



June 9, 2020

Stephanie McVittie, Manager of Development Review  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

**Re: Submission of revised application package  
Application for Site Plan Approval and Zoning By-law Amendment  
Banas Stone  
8186 King Street  
Part of Lot 11, Concession 5 (Albion), as in RO866564  
Your Files SPA 16-0063 & RZ 16-14**

We are pleased to provide the accompanying submission package for review by the Town of Caledon, Region of Peel and TRCA.

Subsequent to the September 7, 2017 comment letter provided by the Town of Caledon, a number of discussions were held with the Town and Region to clarify and find alternative options to address the site access and noise impact issues. This submission reflects the outcome of those discussions.

Generally, there are no substantial changes to the proposed Site Plan or layout, however, we included the additional details and other changes as requested by the Town of Caledon and commenting agencies.

The required documents have been revised and provided in accordance with the Town of Caledon's comment letter dated September 7, 2017.

We have addressed the detailed comments as follows:

**Planning and Development, Zoning – July 17, 2017**

Comment	Response
Confirm Legal Description in the Draft By-law	Legal Description has been updated to match that provided by Legal Services.
Provide Dimensions on the site plan for the proposed open storage and include on the zoning matrix	Dimensions of the open storage area are shown on the site plan and in the Zoning Matrix.
Revise site plan and zoning matrix to include the business office in the existing building and size. Confirm setbacks and lot dimensions.	Existing building size and setbacks are shown in the Zoning Matrix.
Round parking space calculation up to 5.	Zoning Matrix included with the updated Site Plan shows 5 parking spaces required.

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Comment	Response
Confirm if a business office is the primary use, or accessory. Delivery space must comply with zoning or zoning should be amended.	The proposed primary use is a warehouse, wholesale. The building will be utilized as a waiting area for the truck drivers waiting for their deliveries to be loaded on their vehicles. One loading space is shown and dimensioned.
Confirm if the shed is to be relocated and provide dimensions on the site plan and zoning by-law matrix	Shed is to be relocated. Proposed location is shown on the drawing with setbacks dimensioned. Setbacks are also included in the Zoning Matrix.
It appears there is a barn or accessory building on the rear of the property. If this building is to remain, this is required to be noted on the site plan, zoning by-law matrix and draft zoning by-law.	We are not aware of any structures at the rear of the property.

**Finance and Infrastructure Services – August 24, 2017**

Comment	Response
Property tax account as at August 24, 2017 is current.	Acknowledged
Any future development would be subject to development charges.	Acknowledged

**Community Services, Building Services – August 17, 2017**

Comment	Response
Provide OBC matrix with seal and signature for the proposed application.	It is assumed this refers to a future Change of Use Permit. The matrix will be provided at that time.

**Community Services, Planning and Development Engineering – July 14, 2017**

Comment	Response
Zoning of the lot to the east allows for the construction of a single detached dwelling, therefore prior to Site Plan approval, the applicant must incorporate mitigation measures to ensure that sound levels at the points of reception are at 50 dBA or below.	As per the January 23, 2019 aeroustics addendum to their Environmental Noise Impact Study, a 4.5 m acoustic barrier would be required along the east property line. However, the ultimate location of any potential future dwelling may impact the height and horizontal extent of the barrier and as such, it is proposed that securities be provided to the Town to be held until such time as a residential building permit application for the adjacent property is received and an appropriate berm/barrier is designed and constructed for 8186 King Street.
The capacity analysis of the shared ditch is to use a time of concentration of 5 minutes.	Maximum flows in the ditch with a 5 minute time of concentration is anticipated to be 0.49 cms
To address the above, the proposed Zoning By-law Amendment may need to be revised.	As per the responses above, we do not believe a revision is required for the Zoning By-law Amendment.

**Community Services, Open Space Design – June 15, 2017**

Robert Russell | MCIP, RPP | PRESIDENT

32 Albert Street | Georgetown ON | L7G 2B3 | C: 647.460.5511 | rob.russell@russellplanning.com

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Comment	Response
No further concerns are required to be addressed, outside of first review comment #7 regarding acoustic fencing.	Acknowledged

**Corporate Services, Legal Services – July 14, 2017**

Comment	Response
Legal description in the draft zoning by-law should read as follows “Part Lot 11, Concession 5 (Albion), as in RO866564”	Acknowledged

**Region of Peel, Traffic Engineering – August 9, 2017**

Comment	Response
Provide a detailed breakdown on the existing and anticipated truck traffic to and from the site.	Truck traffic is shown in Diagram 1 and Table 2.1 of the updated Traffic Impact Study March 2020 by Mark Engineering.
Provide peak season data for all scenarios for the proposed site and the existing Banas Stone access	Discussed in Section 5 of the Traffic Impact Study.
Provide functional design of the access scenarios along with the locations of the internal connections	As per discussions with the Region of Peel subsequent to the issuance of the 2017 comments, the only scenario being considered is maintaining individual accesses for each legal parcel. As such, only one functional design is provided.
Revise Section 1 of the TIS to reflect the Region’s Recommendation Report which indicates that there are no plans for grade separation at the CP Rail crossing.	Section 1 has been revised accordingly.
Revise Section 3 of the TIS to indicate that the access spacing between 2473903 Ontario Inc. and Banas Stones is 76 metres.	Distance between accesses are shown on Figure 2.1 to be 60 metres.
The Region believes that 8168 King Street and 8144 King Street are under the same ownership and a combined access should be viable.	Please note that these properties are owned by two different corporate entities.
Revise Section 4.3 to reflect that there will be no future grade separation.	Section 4.3 has been revised accordingly.
Remove Conclusion # 2	Conclusion #2 has been removed
Remove Conclusion # 3	Conclusion #3 has been removed
Conclusion # 4 will be reassessed after truck traffic data has been provided	Conclusion has been reassessed and confirmed that LOS will be acceptable.
Conclusion # 7 will be reassessed after truck traffic data has been provided	It is confirmed that a left turn lane is not required.

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Comment	Response
The Region will not be in support of any access to the property as indicated in the Site Plan. A single right-in/right-out access to serve both properties will be supported.	It is understand that discussions with the Region of Peel occurred subsequent to this comment and that maintaining separate accesses for each legal parcel will now be considered.
The owner is required to enter into an access agreement with the Region to be registered on title.	Acknowledged
The Region proposes to access scenarios for consideration: - Access scenario #1 utilizing existing access to 8144 King Street with an internal connection - Access scenario #2 with new access to 8186 King Street, removal of access to 8144 King Street and internal connection.	It is understand that discussions with the Region of Peel occurred subsequent to this comment and that maintaining separate accesses for each legal parcel will now be considered.
The Region requires the dedication of a widening that will provide 15.0 metres measured from the centreline of King Street	Acknowledged
The Region requires a 0.3 metre reserve along the property frontage except at the approved access.	Acknowledged
Costs related to the transfer of the widening and reserve block are the responsibility of the applicant.	Acknowledged
A draft reference plan will be required for review.	Acknowledged
Encroachments will not be permitted within the Region's easements or right of way limits.	Acknowledged
A detailed engineering submission of road and access works will be required for the Region's review and comment.	Acknowledged
Detailed cost estimate of the proposed road and access works is required	Acknowledged
Securities in the amount of 100% are required for proposed road and access works.	Acknowledged
Engineering and Inspection Fees of 7% of the cost estimate will be required.	Acknowledged
Road occupancy permit will be required for road works.	Acknowledged
Notice to commence work is required 48 hours prior to commencing work.	Acknowledged
Proof of Insurance with the Region of Peel named as an additional insured is required.	Acknowledged
All costs related to design and construction of the road and access will be paid by the owner.	Acknowledged

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Comment	Response
Eight copies of the approved drawings are required for PUCC approval.	Acknowledged

**TRCA – July 14, 2017**

Comment #	Comment (January 10, 2017)	Updated Comment (June 16, 2017)	Response
<b>Planning Ecology</b>			
1	Please advise the applicant to implement some invasive species management on-site. In addition, please provide some enhanced native plantings in the buffer.	TRCA staff are partly satisfied as there are plans to remove the invasive species, however, no additional plantings for the buffer have been proposed. Please advise the applicant to increase the quantity of plants proposed for the buffer.	Additional buffer plantings are provided on the updated Landscape Plan (L1) showing additional plantings within the buffer.
2	Please advise the applicant to replace the proposed "Purple Robe Black Locust" from the Landscape Plant List as Black Locust is considered an invasive species.	This comment has been addressed to TRCA staff satisfaction.	N/A
3	The subject property needs to be screened by Ministry of Natural Resources and Forestry (MNRF) for any potential Endangered Species Act (ESA) issues. Please advise the applicant to forward all correspondences from MNRF to TRCA for our records.	This comment has been addressed to TRCA staff satisfaction.	N/A
4	Please consider retaining trees in the vegetated filter strip. There are currently six (6) trees marked for removal.	This comment has been addressed to TRCA staff satisfaction.	N/A

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Comment #	Comment (January 10, 2017)	Updated Comment (June 16, 2017)	Response
<b>Erosion and Sediment Control</b>			
5	The sediment control fence appears to be bisecting an existing ramp and armourstone. Sediment fence does not provide adequate Erosion and Sediment Control (ESC) protection when bisected by objects. Please adjust the ESC control measures to conform around the pre-existing structures to create a seamless barrier.	This comment has been addressed to TRCA staff satisfaction.	N/A
6	It appears the sediment fence ends at the rock check dam adjacent to the southern border. Please create a continuous barrier to the development and connect the silt fence to the rear of the silt fence to the rear of the property.	This comment has been addressed to TRCA staff satisfaction.	N/A
7	The Erosion and Sediment Control Plan – Site Management Note #7 refers to dewatering on-site. Please advise the applicant to clarify if dewatering will be required. If so, please provide details on pumping and discharge pads proposed for dewatering efforts.	This comment has been addressed to TRCA staff satisfaction.	N/A
8	Please advise the applicant to consider keeping the swale in the southern section of the site vegetated. It appears to be located behind the sediment fence that delineated the area of disturbance.	This comment has been addressed to TRCA staff satisfaction.	N/A
9	Please advise the applicant to clarify if any stockpiles will be stored on-site, and their location and ESC measures to contain them.	This comment has been addressed to TRCA staff satisfaction.	N/A



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Comment #	Comment (January 10, 2017)	Updated Comment (June 16, 2017)	Response
<b>Stormwater Management</b>			
10	Quantity Control: According to 2012 TRCA's Stormwater Management Criteria Document, stormwater quantity control or the site is not required.	The proposed measures are accepted and no further information is required.	Acknowledged
11	Quality Control: TRCA's stormwater quality control criterion for the site is removal of 80% total suspended solids (TSS). It is noted that the applicant is proposing a storage tank to treat the stormwater. Please advise the applicant to provide supporting calculations that demonstrate the proposed storage tank will remove 80% TS	It is noted that STC 4000 is proposed to treat runoff from the site, but sizing information is not provided, please advise the applicant to submit supporting sizing calculations.	As per the response letter from Urban Watershed Group Ltd. dated April 24, 2020, which refers to Attachment B of the new Functional Servicing Report and Stormwater Management Brief prepared by Greenland International Consulting.
12	Water Balance: TRCA's water balance requirement for the site is on-site retention of 5 mm of runoff from the impervious area via infiltration, rainwater harvesting and/or evapotranspiration type mitigation measures. TRCA/CVC Low Impact Development (LID) Guideline (January 2010) describes the various LID mitigation measures available to achieve the water balance requirement for the site.	It is noted that required storage volume for infiltration was calculated by multiplying 5mm and 4800 sq. m of impervious surface. Please advise the applicant to submit the cross section profile of the granular trenches. Also, please ensure that the proposed sub-drains are configured in such a way that sub-surface water storage reservoir is maintained to achieve the required water balance.	The infiltration feature has been redesigned to ensure the sub surface water storage reservoir is maintained to achieve the required water balance.

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Comment #	Comment (January 10, 2017)	Updated Comment (June 16, 2017)	Response
13	Feature Based Water Balance: It is noted that almost the entire area of the site drains to the PSW. According to the submitted plan, significant portion of the area will be converted from pervious area to impervious area. This development increases imperviousness area that will alter the characteristics of catchment's runoff causing increased in peak flows, increased runoff volume, reduced infiltration, evapotranspiration and altered small storm response. As the proposed development will significantly change the surface runoff flowing to the PSW, therefore a proper continuous hydrologic model should be developed to mimic the existing hydroperiod and to assess the impact of the proposed development on the existing hydroperiods, and to evaluate different mitigation measures to reverse the impacts.	It is noted under existing condition 0.38 ha of the subject area contribute runoff to the wetland with runoff coefficient of 0.25 ha. But under proposed condition of 0.58 ha of the subject area contribute runoff to the wetland runoff coefficient of 0.72 ha. This shows that additional runoff volume will be introduced to the wetland due to the proposed development. TRCA has been developing wetland water balance risk evaluation guideline, please advise the applicant to review this guideline and advise what kind of analysis needs to be done in order to evaluate the impact of the development on the wetland.	Please refer to Section 2 of the Functional Servicing Report and Stormwater Management Brief from Greenland International Consulting, which has determined that the proposed development would constitute a low magnitude hydrologic change as per the Wetland Water Balance Risk Evaluation.

Accompanying this digital submission the following documents are provided:

- This covering letter with response matrix along with individual responses from the civil engineer (Greenland International Consulting Ltd.) and the landscape architect (Alexander Budrevics and Associates Limited)
- Cross Section of granular trenches shown on Details and Erosion and Sediment Control drawing 19051-ESC1 prepared by Urban Watershed Group Ltd.
- Draft Zoning By-law in Word Format and Schedule A in both PDF and DXF format
- Erosion and Sediment Control Plan drawing 19051-ESC1 prepared by Urban Watershed Group Ltd.
- Functional Servicing Report and Stormwater Management Brief prepared by Greenland International Consulting Ltd.
- Grading and Drainage Plan is combined with the Servicing Plan drawing 19051-SSG prepared by Urban Watershed Group Ltd.
- Landscape Cost Estimate from Alexander Budrevics and Associates Limited
- Landscape Plan by Alexander Budrevics and Associates Limited
- Tree Protection Plan prepared by The Tree Specialists Inc.
- Arborist Report (including invasive species management) prepared by The Tree Specialists Inc.

Robert Russell | MCIP, RPP | PRESIDENT

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- Site Plan prepared by Urban Watershed Group Ltd. drawing 19051-SP
- Traffic Impact Study prepared by Mark Engineering dated,
- Zoning By-law Matrix is provided on the face of the Site Plan, drawing No. 19051-SP
- MNRFC Correspondence dated April 12, 2017

The OBC Matrix will be provided with the change of use permit.

The Engineering Cost Estimate will be provided shortly, however, we anticipate that the Zoning By-law Amendment can be processed while the cost estimate is being prepared.

The Tree Preservation Plan and Arborist Report was not specifically requested with this submission, however, upon a site inspection by the Landscape Architect it was noted that a number of trees that were previously identified to be retained were are in degrading condition and are considered a safety hazard. As such, these are now recommended for removal.

We trust that the above response and documents provided is sufficient to allow the Town of Caledon to review the proposed Zoning By-law Amendment and Site Plan Application. If you should have any questions or comments, please feel free to contact me at your convenience.

Regards,

**ROBERT RUSSELL PLANNING CONSULTANTS INC.**



Rob Russell, MCIP, RPP  
President