



December 15, 2023

Planning and Development Services
Town of Caledon
6311 Old Church Road
Caledon, Ontario
L7C 1J6

**Subject: 13290 Nunnville Road – Public Comment Response Letter for Third Submission
Official Plan Amendment (POPA 2022-0003), Zoning By-law Amendment (RZ 2022-0004), Draft Plan of Subdivision (21T-22003C) and Draft Plan of Condominium (21CDM-22003C) Applications**

The Town of Caledon has requested, as part of the third submission, that a response be provided to the written comments received between September 2022 and October 2023 with regards to the proposed development at 13290 Nunnville Road (“subject site”). The proposed development includes a total of 15, 2-storey (plus basement) townhouse dwelling units within 3 blocks in an internal private road.

In accordance with the *Planning Act*, a Notice of Application was mailed to all landowners within 120 m (394 ft.) of the subject site. A public meeting was held on July 18, 2023. On October 27, 2023, WSP received a letter from the Town of Caledon which summarized the public comments received. The following is a summary of responses prepared in collaboration with the project’s consulting team, including Crozier and VA3 Design, to address to the public comments received.

Traffic and Parking Impacts

Issue: Residents are concerned about the traffic impacts and road safety on Nunnville Road and whether a Traffic Operations Assessment (TOA) was completed. Residents are interested in the details of how the study was conducted, including: how was the route of traffic determined, would increased traffic occur in the cul-de-sac, what time of day was the study conducted, and if the study took into consideration ongoing development in the area.

Concerns were voiced about the proposed medium density subdivision development adding more vehicles and increasing congestion in an already congested area, especially at Queensgate Boulevard on Albion Vaughan Road. Residents also felt that the traffic survey information used to inform the TOA Report was not reflective of day-to-day conditions. In addition, concerns were raised regarding increased congestion during peak hours, speeding, and serious road accidents.

Residents are interested in how the proposed development will impact the surrounding area. Concerns were raised regarding providing sufficient parking to accommodate the growing number of residents and visitors, and whether this could impact emergency vehicle access.

Response from Consulting Team:

The survey information used in the TOA was collected on June 13, 2019, by Spectrum (a specialty third party transportation data provider) and was agreed upon in the Terms of Reference with the Town of Caledon. The survey information shows 22 total vehicles making outbound (eastbound left/right) movements at Nunnville Road and Albion Vaughan Road in the AM peak period (7:00 A.M. to 9:00 A.M.), of which 15 occur over the peak hour. It also shows a total of 17 vehicles making inbound (northbound left and southbound right) movements in the PM peak period (4:00 P.M. to 6:00 P.M.), of which 10 occur during the peak hour. This is reasonable given the approximate 30 existing residential units located along Nunnville Road.

Additionally, the subdivision under construction located on Clover Bend Terrace will contain a similar number of units as there are existing units (approximately 30) and forecasted a total of 22 outbound and 23 inbound trip during the AM and PM peak hours respectively, which is above what was observed for the existing units in the turning movement counts collected. The traffic forecasted to be generated by that subdivision was considered in the TOA for the proposed development.

The proposed development used similar trip generation rates as the subdivision under construction and is significantly more than the rates currently observed per unit in the existing counts. Therefore, the traffic volume forecasts used in the traffic report are conservative and considered reasonable, and the operations assessment is reflective of a typical day during the peak hours. The traffic associated with the proposed development was mostly assumed to come to and from the south based on the existing traffic counts, as well as the completion of the Highway 427 extension which provides a convenient connection to major destinations to the south.

It is noted that sightlines at the intersection of Nunnville Road and Albion Vaughan Road were reviewed as part of the TOA for the development on Clover Bend Terrace and were found to be adequate. After the widening of Albion-Vaughan Road, the sightlines are expected to be further improved due to the realignment through this bend.

The TOA has demonstrated that no significant capacity issues are expected within the study area road network as a result of the proposed development. The proposed development is expected to add negligible amounts of traffic to the surrounding road network and the study intersections are expected to continue to operate under capacity with acceptable delays similar to the existing conditions. Upgrades at the Nunnville Road and Albion Vaughan Road intersection were not deemed necessary. As per the Terms of Reference agreed upon by the Town on February 3, 2022, the TOA only analyzed the intersections of Nunnville Road at Albion Vaughan Road and the 13247 and 13233 Nunnville Road Access at Nunnville Road. The Queensgate Boulevard and Albion Vaughan Road intersection was not included in the study network.

Furthermore, the consulting team agrees with the responses provided by Town staff on this matter, as outlined in the November 21, 2022 letter. The TOA assesses the traffic impacts given the existing road configurations, recognizing it is a dead-end road with a cul-de-sac at the end. Matters related to speeding are primarily an enforcement matter.

Planned and proposed improvements at the King Street and Albion Vaughan Road intersection and widening Albion Vaughan Road to 4 lanes by 2031 will improve queuing along Albion Vaughan Road. The Region has recently installed improvements at the King Street and Albion Vaughan Road intersection, which includes an exclusive right-turn lane for the northbound approach. The Region is monitoring and adjusting the signal timing as needed to account for the new lane. This should improve intersection operations and help alleviate the queue along Albion Vaughan Road. Albion Vaughan Road is also scheduled to be widened to 4 lanes by 2031 according to the 2017 Transportation Master Plan. Any planned road works are dependent on Council and budget approvals.

A maneuvering assessment was undertaken which determined that emergency vehicles can enter and exit the site with no issues. A Pavement Marking and Signage Plan will also be prepared that will restrict parking within the cul-de-sac. Furthermore, it was determined that a vehicle illegally parked in the cul-de-sac would not prevent emergency access to the site in the event of an emergency.

Lastly, there is a total of 34 parking spaces within the proposed development. There are 4 visitor parking spaces proposed, 1 of which is an accessible parking space. Each townhouse unit will have 2 parking spaces provided. The proposed parking spaces meets the Zoning By-law requirements for resident, visitor, and accessible parking.

Driveway Access

Issue: Residents are concerned about the safety of the shared access driveway at 13286 Nunnville Road when entering and exiting.

Response from Consulting Team:

The entrance to the development is proposed off the existing driveway apron which connects to the cul-de-sac on Nunnville Road. The existing driveway will be widened to access the subject site and it will be designed to meet Town standards. The Owner/condo corporation will construct and maintain the proposed driveway apron infrastructure, which will meet the Town's standards and will not pose any safety concerns given vehicles entering the cul-de-sac will yield the right-of-way to vehicles within the cul-de-sac, the same as what occurs today.

During the construction of the entrance, a Traffic Control Plan will be prepared to ensure minimal impacts to the neighbouring site. The Owner will work with neighbours to maintain a safe access on a continuous basis and install a silt fence along the perimeter of the site during construction.

Planning Process

Issue: Residents are interested in the timeline for the applications, including the status of the resubmissions, and if a public meeting was held. Residents are also interested on whether external agencies submitted comments to Town staff.

Response from Consulting Team:

The first submission of the Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium applications was made on April 28, 2022. The second submission was made on March 22, 2023. This updated letter is submitted in support of the third submission.

A public meeting was held on July 18, 2023 to present and discuss the applications. WSP provided a presentation on the nature of the proposed applications and answered questions from Council and members of the public. Several members of the public attended the meeting to provide verbal comments regarding the proposed applications. Written comments were also received prior to the meeting, which were addressed during the public meeting. The comments obtained from the public meeting have been addressed within this letter.

Throughout the application review process, the Town has circulated the application and submission materials to external agencies for their review and comment. Comments received have been reviewed and considered by the Owner in the subsequent resubmission(s). A comment matrix detailing how each comment has been addressed has been submitted to the Town with each resubmission.

Density and Compatibility

Issue: Residents recognize the overall need for increased density, but feel it is being concentrated on Nunnville Road. While there is public support for the proposed development, some residents are also apprehensive about how the new development will affect the neighbourhood, particularly in terms of benefits to the community, privacy protection for adjacent properties, and potential impact on the view of the trees in the ravine due to the height of the townhouses for Bateman Lane residents.

Response from Consulting Team:

The proposed development will benefit the overall Bolton community by introducing residential dwellings which are more affordable than traditional forms of housing (i.e., single-detached or semi-detached). This will help to provide housing options and contribute to a complete community in the Town of Caledon, specifically in this part of Bolton. It will support the Town's goals of providing a range and mix of housing types, densities, and sizes to meet the requirements and housing needs of current and future residents. Furthermore, the proposed development will contribute cash-in-lieu of parkland, development charges, and taxes which will go back to the community by supporting broader community infrastructure needs.

Regarding compatibility of the proposed development, it is important to note that ensuring compatibility does not mean that development should be identical to its surroundings, but rather that new housing should respect its environment, and should not adversely affect the surrounding established neighbourhoods. The supporting studies completed note that the proposed development can be supported from a traffic, servicing, environmental, and urban design perspective. The proposed development will be compatible with the existing architectural style of homes along Clover Bend Terrace, and the streetscape character along Bateman Lane and Clover Bend Terrace. Similar front yard and interior side yard setbacks are being proposed with this development.

In regards to transition to the neighbouring property at 13286 Nunnville Road, the proposed development will have a side yard relationship with this property, where the attached double-car garage of the property will align with the proposed private road and front yard of Unit 12 of the development. The proposed development represents a typical urban transition which is generally consistent with the as-of-right zoning setbacks. A 1.7 m wooden privacy fence is proposed to be constructed on top of the retaining wall along the common property line of the neighbouring property to allow for privacy and to minimize impacts of light from vehicles using the private road. Appropriate setbacks have been established to ensure that adequate separation is provided for privacy and yard maintenance purposes. 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.

The proposed development will include a buffer block which consists of the existing trees and other vegetation. Only the species deemed invasive will be removed from the site. As part of the development proposal, a detailed arborist report including tree inventory was undertaken of the development lands and surrounding valley lands. The development proposal has incorporated the preservation of as many trees as possible and created a Tree Preservation Plan to ensure the protection of the trees during the construction and beyond. As such, it is unlikely that the proposed development will have a significant impact to the view of trees in the ravine for residents, and in the longer term will further enhance the tree canopy and the views from Bateman Lane.

Given the context of the surrounding neighbourhood and proposed design approach to integrate into the surrounding neighbourhood, it is the consulting team's opinion that the proposed development is compatible with the existing community.

Environment

Issue: Residents are interested in learning more about how this development will affect the environment and the risk of erosion.

Response from Consulting Team:

An Environmental Impact Study (EIS) was prepared by GeoProcess Research Associates for the proposed development to determine the significance and functions of natural heritage features associated with the subject site. The EIS determined that the slope vegetation is heavily dominated by invasive species (European Buckthorn) thereby limiting the ecological function of the wooded areas. The proposed development provides a buffer to the existing woodlands which will be planted with native species that provide more suitable habitat than the invasive shrub thicket that is present. In addition, to compensate for minor encroachments into the buffer, an additional compensatory planting is proposed north of Lots 2 to 5 of Building 1 that will also be planted with native species. The proposed development includes the addition of physical habitat structures and an invasive species management plan that will result in increased biodiversity on the site. The EIS concluded that with mitigation and ecological enhancements, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports, as well as the overall natural heritage system of the Town of Caledon.

A Geotechnical Report prepared by Soil Engineers Ltd. concluded that the slope was found to be geotechnically stable. A 6.0 m buffer from the Long-Term Stable Top of Slope will be established on the subject site which is consistent with the setback recommended by the Ontario Ministry of Natural Resources guidelines, except at the entry of the development site where it encroaches into the required setback. The Global Stability Assessment that was undertaken concluded that this portion of the slope is acceptable. As such, the proposed development will be located outside of the erosion hazards located on the subject site.

Construction Impacts

Issue: Residents are concerned that the construction period of the proposed development would cause the same disturbance they currently experience from the construction of the subdivision located on Clover Bend Terrace. Noise disturbance, air quality from dust and dirt, restricted access to driveways, and blocking of streets due to the construction are some of the concerns raised by the residents. Residents are also concerned if the new water and sewer system will have sufficient capacity to allow legacy homes to be connected.

Response from Consulting Team:

This does not relate to the current development; however, a Construction Management Plan will be provided at a future stage to the Town for approval of the traffic management during the construction of the proposed development. All proposed works will comply with the applicable regulatory requirements for construction activities in Ontario and the Town of Caledon. This includes requirements of the applicable development agreement, Town right-of-way occupancy permits, and the Ontario Traffic Manual regulations.

It should be noted that there is also construction along Nunnville Road, Albion Vaughan Road, and adjacent streets for the Region of Peel Sanitary Sewer and Forcemain installation project. Comments or concerns on that project should be directed to the Region.

As discussed during the public meeting, the Region of Peel is installing a 900mm sanitary sewer along Nunnville Road that is anticipated to be completed later this year. This sanitary sewer would provide sufficient capacity for the legacy homes to be connected. The Town stated they will work with the Region of Peel to determine if there are any methods that would allow legacy homes to



achieve this connection. In the existing condition, many of the legacy homes do not have sufficient cover to gravity drain to the existing sanitary sewer.

We look forward to working with Town staff in the processing of this resubmission. Should you have any questions, please contact me at (289) 982-4013 or by email at chad.john-baptiste@wsp.com or Michaela Abatecola at (289)-982-4347 or by email at michaela.abatecola@wsp.com.

Yours sincerely,

A handwritten signature in black ink that reads 'M Abatecola'. The signature is fluid and cursive.

Michaela Abatecola, MCIP, RPP
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WSP Canada Inc.

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WSP ref.: 211-09988-01211-09988-01