

COMMENT RESPONSE MATRIX

Official Plan & Zoning By-Law Amendment
City File: POPA 2022-0002 and RZ 2022-0001
Address: 14245 Highway 50, Caledon
GSAI File: 1225-002
May, 2025

AGENCY/ DEPT	REVIEWER	COMMENTS/CONDITIONS	CONSULTANT	RESPONSE
Town of Caledon				
Planning and Development Department, Development Planning:	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	1. In accordance with Staff Report 2022-0209, where public infrastructure is proposed, a Draft plan of Subdivision will be required. A draft plan of subdivision application will be required to create, construct and convey the roadblock.	GSAI	Noted. We ask that the Town allow for the opportunity to design and convey the road through the Site Plan Approval process.
		2. The site plan shows visitor parking on the west side of Kingsview Drive. At the site plan stage, staff will require a comprehensive plan outlining a crosswalk allowing pedestrians to cross the street safely.	GSAI	Noted.
		3. Please confirm if any of the units will be accessible units. Residents have expressed interest in downsizing and finding accessible units.	GSAI	These details will be determined during Site Plan
		4. Prepare an addendum to the Planning Justification Report highlighting how the proposal meets the policy framework identified in Provincial Policy Statement 2024.	GSAI	The PPS 2024 has been added to the PIR
		5. Revise the legal description of the property on Schedule A of the draft zoning by-law amendment and page 4 of the draft official plan amendment.	GSAI	Noted: This has been updated.
		6. Development statistics included in the architectural drawings set is not the most updated one, please attach the updated sheet.	GSAI	Development Statistics has been updated.
Town of Caledon, Transportation Engineering Comments	Kavleen S. Younan, Transportation Engineer	Transportation Engineering • Please update the pedestrian circulation plan to reflect this and the existing MUP in front of the school. The proposed development should account for the recommended Multi-Use Paths along both sides of Columbia Way recommended in the Town's EA.	CGH	Noted. The pedestrian circulation plan has been updated to reflect the recommended Multi-Use Paths along both sides of Columbia Way as recommended in the Town's EA.
		• The phasing plan on the site plan indicates the Columbia Way connection will not be constructed until phase 3, but the TIS illustrates trips being assigned to this road in phase 1. Revise for consistency as required.	CGH	Noted. The Columbia Way connection will be provided as part of Phase 1 of the subject development. The phasing plan on the site plan has been updated to reflect this.
		• Kindly ensure that the existing signal timings used for analysis for the intersection of Kingsview Drive and Columbia Way are provided.	CGH	Noted. These have been provided in the updated TIS.
		• Per the provided comment responses, the TIS category 'Other Trips' includes vehicle trips like motorcycle and taxi trips. Please confirm that this category was not used to reduce the estimated trips generated from the proposed site.	CGH	This category was not used to reduce estimated trips generated from the proposed site.
		• It is noted that on-street parking along the Kingsview Drive Extension has been counted toward the visitor parking supply. This contradicts the Town's Zoning By-law requirement that parking be accommodated on-site. Please review and revise as required.	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		• The parking justification provided in the report must be re-reviewed and revised. o Section 6.5.1 states that the stacked townhouses have been considered apartment units; please append any discussion regarding this (and any other assumptions) with the report.	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		o 6.5.2.1 proposes that a parking supply rate of 1.35 to 1.39 spaces per resident and 0.22 to 0.23 spaces per visitor will be sufficient. It is unclear where these rates are derived as they don't coincide with the 'provided parking rate' column in Table 43.	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		o 6.5.2.2. the third and fourth paragraphs use the address '50 Ann Street' incorrectly when referring to the parking surveys conducted. It is recommended that this be corrected.	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		o The examination of the Ann Street parking study indicates the usage of municipal parking. As such, the peak rate observed at 60 Ann Street is 0.35 visitor parking spaces per unit, significantly exceeding the proposed parking supply. Revise the proposal as required	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		o The stated 60 Ann Street Parking Data and comparison to the City of Brampton Rates fail to justify the proposed reduced visitor parking rates. Revise the proposed parking supply or revise the parking justification	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		o The report should also discuss the used parking study and its relevance, given that the data is from 2018 (6-year-old data).	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		o 60 Ann Street is an adult-only low-rise building. Compare parking demand for these types of units to the proposal (mid-rise and mixed age) to ensure the parking demand is comparable in context to the proposed development. Alternatively, revise as required.	CGH	As per discussion with Town staff, the site will comply with the recently passed Town Council By-law No. 2024-061. As such, this comment is no longer applicable.
		• AODA has specifications regarding the location of barrier-free accessible spaces for proximity to doors and entrances. Review the proposed shared barrier-free parking spaces for conformance and revise locations as required.	CGH	Noted. This has been considered and revised as required on the site plan and parking plan.
		• Revise the conclusion to be consistent with the rest of the report (parking spaces differ).	CGH	Noted. This has been reviewed as part of the updated TIS.
		• Comments on the functional design presented in Appendix U will be deferred to the Region for review.	CGH	Noted.
Town of Caledon, Planning and Development Department- Heritage Comments	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	Archaeological Assessment • The proponent advised in the comment matrix that they have contacted their consulting archaeologist regarding the compliance letter from the Ministry of Citizenship and Multiculturalism (MCM).	GSAI	Acceptance Letter included with this submission.
		• Prior to approval, the proponent shall provide the Ministry of Citizenship and Multiculturalism (MCM) compliance letter for the archaeological assessment of the subject lands.	GSAI	Acceptance Letter included with this submission.
Town of Caledon, Planning and Development- Parks Comments	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	Parks Comments 1. The proposed central amenity space will not be considered as parkland dedication. 2. Payment of money in lieu of conveyance of parkland will be required in accordance to the Town of Caledon's Parkland Conveyance By-law - 2022-042 or any successor thereof. 3. Payment of money in lieu is required at equivalent market value of 5% of the total area of the land or 1 hectare per 1000 residential units, whichever is greater. 4. To determine the current market value of the development land, the Owner will be required to obtain and furnish the Town with an Appraisal, in accordance with the Town of Caledon's Parkland Conveyance By-law - 2022-042 and appraisal guidelines. Appraisal is considered valid for a maximum period of six months. 5. The appraisal needs to be prepared by a certified professional appraiser of real estate who is designated as an Accredited Appraiser by the Appraisal Institute of Canada (AIC), and who is a member in good standing of the AIC, at no expense to the Town. All appraisals must comply with the current Canadian Uniform Standards of Professional Appraisal Practice (CUSPAP) as adopted by the Appraisal Institute of Canada. 6. Payment will be collected prior to the draft plan of subdivision or issuance of any building permits, whenever comes first. Please refer to Park Dedication for more information.	GSAI / Landowner	Information Only
Town of Caledon, Energy and Environment Comments	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	Energy & Environment 21. Town Council recently adopted Green Development Standards to promote sustainable, low carbon and energy efficient design in new developments. While the GDS does not apply to OPA's or Zoning By-law Amendments, applicants should be aware that future draft plan of subdivision and site plan applications will be required to submit a completed GDS checklist and supporting documents. Applicants are encouraged to familiarize themselves with the program early in the development process so they are prepared to comply with GDS requirements. Program materials can be found at www.caledon.ca/gds. Energy and Environment staff are available if you have any questions about the program.	GSAI	Information Only

Town of Caledon, Planning and Development- Urban Design Comments	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	Urban Design 22. Urban Design would recommend revisiting the site layout to address the comments below.	KFA	Information Only
		23. There is hardly any setback of the 10 storey Building at the intersection along Hwy 50 from the property line after road widening. Please clarify.	KFA	Setback was determined to promote an active street frontage that is pedestrian friendly and allows access to commercial units.
		24. UD will recommend revisiting the location of the ramp for underground parking. The ramp structure will block half of the south side of the central amenity area, also pose a visual barrier for the amenity area and a safety concern with constant vehicular movement. The proposed garbage room area may be a better location for the ramp for underground parking.	KFA / CGH	The Ramp has been relocated as shown on updated site plan and as discussed with Staff.
		25. Kingsview Road will be a public street-will on-street parking as indicated be permitted? Will there be any connection to the school from the proposed extension of Kingsview Drive?	CGH / KFA	Public on street parking is proposed on Kingsview, this is not included in the visitor parking calculation. No connection is proposed from the school yard to Kingsview.
		26. The amenity area is surrounded by parking and streets on all sides. The site plan should accommodate delineated pedestrian walkways from all buildings to the central amenity area for safe pedestrian access. With commercial parking, access to the underground ramp is a safety concern for all potential users of the buildings on the site.	GSAI	The amenity area has been moved slightly and improved pedestrian connections have been added.
		27. The garbage room location may not be a convenient location for stacked townhouse units in Blocks I and J.	KFA	The proposed location is the most central and within an appropriate walking distance to all townhouse units.
		28. A 9-storey mixed-use Apartment Building is proposed in Phase 3-what are the mixed uses proposed for this building? It seems there are only residential uses. (Please refer to Page 16 of the PIR- 'Aside from the townhouse dwelling all residential uses will be above the commercial uses in the mixed-use buildings').	GSAI / KFA	The 9-Storey building will not have commercial uses on the ground floor. The PIR has been updated accordingly.
		Comments on the Urban Design Brief 29. Please note that the Urban Design Brief does not include sufficient detailed guidelines at the 2nd submission stage. The Town will review and provide further detailed comments at the Site Plan stage.	MBTW	MBTW noted. To be updated when detailed comments from the Town are received.
		30. We'd recommend updating the UD Brief considering the above comments for the Site layout.	MBTW	MBTW noted.
		31. The Park should be referred to as an "outdoor amenity area" and update the Brief accordingly for all sections.	MBTW	MBTW noted. Updated throughout UDB.
		32. Under 'Active Transportation and Open Space System', please indicate delineated pedestrian crossings within the site and recommend special paving materials to highlight them and slow down traffic with particular reference to access to the central amenity area.	MBTW	MBTW noted. Updated in appropriate Section and Active Transportation & Open Space Diagram. Please refer to Section 3.4, and Figure 12 on Page 22.
		33. Built Form section 4.2-please provide sections through Highway 50 and Columbia Way to clearly demonstrate the retail interface with the public realm. Include guidelines and images to ensure active and vibrant retail frontages along the major street frontages and avoid false frontage.	MBTW	MBTW noted. Updated, a conceptual cross section and precedent imagery has been prepared and included in the UDB in Section 4.2.
		34. Include guidelines to incorporate retail and/or animated uses only at ground floors for phase 2 & 3 Mid-rise buildings to provide an active transition with the public realm. Fig 17 on page 26, do not indicate this.	MBTW	MBTW noted. Updated in appropriate guidelines portion/list and precedent imagery have been included. Please refer to Section 4.2.
		35. Include guidelines to incorporate sufficient variety in design and materials within all buildings but maintaining a coordinated design approach. This is important as currently all townhouses look the same Fig 15. The Town will review at Site Plan stage, but the principle should be in the UD Brief.	MBTW	MBTW noted.
		36. Include probable mailbox locations within the site.	MBTW	MBTW noted. Locations have been included in the updated design. Please refer to Figure 10 on Page 20.
		37. Include section on signage (particularly signage for retail) and wayfinding. Principles for adequate lighting within the site should be included.	MBTW	MBTW noted. To be designed at a later detailed design stage.
		38. We'd recommend a sun shadow study to understand the impact of the midrise buildings and a memo outlining the analysis.	MBTW / KFA	MBTW noted. Shadow Study is required to prepare/insert this information into the Urban Design Brief (UDB). Once received, a Shadow Study section can be included in the UDB.
		Additional detailed comments to be addressed at Site Plan stage 39. Phase 2 Ground Floor Plan shows a large amount of street frontage utilized by locker rooms. We recommend the applicant consider relocating the locker rooms to the extent feasible and replacing them with additional retail and/or indoor amenity space facing the streets. UD staff expects that the interior layout of buildings will be further refined at the site plan stage.	KFA	During the detailed design Site Plan Stage efforts will be made to adjust the location of lockers across the site.
		40. We are not clear from the drawings if there are basement level entrances (half level below grade) to the lower stacked units. If there are, we recommend that the applicant consider a full storey at the ground level and eliminate the lower-level patios	KFA	The current stack townhouse design does propose lower level or below grade units / access with lower patios.
		41. Phase 3 ground floor plan shows residential units facing Columbia Way and internal private street and this plan should be revisited.	KFA	At this time the ground floor units remain. These ground floor units will contribute to the pedestrian friendly active street frontage.
		42. 4Phase 3 ground floor plan shows patio at the southwest corner-is it for a restaurant use? And where is the main lobby for this building? Please clarify.	KFA	This patio is envisioned as a seating area adjacent to the building entrance to balance the restaurant patio on the opposite side of the walkway. The design of this patio can be revised during site plan.
Town of Caledon, Planning and Development- Urban Design Comments	Eva Li, Senior Landscape Architect Eva.li@caledon.ca	Landscape Comments on the Urban Design Brief, Site Plan and Landscape Concept Plan 44. The key map included in the UD Brief needs to be updated to align with the proposed development plan.	MBTW	MBTW noted. Updated, please refer to Figure 10, on Page 20 in the UDB.
		45. The Landscape Concept Plan is to be updated and coordinated with the site plan and architectural drawings, reflecting the latest changes to the proposal.	MBTW	MBTW noted. Please refer to updated Landscape Concept Plan.
		46. Replace "Park" with "Outdoor Amenity Space" in all relevant drawings and documents.	MBTW	MBTW noted. Updated throughout UDB.
		47. Replace "Community Gateways" and "Community Edges" with "Gateway Features" and "Landscape Strips" in all relevant drawings and documents. No Town-owned Community Gateways shall be provided for this development.	MBTW	MBTW noted. Updated throughout UDB.
		48. Include the preliminary design for the Gateway Features and the outdoor patio area, making sure to incorporate a sound barrier that is at least 2.0 meters tall, in accordance with the recommendations specified in Figure 2 of the Acoustic Report.	MBTW	MBTW noted. Outdoor patio areas included in design, and guideline of the sound barrier included in Section 4.2. Further gateway design detail to be designed at a later detailed design stage.
		49. Eliminate the suggested tree spacing for the Town's Boulevard trees detailed in Section 5.0 Streetscape and adhere to the latest Town's landscaping guidelines. Identify where a double row of trees will be planted.	MBTW	MBTW noted. Updated in Section 5.0 of the UDB.
		50. Identify all landscape related Low Impact Development (LID) practices proposed in this development.	MBTW	MBTW noted. Please refer to updated Landscape Concept Plan.
		51. Relocate the entrance ramp to the underground parking to a position distant from the central Outdoor Amenity Space. The Outdoor Amenity Space should be designed for unobstructed visibility from all directions to facilitate natural surveillance.	MBTW / KFA / CGH	MBTW noted. Please refer to updated Landscape Concept Plan.
		52. Proposed layby parking along public street Kingsview Drive shall be reviewed by Transportation Engineering.	CGH	Information Only: This parking is not included in our visitor parking counts.
Town of Caledon, Finance Department Comments	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	Finance Department 53. If the proposed development (includes stacked townhouse blocks, and apartment building dwelling units with commercial uses at grade) were to proceed as planned, the taxable assessment value of the property will change to reflect any development that will take place.	Landowner	Information Only
		54. Development Charges will be determined on the date when the zoning By-law amendment application is determined to be complete (the application completion date) i.e. May 02, 2022. Those determined rates will be applicable to building permits that will be issued within 18 months, starting on the application approval date.	Landowner	Information Only
		55. Development Charges will be levied as follows: i. Town of Caledon: (a) \$26,728.86 per apartment unit > 70 m2; (b) \$15,685.90 per apartment unit 70 m2 or less, and (c) \$77.95 per m2 of commercial space. Note: Stacked townhouses are charged at the apartment unit > 70 m2 category. ii. Region of Peel: (a) \$49,003.47 per apartment unit > 750 sq. ft; (b) \$25,916.51 per apartment unit 750 sq. ft or less, and (c) \$255.17 per m2 of commercial space. Note: Stacked townhouses are charged at the apartment unit > 750 sq. ft category. iii. Effective February 1, 2016, the Region 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. iv. School Boards: (a) \$4,572 per any residential unit; and (b) \$9.69 per m2 of commercial space. v. Transit: (a) \$469.39 per apartment unit > 750 sq. ft; and (b) \$243.25 per apartment unit 750 sq. ft or less. Note: Stacked townhouses are charged at the apartment unit > 750 sq. ft category.	Landowner	Information Only
		56. Interest on Development Charges will apply for the period May 03, 2022 through to the date on which those charges are received by the Town.	Landowner	Information Only

		57. The Development Charges comments and estimates above are as of July 16, 2024 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 (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18 months after application approval date. 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.	Landowner	Information Only
Hydro One Inc.	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	Hydro One Inc. 58. The applicant must contact the Hydro One Inc. Subdivision Dept to arrange for the electrical servicing of the new development.	Landowner	Information Only
		The following departments/agencies have not provided comments and will be provided at a future date: • Development Planning • Zoning • Region of Peel • Fire and Emergency Department • Development Engineering		Information Only
Town of Caledon, Planning and Development Department, Municipal Numbers:	Sagar Babbar, Community Planner sagar.babbar@caledon.ca	13. The property address is confirmed as 14245 Highway 50		Information Only
		14. Should the application be approved, the existing municipal address will cease to exist and new municipal numbers shall be issued in accordance with the Municipal Numbering By-law and Guidelines. These numbers will be issued in accordance with these documents, based on approved driveway locations and a new street name.	GSAI	Information Only
		15. Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.	GSAI	Information Only
		16. Upon issuance of Final Site Plan Approval, the Lead Planner will forward a copy of the approval package to municipal numbering staff to work with the owner to issue the required numbers and post any required signage of the numbers in accordance with the Town's Municipal Numbering By-law and Guidelines.	GSAI	Information Only
		17. In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The owner is advised to post the number (once issued) on the townhouses in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at municipalnumbers@caledon.ca or 905-584-2272 x. 7338.	GSAI	Information Only
		19. Please be advised that on October 29, 2019, Town Council approved updates to the Town's Corporate Policy on Street Naming. In accordance with these updates, this application will require:	GSAI	Information Only
		20. A minimum of one (1) street name of local historical significance is required and more are encouraged where possible	GSAI	Information Only
		21. Please see the lists of available street names approved for use in Caledon (heritage names, veteran names and non-heritage names). The lists of available names can be found by visiting https://www.caledon.ca/en/town-services/street-naming.aspx	GSAI	Information Only
		22. 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.	GSAI	Information Only
		23. Due to local historical significance, some heritage names are intended for use in specific areas of the Town and are identified as such	GSAI	Information Only
		24. If the applicant wishes to submit alternate names for consideration as street names in Caledon, they may do so through the Town, for consideration by the Region of Peel Street Naming Committee. Only those names that adhere to the requirements of the Town of Caledon Corporate Policy on Street Naming and the Region of Peel Street Naming Guidelines will be considered.	GSAI	Information Only
		25. The Region of Peel has a street naming webpage available for members of the public to search to see if a particular street name is presently in use or reserved for use Caledon, Brampton, Mississauga, or has otherwise been previously declined : https://www.peelregion.ca/planning/business/index.asp	GSAI	Information Only
		26. The new proposed street segments will also require suffixes in accordance with the Town of Caledon Corporate Policy on Street Naming.	GSAI	Information Only
Town of Caledon Development Engineering	Drew Haines	The Town requires a temporary turning circle meeting Town Standard Drawing 217 at the northern terminus until the road is able to continue north. The Town will not utilize a private roads with easements as turn arounds to do potential noise/damage complaints from future residents and condominium boards.	KFA / CGH	Noted. As the landowner of the subject development lands (14245 Highway 50) owns the adjacent lands to the north, the temporary turning circle is intended to be accommodated on these lands and will be provided in accordance with the Town Standard Drawing 217. This will be shown in the future Site Plan submission.
		The Town does not support the proposed layby street parking along any municipal right of way, however the Town is open to further discussion through detailed design of the road.	KFA / CGH	Noted. As part of the future site plan submission, the proposed layby parking will be re-evaluated and the layby parking may instead be updated to the sow on-street parking lanes.
		The following policies are to be included in the OPA:		
		Land for Kingsview Drive extension north of Columbia Way to achieve a 26.0 meter right of way shall be dedicated to the Town free and clear of any encumbrances. The owner shall be responsible to design, construct, and pay for Kingsview Drive extension to Town standards.	GSAI / Landowner	Information Only
		Prior to Registering a Draft Plan of Subdivision or Site Plan approval, the developer is to enter into an agreement with the Town to secure and constructed Kingsview Drive Extension.	GSAI / Landowner	Information Only
		Environmental Noise Feasibility Study		
		The Town will peer review the Environmental Noise Feasibility Study that will be submitted as part of the Site Plan application. The report submitted as part of the Site Plan Application needs to demonstrate what impacts the propose development may have on existing residences and provide possible mitigation measures.	GSAI / Landowner	Information Only
		Geotechnical Engineering Report		
		Through a future development application the Geotechnical Engineering Report prepared by A&A Environmental Consultants is to provide construction recommendations for Kingsview Drive extension.	GSAI / Landowner	Information Only
Development Planning, Caledon		Should there be a contradiction between Planning and Economic Development comments, Economic Development comments shall prevail.	GSAI	Information Only
		The property is currently designated Bolton North Hill Commercial Area. These lands are to be used for a food supermarket and ancillary retail purposes. The purpose is to establish a grocery store that serves the existing North Hill neighbourhood while ensuring that the viability of the Bolton Core Commercial Area is maintained.	GSAI	Information Only
		A CIS was completed to determine if it would be appropriate to redesignate these lands from Commercial to a designation that permits a mixed-use development.	GSAI	Information Only
		The retail commercial space proposed is approximately 18,200 square feet. The CIS states that if this site was to be developed as a supermarket, it would be approximately 90,000 square feet of retail commercial space.	GSAI	Information Only
		The CIS states that the proposed retail commercial space is anticipated to be anchored by a grocery store (specialty food store). There is a wide range of commercial uses permitted by the site-specific zoning. What measure will be in place to ensure a grocery store is prioritized as a tenant for the commercial space?	GSAI	At this time the Zoning By-law permits a more broad range of retail uses. Flexibility is sought should a grocery store tenant not be found.
		Please explore opportunities to increase the commercial retail space within the Mixed-Use Building (relocating lockers underground).	GSAI	Noted: This can be explored further during Site Plan
Zoning Comments				
		Issue Definition of Front Lot Line required Resolution Zoning staff suggest: Lot Line, Front For the purposes of this zone, the entirety of the lot line abutting Kingsview Drive shall be deemed the Front Lot Line.	GSAI	We have kept the front lot line as Columbia Way due to Lot Line, Front For the purposes of this zone, the entirety of the lot line abutting Columbia Way shall be deemed the Front Lot Line.

		<p>Issue RMD zone stipulates that for Townhouses, minimum/maximum standards shall be in accordance with the RT zone (Section 6.3, Table 6.2, Footnote 12). As such, the maximum number of dwelling units per townhouse dwelling shall be 12.</p> <p>Resolution Zoning staff recommend that the footnote be adjusted.</p>	GSAI	Provision added: <i>Maximum Dwelling Units per Townhouse Block</i> <i>Notwithstanding Section 6.3, Table 6.2, Footnote 12 the maximum number of units per townhouse block shall be 24.</i>
		<p>Issue Additional Residential Units use removed</p> <p>Resolution Zoning staff recommend retaining the use, as it is subject to provisions in the by-law proposed. Without it in the list of permitted uses, relief from the by-law would be required to have an ARU.</p>	GSAI	Additional Residential Units added back to Zoning By-law
		<p>Issue Schools are permitted uses under Section 4.33</p> <p>Resolution Remove Schools from permitted uses</p>	GSAI	School removed from permitted uses
		<p>Issue Accessory Uses are permitted uses under Section 4.2</p> <p>Resolution Remove accessory uses from permitted uses.</p> <p>The uses would be reviewed under section 4.2 anyways. Recommend that the applicant review section 4.2 to ensure their intended accessory uses can comply with the provisions.</p>	GSAI	Accessory Uses removed from the Zoning By-law
		<p>Issue Non-market Housing – removal of the provisions</p> <p>Resolution It will be a permitted use but the provisions made it clear that it has to be in complaint building given that it had no specific development standards for the use, rather it would use the development standards for the type of structure it is (i.e. towns/detached/etc). This is significant for interpretation.</p>	GSAI	non-market housing provision re added
		<p>Issue Definition of Lane has been eliminated. Parent definition will apply.</p> <p>Resolution Zoning staff recommend that the definition of Lane amended by RMD-710 be reinstated for maximum flexibility.</p>	GSAI	Lane Definition Added back
		<p>Issue Definition of Street has been restricted (proposes to use parent definition)</p> <p>Resolution Same as above comment</p>	GSAI	Definition has been re added
		<p>Issue Dwellings per Lot has been reinstated (therefore Section 4.11 applies)</p> <p>Resolution Permitted dwellings are not exempt from Section 4.11 of the By-law. The intent of the original was to restrict a lot from having more than one dwelling on it. This is typically exempted in site-specific by-laws to prevent conflicts, and was modified to only apply to detached, semi-detached and free holds. It would not apply to other towns/multi units such as mixed use building etc.</p> <p>The removal of this modified clause will mean that 4.11 applies in its entirety and risks should be discussed.</p>	GSAI	Dwellings per lot regulation re added
		<p>Issue Use Restriction provision removed</p> <p>Where a dwelling has been legally constructed, the dwelling shall not be used for any purpose other than a domicile, a day care, private home, home occupation, and related accessory use as permitted by the Zoning By-law. All other uses are prohibited.</p> <p>Resolution Zoning staff recommend this be reinstated to ensure dwellings are not used for non-residential purposes.</p>	GSAI	Use restriction re added
		<p>Issue Non-Residential Uses provision removed</p> <p>The non-residential uses permitted in this zone shall only be permitted on the ground level of a Building, Mixed Use.</p> <p>Resolution Zoning staff recommend this be reinstated to ensure dwellings, if located on ground floors, are not used for non-residential purposes. Additionally, this ensures that all non-residential uses are only within a mixed use building and not standalone buildings.</p>	GSAI	non residential uses provision re added
		<p>Issue Lot provision removed</p> <p>Lot The lands zoned RMD-710 shall be considered one lot for zoning purposes.</p> <p>Resolution Zoning staff are currently reviewing the current parcel as a lot for zoning purposes. Should this provision be removed and land be severed/altered, zoning deficiencies will occur and require relief from the by-law. (creation of yards, etc.)</p>	GSAI	Zoning provision re added
Dufferin-Peel Catholic District School Board (DPCDSB)				
DPCDSB Comments	Krystina Koops, MCIP, RPP Planner (905) 890-0708, ext. 24407 krystina.koops@dpcdsb.org	Further to DPCDSB previous comments dated May 24, 2022, we are requesting confirmation that a retaining wall will not be required through a proposed grading plan. DPCDSB preference would be for the applicant to remove the existing mound without the use of retaining walls. Any grading work required on the St. Michael school site will require final approval by DPCDSB.	GSAI / Landowner	Noted.
		DPCDSB requests that the following condition be incorporated in the development agreement: 1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.	Landowner	Noted.
		2. A clause shall be included in the development agreement stating that prior to registration, detailed grading plans in relation to the St. Michael school site will be submitted to the Dufferin-Peel Catholic District School Board for review and approval.	Landowner	Information Only
		DPCDSB will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.	Landowner	Information Only
Peel District School Board (PDSB)				
PDSB Comments	Zach Tessaro Planner - Development Zach.tessaro@peelsb.com 905-890-1010, ext. 2217	Please be advised that PDSB has requested two (2) elementary school sites in the adjacent Bolton North Hill Secondary Plan. Please note there is insufficient capacity for new students generated from this development.	Info Only	Information Only
		The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement: 1. 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.	Info Only	Information Only
		2. 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 neighbourhood schools, you are hereby notified	Info Only	Information Only

		3. 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.	Info Only	Information Only
Region of Peel				
Region of Peel	Dylan Prowse dylan.prowse@peelregion.ca	Site Plan Servicing Functional Servicing The Region has reviewed the FSR dated March 2024. Prior to approval, additional information is require. Please see the comments below for details: <u>Wastewater - Refer to comment report tables</u> <u>Water - Refer to comment report tables</u>	Urbanworks	The water and wastewater demands have been revised accordingly, using the Region's updated linear wastewater standards (2023). Please note that 2.7 ppm was used as the split of 1 and 1+ bdrn units is not known. Table 4-1 has been revised accordingly.
		Transportation Development: <u>Access/Study Requirements</u> o Please provide clarification/justification regarding the implementation of a second auxiliary right turn lane for the property located at 14289 Highway 50. o Please separate the functional drawing from the body of the TIS. • Please refer to the "Functional Design" section below for more information.	CGH	o As part of the functional design, an auxiliary northbound right turn lane for the property located at 14289 Highway 50 has been shown. This is consistent with existing conditions, however the right-turn lane has been slightly realigned as the result of the proposed access intersection to the subject development. o Noted. The functional drawing will be removed from the body of the TIS and will be submitted separately. o Noted.
		• The Region acknowledges that a right-in/right-out access is proposed onto Highway 50.	CGH	Noted.
		• The Region requires that provisions be put in place by way of easements for interconnectivity with the neighbouring property to the north located at 14289 Highway 50 to accommodate access spacing requirements at the time the northern property develops.	CGH	The extension of Kingsview Drive will allow for interconnectivity with the neighbouring property to the north and will serve to satisfy this comment.
		<u>Functional Design</u> • Please include the storage and taper lengths described in the TIS into the drawing. • Please provide all required civil engineering drawings for the proposed functional design (refer to Engineering Requirements section below).	CGH	• Noted. This provided on page 004 of the function design. • Noted. This will be provided as part of the future site plan submission.
		<u>Engineering Requirements (for the auxiliary right turn lane)</u> • A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";	CGH	Noted. This will be provided as part of the future site plan submission.
		• The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;	CGH	Noted. This will be provided as part of the future site plan submission as confirmed with Region staff.
		• Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 50 (Highway 50);	Owner	Information Only
		• A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.40);	Owner	Information Only
		• The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way: • Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law; • Completed Notice to Commence Work ; • Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor; • Please note that any proposed construction within the Region of Peel's right of way is pending P.U.C.C. approval (minimum six week process). Please note that P.U.C.C. circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email. • Please be advised that any concerns or issues identified by the utility company will be the responsibility of the Owner/Applicant to address and resolve directly with the utility company. • All costs associated with the design and construction of road and access works will be 100% paid by the Owner;	Owner	Information Only
		Property Requirements		
		The Region requests the gratuitous dedication of lands to meet the Region of Peel's Official Plan requirement for Regional Road 50 (Highway 50) which has a right of way of: o 36 metres, 18 metres from the centreline of the road allowance, midblock; o 41.5 metres; 20.75 metres from the centreline of road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;	GSAI	Information Only
		The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Highway 50 and Columbia Way;	GSAI	Information Only
		The Region requests the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 50 (Highway 50) behind the property line and daylight triangle, except at any approved access point;	GSAI	Information Only
		The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way;	GSAI	Information Only
		A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.	GSAI	Information Only
		Landscaping/Encroachments		
		• Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits.	MBTW	Information Only
		• Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.	Owner	Information Only
		<u>Site Plan</u> • Centreline of roadways with property dimensions should be reflected on the site plan;	KFA	Noted
		Hydrogeological Report:		
		<u>Base Line Monitoring</u> Slab on grade. No long term dewatering. Short term dewatering, as described below: • Water levels collected May to August 2021 (seasonal fluctuation partially captured) • Hydraulic conductivity based on literature - Fetter 2001 (in situ preferred) • No indication dewatering estimated undertaken. 993 underground parking proposed (short term and long term dewatering estimates required)	Urbanworks	Information Only
		<u>Quality</u> Discharge, as described below: • Groundwater samples collected July 2021 • Compared to Toronto Municipal Code Chapter 681 (comparison to Peel storm/sanitary sewer and/or PWQO required) • Discharge to municipal sewer would require a permit to discharge from local authority and discharge to watercourse would require a discharge plan to be submitted to conservation authority	Urbanworks	Information Only
		Waste Management: Collection Vehicle Access • The collection vehicle access route throughout the site to each collection point area must be shown on the Waste Management Plan. • If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate or transformer cover), the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely	KFA / CGH	• Truck turning diagrams are included in the TIS . • Noted: Can be provided during detailed design

		<p>Safety Measures for Reversing Vehicles:</p> <ul style="list-style-type: none"> • The drawings indicate that the Waste Collection Vehicle must reverse onto oncoming internal traffic when exiting the collection point areas. Stop signs with a flashing warning light system that can be controlled by onsite staff are required to prevent pedestrian and vehicle traffic from crossing the path of a reversing collection vehicle. • A convex mirror is also recommended to assist the driver in reversing at the collection point area. • Please see Appendices 1.1 and 1.4 of the WFTSM for sample drawings of the requirements. 	KFA / CGH	<ul style="list-style-type: none"> • [Response deferred to KFA] It is noted that this will be referred to in the TIS and it will be indicated that further details will be provided and shown on the site plan at the future site plan submission. • [Response deferred to KFA] It is noted that this will be referred to in the TIS and it will be indicated that further details will be provided and shown on the site plan at the future site plan submission.
		<p>Collection Point Area(s):</p> <ul style="list-style-type: none"> • The collection point areas must have a minimum overhead clearance of 7.5 meters. • The collection area should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection. Please see Appendix 4 for indoor waste collection point specifications. 	KFA / CGH	<p>• [Response deferred to KFA]</p> <p>Noted: The Site Plan complies, further details can be provided during Site Plan</p>
		<p>o However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements:</p> <ul style="list-style-type: none"> • The bins should be properly positioned in the collection area on the day of collection before 7 am. • The driver is not required to exit the collection vehicle to facilitate collection. • Property management is responsible for moving bins during collection. • The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle. • Property management must be visible to the waste collection vehicle on approach to the site; otherwise, the waste collection vehicle will not enter the site. • Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site. • Property management staff will be responsible for moving bins to the staging area at the time of collection and returning them to the storage room following collection. <p>o If jockeying is required, please provide the jockeying notes stated above (1 to 7) on the Waste Management Plan.</p>	KFA / CGH	Information Only
		<p>Stacked Back-to-Back Townhouse Blocks:</p> <ul style="list-style-type: none"> • Waste drop-off points for Back-to-Back Townhouse Blocks must be convenient for all residents (within 100m walking distance of the furthest unit). • Townhouse units have a designated waste disposal point. 	KFA / CGH	Waste Collection is in a central location to all units and is within 100m of all units.
		<p>Ground Floor Commercial Space:</p> <ul style="list-style-type: none"> • Private waste collection is required for the non-residential waste generated within this development. Non-residential waste must be kept separate from residential waste on collection days. 	KFA / CGH	Noted.
		<p>Health Planning:</p>		
		<ul style="list-style-type: none"> • After review of the concept plan there are opportunities for enhanced pedestrian connectivity on site. • Please provide secure long and short-term bicycle parking near the entrance of the mid rise building. Consider wayfinding signage on the site to advise users where to access bicycle parking and indoor amenities. • For on site amenity or outdoor areas, please include an adequate amount of covered all-weather seating, landscaped open space, and shade along pedestrian pathways to promote a pedestrian-oriented environment. Exposure to natural environments can have a positive impact on the overall mental health and wellbeing of residents. • Include green infrastructure in non-traditional spaces. 	GSAI	Noted. Improved Pedestrian Connections have been made. Further details can be refined during site plan.