged young.	Noted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	117	d. Any trees located on the property line or on the adjacent property that are proposed to be removed, pruned or injured, will require written consent from the adjacent landowner. All correspondence is to be forwarded to the Town prior to any removals.	Noted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	118	e. Minor grading works may be permitted at the edge of the preservation zone as required to correct localized grading issues adjacent to the proposed development at the discretion of the Town. This work is to be undertaken under the supervision of the consulting Arborist. The consulting Arborist is to verify in writing to the Town, confirming that the work has been completed as per the approved design using best arboricultural practices.	Noted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	119	f. Areas within the tree protection zone shall remain undisturbed for the duration of site construction and shall not be used for the storage of excavated fill, building/construction material, structures or equipment.	Noted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - Draft Plan Approval Comments	56	120	g. The limit of tree protection hoarding shall be confirmed in the field by the consulting arborist, Town staff and conservation authority (if applicable). The Owner/Applicant shall be responsible for ongoing maintenance and repairs to tree protection fencing to the satisfaction of the Town, until final approval by the Town and conservation authority (if applicable). The Owner/Applicant shall not remove and not cause or permit any tree preservation fencing to be removed without the approval of the Town and conservation authority (if applicable).	Noted.
Town of Caledon	Planning Department - Municipal Numbering	Summary Sheet - Draft Plan Approval Comments	57	121	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 pre- approved street names, please refer to the Town's website or contact municipalnumbers@caledon.ca.	Noted. The proposed street name "Pawley Place" has been included on the site plan. The name was included in the Town's list of pre-approved heritage street names.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Draft Plan Approval Comments	58	122	Based on the current alignment proposed, 1 street name will be required as part of this application.	Noted. The street name "Pawley Place" is proposed.
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Draft Plan Approval Comments	59	123	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: a. A minimum of one street name of local historical significance to be used.	Noted. A pre-approved heritage street name of "Pawley Place" has been selected.
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Draft Plan Approval Comments	60	124	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/street-naming.aspx	Noted.
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Draft Plan Approval Comments	61	125	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.	Noted.
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Draft Plan Approval Comments	62	126	Due to local historical significance, some heritage names are intended for use in specific areas of the Town and are identified as such.	Noted. A pre-approved heritage street name of "Pawley Place" has been selected.
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Draft Plan Approval Comments	63	127	Please ensure that the draft plan submitted has the proposed street name included for review and acceptance by the Town.	Noted. The proposed street name "Pawley Place" has been included on the site plan.
Town of Caledon	Urban Design	Summary Sheet - Draft Plan Approval Comments	64	128	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Urban Design Brief and Architectural Design Guidelines, Concept Plan, and Landscape Plan documents for detailed urban design comments.	The letter and marked-up PDF have been reviewed. Edits have been incorporated into revised deliverables.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Draft Plan Approval Comments	65	129	a. The proposed development requires draft plan of subdivision approval. EPA lands in the northeast and west of the property are not proposed to be developed and are planned to remain zoned as EPA1 post development. Staff request that a block be created for the EPA lands in the northeast through the draft plan of subdivision to be transferred gratuitously to the Town of Caledon. Further, staff reserve the opportunity to request an additional block for the EPA lands on the west side of the property also be created through the draft plan of subdivision and transferred gratuitously to the Town of Caledon. Further investigation and internal discussion will be required prior to confirming if the west EPA lands are requested to be transferred.	The Draft Plan of Subdivision has been revised to include blocks for the environmental lands and buffers which are to be conveyed to the Town.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Draft Plan Approval Comments	65	130	b. There is an existing Town drainage easement over 13290 Nunnville (Part 4 of 43R-28884). The easement is over the existing CB and storm sewer in the SW corner of the site. Changes to the existing internal storm drainage system and storm sewer network are proposed as part of the development including modifications to the existing CB and storm sewer within the easement. No documentation was provided regarding removing or altering the existing easement on the property. Operations and maintenance of future internal storm infrastructure will be the responsibility of the property owner, and therefore the easement will not be required by the Town upon completion of the development as currently proposed.	The catch basin will be relocated and the easement is proposed to be removed.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Draft Plan Approval Comments	66	131	a. As per standard Town practice, a Record of Site Condition will be required to be filed for the subject property. Conditions will be included in future development agreements requiring the RSC.	A Record of Site Condition was filed in the Environmental Site Registry on October 6, 2022 and is included in this submission.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Draft Plan Approval Comments	66	132	b. Staff note that there are two versions of Page 25 in the PDF version of the ESA submitted to the Town. The second version of page 25 notes that there is no domestic well and septic system on the subject site which is incorrect. Final version of the ESA is to be updated as required to remove the duplicate page and note the correct information.	The ESA has been revised to remove the duplicated page.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Region of Peel	N/A	Summary Sheet - Draft Plan Approval Comments	67	133	Please find attached comments from the Region of Peel dated September 14, 2022.	The letter has been reviewed and comments have been addressed as part of this submission.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	68	134	a. The applicant should ensure the private road is designed per the Town's Standard Condo Road Section to include a 1.5-metre sidewalk at a minimum. Please see attached STD DWG 222 - Standard Condo Road Section.	A minimum 1.5m sidewalk has been provided along one side of the private roadway entering the development per STD DWG 222.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	69	135	b. Please illustrate all active transportation facility dimensions in Figure 7 of the TOA and on the landscape plan. Please consider increasing the sidewalk width to 2.0 meters.	Noted, Figure 9 in the revised TOA has been updated to include additional dimensions for the sidewalk.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	70	136	c. The applicant should explore the possibility of building a connection from the development to the Nunnville trail to the east.	This is not recommended due to the grade difference which would require stairs and given that the existing entrance to the trail is located a short distance from proposed residential units.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	71	137	d. Please provide separate drawings for inbound and outbound turning paths for all Site Circulation Diagrams for Circulation Diagrams unless the drawings are meant to illustrate two-way operations. For drawings intending to illustrate two-way operations, please illustrate inbound and outbound movements in different colors.	Noted, the inbound and outbound maneuvers have been separated and coloured in revised figures included in the updated Traffic Operations Assessment report.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	72	138	e. According to Figure 9 of the TOA, it appears that only one emergency vehicle can operate at a time within the development. Although the road meets the minimum width requirement of 6 meters, considering the geometry of the road there appears to be significant overlap for two-way operations of fire trucks; adequate space will be required when more than one truck needs to enter/work on the site. As such, the private road should be designed to accommodate two-way operations for emergency vehicles; please update the figure illustrating inbound and outbound movements in different colors.	It is not recommended to design the roadway for two fire trucks passing each other simultaneously given the rarity of the proposed condition and given that the vehicles could maneuver around each other within the T turnaround internal to the site if necessary. Therefore, the roadway geometry has not been updated.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	73	139	f. In Figure 10, the passenger vehicle paths seem to be encroaching each other at the curve. For clarity, please illustrate the inbound and outbound paths in different colors.	The inbound and outbound maneuvers have been updated to be shown simultaneously in different colours. There are no encroachments as 6.0m width is sufficient for two passenger car vehicles to pass one another.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	74	140	g. The Parking maneuvers are encroaching the parking stalls even when the cars are using all the space available almost touching the curb behind. Please revise the design of the parking spaces and provide separate drawings for inbound and outbound movements for all visitor parking spaces.	The parking layout has been shifted slightly and the maneuvers have been updated. The maneuvers are conducted using large pick-up truck dimensions and are therefore tight. However, the proposed parking layout meets the applicable Town standards and no issues are expected with passenger vehicle maneuvering.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	75	141	h. Accessible parking spaces should be designed according to the requirements within Schedule K of the Town's Traffic By-Law; based on the by-law rates, a total of 2 accessible spaces are required.	Accessible spaces are generally provided for the public portion of the parking supply (i.e. visitor parking) given that the residents have their own private driveways. Providing an additional space within the visitor parking would be considered excessive given that it would mean that 50% of the visitor parking is accessible. Therefore, no additional accessible parking spaces are recommended.
Town of Caledon	Engineering Services - Transportation Engineering	Summary Sheet - Draft Plan Approval Comments	75	142	i. The proposed development requires draft plan of subdivision approval. The EPA lands in the northeast and west of the property are not proposed to be developed and are planned to remain zoned as EPA1 post development. Staff request that a block be created for the EPA lands in the northeast through the draft plan of subdivision to be transferred gratuitously to the Town of Caledon. Further, staff reserve the opportunity to request an additional block for the EPA lands on the west side of the property also be created through the draft plan of subdivision and transferred gratuitously to the Town of Caledon. Further investigation and internal discussion will be required prior to confirming if the west EPA lands are requested to be transferred.	The Draft Plan of Subdivision has been revised to include blocks for the environmental lands and buffers which are to be conveyed to the Town.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Legal Services	Summary Sheet - Conditions of Draft Plan Approval	69	143	a. The owner shall enter into a Town of Caledon Subdivision Agreement or any other necessary agreements executed by the Owner, the Town and the Region or any other appropriate authority prior to any development within the plan to satisfy all financial, legal and engineering matters including land dedications, grading, easements, fencing, landscaping, provision of roads, stormwater management facilities, installation of municipal services, securities, parkland and cash contributions, and other matters of the Town and the Region respecting the development of these lands in accordance with the latest standards, including the payment of Town and Regional development charges in accordance with their applicable Development Charges By-laws.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Draft Plan Approval	69	144	b. Prior to the preparation of any agreement, the Owner shall pay to the Town all fees and costs set out in the Fees By-law for the preparation and registration of the agreement and all documents necessary to give effect to the approval of the Plan of Subdivision.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Draft Plan Approval	69	145	c. The Owner shall convey/dedicate, gratuitously and free and clear of all encumbrances, any required parks, open space, trails, road or highway widenings, 0.3m (1 ft.) reserves, walkways, daylight triangles, buffer blocks, stormwater management facilities, maintenance blocks and utility or drainage easements or any other easements as required to the satisfaction of the Town, the Region or other authority.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Draft Plan Approval	69	146	d. The Owner shall provide the Town with postponements for any and all encumbrances of the subject lands postponing such encumbrance(s) and subordinating it in all respects, to any and all agreements entered into between the Owner and the Town, or, the Owner, the Town and the Region, as required by the Town.	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Conditions of Draft Plan Approval	70	147	Prior to assumption, the Owner shall provide: a. a chart outlining all the terms and conditions of the Subdivision Agreement that must be fulfilled prior to assumption; and b. evidence of compliance with all terms and conditions of the subdivision agreement and any other applicable agreement, at its sole cost and expense.	Noted.
Town of Caledon	Dufferin-Peel Catholic District School Board	Summary Sheet - Conditions of Draft Plan Approval	71	148	The Dufferin-Peel Catholic District School Board has requested the following conditions of draft approval: a. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots. • "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighborhood, and further, that students may later be transferred to the neighborhood school." • "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."	Noted.
Town of Caledon	Peel District School Board	Summary Sheet - Conditions of Draft Plan Approval	72	149	The Peel District School Board requires the following conditions to be included in the conditions of draft approval and development agreement:	Noted.
Town of Caledon	Peel District School Board	Summary Sheet - Conditions of Draft Plan Approval	72	150	a. Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.	Noted.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Peel District School Board	Summary Sheet - Conditions of Draft Plan Approval	72	151	<p>b. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:</p> <ul style="list-style-type: none"> • “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighborhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board’s Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.” • “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region’s Bus Stop Assessment procedure and process (STOPR012).” 	Noted.
Town of Caledon	Peel District School Board	Summary Sheet - Conditions of Draft Plan Approval	72	152	c. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board’s Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - Conditions of Draft Plan Approval	73	153	a. The development proponent shall retain an archaeologist, licensed by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), to carry out and submit a Stage 1-2 archaeological assessment for the entirety of the subject lands as part of a complete application.	A Stage 1 Archeological Assessment is included in this submission. Due to Winter Conditions a Stage 2 Archeological Assessment will be completed in the Spring and submitted to the Town as soon as possible for review.
Town of Caledon	Planning Department - Heritage	Summary Sheet - Conditions of Draft Plan Approval	73	154	b. Should any significant archaeological resources be encountered, the development proponent shall mitigate any adverse impacts through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of the MHSTCI and the Town of Caledon Heritage staff prior to development approval. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists.	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - Conditions of Draft Plan Approval	73	155	c. No demolition, construction, grading or other soil disturbances shall take place on the subject lands prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s) and the MHSTCI compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - Conditions of Draft Plan Approval	73	156	d. Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible or may be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing.	Noted.
Town of Caledon	Planning Department - Heritage	Summary Sheet - Conditions of Draft Plan Approval	73	157	e. If the subject lands were previously assessed, the development proponent must provide a copy of the archaeological assessment(s) and the associated MHSTCI compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.	Noted.
Town of Caledon	Bell Canada	Summary Sheet - Conditions of Draft Plan Approval	74	158	a. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.	Noted.
Town of Caledon	Bell Canada	Summary Sheet - Conditions of Draft Plan Approval	74	159	b. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”	Noted.
Town of Caledon	Bell Canada	Summary Sheet - Conditions of Draft Plan Approval	74	160	c. The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.	Noted.
Town of Caledon	Bell Canada	Summary Sheet - Conditions of Draft Plan Approval	74	161	d. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.	Noted.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Bell Canada	Summary Sheet - Conditions of Draft Plan Approval	74	162	e. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Noted.
Town of Caledon	Community Services - Parks	Summary Sheet - Conditions of Draft Plan Approval	75	163	Based on the information available, Parks recommend the following conditions for the development approval:	Noted.
Town of Caledon	Community Services - Parks	Summary Sheet - Conditions of Draft Plan Approval	75	164	a. The Owner shall be responsible for a payment in lieu of conveyance of parkland to the Town to the satisfaction of the Director of Community Services or their designate, pursuant to s. 42 of the Planning Act and in accordance to the Town's Parkland Dedication By-law 2013-104 or any successor thereof, prior to issuance of any building permits.	Noted.
Town of Caledon	Community Services - Parks	Summary Sheet - Conditions of Draft Plan Approval	75	165	b. Prior to the issuance of the first building permit, 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.42 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 Town reserves the right to obtain an independent narrative appraisal for the purposes of calculating the amount for payment in lieu of conveyance of parkland.	Noted. A narrative appraisal report will be provided to the Director of Community Services or their designate prior to the issuance of the building permit.
Town of Caledon	Planning Department - Zoning	Summary Sheet - Conditions of Draft Plan Approval	76	166	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.	Noted.
Town of Caledon	Planning Department - Zoning	Summary Sheet - Conditions of Draft Plan Approval	76	167	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.	A signed Certificate of Lot Area and Lot Frontage prepared by R-PE Surveying has been prepared and included as part of this submission.
Region of Peel	N/A	Summary Sheet - Conditions of Draft Plan Approval	77	168	Please find attached conditions of Draft Plan Approval included in the letter from the Region of Peel dated September 14, 2022.	Noted.
Canada Post	N/A	Summary Sheet - Conditions of Draft Plan Approval	78	169	Canada Post has requested the following standard conditions of Draft Approval:	Noted.
Canada Post	N/A	Summary Sheet - Conditions of Draft Plan Approval	78	170	a. The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;	Noted.
Canada Post	N/A	Summary Sheet - Conditions of Draft Plan Approval	78	171	b. The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;	Noted.
Canada Post	N/A	Summary Sheet - Conditions of Draft Plan Approval	78	172	c. The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;	Noted.
Canada Post	N/A	Summary Sheet - Conditions of Draft Plan Approval	78	173	d. The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Caledon;	Noted.



Comment Response Table						
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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Canada Post	N/A	Summary Sheet - Conditions of Draft Plan Approval	78	174	e. The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post;	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	175	Planning Justification Report (“PJR”) and Zoning By-law Amendment (“ZBA”) Comments: a. Page 6 and 8 of the PJR, and the FSR note that the development will be serviced by the future 250mm diameter sanitary sewer on Nunnville Road. If the proposed rezoning is found to be appropriate, a hold will need to be placed on the site’s zoning until the new sanitary sewer is installed.	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	176	b. Please note that the development will include corner lots as the proposed zoning adds a definition of a private street being a public street. It does not appear that the corner lot provisions were adequately considered on page 43 of the PJR, please revise.	The draft ZBLA has been revised to appropriately consider Units 1, 6, 7 and 15 as corner lots. This has also been reflected in the revised PJR.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	177	c. A reduced lot area and increased building area are being requested. Please consider increasing the lot area or reducing the building size to help ensure that the site is not overdeveloped and sufficient amenity area is provided for each unit. This adjustment could also remove the need to reduce the backyard amenity area provision and allow a larger front yard setback.	The proposed reduced lot area and increased building area are required to implement a higher density urban fabric which will assist the Town in meeting its intensification targets and provide more affordable housing. The provision of a minimum 25.0 square metres backyard amenity area and 25% landscaped area provides sufficient amenity area for each unit. It should be noted that the proposed required backyard amenity space excludes the additional deck area for the walk-out basements proposed in all units within Buildings 1 and 2 which provide additional amenity space. As well, 11 of the 15 proposed units achieve the RT 30% landscape area standard, however the draft ZBLA has been written to accommodate the other 4 units which provide approximately 28% landscape area. The requested amendment balances the provision of sufficient amenity space and separation with implementing a higher density urban fabric.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	178	d. The requested reduction to the front yard setback is almost half the requirement, please consider integrating a larger front yard setback in the site’s design.	The proposed reduction will support the Town’s urban design principles that encourage dwellings to be sited to maximize observation of public areas. The proposed reduced front yards also facilitate the maintenance of backyard amenity area while protecting the EPA zoned lands.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	179	e. The minimum exterior side yard proposed is only 0.75m which does not appear to allow sufficient separation and buffering between the internal access road and adjacent units. Please increase this setback to allow additional separation between the internal road and the side of each block of units. The small setback will not permit sufficient plantings or fencing to shield headlights of vehicles from entering the windows of the adjacent units. Further, if maintenance of the side of the building is required, 0.75m does not provide sufficient space to allow maintenance without requiring use of the parking area which could cause conflicts and safety issues onsite.	This comment is no longer applicable. The exterior side yard of Unit 6 and the proposed visitor parking area has been revised so as to prevent vehicle lighting impacts. An exterior side yard setback of 2m is provided for Unit 6, along with an additional 1.55m buffer to the private road. The exterior yard of Unit 6 is sufficient to allow for plantings and maintenance of the building.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	180	f. The submitted zoning by-law amendment does not match the requested zoning by-law amendment provisions noted in section 5.5 of the Planning Report. Please ensure that these requests match.	The draft ZBLA provisions noted in the PJR have been updated to reflect the latest, revised draft ZBLA.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	181	g. The requested rear yard setback is being measured from the LTSTOS and Dripline, not the buffer from each feature. Development in the buffer of the LTSTOS is not appropriate and the concept plan should be revised to measure the rear yard setback from the LTSTOS buffer.	The rear yard setbacks have been revised to be taken from the proposed LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	182	h. The reduced interior side yard setback to the adjacent low density residential property has not been justified. It is unclear how separation will be established between the uses and increased density on the subject lands. A reduced setback between adjacent townhouse units could be considered by staff, but the proposed 1.5m setback from the abutting low density residential lot does not appear to provide sufficient space for buffering between the two lots.	An attached double-car garage of the adjacent residential property generally aligns with the proposed private driveway and front yard of Unit 12. A 1.7 m wood privacy fence on top of a 1m retaining wall along the lot line will prevent car lighting impacts, and allow for privacy and sufficient space. The draft ZBLA proposes an interior side yard setback of 1.4 m (Unit 13) and 1.8 m (Unit 12). This will provide a larger setback condition than the 1.3 m setback that is permitted in the existing zone of the subject site and adjacent residential property (R1-56), and that exists in the neighbourhood (0.6 and 1.2m setbacks permitted on Bateman Lane and Clover Bend Terrace). The proposed development standards create a building relationship which is typical in an urban area and supports intensification.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	183	i. The removal of the minimum landscape area has not been justified and does not appear to be appropriate. Please clarify why this provision is being amended and include the minimum landscape area per lot. • Please review the definition of landscape area as it appears that some landscape area is being provided.	A minimum landscape area of 25% is proposed in the draft ZBLA. It should be noted that 11 of the 15 proposed units achieve the RT 30% landscape area standard, however the draft ZBLA has been written to accommodate the other 4 units which provide approximately 28% landscape area. The requested amendment balances the provision of sufficient amenity space and separation with implementing a higher density urban fabric.



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13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
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Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	184	j. The proposed increased building height has not been justified. Please clarify why the 12m height is appropriate in the context of the adjacent properties.	<p>As stated in the PJR, the amendment for an increased building height of 12m is required to facilitate the development of 3-storey townhouse dwelling units. The subject site is surrounded by woodlands with the exception of the south portion of the subject site which is adjacent to a 2-storey single-detached unit on a large lot. Further south is a mix of 1-to-2-storey existing and planned single-detached units.</p> <p>The proposed maximum height of 12 m is only 1.5 m above the currently permitted height of 10.5 m at the adjacent site (R1-56). The proposed height, along with setbacks and privacy fencing, will prevent overlook and ensure appropriate transition to, and privacy for the existing low-density residential area. Given the context of the variable nature of the neighbourhood, combined with Town's broader objectives to provide more diverse and affordable housing, it is our opinion the proposed development is compatible with the existing community.</p>
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	185	k. The length of lot 15 appears to include a portion of the shared sidewalk, please correct the concept plan.	The Lot Area for Unit 15 has been revised to exclude the sidewalk.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	186	l. Given the scale of amendments to the required yards required in the RT zone, the number of revisions to the permitted encroachments does not appear appropriate. It is unclear why the encroachments requested are needed. Please provide justification for these encroachments.	The draft ZBLA has been revised. Regarding encroachments, only an amendment is required for the proposed backyard decks.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	187	m. The proposed deck encroachment would allow the majority of the rear yard of each unit to become a decked area and would allow a deck on the buffer to the LTSTOS. Please provide clarification as to why this is required and appropriate, or remove the request.	The proposed decks are approximately 6.5 square metres in size and account for approximately 25% of the minimum backyard amenity area per the draft ZBLA. Buildings 1 and 2 are proposed to accommodate walk-out basements. The area below the decks proposed will be usable. The site plan has been revised to ensure all backyard amenity area is located outside of the 6m buffer from the LTSTOS.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	188	<p>n. The majority of the site specific provisions requested appear to be taken from RT-663 zone, please clarify why these amendments are required on the subject lands.</p> <ul style="list-style-type: none"> The RT-663 zone was applied to a development in an area where a variety of building densities are present, transition between densities is present, and a variety of land uses exist. The proposed development is located in a lower density area and the proposed zoning does not appear to place enough consideration on the surrounding context and residential building types. 	There doesn't appear to be a RT-663 zone in the Town's By-law. If there is a zone, this was not the intention. The draft ZBLA has been revised to reflect the site-specific conditions of the proposed development and aligns with standards of other townhouse developments within the Town of Caledon.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	189	o. Please consider a reduced sight triangle rather than removing the provision all together. If it is still proposed that section 4.35 will not apply, please provide justification.	The sight triangle provision is proposed to be removed as any proposed distance would be negligible due to the locations of the dwellings, fencing, and trees which are above 1 metre in height and would encroach into any sight triangle. The proposed development will provide sight distance sufficient for vehicles as designed given the short sections of roadway . In addition, the proposed private, condominium roadway will have lower traffic volumes and a narrow ROW where vehicles will be travelling at a reduced speed, therefore minimizing the risk of any conflicts. It should also be noted that the proposed development is also subject to site plan control where any additional measures can be implemented, as necessary, to further encourage reduced speeds within the development.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	190	p. The proposed parking rate meets the visitor standards but 2 accessible parking spaces are required. Accessible parking rates are calculated based on required parking, not required visitor parking. Please correct page 47 of the PJR.	Accessible spaces are generally provided for the public portion of the parking supply (i.e. visitor parking) given that the residents have their own private driveways. Providing an additional space within the visitor parking would be considered excessive given that it would mean that 50% of the visitor parking is accessible. Therefore, no additional accessible parking spaces are recommended.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	191	q. Please correct page 47 of the PJR to reflect that section 5.2.15 a) of the Zoning By-law notes the maximum driveway width as 6m, not 5.2m.	Noted. This reference has been updated in the revised PJR.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	192	r. A large portion or all of the EPA1 area will need to be severed and transferred to the Town. As such, justifying the reduced landscape area by the continued presence of EPA1 lands is not appropriate. The landscape area serves to increase permeable surface on the site and enhance the site appearance and pedestrian experience. A percent of landscape are should be provided, instead of the elimination of this standard. Please update Page 47 of the PJR accordingly.	The proposed development has been revised to exclude the EPA lands from the lots. A minimum landscape area of 25% is proposed in the draft ZBLA. It should be noted that 11 of the 15 proposed units achieve the RT 30% landscape area standard, however the draft ZBLA has been written to accommodate the other 4 units which provide approximately 28% landscape area.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	193	s. The proposed backyard amenity areas include large areas of the required buffers to the EPA1 zone, therefore, using the buffer as a reason to reduce backyard amenity area is inappropriate, please update page 48 of the PJR.	The proposed development has been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies. All backyard amenity areas will be outside of the proposed buffers (i.e. EPA1 zones). Each unit will have a minimum 25 square metres of backyard amenity space, which excludes the additional deck area for the walk-out basements proposed in Buildings 1 and 2.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	194	t. The reduced front yard setbacks does not appear to be appropriate. A front yard setback of 4m would not provide sufficient depth for a driveway in front of each dwelling which is included in the current proposal. Please update page 48 of the PJR accordingly.	The draft ZBLA has been revised to add clarification to this matter. The proposed development will achieve the current RT zone standard of a 6 metre front yard setback to the front wall of an attached private garage which allows for sufficient depth for a driveway.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	195	u. The Planning report has not demonstrated how the reduced side yard setbacks will maintain sufficient separation between uses. If separation between uses can't be provided through the proposed side yard setbacks, the setbacks should be increased. A redesign of the site may be required to accommodate the scope of setback revisions requested in this letter, and changes to the road network and natural feature buffers requested by other departments and agencies.	Section 5.5 of the PJR has added justification which speaks to how the reduced side yard setbacks will maintain sufficient separation between uses.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	196	v. It is unclear how the side yard to side yard relationship between the subject lands and the property at 13286 Nunnville Road has been considered in the design of the site. For example, the proposed site design will result in headlights from cars on the subject lands shining directly into the adjacent dwelling and the small side yard setback will not allow for significant landscaping between the proposed townhouses and side yard of the adjacent dwelling. Please include additional analysis on page 48 of the PJR.	An attached double-car garage of the adjacent residential property generally aligns with the proposed private driveway and front yard of Unit 12. A 1.7m wood privacy fence on top of a 1m retaining wall along the lot line will prevent car lighting impacts, and allow for privacy and sufficient space. The draft ZBLA proposes an interior side yard setback of 1.4 m (Unit 13) and 1.8 m (Unit 12). This will provide a larger setback condition than the 1.3 m setback that is permitted in the existing zone of the subject site and adjacent residential property (R1-56), and that exists in the neighbourhood (0.6 and 1.2m setbacks permitted on Bateman Lane and Clover Bend Terrace). The proposed development standards create a building relationship which is typical in an urban area and supports intensification.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	197	w. The Town's zoning by-law permits encroachments into required yards as of right in section 4.26 of the zoning by-law. Please clarify why additional encroachments are required.	The draft ZBLA has been revised. Regarding encroachments, only an amendment is required for the proposed backyard decks.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	198	x. The proposed yard encroachments could result in a setback of only 0.6m from the nearest edge of the southern townhouse blocks to the adjacent residential lot. This does not appear to be sufficient separation between uses and for the purposes of buffering and maintenance access.	The draft ZBLA has been revised. Regarding encroachments, only an amendment is required for the proposed backyard decks which will be located in the rear yards of the townhouse units. Sufficient separation between the southern townhouse blocks to the adjacent residential lot will be maintained through the proposed interior side yard setbacks.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	199	y. Please clarify why a balcony needs to be included in the definition of Backyard Amenity Area.	The draft ZBLA has been revised to remove a balcony from the definition of Backyard Amenity Area.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	200	z. The proposed boundary of the EPA1 zone does not reflect the limits of the required buffer to the LTSTOS and Dripline. The boundary of the EPA1 zone must be revised to include the buffers to the Dripline and LTSTOS.	The proposed boundary of the EPA1 zone has been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies. This aligns with the blocks presented on the Draft Plan of Subdivision.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	79	201	aa. The proposed zoning by-law amendment includes a reduced front yard setback for the main building, but it appears that the front wall of the attached private garage will have the same setback. Please note this in the zoning by-law amendment if the attached private garage is planned to have the same setback as the rest of the main building.	The draft ZBLA has been revised to add clarification to this matter. The proposed development will achieve the current RT zone standard of a 6 metre front yard setback to the front wall of an attached private garage which allows for sufficient depth for a driveway.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	80	202	Comments received from the Region of Peel dated September 14, 2022, note that the current watermain system does not provide sufficient Fire Flow protection for the proposed development. Until Fire Flow protection is provided to the satisfaction of the Region of Peel and Town of Caledon, a Hold will be placed on the site's zoning.	An agreement in principle between the Owner and the Region was made during a meeting which occurred on January 12, 2023. The Owner has agreed to upgrade the existing 150mm diameter watermain on Nunnville Road to a new 200mm diameter watermain at the Owner's expense. The Region has stated that there will be sufficient Fire Flow protection for the proposed development once the new 200mm watermain upgrade is in place.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	81	203	The zoning schedule shall be prepared being consistent with our digital submission standards.	Noted.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	82	204	Lot frontages are reported as 6.1m, complying with the zone standard. Lot frontages and lot areas will be confirmed through the future review of a Certificate of Lot Area and Lot Frontage prepared and signed by an Ontario Land Surveyor, to the satisfaction of the Town of Caledon.	A signed Certificate of Lot Area and Lot Frontage prepared by R-PE Surveying has been prepared and included as part of this submission.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	83	205	Prior to the preparation of a Certificate of Lot Area and Lot Frontage, please provide a matrix indicating lot frontages and areas for each townhouse dwelling for the next submission.	A signed Certificate of Lot Area and Lot Frontage prepared by R-PE Surveying has been prepared and included as part of this submission.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	84	206	Footprints of Lot 1 and Lot 7 appear to be irregular/cropped. Please confirm exact footprint of the dwelling.	The footprints of Unit 1 and 7 have been revised. Building areas are provided on the Site Plan.



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Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	85	207	The definition of Lot Frontage may prove problematic in interpreting the correct lot frontage for Lot 15. Please review and revise if needed.	A revised Lot Frontage definition has been included in the draft ZBLA.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	86	208	The Backyard Amenity Area for Unit 6 appears to be less than 30.5 m ² , please review and revise.	The draft ZBLA has been revised to include a minimum backyard amenity area of 25 square metres per unit. This area excludes the additional deck area provided in all units in Blocks 1 and 2 as a result of the walk-out basements.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	87	209	Please ensure Building Area includes all areas as per the defined term within Section 3 of Zoning By-law 2006-50.	Building area statistics provided include all areas per defined term in the Zoning by-law. It should be noted that porches are included in the building area since there is floor space above.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	88	210	Please include all setbacks and dimensions on the site plan, for each parcel to confirm compliance with development standards, including parking spaces and driveways.	All setbacks have been included on the revised Site Plan.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	89	211	Please label each proposed lot line consistent with the plan of condominium on the site plan.	The Site Plan has been revised to align with the proposed plan of condominium.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	90	212	Please include a legend on the site plan indicating the colors and lines used (e.g. yard/amenity/lot/dwelling/environmental etc.).	A legend has been included in the revised Site Plan.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	91	213	Please note that parking spaces located within attached garages shall not be obstructed. Floor plans will not be required by zoning staff to confirm compliance, however, please note that by-law relief would be required where any steps or other obstructions are located within the required parking space.	Noted. Parking spaces located within the attached garages will not be obstructed.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	92	214	Compliance with Section 5.2.19 shall be noted on future site plans.	Further clarification is required. Section 5.2.19 of the Zoning By-law deals with the parking of commercial motor vehicles.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	93	215	Please confirm compliance with Section 4.4 (air conditioners).	An amendment to the air conditioner provision has been requested in the revised draft ZBLA.
Town of Caledon	Planning Department - Zoning	Summary Sheet - ZBLA Approval	94	216	Please see the draft by-law comments provided. Any future copies of the draft by-law must be in Microsoft Word format. Tracked changes are recommended but not required.	A word document of the draft ZBLA has been submitted.
Town of Caledon	Planning Department - Landscape	Summary Sheet - ZBLA Approval	95	217	Virtually all of the requirements of the proposed rezoning designation (RT) to permit the construction of the 15 proposed townhouses are not being met. Justification for this is not adequately provided; some parts of the design do not appear to be functional. For instance, there is less than 1m of space between building 6 and the curb for the parking spaces. This is not enough clearance for an access path, nor a visibility screen for privacy.	The Site Plan and internal layout has been revised to address Town comments. The proposed standards outlined in the draft ZBLA are consistent with other townhouse developments in the Town and reflect appropriate intensification for the subject site.
Town of Caledon	Planning Department - Landscape	Summary Sheet - ZBLA Approval	96	218	The buildings on lots 1 and 7 appear to be cut off due to the buffer. Clarification is required as to how this will be resolved.	Unit 1 and 7 have been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Landscape	Summary Sheet - ZBLA Approval	97	219	The development encroaches on the 6m buffer from the long-term stable top of slope recommended in the Preliminary Environmental Impact Statement. This occurs at Unit 1. Clarification is required as to how this will be resolved.	The proposed development has been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies. The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.
Town of Caledon	Planning Department - Landscape	Summary Sheet - ZBLA Approval	98	220	The backyards of units 7-12 have partial or significant seeded buffer areas in the backyard. Clarification is required as to how these spaces will be used as backyard amenity spaces for residents and how buffers will be respected.	The Site Plan has been revised. The backyard amenity areas do not include the seeded buffer areas. The seeded buffer areas will be included as part of the EPA lands.
Town of Caledon	Urban Design	Summary Sheet - ZBLA Approval	99	221	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Urban Design Brief and Architectural Design Guidelines, Concept Plan, and Landscape Plan documents for detailed urban design comments.	The letter and marked-up PDF have been reviewed. Edits have been incorporated into revised deliverables.
Town of Caledon	Toronto and Region Conservation Authority	Summary Sheet - ZBLA Approval	100	222	Please refer to the attached Toronto and Region Conservation Authority comments letter for detailed comments related to Geotechnical Engineering, Ecology, Water Resource Engineering, and Planning and Development.	The letter has been review and comments have been addressed as part of this submission.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - ZBLA Approval	101	223	Please refer to the attached Peer Review Letter from Acoustics for detailed comments related to the Noise Feasibility Study.	The letter has been review and comments have been addressed as part of this submission.
Region of Peel		Summary Sheet - ZBLA Approval	102	224	Please find attached comments from the Region of Peel dated September 14, 2022.	Noted. The comments have been addressed as part of this submission.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Condominium Approval	103	225	Page 6 of the PJR and the concept plan identify that the sidewalk currently dead ends and doesn't reach the units on the west end of the site. Please consider options to extend the sidewalk to reach the west end of the property.	A 1.5m sidewalk has been provided along Building 3 which connects to the existing sidewalk on Nunnville Road. This sidewalk is proposed to be maintained by the Owner/Condo Corporation. The sidewalk could not be revised to meet units to the west end of the site in order to properly accommodate appropriate setbacks and required standards for the roadway, parking spaces, and dwellings.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Condominium Approval	104	226	Adjacent lands owned by the same applicant/developer should be noted on the Draft Plan of Condominium key plan.	The Draft Plan of Condominium has been revised to reflect this comment.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Condominium Approval	105	227	The Draft Plan of Condominium notes that the purpose of the lots are residential/commercial, please correct to residential. There has been no indication that the site will include commercial uses.	Noted. The reference to commercial use has been removed in the revised Draft Plan of Condominium.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Condominium Approval	106	228	The condominium plan and Concept plan note that the POTLs will extend into the Environmental Policy Area portions of the subject lands. As noted in the comments related to the Draft Plan, the Environmental lands should form separate blocks from the residential portion of the site. The POTLs should only include the portion of the subject lands zoned and designated for residential uses. Please revise.	The Site Plan and Condominium Plan align with the revised Draft Plan of Subdivision which has environmental lands are separate blocks. The POTL's in the Condominium Plan only include the residential development area.



Comment Response Table						
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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Condominium Approval	107	229	Additional revisions to the Condominium plan are required to address other comments provided in this letter.	Noted.
Peel District School Board	N/A	Summary Sheet - Condominium Approval	108	230	Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.	Noted. Owner will ensure that confirmation is provided to the Town of Caledon from Peel District School Board and Dufferin-Peel Catholic District School Board.
Peel District School Board	N/A	Summary Sheet - Condominium Approval	109	231	The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement: a. "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighborhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." b. "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."	Noted.
Peel District School Board	N/A	Summary Sheet - Condominium Approval	110	232	The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.	Noted.
Dufferin-Peel Catholic District School Board	N/A	Summary Sheet - Condominium Approval	111	233	111. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots. c. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bused to a school outside of the neighborhood, and further, that students may later be transferred to the neighborhood school." d. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."	Noted.
Town of Caledon	Urban Design	Summary Sheet - Condominium Approval	112	234	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Urban Design Brief and Architectural Design Guidelines, Concept Plan, and Landscape Plan documents for detailed urban design comments. (Town of Caledon, Urban Design)	The letter and marked-up PDF have been reviewed. Edits have been incorporated into revised deliverables.
Toronto and Region Conservation Authority		Summary Sheet - Condominium Approval	113	235	Please refer to the attached Toronto and Region Conservation Authority comments letter for detailed comments related to Geotechnical Engineering, Ecology, Water Resource Engineering, and Planning and Development.	The letter has been review and comments have been addressed as part of this submission.
Town of Caledon	Planning Department - Municipal Numbering	Summary Sheet - Conditions of Condominium Approval	114	236	The following standard draft plan conditions are required by Municipal Numbering staff: a. Prior to registration, municipal address numbers shall be obtained from the Town of Caledon Planning Department.	Noted.



Comment Response Table						
13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Town of Caledon	Planning Department - Street Naming	Summary Sheet - Conditions of Condominium Approval	115	237	The following standard draft plan conditions are required by Street Naming staff: a. Prior to registration, all streets shall be named to the satisfaction of the Town of Caledon and Region of Peel. In accordance with the Town's Street Naming Policy and Procedure, at least one street name of appropriate heritage significance shall be shown on the final Plan submitted for approval.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Condominium Approval	116	238	The Town of Caledon Legal Services Department requires that the following conditions be included as a conditions of draft approval:	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Condominium Approval	116	239	a. The Owner shall submit to the Town for approval the Condominium Declaration and Description containing all the required provisions in accordance with the Condominium Act, 1998 and any other provision as may be requested as a condition of draft approval by the Town. If requested by the Town, the Owner shall incorporate into the Condominium Declaration and Description any right(s)-of-way and easements for vehicular access, including access for fire and emergency services, to the satisfaction of the Town.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Condominium Approval	116	240	b. Together with the final version of the Declaration, the Owner shall provide a solicitor's undertaking indicating that: • the Declaration provided to the Town is the final Declaration to be submitted for registration, subject only to changes requested by the Land Registrar; • the Town will be notified of any required changes prior to registration; and • immediately following registration of the Declaration, a copy will be provided to the Town.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Condominium Approval	116	241	c. The Owner shall submit the draft Condominium Plan to the Town for approval.	A revised Draft Plan of Condominium has included as part of this submission.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Condominium Approval	116	242	d. Prior to the registration of the Condominium Plan, the Owner shall apply for an exemption from the part lot control provisions of the Planning Act, 1990, and pay all the necessary fees, to create the parcels of tied lands.	Noted.
Town of Caledon	Legal Services	Summary Sheet - Conditions of Condominium Approval	116	243	e. The Owner shall incorporate into the Condominium Declaration the following warning clause: "Purchasers are advised that the Town of Caledon will not be providing maintenance or snow removal service for the private condominium road."	Noted.
Town of Caledon	Finance Department	Summary Sheet - Conditions of Condominium Approval	117	244	The Town of Caledon Finance Department requires that the following condition be included as a condition of draft approval: a. Immediately prior to the registration of the condominium plan, the owner shall pay any outstanding taxes owing to the Town and provide to the Town a clear tax certificate.	Noted.
Town of Caledon	Planning Department - Zoning	Summary Sheet - Conditions of Condominium Approval	118	245	Town of Caledon Zoning Staff request the following conditions of draft plan of condominium approval: 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.	Noted.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Site Plan Approval	119	246	a. Please identify the snow storage location on the concept plan.	Snow storage locations have been identified on the site plan prepared by VA3 Design.



Comment Response Table						
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Town of Caledon	Planning Department - Development Planning	Summary Sheet - Site Plan Approval	119	247	b. Please consider the addition of an entry feature for the proposed development. The details of the entry feature can be established through the site plan process, but a general area for the feature should be identified at this time.	A site entry feature has not been proposed in order to accommodate the agreed upon site access configuration while minimizing encroachments into the LTSTOS and dripline buffer area and maintaining adequate driveway apron area.
Town of Caledon	Planning Department - Development Planning	Summary Sheet - Site Plan Approval	119	248	c. Rear yards include a 10% drop in some cases, please clarify how this space will be usable.	The rear yards have been revised to have a slope ranging from 2 to 5%.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	120	249	Development Engineering has the following comments regarding site access:	Noted. The comments have been addressed as part of this submission.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	120	250	a. A Sidewalk connection is proposed adjacent to the west side of the driveway to connect the development to the Nunnville Road municipal sidewalk. Should the current access location be pursued by the applicant, consideration for relocating the sidewalk to the opposite (east) side of the access road to prevent future access and maintenance disputes with the property to the south (13286 Nunnville Road). The proposed internal sidewalk width as per the civil drawings is approximately 1.7m. Staff note that the Planning Justification Report indicates that the internal sidewalk will be 1.5 m wide. Further details of the internal sidewalk width and construction are to be provided with future detailed design submissions.	Noted. The 1.5m proposed sidewalk is per the Town's right-of-way standards. The proposed maintenance of the sidewalk is outlined in the draft Operations and Maintenance Agreement included in this submission.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	120	251	b. The driveway entrances to 13290 and 13286 Nunnville Road are considered private driveways. Maintenance of the future driveway and walkway for the development will be the responsibility of the private landowners. Town Operations completes winter and summer maintenance within the Nunnville Road ROW up to the curb for the roadway and up to the driveway entrance/drop curb at 13290 Nunnville for the municipal sidewalk. Property owners of 13290 and 13286 Nunnville Road must coordinate how the shared private driveway within the Nunnville Road ROW is to be cleared of snow and how snow is stored away from the road including the snow plow windrow after plowing.	<p>An agreement in principle between the Owner and the Town on the entrance layout and design, including the location of a retaining wall along the east side of the driveway apron, was made during the Road Access Design Charrette, which took place on January 27, 2023. The Owner has agreed to maintain the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p> <p>Included in this submission is a legal analysis of the Town's current risk and mitigated future risk, as well as a Driveway Access and Maintenance Agreement which outlines the proposed construction and ongoing Owner/Condo Corporation maintenance of the proposed driveway apron infrastructure.</p> <p>The Subdivision Agreement will include a clause stating that the Owner/Condo Corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.</p>
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	121	252	a. The ESC Plan includes linework delineating the estimated disturbed area of the site required for the proposed development. ESC Plans indicate that the disturbed area will be protected by silt fence at the perimeter within the property limits of 13290 Nunnville Road. No silt fence is currently shown for the driveway reconstruction in the Nunnville Road ROW. Silt fence is to be shown around all disturbed areas. The ESC Plan notes that the EPA lands to the east, west, and north of the site are to be protected by double site fence complete with straw bale barrier. Specifications and details for the silt fence and straw bale barrier are to be provided with future detail design submissions. All ESC measures are to confirm to Town of Caledon and TRCA requirements.	The Erosion and Sediment Control Plan prepared by Crozier has been revised, now showing silt fencing around all disturbed areas. Specifications and details of silt fence and straw bale will be provided during the detailed design submissions.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	121	253	b. ESC Plan shows the silt fence and straw bale crossing the existing brick bungalow and shed to be removed. Structures may be backfilled upon completion of demolition and removals. Silt fence will need to be installed around the limits of any disturbed area. Revise as required with future submissions.	The Erosion and Sediment Control Plan prepared by Crozier has been revised, now showing silt fencing around existing brick bungalow and shed to be removed.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	121	254	c. Tree preservation fencing is proposed behind the silt fence. Tree preservation fence is generally proposed at the long term stable top of slope (LTSTOS). In the SE corner of the property the tree protection fencing encroaches into an area proposed to be graded as shown on Drawing C103 – Preliminary Site Grading. Tree protection fencing continues along the proposed site entrance immediately adjacent to a proposed 1.25m high retaining wall. As per comments below, retaining walls are not to be constructed in the Town ROW. Further clarification will be required for tree preservation fencing locations with future detail design submissions.	As this is along the driveway apron, the Subdivision Agreement will include a clause stating that the Owner/Condo Corporation will be responsible for future operations and maintenance related to the driveway apron, retaining wall, sidewalk, and any other infrastructure within the driveway apron area in perpetuity.



Comment Response Table						
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Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	121	255	d. The mud mat detail provided on the ESC Plan is not consistent with the proposed mud mat shown in plan.	The mud mat layout in the Erosion and Sediment Control Plan has been updated.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	121	256	e. Notes indicate that CBs are to be protected with filter cloth and 150mm depth of 50mm stone cover during construction. Detail is provided for installation of silt sacks on CBs during construction for ESC. Update notes on plan to be consistent with proposal for silt sacks.	Use of silt sacks is now included in the Erosion and Sediment Control Plan.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	122	257	a. The preliminary servicing plan shows only MHs for the interior site storm servicing. Future detailed design submissions will need to show locations of CBs or clarify that CBMHs will be utilized.	Noted. This will be updated during detailed design
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	122	258	b. Maintenance of the Jellyfish unit will be the responsibility of the future property owner	Noted.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	122	259	c. (Condominium Corporation). Filter cartridge replacement within Jellyfish Units is typically required to be completed every 2-5 years. Clauses regarding ongoing future maintenance in accordance with the manufacturer's specifications will be included in the Site Plan Agreement and the Condominium Declaration. The Developer will also be required to certify the unit is cleaned and new filters are installed prior to final release of engineering securities.	Noted.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	122	260	d. The Post development Drainage Plan shows that Drainage Catchment Area 201 covers the full area of the proposed Townhouse blocks and is to be controlled within the internal storm sewer network. Downspouts will need to be located at the front of the units so that roof drainage is directed to the interior road network. Future detailed design submissions of the civil drawings (Site Plan Submission) are to include the downspout locations.	Civil drawing submissions will be updated during detailed design to include the downspout locations.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	123	261	a. Future detail design grading plan submissions are to include the following as per typical Town Development Engineering Standards: <ul style="list-style-type: none"> • Percent slopes for condominium private access road. • Typical cross section for condominium private access road including crossfall and pavement design. • Percent slopes for individual townhouse driveways. • Percent slopes for rear yard amenity areas. • Percent slopes for any proposed swales. • Detail for swale construction. • Top of grate elevations for MHs and CBs. 	Noted.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	124	262	a. Slope Stability assessment indicates that grading of the land adjacent to the slope must be such that concentrated runoff is not allowed to drain onto the slope face. Detailed grading design is to address this requirement.	The side yard of Unit 12 drains to the front of the property. The backyards of Unit 11 and 12 sheet flow into the valley. No concentrated runoff is proposed.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	125	263	a. The Photometrics plan does not include light values for the proposed light fixtures. A revised photometrics plan is to be prepared and submitted at the site plan stage of the development. Photometrics plan is to confirm light encroachment onto the adjacent residential properties will not occur as a result of the development.	Please refer to the revised Lighting Plan (SL-1).
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	126	264	Preconstruction survey/photos will be required to be provided to the Town with future site plan submissions to document the condition of existing municipal infrastructure adjacent to the development prior to the start of construction.	Noted. Pre-construction survey/photos will be provided as part of future site plan submissions.



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Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	127	265	Future Site Plan applications for the proposed development are to include the following documents: a. Engineering Cost Estimate b. Engineering Letter or Conformance c. Detailed Civil Drawings as indicated in the comments above.	Documents will be provided as part of the future site plan application.
Town of Caledon	Engineering Services - Development Engineering	Summary Sheet - Site Plan Approval	128	266	For residential developments the Town will require site plan securities at 100% of the engineering cost estimate for the site works.	To be included during detailed design.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Sanitary Sewer Facilities		267	Municipal sanitary sewer facilities consist of 250mm sanitary sewer on Nunnville Road and future 900mm trunk sewer on Nunnville Road.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Sanitary Sewer Facilities		268	A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development is required for review and approval by the Region prior to the engineering submission.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Sanitary Sewer Facilities		269	Direct connections of residential lots to the trunk sewer on Nunnville Road is not permitted by the Region.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Sanitary Sewer Facilities		270	External easements and construction will be required.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Water Facilities		271	There is no available fire flow in the watermain system to protect the proposed development.	An agreement in principle between the Owner and the Region was made during a meeting which occurred on January 12, 2023. The Owner has agreed to upgrade the existing 150mm diameter watermain on Nunnville Road to a new 200mm diameter watermain at the Owner's expense. The Region has stated that there will be sufficient Fire Flow protection for the proposed development once the new 200mm watermain upgrade is in place.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Water Facilities		272	The lands are in located in Pressure Zone 6 water supply system.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Water Facilities		273	Existing infrastructure consist of a 150mm watermain on Nunnville Road.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Water Facilities		274	A Functional Servicing Report (FSR) showing proposed water servicing plans for the development is required for review and approval by the Region prior to the engineering submission.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Water Facilities		275	External easements and construction may be required.	Noted.



Comment Response Table						
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Region of Peel	Public Works	Letter (Sept 14, 2022) - Municipal Watermain		276	<p>The subject land is situated within the range of Water Pressure Zone 6.</p> <p>The existing water infrastructure in the vicinity consists of:</p> <ul style="list-style-type: none"> • 150mm PVC watermain on Nunnville Road - Pressure Zone 6 • 150mm PVC watermain on Old King Rd and Deer Hollow Road – Pressure Zone 5 <p>The Region is not planning any additional infrastructure in the area.</p> <p>The proposed domestic water demand is 0.17l/s.</p> <p>There are several proposed scenarios for the fire depended on construction of the townhouses.</p> <ul style="list-style-type: none"> • Fire wall between each 3 units – 117l/s • Fire wall between each 2 units – 84.5l/s • Fire wall between each unit- 67.0l/s <p>The hydrant flow test was provided, and available flow supply is 88l/s.</p> <p>The Region confirms that there is sufficient domestic supply, but not available fire flow. The system needs to be upgraded to meet the demand.</p> <p>Detail design review comments will be provided at the engineering stage.</p>	An agreement in principle between the Owner and the Region was made during a meeting which occurred on January 12, 2023. The Owner has agreed to upgrade the existing 150mm diameter watermain on Nunnville Road to a new 200mm diameter watermain at the Owner's expense. The Region has stated that there will be sufficient Fire Flow protection for the proposed development once the new 200mm watermain upgrade is in place.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Municipal Sanitary Sewer		277	<p>The existing sanitary sewer infrastructure in the vicinity consists of:</p> <ul style="list-style-type: none"> • Future 900mm sanitary sewer trunk along Nunnville Rd • Future 250mm sanitary sewer branch to service the application <p>There are no issues with the capacity of receiving sanitary sewers.</p> <p>Detail design review comments will be provided at the engineering stage.</p>	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Storm Water Management		278	We have no comments regarding the Storm Water Management as it does not affect Regional Road.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Fire Flow		279	<p>The application cannot commence until fire flow capacity is resolved.</p> <p>The FSR should be updated with the proposed solutions to achieve the sufficient fire protection.</p>	<p>An agreement in principle between the Owner and the Region was made during a meeting which occurred on January 12, 2023. The Owner has agreed to upgrade the existing 150mm diameter watermain on Nunnville Road to a new 200mm diameter watermain at the Owner's expense. The Region has stated that there will be sufficient Fire Flow protection for the proposed development once the new 200mm watermain upgrade is in place.</p> <p>The FSR has been updated with this proposed solution to achieve sufficient fire protection.</p>
Region of Peel	Public Works	Letter (Sept 14, 2022) - Waste Management		280	<p>All the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. Therefore, the Region of Peel will provide Curbside collection of Garbage, Recyclable Materials, Bulky Items, Source Separated Organics and Yard Waste.</p> <p>The applicant will be required to contact the Region of Peel, Waste Management Division at 905-791-9499 to authorize commencement of collection. Waste Management staff will visit the site to confirm vehicle access route. Upon confirmation that there is safe access for the waste collection vehicle, Waste Management staff will recommend that waste collection service commence.</p>	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Development Charges		281	The Owner acknowledges that the lands are subject to the Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law.	Noted.



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Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	1	282	The Owner acknowledges and agrees that there is insufficient fire flow in the existing watermain distribution system to provide adequate fire protection for the proposed development in the proposed form and proposed density. Confirmation from the Town of Caledon Building Department is required to confirm specific building requirement to compensate for a substandard fire flow available from the local water distribution system. Alternatively, the Developer can undertake system improvements in the existing local water distribution system, at their sole expense, to provide adequate fire flow. A Holding provision on Land Use Zoning or other controls to limit the development of the site are required until fire flow protection is provided to the satisfaction of the Region and the Town of Caledon.	An agreement in principle between the Owner and the Region was made during a meeting which occurred on January 12, 2023. The Owner has agreed to upgrade the existing 150mm diameter watermain on Nunnville Road to a new 200mm diameter watermain at the Owner's expense. The Region has stated that there will be sufficient Fire Flow protection for the proposed development once the new 200mm watermain upgrade is in place.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	2	283	A clause shall be included in the Subdivision Agreement that water meter fees for non-freehold townhouses 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.	Noted. Clause will be included in the Subdivision Agreement.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	3	284	Prior to registration of the subdivision, the Owner shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer and water associated with the lands. The Owner shall construct and design these services in accordance with the latest Region standards and requirements.	To be included during detailed design
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	4	285	Prior to servicing, the Owner's engineer shall submit engineering drawing in the digital format to the latest Region's Digital Format Guidelines.	To be included during detailed design
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	5	286	Within (60) days of preliminary acceptance of the underground services, the Owner's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Owner'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.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	6	287	Prior to a satisfactory engineering submission, the Owner shall submit to the Region for review and approval Functional Servicing Report showing the proposed sanitary sewer and water servicing plans for the development;	Submission showing proposed sanitary sewer and water servicing plans for the development will be provided to the Region
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	7	288	Prior to servicing, the Owner shall submit a satisfactory engineering submission to the Region to review and approval.	Engineering submission will be provided to the Region for approval.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	8	289	The Owner 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.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	9	290	The Owner will maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Owner 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 Owner pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.	Noted



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Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	10	291	<p>Clauses shall be included in the Subdivision Agreement 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>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 Owner shall provide temporary water supply to the residents upon notice by the Region and the Owner 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 Owner 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> <p>b. The Owner 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: 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: a) Bacteriological Analysis - Total coliform and E-coli counts b) Chemical Analysis - Nitrate Test c) Water level measurement below existing grade</p> <p>c. If the test results are not within the Ontario Drinking Water Standards, the Owner 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.</p> <p>d. 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.</p>	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	11	292	The Owner shall agree that neither the Owner 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 watermains, including fire protection, have been completed to the Region's satisfaction. The Owner's Consulting Engineer shall certify in writing that 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.	Noted
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	12	293	The Owner shall indemnify and hold the Region harmless from and against any and all actions, suites, claims, demands, and damages which may arise either directly or indirectly by reason of the development of the subject lands and/or construction of works, save and except for any actions, causes of action, claims, demands and damages arising out of the negligence of the Region or those for whom it is in law responsible. A clause shall be included in the Subdivision Agreement in respect of same.	Noted.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	13	294	Provision shall be made in the Subdivision Agreement that the Owner shall grant/obtain (at no cost to the Region) all necessary easements for proposed/existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.	Noted. Clause will be included in the Subdivision Agreement.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	14	295	Provision shall be made in the Subdivision Agreement that the Owner shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements.	Noted. Clause will be included in the Subdivision Agreement.
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	15	296	Prior to registration of the plan of subdivision, the Owner 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 Owner	Noted.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Region of Peel	Public Works	Letter (Sept 14, 2022) - Conditions of Draft Approval	16	297	The Owner 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: a. A copy of the final signed M-Plan b. A copy of the final draft R-Plan(s); and c. The documents required pursuant to Schedule B of the Subdivision Agreement and all associated documents. A clause shall be included in the Subdivision Agreement in respect of same.	Noted. The required documents will be forwarded to the Region's Legal Services Division. A clause will be included in the Subdivision Agreement.
Toronto and Region Conservation Authority	Development Planning and Permits	Letter (September 9, 2022) - Applicable Regulations and Policies		298	Based on our review, a significant portion of the property is located within TRCA's regulated area as it is traversed by a valley corridor associated with the Humber River. A permit pursuant to Ontario Regulation 166/06 is required from this Authority prior to any development and/or site alteration taking place within a TRCA's regulated area.	Noted. A permit will be obtained prior to any development and/or site alteration.
Toronto and Region Conservation Authority	Development Planning and Permits	Letter (September 9, 2022) - Site Context		299	As identified above, the subject lands are traversed by a valley corridor associated with the Humber River Watershed. As such, TRCA staff conducted a natural feature staking exercise with the applicant on August 31st, 2022. Prior to the staking, the applicant had identified the location of the Long-Term Stable Top of Slope (LTSTOS) of the valley in the field. While on site, TRCA staff reviewed the staked limit and note that it is coincident with the physical Top of Slope (TOS). In addition, TRCA staff staked the dripline of vegetation contiguous with the valley. The LTSTOS/TOS and dripline of contiguous vegetation represent the limit of the valley corridor.	Noted. The LTSTOS and dripline are reflected on the Site Plan.
Toronto and Region Conservation Authority	Development Planning and Permits	Letter (September 9, 2022) - Application Specific Comments		300	TRCA staff have completed a review of the noted application and offer detailed comments in Appendix A. TRCA's comments speak to the following key issues <ul style="list-style-type: none"> The need to revise the proposed development to ensure appropriate buffers/setbacks from identified natural features and hazards are provided. The need to demonstrate how a net ecological gain will be provided. The need to demonstrate how TRCA's water balance requirement for the site will be met. It is noted that due to the significant revisions required to better meet applicable policies, the comments provided by TRCA at this time are high-level. Additional comments may arise during our review of future submissions as more detailed information is provided by the applicant.	The proposed development has been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies. The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach. TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area. The revised FSR demonstrates how water balance for the proposed development will be achieved.
Toronto and Region Conservation Authority	Development Planning and Permits	Letter (September 9, 2022) - Review Fee		301	By copy of this letter, we thank the applicant for submitting TRCA's Planning Services review fee of \$22,050 for this application. The applicant is advised that an additional fee will be required in the future as part of clearing conditions of draft plan approval.	Noted.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Toronto and Region Conservation Authority	Development Planning and Permits	Letter (September 9, 2022) - Recommendations		302	<p>Based on the comments noted in this letter, it is the position of TRCA staff additional information is required prior to the approval the proposed Draft Plan of Subdivision, Draft Plan of Condominium, Official Plan Amendment and Zoning Bylaw Amendment. To facilitate TRCA's continued review of this application, the following materials will need to be submitted:</p> <ul style="list-style-type: none"> • Revised plans/accompanying materials addressing comment 2 and 3 of Appendix A. • Revised plans and Environmental Impact Study addressing comments 4, 5 and 6 of Appendix A. • A revised Environmental Impact Study, restoration plans and Arborist Report/Tree Protection Plan addressing comments 7 and 8 of Appendix A. • A revised Stormwater Management Plan and accompanying drawings addressing comment 9 of Appendix A. • Submission of a survey identifying the Top of Slope and dripline of contiguous vegetation, as confirmed by TRCA, per comment 10 of Appendix A. • A revised Draft Plan of Subdivision, Official Plan Amendment and Zoning Bylaw Amendment addressing comment 11 and 12 of Appendix A. • Confirmation from the applicant regarding dedication of the natural heritage system, per comment 13 of Appendix A. • A memo indicating how each of TRCA's comments provided within Appendix A have been addressed through any future re-submission. 	<p>The following revised materials have been provided as part of the second submission which address TRCA comments and align with feedback received from the TRCA since September 2022:</p> <ul style="list-style-type: none"> • Site Plan prepared by VA3 Design • Draft Plan of Subdivision prepared by WSP • Draft Plan of Condominium prepared by R-PE Surveying • Civil Engineering Drawing Set (Including servicing plan, grading plan, ESC plan, and pre/post development drainage plans) prepared by Crozier • Environmental Impact Study prepared by Geoprocessing • Arborist Report and Tree Protection Plan prepared by Kuntz Forestry • OPA and ZBLA prepared by WSP • A sketch showing the TRCA staked drip-line limits prepared by R-PE Surveying • All TRCA comments provided in Appendix A have been addressed in the comment matrix. This approach was confirmed by the Town of Caledon on February 28, 2023, to be acceptable. <p>The valley corridor and buffer blocks on the draft plan of subdivision will be conveyed to the Town of Caledon immediately following the registration of the plan of subdivision.</p>
Toronto and Region Conservation Authority	Development Planning and Permits - Geotechnical Engineering	Letter (September 9, 2022) - Appendix A	1	303	The slope stability study provided within the geotechnical report by Soil Engineers Ltd. (dated April 2022) was reviewed. TRCA geotechnical engineering staff agree with the conclusion that the slope is stable, and that the physical TOS coincides with the LTSTOS.	Noted.
Toronto and Region Conservation Authority	Development Planning and Permits - Geotechnical Engineering	Letter (September 9, 2022) - Appendix A	2	304	The submitted drawings depict development and site alteration (including lot limits) beyond the LTSTOS. In accordance with TRCA policy, all new development and site alteration (including lots) must be located outside of the LTSTOS, plus an applicable erosion access allowance. The erosion access allowance is typically built into the overall required buffer, which is 10 meters from the outermost constraint. The applicant is asked to revise applicable drawings to ensure all development and site alteration (including lot limits) is shifted outside of the LTSTOS and erosion access allowance.	<p>All lots have been revised to be located outside located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.</p> <p>All development and site alternation has been shifted outside the LTSTOS.</p>
Toronto and Region Conservation Authority	Development Planning and Permits - Geotechnical Engineering	Letter (September 9, 2022) - Appendix A	3	305	It is understood that due to the constrained nature of the site, minor encroachments into the buffer may be required where pinch-points exist. Where minor encroachments into the buffer are deemed to be necessary, appropriate justification must be provided by the applicant for further review by TRCA staff. Any permitted encroachments into the buffer must be no closer than 6 meters from the LTSOTS.	The proposed development has been revised to be located outside the 6m setback from the LTSTOS except at the entry of the development site, where the buffer is only 1.95 m. This encroachment is required to accommodate the proposed site entrance. TRCA staff confirmed they can consider this approach based on technical justification. A Global Stability Assessment prepared by Soil Engineers Ltd. has been submitted which supports this approach.
Toronto and Region Conservation Authority	Development Planning and Permits - Ecology	Letter (September 9, 2022) - Appendix A	4	306	The submitted Environmental Impact Study (EIS) prepared by Geoprocessing Research Associates Inc. (dated April 21, 2022) does not account for the recently staked dripline of contagious vegetation. The EIS must be revised to address this constraint.	The revised EIS includes the staked dripline completed with the TRCA on August 31, 2022.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Toronto and Region Conservation Authority	Development Planning and Permits - Ecology	Letter (September 9, 2022) - Appendix A	5	307	Notwithstanding, significant encroachments into the valley buffer are proposed. The applicant is asked to explore opportunities to increase buffers throughout the site to ensure TRCA policy is being met. As identified above, TRCA policies generally require a 10 meter buffer from the outermost constraint associated with a valley corridor. The applicant is asked to revise all applicable plans accordingly.	The proposed development has been revised to reflect dripline buffers based on feedback from the TRCA and the EIS. TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.
Toronto and Region Conservation Authority	Development Planning and Permits - Ecology	Letter (September 9, 2022) - Appendix A	6	308	It is noted that due to the constrained nature of the site, minor encroachments into the buffer may be required. TRCA can entertain minor encroachments at pinch-points throughout the site, however, appropriate justification is necessary. Further, compensation is required. As discussed on site, the TRCA is open to an approach which considers increased buffers in other areas of the property to compensate for minor buffer encroachments. An average buffer of 10 meters should be provided throughout the site. The applicant is asked to revise the plans accordingly.	The proposed development has been revised to reflect dripline buffers based on feedback from the TRCA and the EIS. TRCA staff are considering an average dripline buffer approach, instead of a 10 m dripline buffer, provided ecological enhancements are proposed to make up for the net buffer reduction. As per the EIS, an average 8.8 m dripline buffer was applied to the development. To offset the buffer that could not be achieved, ecological enhancements have been recommended in the EIS to provide an overall net gain to the area. The proposed development will have an encroachment of 227 m2 in the dripline buffer. A 259 m2 compensatory buffer is proposed north of Units 2-5.
Toronto and Region Conservation Authority	Development Planning and Permits - Ecology	Letter (September 9, 2022) - Appendix A	7	309	While on site, the applicant expressed an interest in removing invasive species (Buckthorn and Manitoba Maple) near the TOS. TRCA staff can entertain this proposal, provided the EIS is revised to include applicable ELC and flora/fauna data as well as identify techniques for removing/managing invasive species. Further, an Arborist Report and Tree Protection Plan should be submitted to identify native trees that are to remain and areas of vegetation that are proposed for removal.	Details on the invasive species removal are provided under Section 9.1.3 of the updated EIS. An updated Arborist Report and Tree Protection Plan is included as part of this submission
Toronto and Region Conservation Authority	Development Planning and Permits - Ecology	Letter (September 9, 2022) - Appendix A	8	310	In order to achieve a net ecological gain for the site, a planting plan will be required to identify how the buffer and areas where invasive species are to be removed will be restored with native vegetation. Enhancements such as bat structures, bush piles, snake hibernaculum etc. should be considered for restoration areas.	Noted. Enhancements are discussed under Section 9 of the updated EIS.
Toronto and Region Conservation Authority	Development Planning and Permits - Water Resources Engineering	Letter (September 9, 2022) - Appendix A	9	311	The applicant mentioned that the water balance will be achieved by providing a total topsoil depth of 300 mm over the landscaped areas. However, there is no explanation how the pre-treated 5 mm runoff generated from the total impervious area will be diverted to the proposed amended topsoil within the landscape. Please note that the purpose of site water balance is to reduce the additional runoff volume generated due to the introduction of impervious cover from reaching to the receiving feature. As such, the applicant is asked to submit a plan that demonstrate how the pre-treated 5 mm runoff volume is directed to the landscape.	Based on Geotechnical Investigation Report prepared by Soil Engineers Ltd., infiltration potential for the site is low due to the low permeability of the native soils. As a result, enhanced topsoil has been proposed as a best effort to promote attenuation of the 5mm event. The proposed topsoil depth has been designed to offset the impervious area's that can no be directed to the enhanced topsoil/landscape area.
Toronto and Region Conservation Authority	Development Planning and Permits - Planning and Development	Letter (September 9, 2022) - Appendix A	10	312	As identified above, TRCA staff conducted a site staking exercise of the subject property on August 31st, 2022. The applicant is asked to plot the identified limits (TOS and dripline of contiguous vegetation) on a survey prepared by certified Ontario Land Surveyor (OLS) and provide it to TRCA as part of any future submission of these applications.	A sketch showing the TRCA staked dripline limits was prepared by R-PE Surveying dated September 2, 2022, and is provided as part of this submission.
Toronto and Region Conservation Authority	Development Planning and Permits - Planning and Development	Letter (September 9, 2022) - Appendix A	11	313	Further to the above comments which speak to valley corridor constraints and applicable buffers, the draft plan of subdivision must be revised accordingly.	A revised Draft Plan of Subdivision has been provided.



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Toronto and Region Conservation Authority	Development Planning and Permits - Planning and Development	Letter (September 9, 2022) - Appendix A	12	314	In addition, both the proposed Official Plan Amendment and Zoning Bylaw Amendment will need to be revised. The natural system (including buffers) must be placed in an appropriate designation and zoning category (EPA).	Noted. The draft OPA and ZBLA have been revised to expand the EPA areas to align with the proposed recommended LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting work. The EPA areas align with the proposed blocks on the Draft Plan of Subdivision.
Toronto and Region Conservation Authority	Development Planning and Permits - Planning and Development	Letter (September 9, 2022) - Appendix A	13	315	The TRCA encourages the transfer of the natural system, where appropriate, into public ownership to reduce and/or eliminate the risk to life and property and to foster local and regional environmental linkages. In order to meet the objectives of the Town's Official Plan and TRCA's Living City Policies, it is TRCA's opinion that the natural feature, natural hazard and buffers will be placed into public ownership and gratuitously dedicated into public ownership. The applicant is asked to confirm this is the intent for the natural system.	Noted. The environmental policy area and buffer blocks on the revised Draft Plan of Subdivision will be conveyed to the Town of Caledon.
Toronto and Region Conservation Authority	Development Planning and Permits - Planning and Development	Letter (September 9, 2022) - Appendix A	14	316	Note for the Town of Caledon: TRCA property staff have reviewed the proposed development and assessed the potential conveyance of the valley and buffer to the Authority. It is our position that if the natural system to be conveyed into public ownership, the Town of Caledon should be the accepting agency as they already own a significant portion of the valley to the north and west of the site. The subject lands would add to this existing land holding.	Noted. The environmental policy area and buffer blocks on the revised Draft Plan of Subdivision will be conveyed to the Town of Caledon.
Dufferin-Peel Catholic District School Board	Conditions of Draft Approval	Letter (June 30, 2022)	1	317	That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots. (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighborhood, and further, that students may later be transferred to the neighborhood school." (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board." The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.	Noted.
Peel District School Board	Planning and Accommodation - Conditions of Draft Approval and Development Agreement	Letter (July 11, 2022)	1	318	Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.	Noted.
Peel District School Board	Planning and Accommodation - Conditions of Draft Approval and Development Agreement	Letter (July 11, 2022)	2	319	The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement: a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighborhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."	Noted.



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Agency Name	Department Name	Type of Comment	Comment No.	Overall Comment No.	Comment:	Applicant Response
Peel District School Board	Planning and Accommodation - Conditions of Draft Approval and Development Agreement	Letter (July 11, 2022)	3	320	The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.	Noted.
Enbridge	Engineering	Letter (July 12, 2022)		321	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Noted.
Enbridge	Engineering	Letter (July 12, 2022)		322	This response does not constitute a pipe locate, clearance for construction or availability of gas.	Noted.
Enbridge	Engineering	Letter (July 12, 2022)		323	The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.	Noted.
Enbridge	Engineering	Letter (July 12, 2022)		324	If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.	Noted.
Enbridge	Engineering	Letter (July 12, 2022)		325	In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.	Noted.
Enbridge	Engineering	Letter (July 12, 2022)		326	The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.	Noted.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	4	327	The subject lands are approximately 0.86 hectares and size and presently contains a single detached dwelling with accessory structures that is accessed from a shared driveway from Nunnville Road. In order to facilitate the development all existing structures will be cleared and existing vegetation will be preserved in accordance with the arborist report.	Correct.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		328	As a general note, the Concept Plan should be refined in a future submission to show the following information: a) Block numbers for reference purposes; b) Better defined building footprints that show wall articulation at corner locations, more practical building footprints where portions of the building are 'pinched' due to the environmental constraints (i.e. units 1 and 7); c) In addition to the comment above, when the building footprint is refined, ensure a projecting garage is avoided for unit 1; d) Building footprints should be updated to show porch and/or wall articulation, as well as steps and walkways; e) Access points to the individual units should be identified. Typically, this is shown at the front and rear of the unit (with the exception of unit 7 which would be located at the side to access the side yard amenity space).	Noted. The site plan has been revised to include the requested information.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		329	The Concept Plan should be updated to show the private road/ sidewalk connection to Nunnville Road.	A 1.5m sidewalk has been provided along Building 3 which connects to the existing sidewalk on Nunnville Road. This connection is shown in the Site Plan prepared by VA3 Design.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		330	Concerning the encroachment into the required 5.0m buffer from the NHS, the following items should be confirmed/ clarified: a) Can privacy fencing encroach into the 5.0m buffer for units 6, 8 – 12? b) Units 1 and 7 contain 'pinch' points, will the residents of these units be permitted to encroach into the buffer to access their rear yards?	The backyard amenity areas and fencing have been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies. It should also be noted the Unit 1 and 7 have been revised to include a backyard amenity area which aligns with the buffers proposed for the site.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		331	As indicated in the background studies, once fencing locations are determined, a fencing plan should be submitted for our review to ensure privacy of rear and/or side yards and to conform fencing locations adjacent to the NHS.	A fencing plan has been provided as part of this submission. Please refer to the revised Landscape Plan (L-1).
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		332	The sidewalk should be extended further west into the development to provide a connection to the visitor parking areas. This will also include a crosswalk using distinguishable markings to promote pedestrian safety and to be used as a traffic calming measure.	A 1.5m sidewalk has been provided along Building 3 which connects to the existing sidewalk on Nunnville Road. The sidewalk has been extended to connect to the visitor parking area along Building 3. The proposed private, condominium roadway will have lower traffic volumes and a more narrow ROW where vehicles will be travelling at a reduced speed therefore at this time a crosswalk is not proposed. It should be noted that the proposed development is also subject to site plan control where measures can be implemented, as necessary, to ensure appropriate and safe traffic and pedestrian circulation.



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13290 Nunnville Road – POPA 2022-0003, RZ 2022-0004, 21T-22003C & 21CDM-22003C						
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John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		333	Although the Urban Design Brief & Architectural Design Guidelines promote the screening of utility meters, it should be verified and shown on a refined and detailed site plan. Should ganged meters be required, it shall be located on the interior side yard of end units, and avoided at corner locations (i.e. units 6 and 15).	Noted. Screening will be provided on floor plans shown in a future Site Plan submission.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		334	As proposed, the side yard setbacks are extremely constrained. The proponent should verify that there is adequate space on the exterior side yard of unit 15 (1.0m) to address the corner lot condition through wall articulation and glazing. Also, the side yard of unit 6 (0.75m) limits rear yard access for maintenance purposes (i.e. should the homeowner need to use this area to transport the lawnmower from the front to rear yard, etc.)	Setbacks have been revised so that rear yard access can occur. The proposed side yard setbacks are consistent with other setbacks which exist in the neighbourhood (e.g., 0.6 and 1.2m permitted at Bateman Lane, Clove Bend Terrace). Most side yards are 1.2m or greater, other than the rear yard of Unit 6 which has a pinch-point of 0.5m. This unit still has full access to the rear, similar to interior units, and has access to the exterior side yard. Unit 15 has been designed to appropriately address its corner lot condition within the proposed development standards.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		335	As per Section 8.2.2 of the TWDG, snow storage areas should be specified and shown on the Concept Plan or refined site plan concept.	Snow storage areas are shown on the site plan.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	8	336	The Landscape Plan should be updated to show the private road / sidewalk linkage to Nunnville Road.	A 1.5m sidewalk has been provided along Building 3 which connects to the existing sidewalk on Nunnville Road. This sidewalk is proposed to be maintained by the Owner/Condo Corporation and is reflected on the Landscape Plan.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	9	337	The sod hatch as displayed for unit 14 should be flipped to occur outside of the driveway limits.	Please refer to the revised Landscape Plan (L-1).
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	10	338	The proponent should consider opportunities for entry features with development signage and municipal address for wayfinding purposes. This should occur in a highly visible location that can be clearly seen from Nunnville Road.	A site entry feature has not been proposed in order to accommodate the agreed upon site access configuration while minimizing encroachments into the LTSTOS and dripline buffer area and maintaining adequate driveway apron area.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	11	339	The proponent/ consulting landscape architect should verify if street trees can be accommodated should there be porch projections, steps and walkways.	Street trees are provided where space is available.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	12	340	Additional shrub planting should be provided throughout the development.	Additional shrub plantings have been provided where space is available and will not interfere with snow clearing.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	13	341	Fencing locations should be shown on the Landscaped Plan.	Please refer to the revised Landscape Plan (L-1).
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	14	342	If a community mailbox is proposed for the condominium development it should be shown on the landscape plan. To further enhance the public realm aspect of the development, consideration of a trellis feature with decorative paving, seating and trash receptacle should be incorporated around the community mailbox.	Mailboxes have been provided along with an amenity area with seating, a trash and recycle receptacle and bicycle rack.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	15	343	Alternatively, due to the unique setting of the site overlooking the valley lands below, consideration of a lookout feature should be explored on the north side of unit 7. This may include a shade structure, decorative paving, seating and enhanced landscaping elements.	As there is limited space within the development in this area, no lookout structure has been provided (the retaining wall has been pushed as far as possible to the limit of development line).
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	16	344	To break up the asphalt surfaces within the internal development and to enhance the streetscape aesthetics, consideration should be made to using decorative and permeable pavers where the visitor parking stalls occur.	Impervious soils negates permeable pavers. Differential settlement and maintenance issues with snow ploughing within the parking lot suggested unit paving was not a viable solution. Unit paving was not provided.
John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	17	345	Pg. 12 – As per comments to the Concept Plan concerning adequate exterior side yard space for the corner unit, it would be beneficial if the proponent can demonstrate that with the current setbacks that a proposer corner upgrade design can be achieved that includes ample glazing and wall articulation. The current development concept plan does not depict any corner lot enhancements. Ensure this can be accommodated.	This has been updated. Unit 15 has been revised to reflect a proposed corner upgrade design and appropriate setbacks. Section 5.5 of the PJR provides justification for the proposed reduced exterior side yard setbacks.



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John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	18	346	Pg. 13 – Under response to section 8.1.3(h), please include that unit 7 will be specially designed to have a side yard amenity space.	This reference has been removed on Page 13 of the revised UDB. Unit 7 has been revised to include rear yard amenity space.
John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	19	347	Pg. 14 – The response to section 8.2.1 should be elaborated to include screening of private rear and/or side yard amenity spaces (i.e. units 6, 7, 13 – 15 flanking the parking areas and private street).	This reference has been updated on Page 14 of the revised UDB - a note and reference to the privacy screening have been added under Section 1.33 (8.2.1 Fencing & Screening).
John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	20	348	Pg. 22 – Section 3.1, third paragraph, please make mention of the special condition for unit 7 that includes a side yard amenity space.	The proposed development has been revised per the site plan and Unit 7 has rear yard amenity space. The previously proposed side yard amenity space has been removed.
John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	21	349	Pg. 25 – In Section 3.2 items such as material (3.2.1), windows (3.2.2) and garages (3.2.3) are mentioned in greater detail in Section 4.5 of this report. We recommend that duplicate information be avoided, or references should be offered in these subsections that direct the user to Section 4.5 more information.	This reference has been added on Page 28 of the revised UDB. References are provided in section 3.2.1 to 3.2.3 to refer to Section 4.5 for more details.
John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	22	350	Pg. 25, Section 3.2.3, as previously mentioned, the proponent should provide a fencing plan for detailed review. This plan may also be included within the UDB & ADG. A fencing plan should be provided for review to ensure appropriate locations for privacy/ containment and to ensure proper access to the rear yard of the townhouse units.	This reference has been added on Page 28 of the revised UDB. Privacy fencing references are revised under Section 3.2.4. The Fencing Plan is shown in the revised Landscape Plan (L-1) on page 15.
John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	23	351	Pg. 26 – Overall, we have no issues with the proposed design direction as indicated in Figures 29 and 30, however, it is noted, that Figure 30 is showing a dual frontage townhouse dwelling which is not applicable to this development. This figure should be replaced with a front-loaded townhouse product. Once block elevation drawings are available, they should be provided for further review by the Town's Control Architect. Note: Once site specific townhouse designs are available, they will be subject to Architectural Control review and approval. Amenity space is located in the rear or side yard.	Elevation plans have been updated in the revised UDB. Please see Figure 33 on page 30.



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John G. Williams Limited Architect	Urban Design - Peer Review/ Mark-up UDB	Letter (July 29, 2022)	24	352	Pg.32, Section 4.5.7, 3rd bullet point, providing a staggered garage face or staggered garage doors cannot be achieved for individual units. Please rephrase this bullet to make it clear that it applies to a townhouse block as all townhouse units have single car garages.	The 3rd bullet point has been removed in the revised UDB.
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)	25	353	The UDB & ADG should also expand on the following items: a) Brief sections should be added discussing guidelines for municipal address signage, sloping grade conditions, and parameters for foundation walls (i.e. design efforts to minimize exposed concrete foundation walls). b) A section dealing with Priority Lot should be included in this report with general guidelines to address corner lot conditions and rear and side upgrade elevations. A priority lot map should also be included to identify these locations. c) Lastly, an implementation section should be provided that will assist the users of the document with the implementation/ approval process (i.e. site plan approval process or architectural control review process).	The following sections have been added to the UDB to address these comments: a) Section 4.5.5 Grading Condition and Cladding Materials (Page 35); Section 4.5.9 Front Loaded Garage Grading Conditions (Page 36); Section 4.5.12 Private Realm Fencing (Page 37); and Section 4.5.11 Municipal Address Signage (Page 37) b) Section 5.0 Priority Lot (Page 38 & 39) c) Section 6.0 Nunnville Architectural Control Process (Page 40 &41)
John G. Williams Limited Architect	Urban Design - Peer Review	Letter (July 29, 2022)		354	For the next submission, the applicant should provide a response matrix detailing how each of the above comments have been addressed.	A comment matrix indicating how each comment was addressed is included in the submission
Town of Caledon	Heritage	Letter (September 9, 2022)		355	There are no listed or designated cultural heritage resources on the subject lands.	Noted.
Town of Caledon	Heritage	Letter (September 9, 2022)		356	There are no properties designated under Part IV of the Ontario Heritage Act adjacent to the subject lands	Noted.
Town of Caledon	Heritage	Letter (September 9, 2022)		357	There are not listed properties under section 27 of the Ontario Heritage Act adjacent to the subject lands.	Noted.
Town of Caledon	Heritage	Letter (September 9, 2022)		358	The subject lands are not located in or adjacent to a Cultural heritage Landscape under Part V of the Ontario Heritage Act, or to a Cultural Heritage Landscape noted on the Town's Inventory or Official Plan.	Noted.
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		359	Given the unique setting of the site, overlooking the valley below, is there opportunity for a lookout feature?	As there is limited space within the development in this area, no lookout structure has been provided (the retaining wall has been pushed as far as possible to the limit of development line).
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		360	Consider decorative or permeable pavers for visitor parking stalls to enhance the streetscape character.	Impervious soils negates permeable pavers. Differential settlement and maintenance issues with snow ploughing within the parking lot suggested unit paving was not a viable solution. Unit paving was not provided.
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		361	Is a community mailbox proposed for the development? If so, indicate the location on the landscape plan. Also, consider a unique design element such as a trellis feature with decorative paving, seating and trash receptacle to enhance the public realm character of the development.	Mailboxes have been provided along with an amenity area with seating, a trash and recycle receptacle and bicycle rack.



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Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		362	Refer to comments on the Concept Plan about expanding the sidewalk network to provide connections to the visitor parking areas and a crosswalk.	A 1.5m sidewalk has been provided along Building 3 which connects to the existing sidewalk on Nunnville Road. The sidewalk has been extended to connect to the visitor parking area along Building 3. The sidewalk could not be revised to meet units to the west end of the site in order to properly accommodate appropriate setbacks and required standards for the roadway, parking spaces, and dwellings.
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		363	Sod hatch is located over driveway, please revise.	Please refer to the revised Landscape Plan (L-1).
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		364	Show the linkage to Nunnville Road.	The sidewalk, private road, and driveway apron linkage to Nunnville Road is shown in the revised Landscape Plan (L-1).
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		365	Consider opportunities to add an entry feature to assist in wayfinding.	A site entry feature has not been proposed in order to accommodate the agreed upon site access configuration while minimizing encroachments into the LTSTOS and dripline buffer area and maintaining adequate driveway apron area.
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		366	As a general note, please confirm if trees can be accommodated should there be a porch projection, stairs and walkway	Street trees are provided where space is available.
Town of Caledon	Urban Design	Mark-up Landscape Plan (May 2, 2022)		367	A fencing plan should be provided for review. This should include screening of private amenity areas and fencing along the limits of the NHS. Additional shrub planting should be offered throughout the site.	A fencing plan has been provided. Please refer to the revised Landscape Plan (L-1).
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		368	The concept plan should be updated to include the following information; block numbers, porches, stairs, walkways wall articulation for corner units, and individual unit entrance points at the front, rear and/or side of the unit.	The Site Plan has been revised to include these items
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		369	Provide Side Upgrades for units 6 & 7	Side upgrades have been added for Units 6 and 7. Please see the Site Plan prepared by VA3 Design.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		370	Can access to the rear yard still occur in these locations?	Setbacks have been revised so that rear yard access can occur for Units 1 & 7. The proposed side yard setbacks are consistent with other setbacks which exist in the neighbourhood (e.g., 0.6 and 1.2m permitted at Bateman Lane, Clove Bend Terrace).
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		371	As per Section 8.2.2 of the TWDG please indicate snow storage areas.	Snow storage areas have been identified. Please see the Site Plan prepared by VA3 Design.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		372	Privacy fencing should be provided in this area to screen the private outdoor amenity area.	The proposed development has been revised to remove the side yard amenity area on Unit 7. As a result, this comment is no longer applicable.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		373	Is privacy fencing permitted when encroaching into the 5.0m buffer?	The backyard amenity areas and fencing have been revised to reflect LTSTOS and dripline buffers based on feedback from the TRCA and EIS/Geotechnical supporting studies.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		374	Extend sidewalk network to provide connections to the visitor parking areas and include a crosswalk for traffic calming and pedestrian safety.	A 1.5m sidewalk has been provided along Building 3 which connects to the existing sidewalk on Nunnville Road. The sidewalk has been extended to connect to the visitor parking area along Building 3.



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Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		375	Does this side yard setback offer adequate space to access the rear yard for maintenance purposes?	Setbacks have been revised so that rear yard access can occur. The proposed side yard setbacks are consistent with other setbacks which exist in the neighbourhood (e.g., 0.6 and 1.2m permitted at Bateman Lane, Clove Bend Terrace). Most side yards are 1.2m or greater, other than the rear yard of Unit 6 which has a pinch-point of 0.5m. This unit still has full access to the rear, similar to interior units, and has access to the exterior side yard.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		376	Show conceptual location of porch, stairs and walkways (typ).	The Site Plan has been revised to include these items.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		377	Show the connection to Nunnville Road and existing sidewalk.	The Site Plan has been revised to include these items.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		378	Privacy fencing should be provided in this area.	Privacy fencing is provided for Units 13-15. Please see the Site Plan prepared by VA3 Design.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		379	Provide Side Upgrade for unit 13 and rear upgrades for units 13 - 15.	Upgrades have been added. Please see the Site Plan prepared by VA3 Design.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		380	Unit 15 will require architectural enhancements to address the corner unit condition. The concept plan should demonstrate that wall articulation can be provided with the current setbacks. Also, please confirm if the 1.0m exterior sidewalk will permit fenestration on the flankage elevation.	Corner upgrades have been provided for Unit 15 and will comply with the draft ZBLA. A fence around the rear yard of Unit 15 and 1.5m sidewalk are proposed and illustrated in the Landscaping Plan.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		381	Provide Corner lot symbol (unit 15)	The corner lot symbol on Unit 15 has been added. Please see the revised Site Plan prepared by VA3 Design.
Town of Caledon	Urban Design	Mark-up Concept Plan (May 2, 2022)		382	Avoid projecting garage for unit 1 once building design is refined.	The Unit 1 garage does not project. Please see the revised Site Plan prepared by VA3 Design.
Valcoustics	Peer Review	Letter (September 12, 2022)	1	383	a. The noise study has been prepared in accordance with Ministry of Environment, Conservation and Parks (MECP) Publication NPC-300. This is considered appropriate.	Noted.
Valcoustics	Peer Review	Letter (September 12, 2022)	1	384	b. It is our understanding that there have been noise complaints from residents backing onto Albion Vaughan Road in this area due to increasing heavy truck traffic. This is possibly a result of the heavy truck restrictions that have recently been implemented on Highway 50 through Bolton. The noise study was prepared using 2016 traffic counts indicating a very low amount of heavy truck traffic (i.e., 1.7% of the total traffic volume) on Albion Vaughan Road. The study should be prepared using updated traffic information.	Updated traffic information has been used to revise the Noise Feasibility Study included in this submission
Valcoustics	Peer Review	Letter (September 12, 2022)	1	385	c. Section 3.2.1 of the HGC report indicates that traffic volumes projected to the year 2032 were used to prepare the noise study. The Town of Caledon Development Standards Manual requires traffic volumes be projected at least 20 years after the completion of the planned project.	The revised Noise Feasibility Study projects traffic volumes to the year 2043.
Valcoustics	Peer Review	Letter (September 12, 2022)	1	386	d. Section 3.1 of the HGC report indicates that the sound level in an Outdoor Living Area can be exceeded by up to 5 dBA. This is in accordance with NPC-300. However, the Town of Caledon Development Standards Manual indicates the Town will not accept a sound level exceeding 55 dBA (Leq Day) unless it is approved by the Town.	The Noise Feasibility Study has been revised to include a reference to the Town of Caledon requirements for mitigation when sound levels in an OLA exceed 55 dBA, unless approved by the Town.
Valcoustics	Peer Review	Letter (September 12, 2022)	1	387	e. Even though the current assessment predicts sound levels below 55 dBA (53.34 dBA predicted level according to Appendix B) at the development site, accounting for a significant increase in heavy truck traffic as well as projecting the traffic volumes at least 20 years into the future may result in the 55 dBA limit being exceeded. It should be noted that acoustical screening provided by the natural topography and the existing intervening development may still result in sound levels at or below 55 dBA. This needs to be confirmed by HGC.	The worst-case prediction locations (top-storey) were chosen to inform road traffic noise predictions. The revised Noise Feasibility Study has assessed that sounds levels will be at or below 55dBA, even without mitigation, at all times of the day.
Valcoustics	Peer Review	Letter (September 12, 2022)	2	388	Review of the noise study prepared in support of the proposed residential development has identified a few issues with the traffic information that need to be addressed before we can agree with the findings and conclusions that the sound levels at the proposed residential development will comply with the Town of Caledon and MECP sound level limits.	Noted. Issues identified in the peer review by Valcoustics Canada Ltd. have been addressed in the revised Noise Feasibility Study
WSP/Golder	Peer Review	Letter (October 31, 2022)		389	The borehole results of the boreholes drilling indicate that below the pavement and underlying fill materials, native soil deposits were present that consist of silty clay till, silt and silty clay that extended to the maximum depth of investigation (27.7 m). The results of the Hazen analysis indicate a hydraulic conductivity of 6.4×10^{-7} m/sec for the silt materials, which is indicated the report to be low hydraulic conductivity. I consider this to be a moderate to low value. The interpreted direction of groundwater flow in the report based on the groundwater flow measurements is generally northward (Drawing 7 in report).	Noted.



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WSP/Golder	Peer Review	Letter (October 31, 2022)		390	The report does not provide an assessment of the potential effects of construction dewatering including drawdown in adjacent water wells or related to discharge at surface. The report indicates that permanent foundation drainage will be required for the areas with the basements below the shallow groundwater levels. It is not anticipated that drawdown on surrounding wells would occur due to the small amount of drawdown, the low hydraulic conductivity of the soils, and the temporary nature of dewatering, but this should be addressed in the final report.	The hydrogeological report has been revised to address the concern regarding potential interference to neighboring wells. Due to the new grading plan proposed by the owner, permanent foundation drainage will not be required as the basements are above groundwater levels.
WSP/Golder	Peer Review	Letter (October 31, 2022)		391	The report further indicates that the development will include full municipal servicing meeting current urban standards. It is understood from this statement in the report that the development will be on municipal water and sewer systems. If the development is on a groundwater supply, then an assessment of the adequacy of the supply and potential impacts on surroundings wells should be completed in the final report. Similarly, if the development is instead on septic systems, then an assessment of the design and impacts of these systems should be completed in the final report.	SEL acknowledged the proposed development will be serviced by lake based municipal water and municipal sanitary sewers and storm sewers. This has been clearly stated in the updated hydrogeological report.
WSP/Golder	Peer Review	Letter (October 31, 2022)		392	I recommend that the comments in this peer review should be considered and addressed in the final report.	Noted. Comments have been considered and addressed in the revised report.