



**TOWN OF CALEDON  
PLANNING  
RECEIVED**

Feb.24, 2022

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February 2022

- 12599 Hwy 50 Ltd. -  
**Official Plan Amendment and Zoning By-law Amendment**  
 12563 and 12599 Highway 50, and 2 Industrial Road  
 Town of Caledon Files: POPA 2021-03 & RZ 2021-08  
 Region of Peel: OZ-21-003C

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**0.1 Summary Comments Letter – Town of Caledon**

	<b>Comment</b>	<b>Addressed By</b>	<b>Response</b>
	<b>Executive Summary</b>		
	The proposed Official Plan Designation is not appropriate and further analysis is required to properly justify the proposed height and density on the subject lands. Further analysis of the Town's Settlement Area policies as well as a study to determine how the development will be compatible with and supported by the surrounding area is required.	Evans Planning	The Official Plan designation has been revised to a 'Bolton High Density Residential Area 1' designation. Additional justification has been added to the Planning Justification Report (PJR) under Section 2.4.
	In order to fully analyze the traffic impacts of the proposed development, a Traffic Impact Study, prepared in accordance with a Terms of Reference approved by the Region of Peel is required.	Evans Planning	This was provided with the first submission. A revised report has been provided with this submission.
	Updates are required to the Noise study, and the study must be peer reviewed.	HGC Engineering	Updates provided as per comments
	Further analysis relating to servicing is required through updates to the Functional Servicing and Stormwater Management Report.	Crozier Consulting Engineers	The FSRSWM Report has been updated for this submission.
	All Archaeological Assessments and MHSTCI Compliance Letter(s) are required prior to any demolition, construction, grading or other soil disturbances taking place on the subject lands.	Evans Planning	Noted
	A Record of Site Condition and Phase 2 ESA are required to evaluate the environmental condition of the subject lands prior to Zoning By-law Amendment Approval.	Watters Environmental Group	Additional investigations (Phase Two ESAs) are currently being completed on the property. A Record of Site Condition will be submitted to the MECP following completion of these investigations. If the investigations do not identify any impacts, the RSC will be submitted directly. If contamination is present, it will either be remediated to meet generic standards, and then an application will be submitted for an RSC, or, if required, a risk assessment will first be completed before the RSC application is submitted.

	A Waste Management Plan is required prior to approval of the Official Plan Amendment to access the site's Traffic Impact.	BA Group	The Waste Management Plan is provided in the Traffic Impact Study (TIS) in Appendix K.
	Amendments are required to various material to address comments contained in this letter.	Evans Planning	Noted.
	<b>Finance Department</b>		
1	The property at 12563 HIGHWAY 50 is currently assessed as Commercial (\$3,483,000 CVA). The Town's share of taxes levied, based on current value assessment is approximately \$27,000. As at June 15, 2021 the property tax account is determined to be current	Evans Planning	Acknowledged
2	The property at 12599 Highway 50 is currently assessed as Commercial (\$2,741,000 CVA). The Town's share of taxes levied, based on current value assessment is approximately \$21,000. As of June 15, 2021 the property tax account is determined to be current.	Evans Planning	Acknowledged
3	The property at 2 Industrial Road is currently assessed as Commercial (\$2,484,000 CVA). The Town's share of taxes levied, based on current value assessment is approximately \$19,000. As of June 15, 2021 the property tax account is determined to be current.	Evans Planning	Acknowledged
4	If the proposed developments (to include multi-storey residential apartment blocks with commercial use ground floors) were to proceed as planned, the taxable assessment value of the property may change, to reflect the developments that would have taken place.	Evans Planning	Acknowledged
5	The proposed project would be subject to Development Charges, which are currently: a. Town of Caledon: \$18,392.97 per apartment > 70 m <sup>2</sup> ; \$10,794.83 per apartment < = 70 m <sup>2</sup> ; and \$58.41 per m <sup>2</sup> of commercial floor space. b. Region of Peel: \$43,589.82 per apartment > 70 m <sup>2</sup> ; \$23,053.40 per apartment < = 70 m <sup>2</sup> ; and \$226.98 per m <sup>2</sup> of commercial floor space. c. School Boards: \$4,572 per any residential unit; and \$9.69 per m <sup>2</sup> of commercial floor space. d. Go-transit: \$419.78 per apartment > 70 m <sup>2</sup> ; and \$217.54 per apartment < = 70 m <sup>2</sup> .	Evans Planning	Acknowledged
6	The Development Charges comments and estimates above are as of June 15, 2021 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	Evans Planning	Acknowledged



	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.		
	<b>Development Review Services</b>		
7	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 and comments received/heard at the Public Meeting.	Evans Planning	Response to comments provided in Section 22.0
8a	Planning Justification Report (“PJR”) and Official Plan Amendment (“OPA”) Comments: a. The legal description throughout the PJR, draft official plan amendment and draft zoning by-law should read “Part of Lots 3 and 4, Concession 7 (Albion); Town of Caledon; Regional Municipality of Peel”. Please see marked up Official Plan Amendment and Zoning By-law Attached. (Town of Caledon, Planning Department, Development Review Services)	Evans Planning	PJR updated to reflect legal description
B	Please update page 6, as Highway 50 is identified as High Capacity Arterial, through the Town’s Official Plan, not as a major arterial road.	Evans Planning	PJR updated to reflect WHY 50 as a High Capacity Arterial
C	Currently, there are no plans in effect that direct significant intensification and growth to this area, please update page 7 to identify where this reference is from, or remove this statement.	Evans Planning	PJR Revised
D	Please correct page 9 to remove reference to the area as a “mixed-use intensification area” as there are no plans currently in effect that identify this area as such or identify where this reference is from	Evans Planning	PJR Revised
E	Page 18 requires further analysis of how the proposed development and location are consistent with the policies of section 1.1.3.2 of the PPS, specifically based on the fact that the subject lands are in a Rural Settlement Area, have limited access to transit, and have limited access to public service facilities.	Evans Planning	PJR revised to include analysis on Section 1.1.3.2 of the PPS.
F	Analysis and additional detail is required for the following sections of the PPS in Section 2.1 of the PJR i. 1.2.6	Evans Planning	PJR revised to include analysis on Section 1.2.6.



	ii. 1.3.2		For Section 1.3.2, the site is not currently located in an Employment Area.
G	Policy 2.2.4.10 of A Place to Grow should be removed from page 12 of the PJR, as there is no existing or planned “Frequent Transit” adjacent to or near the subject lands.	Evans Planning	PJR Revised
H	Further analysis of section 2.2.6.2.c) of A Place to Grow is required to explain how the proposed development considers the existing housing in the surrounding area.	Evans Planning	Explanation added to the PJR
I	Page 24 should be corrected to reflect the proper number of residential units, rather than apartment units, and to reflect the proper amount of commercial floor area proposed.	Evans Planning	PJR amended to reflect revised unit counts and commercial space
J	Page 24, requires further justification for how this development is “appropriate” for this site’s context.	Evans Planning	PJR Revised
K	Page 25 requires additional information relating to the Provincially Significant Employment Zone (“PSEZ”) which abuts the subject lands. i. Section 2.2.5.7 and 2.2.5.8 of A Place to Grow must be analyzed against the subject development.	Evans Planning	Analysis added to the PJR
L	Further analysis of Regional Official Plan (“ROP”) Policy 5.4.3.1.1 and 5.4.4.1.2 is required to explain how the proposed development is an effective use of the surrounding built environment and how the development preserves and enhances the area’s character.	Evans Planning	Additional explanation added to the PJR
M	Additional justification for how the proposed development is consistent with ROP policy 5.8.3.1.1 is required, specifically how the proposed development will incorporate affordable housing and rental housing, and how the development defines affordable housing.	Evans Planning	While the subject development does not propose affordable housing, the apartment form of housing can be considered more affordable compared to the low density forms of development that make up a significant portion of the Town’s residential lands. Similarly, while rental is not proposed, it is common for apartment units to be rented out by unit owners.
N	Table 4 of the ROP relating to the provision of affordable housing needs to be addressed in the PJR.	Evans Planning	While the subject development does not propose affordable housing, the apartment form of housing can be considered more affordable compared to the low density forms of development that make up a

			significant portion of the Town's residential lands.
O	Analysis of the following ROP policies is required in the PJR i. 5.9.2.8 ii. 5.9.2.11 iii. 5.9.5.1.4 iv. 6.2.2.15	Evans Planning	Section 5.9.2.8 and section 5.9.2.11 have been added to the PJR. The analysis is sufficient to address the two sections.  Section 5.9.5.1.4 is relevant to sites adjacent to rapid transit corridors. As the site is not adjacent to a rapid transit corridor, this Section has not been assessed.  Section 6.2.2.15 has been added and analyzed.
P	Page 37 should be updated to reflect the proper number of residential units and commercial floor area planned for the proposed development.	Evans Planning	PJR updated to reflect the revised unit count and floor areas.
Q	The PJR and all other supporting documents should be revised to apply a specific residential or mixed-use policy area designation to the subject lands. i. The "Special Residential" designation is intended to function as an interim land use designation until a secondary plan or additional studies are provided.	Evans Planning	Please see revised draft OPA, with new high density residential designation proposed. The PJR has been revised accordingly.
R	Page 39 requires additional detail relating to how the proposed location contributes to a complete community, and how the location is appropriate.	Evans Planning	Additional analysis added
S	Additional analysis is required on page 43 to fully address all the policies outlined on pages 41 and 42.	Evans Planning	Additional analysis added
t	Page 43 of the Planning Justification Report identifies that Phase 1 of the development is planned to include 519 new apartment units. Under the 2031 population allocation for Bolton, provided by the Region of Peel, there are 130 remaining residential units available as of June 2021. Therefore, the Town does not currently have sufficient population allocation to accommodate the proposed development of an additional 2,229 residential units total, including 519 units within the first phase. It is anticipated that the Town (and Bolton) will receive additional population allocation through the Region of Peel 2051 allocations; however the specifics around this are unknown. Further discussion and review	Evans Planning	Through the Region's MCR process, the population forecast for 2031 has been increased, with a higher intensification target for 2051 being considered. It is anticipated that the Region's MCR will be substantially completed prior to the proposed development being approved.



<p>of this is required in considering the proposed development. If the proposed development seeks to amend the population allocation for Bolton, analysis of section 4.2.4 and 4.2.6 must be included in the PJR and a Village Study must be prepared in support of an Official Plan Amendment.</p> <p>Housing Brief Requirements:</p> <ul style="list-style-type: none"> <li>• Please address the affordable and accessible housing policies found within Peel's Housing and Homeless Plan; and the Region of Peel's Official Plan, Section 5.8 (Housing) in terms of affordable ownership, social housing target and environmental housing initiatives.</li> <li>• Address how the proposed development meets the residential intensification policy 5.10.3.14 of the Official Plan. This policy outlines criteria that must be satisfied to support residential intensification within settlements, which include the ability of the site to accommodate the form of the proposed development, compatibility with the surrounding community, services to support the additional households, and the demand for the housing types based on the needs of the municipality as identified through an appropriate housing study.</li> <li>• The Town has completed a Housing Study which is intended to provide directions to meet the housing needs of the community. The applicant's Housing Brief should include justification around diversity of housing (types, densities and tenure), universal design, and other elements included in the Housing Study. Housing Study - Town of Caledon</li> </ul> <p>The Housing Study/Brief can either take the form of a dedicated section of the Planning Justification report, or a standalone Housing Brief. The Town doesn't have any examples of Housing Briefs submitted recently, but the "Housing, Employment and Community Services Report" submitted in support of the Bolton Midtown Developments Inc. project located at 13247 and 13233 Nunnville Road can be referenced to provide some direction on what's been accepted by the Town in the past. The Bolton Midtown Development's Inc. Housing Study is found under the "Material Submitted Tab" on the following webpage: 13233 and 13247 Nunnville Road - Town of Caledon</p>		<p>Housing policies were addressed in the PJR. It should be noted that the policies with respect to the supply of affordable housing, social housing and environmental housing speak to the Region's collaboration with the municipality for these initiatives. While there is no specific policy direction to individual development applications, the subject development helps to support housing affordability by providing a housing form that is lacking within the Town. Apartment units are more affordable than the traditional single family development that is the dominant form of housing in the Town.</p> <p>The PJR references policy 5.10.3.14 of the Official Plan. Compatibility, services, and housing demand are all referenced in the report.</p> <p>Reference to the Housing Study has been included in Section 4.5 of the PJR. Given that the housing study is recent and is being used to inform the current Official Plan review, it can also be used to inform</p>
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	<p>Please note, the Nunnville Road Study was a much larger study than we would require for the subject development. The Housing Brief can be approximately 5 pages long, provided all the required information outlined above is included.</p> <p>In addition to addressing the comments outlined above, we will also need further analysis of how the proposed population of this development can be accommodated by the Town, and how this population can be justified against existing and draft population allocations provided by the Region of Peel for Bolton. Existing population allocations are in the Town's OP and the latest Region of Peel forecast to 2051 is found here: <a href="https://www.peelregion.ca/officialplan/review/pdf/appendix-IV-2051-scenario-community-tables-map.pdf">https://www.peelregion.ca/officialplan/review/pdf/appendix-IV-2051-scenario-community-tables-map.pdf</a> The latest Region of Peel Forecast to 2051 identifies an intensification number of 3,140 for Bolton. In order to calculate the population for the proposed development, please refer to the draft Land Needs Assessment - <a href="https://www.peelregion.ca/officialplan/review/pdf/Peel-2051-LNA-Report-Appendicies-attachment2.pdf">https://www.peelregion.ca/officialplan/review/pdf/Peel-2051-LNA-Report-Appendicies-attachment2.pdf</a> which includes a breakdown of Persons Per Unit by housing type. Please use the 2021 PPU by unit type numbers for the Town of Caledon to calculate the development's total population. Analysis of the development's total population in relation to the Region of Peel's population allocations for Bolton should be included in the revised PJR or the Housing Study.</p>		<p>the current Amendment and development application.</p> <p>It should be noted that intensification targets are minimum requirements by the province and that higher levels of intensification are not discouraged.</p>
U	<p>Section 2.4 of the PJR needs to include analysis of the following sections of the Town of Caledon's Official Plan:</p> <ul style="list-style-type: none"> <li>i. 5.5.7.5</li> <li>ii. 5.10.3.10</li> <li>iii. 5.10.3.14</li> <li>iv. 5.10.3.27.8</li> </ul>	Evans Planning	<p>Additional analysis for 5.5.7.5, 5.10.3.10, and 5.10.3.14 have been added to the PJR.</p> <p>5.10.3.27.8 only applies to the Residential Policy Area. The subject property is not located in a Residential Policy Area.</p>
V	<p>Section 5.10.4.5.2.8 requires that new housing developments in Bolton are considered in the context of section 5.10.3.27.8. a) and b). Section 5.10.3.27.8. a) and b) identifies that high density development will achieve a net density of 45-87 units/net hectare. The proposed development is identified as achieving a net density of 633 units/hectare.</p> <ul style="list-style-type: none"> <li>i. Confirmation must be provided for how density was calculated (ie. Must be in accordance with 5.10.3.27.8 of the OP)</li> </ul>	Evans Planning	<p>5.10.3.27.8 only applies to the Residential Policy Area. The subject property is not located in a Residential Policy Area. Therefore, 5.10.4.5.2.8 shall not be applicable as well.</p>

	<p>ii. The proposed density is far beyond the maximum permitted density permitted for high density development in Bolton</p> <p>iii. Additional justification for the proposed density is required</p>		
W	Analysis for why each amendment to the Official Plan is required should be provided in the PJR, not only the Official Plan Amendment Text.	Evans Planning	An analysis has been added to Section 4.8 of the PJR
X	Page 52 should remove reference to the “Queen Street Corridor Plan”, the correct title is the Queen Street Corridor Study.	Evans Planning	PJR Revised
Y	Pg. 54 should be revised, as the Queen Street Corridor Study does not provide policy direction on which to measure this development against. The Queen Street Corridor Study provided options for the Town and Region to consider to assist in guiding future land use changes along the corridor to be incorporated as part of the Official Plan Review. The Study did not establish a new land use planning framework to evaluate new development against. The Town has not yet implemented the findings of the Queen Street Corridor Study into the Town’s Official Plan, and no area specific plan exists. If these applications were to advance prior to the Town’s New Official Plan being adopted, a plan or study will be required to support the applications.	Evans Planning	As stated in the submitted PJR, “The Queen Street Corridor Study provides guiding directions for how development throughout the corridor could take place. The Plan identifies gateway locations and treatments, potential infill sites and schematic building footprints, parking locations and potential parkland areas.” The PJR acknowledges that the Study is not policy.
Z	<p>Section 3.8 of the PJR requires additional analysis of the Province of Ontario’s Land Use Compatibility Guidelines relating to the proposed location of a sensitive land use (residential) adjacent to industrial land uses.</p> <p>i. Please include analysis of how the proposed residential development will not hinder the ability to use the neighbouring PSEZ lands in the future, in accordance with the existing land use framework of the Official Plan which currently permits Class III uses on the PSEZ lands.</p> <p>ii. Further justification, including the provision of an area specific plan for the Queen Street Corridor, is required to support the proposed Class 4 classification under the MECP guidelines.</p>	<p>Evans Planning</p> <p>HGC Engineering</p>	<p>Additional information regarding the Guideline has been added to the PJR.</p> <p>Please review the latest Noise Impact Study.</p>



AA	Further discussion on the impact of this development on community services such as parks, libraries, trails, etc. should be considered. There will be further comments provided on this in future submissions when further details are received.	NA	
9	Please provide additional justification in the Noise study relating to how metal manufacturing was classified as a Class II use, when the province typically defines it as a Class III use through D-6-1 Industrial Categorization Criteria.	HGC Engineering	This has been addressed in the revised Noise Study
10a	<p>Planning Justification Report (“PJR”) and Zoning By-law Amendment (“ZBA”) Comments:</p> <ul style="list-style-type: none"> <li>a. Section 2.6 requires analysis for why each proposed amendment to the RM zone is appropriate.</li> <li>b. <ul style="list-style-type: none"> <li>i. Based on the lack of nearby community parks, a play facility should be provided on the subject lands</li> <li>ii. Based on the lack of transit facilities in the area, a reduced parking rate below one residential parking space per dwelling unit is not appropriate.</li> <li>iii. Justification for why the proposed commercial uses are appropriate should be provided.</li> <li>iv. Justification for the increased building height on this site is required.</li> <li>v. Justification for reduced setbacks is required</li> <li>vi. Justification for increased building area is required</li> <li>vii. Justification for reduced landscape area is required</li> <li>viii. Justification for a standard commercial parking rate is required, as the proposed uses have a variety of specialized parking rates through the zoning by-law.</li> </ul> </li> </ul>	Evans Planning	<p>Section 4.7 of the PJR includes an analysis for why the proposed amendments to the RM Zone are appropriate.</p> <ul style="list-style-type: none"> <li>i) Play facilities are proposed within the subject development. See the landscape plan.</li> <li>ii) Parking rate increased for this submission</li> <li>iii) There are multiple references in the PJR as to why mixed-use development is appropriate for the subject site. The proposed commercial uses would be appropriate for incorporation in a mixed-use building as they are not obnoxious uses that would conflict with the residential uses proposed.</li> <li>iv) Justification for the increased height and density is included in the PJR.</li> <li>v) Justification is provided which indicates that the proposed standards are progressive standards which are commonly utilized in high density mixed-use areas.</li> </ul>

			<p>vi) The building area is being recognized by the draft ZBL to establish a regulation for the future development of the site.</p> <p>vii) Landscaped areas are reduced to reflect the high-density proposal. Indoor and outdoor amenity areas are provided within the project.</p> <p>viii) The parking rate proposed within the draft zoning by-law reflects the recommended rate within the Traffic Impact Study.</p>
B	<p>Town of Caledon staff conducted a review of minimum parking requirements within the Zoning By-laws for Brampton and Mississauga relating to apartments. The minimum parking rates for each municipality did not fall below 1 resident space per unit and 0.15 visitor spaces per unit.</p> <p>i. Both Brampton and Mississauga are within Peel Region and are significantly more accessible by public transit than Caledon.</p> <p>ii. The proposed parking rate of less than 1 resident space per unit requires further justification.</p>	BA Group	<p>As compared to the First Submission, the proposed parking rates for the development have been revised as follows:</p> <ul style="list-style-type: none"> <li>• Resident parking: increased from 0.85 to 1.0 spaces per resident unit (an increase of 0.15)</li> <li>• Resident visitor parking: increased from 0.20 to 0.25 spaces per resident unit (an increase of 0.05)</li> <li>• Retail parking: to be shared with resident visitor parking (a decrease from 1 space/20 m<sup>2</sup> GFA)</li> </ul> <p>Additional information regarding the proposed vehicle parking supply is provided in the Traffic Impact Study (TIS) in Section 3.0.</p>
C	<p>The Site Specific Zoning By-law should include minimum distance separation criteria for the development from neighboring industrial land uses.</p>	Evans Planning HGC Engineering	<p>The Noise and Vibration Study identified that current industrial uses in the vicinity of the site can be compatible with the proposed use. With the Class 4 designation, it is anticipated that the uses</p>

			can co-exist with proper mitigation measures.
D	A Daycare is not a permitted use, unless it is a Private Home Daycare. If a daycare facility is proposed, it should be listed as a Day Nursery for consistency with the Zoning By-law. i. The Official Plan identifies day care centres as an institutional use. If a Day Nursery is being proposed, justification for the use should be provided in the PJR and the use will need to be added to the Official Plan Amendment text.	Evans Planning	Draft ZBA revised to remove use
E	A Home Sales Office is not a defined or permitted use in the Zoning By-law. A defined use in the zoning by-law should instead be applied and justification for permitting the use in the RM zone is required. i. If there is no existing defined use in the Zoning by-law that will fit the proposed use, a definition of the proposed use must be provided.	Evans Planning	New Definition added to the Draft ZBA
F	A Veterinary Clinic is not a defined or permitted use in the Town's Zoning By-law, instead the Animal Hospital use should be included in the Zoning By-law and PJR.	Evans Planning	Draft ZBL revised.
G	The Zoning by-law should not include a permitted structure envelope and structure envelope schedule. i. Minimum front, rear, side and exterior side yard setbacks should dictate the building location.	Evans Planning	Building Envelope schedule included in the Draft ZBA. Can be removed if requested prior to final approval.
H	Section 4.1 should be revised to reflect the current planning policy for the area. The area is not currently identified as a transition area, and conversion of lands from commercial uses to other uses in accordance with the Queen Street Corridor Study will not be supported until the entire community is analyzed and a coordinated development approach is developed for the area's transition.	Evans Planning	Additional information added to the PJR.
I	Page 72 requires analysis of how the subject lands will not limit continued use and future development on the neighbouring PSEZ Lands.	Evans Planning HGC Engineering	Additional information added to the PJR.
J	Section 4.2 requires further analysis of how the proposed development maintains the character of the surrounding community. The lands have not been identified as a "Gateway", therefore, this is not sufficient justification.	Evans Planning	Amended in PJR.
K	Section 4.3 should be revised to acknowledge that the development exceeds the Towns current regional population allocation to 2031 for Bolton and the Town's maximum density, measured as units per hectare for high density development.	Evans Planning	Additional analysis added to the PJR.

I	Page 74 needs to be updated to reflect the comments above. The statement that the proposed development is proposed in a “planned and measured” manner is not sufficient justification for the proposed development based on the current planning policy framework for the Town of Caledon.	Evans Planning	PJR Revised
M	Page 76 should be updated to identify that the proposed development does not comply with current Town and Regional Planning policy.	Evans Planning	Additional information added to the PJR.
N	Section 4.4 does not provide sufficient justification for a reduced parking rate, as there is no existing frequent transit service to the subject lands and transportation to the site will remain primarily dependent on private vehicles, at least during the early phases.	Evans Planning  BA Group	Additional analysis added to the PJR.  As noted in the previous response, the proposed parking supply is being increased and the proposed parking rates for the development have been revised.  In consideration for the appropriate parking rate for this development proposal in Bolton, it is acknowledged that it is challenging to find a municipality with comparable travel patterns and transit service. However, the Town of Caledon has retained Voyago to provide local bus service in the Bolton area. The Bolton Line operates during weekday peak periods (Monday to Friday, 6:00 am to 9:30 am and 3:00 pm to 6:30 pm), with stops throughout the downtown Bolton core and the industrial zone. The nearest Bolton Line stops to the site are located at the intersection of Highway 50 & George Bolton Parkway and at Highway 50 & McEwan Drive.

			<p>The walking time to either of these stops would be approximately 5 minutes. It is therefore reasonable to assume that some residents of the site would utilize this convenient Voyago transit service.</p> <p>Additional information regarding the proposed vehicle parking supply is provided in the Traffic Impact Study (TIS) in Section 3.0.</p>
O	<p>Section 4.5 uses population projections to 2041 and 2051 as justification for the proposed development. 2041 and 2051 population forecasts have not yet been implemented in the Region of Peel or Town of Caledon Official Plans, and as such are not sufficient justification for the proposed development at this time.</p>	Evans Planning	<p>Additional analysis added to the PJR. Draft policy directions with respect to population applications have been utilized at this time. Intensification policies recognize minimum targets, which imply that the municipality can exceed these targets.</p>
P	<p>Section 4.7 should be revised to reflect that the Queen Street Corridor Study has not yet been implemented through the Town's Official Plan, and therefore is not currently appropriate to be used as justification for the proposed rezoning.</p>	Evans Planning	<p>PJR revised.</p>
11	<p>Further analysis of why the City of Barrie was used as a "comparable municipality" in the Urban Transportation Considerations Report is required as the City of Barrie has a more robust public transportation system than the Town of Caledon.</p>	BA Group	<p>In consideration of the appropriate parking rate for this development proposal in Bolton, it is noted that it is challenging to find a municipality with comparable travel patterns and transit service. While it is acknowledged that the City of Barrie has a more "robust" transit system than Bolton, the travel mode share is very similar between the municipalities for peak periods of the day with differences in auto mode share that range from only 2 to 3%. See also response to Comment 10N.</p>



			<p>Additional information regarding the proposed vehicle parking supply is provided in the Traffic Impact Study (TIS) in Section 3.0.</p>
<p>12</p>	<p>Section 4.0 of the Urban Transportation Considerations Report should include further analysis of how the required bicycle parking rate was established. Analysis of bicycle parking rates in similar and surrounding municipalities should be included.</p>	<p>BA Group</p>	<p>Although the Town of Caledon Zoning By-law does not include a requirement for bicycle parking, in order to encourage sustainable and healthy transportation, bicycle parking on the site is being proposed.</p> <p>The current architectural drawings provide a total of 816 parking spaces for bicycles, including 52 spaces atgrade for visitors and 764 stacked spaces for residents, below-grade on P1.</p> <p>Based on the development proposal that includes a total 2,238 residential units, the proposed bicycle parking supply aligns with a ratio of 0.34 long-term bicycle parking spaces per unit and 0.023 short-term bicycle spaces per unit, for a total bicycle parking supply rate of 0.36 spaces per unit.</p> <p>The proposed bicycle parking supply is above and beyond what is required by the Town's Zoning By-law and reasonable based on the development statistics and the surrounding transportation context. It is also deemed to be a practical amount of bicycle parking in relation to the available space within the buildings.</p>

			The proposed bicycle parking supply will meet the practical needs of the site.
	<b>Planning Department, Urban Design</b>		
13	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Site Plan, Floor Plans, Elevations, Floor Plans & Elevations (merged), Landscape Concept Plan (Ground Floor), Landscape Concept Plan (Roof) and Urban Design Brief documents for detailed urban design comments.	SRN Architect	Noted. A Meeting was held on Sept 14 <sup>th</sup> with the review team. SRN and Urban design team agreed to prioritize some comments to be addressed during ZBA revised submission, and others to address during the SPA stage
	<b>Planning Department, Landscape</b>		
14	Please review the marked up Landscape drawings for details on specific requirements prior to approval.	Strybos Barron King	Noted
15	Landscape staff have the following comments related to the Urban Design Brief and High-Rise Guidelines: a. Add playground/ play units within the roof top amenity areas. b. Additional comments will be provided at SPA stage.	Strybos Barron King SRN Architect	Amenity areas revised.
16	Comments related to Drawing L100: Landscape Ground Floor Concept Plan will be provided at the SPA stage.	Strybos Barron King	Noted
17	Landscape staff have the following comments related to Drawing L101: Landscape Ground Floor Concept Plan: a. Provide play units within the roof top amenity areas as per the Town's zoning by-law. b. Additional comments will be provided at SPA stage.	Strybos Barron King	Play areas added to the plans
18	Landscape staff have the following comments related to the proposed zoning: a. Front yard set-backs shall be minimum 9.0m as per the Town's zoning by-law. b. Landscape area minimum shall be 45% c. Refer to the Town's zoning by-law for minimum play facility amounts and minimum play facility area.	Strybos Barron King Evans Planning	a) Front yards have been reduced to create a pedestrian oriented, active development. b) 45% has not been achieved for this high density proposal. However, additional outdoor amenity areas are provided on rooftop areas.



			c) Draft zoning by-law eliminates play facility requirements.
19	Landscape staff have the following comments related to Parkland: a. Cash-in-lieu of parkland shall be a requirement at the SPA stage as per the Town's Parkland By-law 2013-104. b. Ground level and roof top amenity areas will not be considered for park land.	Strybos Barron King	Noted
	<b>Region of Peel</b>		
20, 22-26	See Comment Letter	Evans Planning	Addressed in Section 25.0 and 26.0
21	We advise the applicant to be aware of the Land Use Compatibility Guideline and potential policy implications as the subject site is adjacent to employment designated uses.	HGC Engineering	Compatibility addressed in the Noise and Vibration report.
	<b>Engineering Services Department, Development Engineering</b>		
27	Industrial Road is to be reconstructed to a local cross-section with a sidewalk from Highway 50 to the future George Bolton Parkway Extension. Please provide detailed drawings for the reconstruction of industrial road and revise engineering and all plans to reflect accordingly. Please note that the Town has plans to extend George Bolton Parkway from Highway 50 to Albion Vaughan Road in 2023. The reconstruction of Industrial Road shall coordinate with and tie into the future George Bolton Parkway extension. Please contact the Town for design standards for Industrial Rd.  The urban reconstruction of Industrial Rd is required to support the development. Satisfactory arrangements for the reconstruction of Industrial Rd are required at the OPA and RZ stage. A holding (H) symbol on the property may be required until such time that satisfactory arrangements have been made for the reconstruction of Industrial Rd. Further internal discussions are required.  Please note that it also appears that the proposed development is reliant on the George Bolton Parkway Extension to be in place to support the development. This may be a further condition of the hold. Further discussion is required.	Crozier Consulting Engineers	A meeting was held between the development team and the Town of Caledon on January 12, 2022 to discuss requirements for the design of the Industrial Road reconstruction. The Town indicated that the reconstruction of Industrial Road must go through the Municipal Class EA process. The Town will provide the development team with further details pertaining to the next steps.  The details of the Industrial Road reconstruction will be incorporated into the Functional Servicing and SWM reporting once determined, following further coordination with the Town

28	Should tiebacks be proposed within the Towns Right-of-Way, the applicant will be required to enter into an encroachment agreement. This would be required at the Site Plan stage.	Crozier Consulting Engineers	Acknowledged
29	A Record of Site Condition (RSC) is required as the property is changing to a more sensitive land use. The RSC is required prior to rezoning.	Watters	Additional investigations (Phase Two ESAs) are currently being completed on the property. A Record of Site Condition will be submitted to the MECP following completion of these investigations. If the investigations do not identify any impacts, the RSC will be submitted directly. If contamination is present, it will either be remediated to meet generic standards, and then an application will be submitted for an RSC, or, if required, a risk assessment will first be completed before the RSC application is submitted. Phase One ESAs in accordance with O.Reg 153/04 (as amended) are currently being prepared for the subject lands.
30	Provide the proposed phasing plans for the development (i.e. indicate if it will be developed all as one condo, multiple condos with easements or phased condominiums).	12599 Hwy 50 Ltd. SRN Architect	Phasing plan is provided in the UDB for 3D massing, site plan, P1, P2, P3 and level 1. Fig. 07 to Fig. 11
31	Clarify what the red hatched lines are for on the P1, P2, and P3 floor plans (Dwgs. A201, A 202, A203) and further details regarding the knock-out panels within the underground parking.	SRN Architect	Red Lines present: property line, Above towers footprint, Knockout panels following the phasing plan. Knockout panels are temporary walls between the construction phases that will be knocked out after construction is completed. Additional details can be provided in later stages of the project.
32	Provide cross sections from the underground parking of Building 2 and Building 3 to the centre line of Industrial Road. The cross sections shall include any tieback system that will be utilized as part of the Site Plan Application.	SRN Architect Crozier	Section to be provided in SPA stage



33	Provide cross sections from the underground parking of Building 1 and Building 5 to the centre line of Highway 50. The cross sections shall include any tieback system that will be utilized as part of the Site Plan Application.	SRN Architect Crozier	Section is 1/A501 cuts in B5 to HWY 50, Section 1/A502 cuts in B1 to HWY 50. Sections can be used by civil to provide required information
34	The servicing plan identifies an existing STM lead to be removed and plugged. It is assumed that this storm lead outlets to Highway 50. Please provide further information regarding this existing storm lead and what its current purpose is.	Crozier Consulting Engineers	It is understood that the existing storm lead connects storm drainage from the 12599 Highway 50 property to a storm sewer within Highway 50. Details pertaining to the storm sewer within Highway 50 are unknown. Servicing drawings for 12599 Highway 50 are provided in Appendix A of the Functional Servicing & SWM Report.
35	<p>The Fiscal Impact Study is to be updated to include the reconstruction of Industrial Rd. This study will be subject to a peer review at the applicant's cost.</p> <p>It is Development Engineering's understanding from Planning that the Fiscal Impact Study should be completed in support of the OPA and RZ. The reconstruction of Industrial Rd is included within the Towns DC Background Study, which may assist in completing the FIS at this time.</p> <p>Considering that the TIS indicates that the development is reliant on the George Bolton Parkway Extension, should this also be included within the FIS?</p>	Altus Group Crozier Consulting Engineers	To be completed once reconstruction details finalized.
36	Development Engineering has no comments on the Geotechnical Investigation. Further details and recommendations shall be provided at the detailed design Site Plan stage.	NA	NA
37	<p>Development Engineering staff have the following comments related to the Site Plan:</p> <p>a. Include a legend and details for all hatching and surface features as shown on the plans. Specific details for surface features and materials can be dealt with at SPA stage</p> <p>b. Revise the linework for the access to the loading areas for Building 3 on the Site Plan, Grading Plan and Servicing Plan.</p>	SRN Architect Crozier Consulting Engineers	Revised servicing and grading plans are reflected on the site plan. Additional coordination will take place during SPA stage



	<p>c. Show the conceptual location of the proposed underground stormwater management tanks on the applicable floor plans and underground parking plans.</p>		
<p>38</p>	<p>Development Engineering staff have the following comments related to the Grading Plan:</p> <p>a. Include details in the legend for all hatching and surface features as shown on the plans.</p> <p>b. Clarify the linework and include in the legend what is proposed for the internal walkways through the access to parking garages, drop offs, driveways etc. Ensure all plans correlate.</p> <p><del>c. Show the ventilation locations for the underground parking on all plans.</del></p> <p>d. Revise the asphalt slope to the north of Building 1 and other site slopes accordingly as allowable minimum/maximum site grades are to be as per Town Standards Section 4.4.2:</p> <p>i. Landscaped Areas: 1.5% to 6%</p> <p>ii. Driveways: 2.0% to 6%</p> <p>iii. Asphalt Areas: 0.5% to 6%</p> <p>e. Include the driveway slope for the driveway on Industrial Rd from the property line to the edge of pavement. As per Town Standards Section 4.4.2 driveways are to be 2.0% to 6.0%.</p> <p>f. Confirm the grading and elevations in the Industrial Road ROW as the downstream swale elevation is shown at 240.79 which is approximately a metre higher than the upstream swale elevation provided of 239.83. Additionally, it appears that there are pavers and landscaping proposed in various locations in the existing drainage ditch along Industrial Road. Please note that the Plans are to be revised to reflect the reconstruction of Industrial Rd.</p> <p>g. The downstream invert elevation (239.95) of the culvert at the Industrial Rd entrance is shown as the same elevation as the elevation approximately 6.5m downstream. Please note that the Plans are to be revised to reflect the reconstruction of Industrial Rd.</p> <p>h. Confirm the south invert elevation of 229.95 in the callout for the culvert on Industrial Rd as it appears to be a typo. Please note that the Plans are to be revised to reflect the reconstruction of Industrial Rd.</p>	<p>Crozier Consulting Engineers</p>	<p>a. Refer to the Site Plan for these details.</p> <p>b. Refer to the Site Plan for these details</p> <p>c. Comment deferred to SPA</p> <p>d. The Grading Plan has been revised as requested. Please refer to the revised Grading Plan.</p> <p>e. The Grading Plan has been revised as requested. Please refer to the revised Grading Plan.</p> <p>f. Please note that the elevation of 240.79 m was misrepresented on the previous Grading Plan. Please refer to the revised Grading Plan for clarification. Note that details pertaining to the reconstruction of Industrial Road are being determined in coordination with the Town. The Grading Plan will be revised to reflect the Industrial Road reconstruction once details are available.</p> <p>g. The Grading Plan has been revised. Also see response to comment f. for information pertaining to the reconstruction of Industrial Road.</p>

<p>i. Please provide additional elevations on the grading plan adequately demonstrating the drainage of the interior road and walkways. Include TC &amp; BC and clearly indicate areas where curbs are depressed for accessible parking, drop offs, walkways etc. and where there are full barrier curbs.</p> <p>j. Some of the internal driveway/asphalt areas are at the same elevations as the FFE and elevation at the perimeter of the buildings (i.e. elevation of 243.50 south of Building 4 in the drop off area). Provide positive drainage away from the building and demonstrate how these areas drain.</p> <p>k. Confirm the road CL elevation of 241.80 to the southwest of Building 3 (FFE 241.80) and demonstrate/confirm positive drainage away from the building.</p> <p>l. The area between Building 3 and Building 4 is relatively flat. Demonstrate positive drainage away from the Buildings.</p> <p>m. Drainage is directed towards a low point of 240.05 to the north of Building 3. Please confirm how this area is intended to drain. Is there to be an area drain?</p> <p>n. Please clearly identify where the retaining wall ends and provide elevations for the TW and BW north of Building 5 as it appears drainage would be directed towards adjacent properties as the property line elevation is the same as the area drain (242.65).</p> <p><del>o. Please provide cross sections of the retaining wall. As per Town Standards fencing or railing will be required where retaining wall height exceeds 0.6m. Structural stability of this wall must be such that it can withstand the force exerted on the fence as well as earth loads. Design details of walls over 0.6m are to be submitted with grading plans and stamped by a Professional Engineer.</del></p> <p>p. The grading plan identifies a swale/ditch along the northwest property line. The CL of the swale appears to very close to the property line with the CL elevation of the swale very similar to the property line elevation. Please provide additional elevations and further details of how this swale is to be maintained and drain. Please provide cross sections with existing</p>		<p>h. The Grading Plan has been revised to correct this typo. Also see response to comment f. for information pertaining to the reconstruction of Industrial Road.</p> <p>i. The Grading Plan has been revised as requested. Please see the revised Grading Plan.</p> <p>j. The Grading Plan has been revised. Please see the revised Grading Plan.</p> <p>k. The Grading Plan has been revised. Please see the revised Grading Plan.</p> <p>l. The Grading Plan has been revised. Please see the revised Grading Plan.</p> <p>m. The Grading Plan has been revised. Please see the revised Grading Plan. Drainage is directed towards proposed area drains, and emergency spills are directed toward Industrial Road.</p> <p>n. The Grading Plan has been revised as requested. Please see the revised Grading Plan.</p>
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<p>and proposed elevations. The swale appears to end abruptly at a low point and elevation of 242.31. Please clarify where are how this swale drains/outlets. Required as part of OPA and RZ, unless the main concern of the comment can be adequately demonstrated/addressed without a cross section</p> <p>q. Be advised that the Owner is required to appropriately accommodate any and all existing drainage that currently outlets through the site.</p> <p>r. <del>The grading of the site shall be designed such that if all mechanical systems fail then the major system/overland flow route will be capable of conveying flows associated with 100 year storm. Depths shall not exceed Town Standards Section 4.4.4. Revise the grading and swale to the west of Building 4 accordingly.</del></p> <p>s. <del>Provide cross sections and details of the swales surrounding the buildings adjacent to the property lines (to the north of Building 4 and Building 3, to the east of Building 1, to the west of Building 5 and Building 4 and to the south of Building 2). Confirm that side slopes of the swales are max 3:1 as per Town Standards. Provide grades along the buildings at frequent intervals to confirm grading, drainage, slopes and swales for these areas.</del></p> <p>t. The Phase One ESA report references that there is a trench drain and a stormwater management pond located at the northeast of 12563 and 12585 Highway 50. Aerials appear to show a small ponded area at the south of 4 Industrial Rd adjacent to the subject property's northern property line. Please provide further details of the trench drain and stormwater management pond and indicate how this area currently drains.</p> <p>u. Confirm the elevations to the south east of Building 1 as the area is relatively flat at an elevation of 241.25. Additionally, the T/G for SAN MH2A, STM OGS1 and STM MH1 are all higher than the corner elevation of the building. Confirm positive drainage away from the building.</p> <p>v. Confirm the elevations south of Building 5 to ensure positive drainage away from the building.</p>		<p>o. Comment deferred to SPA</p> <p>p. The Grading Plan has been revised as requested, and a cross-section has been provided. Additional topographic survey has been obtained and added to the Grading Plan, which demonstrates that the existing swale drains westward, away from the site. Please see the revised Grading Plan.</p> <p>q. Acknowledged. See revised Figure 3 and 4 for additional details pertaining to external drainage. Please note that the only external drainage area entering the proposed development is located along the north property line.</p> <p>r. Comment deferred to SPA</p> <p>s. Comment deferred to SPA</p> <p>t. Watters Environmental Group to respond</p> <p>u. The Grading Plan has been revised. Please see the revised Grading Plan.</p> <p>v. The Grading Plan has been revised. Please see the revised Grading Plan.</p>
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	<p>w. The Town requires that municipal sidewalk be constructed in the Highway 50 ROW fronting the property. Sidewalk requirements to be confirmed with the Region of Peel. Sidewalk is to conform to all OPSD, Town and Regional standards. It should be noted that sidewalk is to be constructed from the north property limits to the south property limits within the Highway 50 ROW and connect to the existing sidewalk at the north limit of the property. Sidewalk is to be continuous throughout the site entrance. All drawings are to be updated to show the proposed sidewalk including all required details and specifications. A pedestrian connection from the sidewalk to the site is to be provided.</p> <p>x. Highway 50 is under the jurisdiction of the Region of Peel. Town defers review and approval of stormwater management (quantity and quality), access, grading and drainage, etc. to Highway 50 to the Region of Peel.</p> <p>y. The Civil Plans are to be stamped, signed and dated by a Professional Engineer.</p> <p>z. Please see attached the marked up Preliminary Site Grading Plan (Fig_2) for additional clarification of engineering comments as outlined above.</p>		<p>w. Comment deferred to SPA</p> <p>x. Acknowledged</p> <p>y. Acknowledged. The final version of the Functional Servicing &amp; SWM Report and associated figures will be stamped, signed and dated by a Professional engineer.</p> <p>z. Acknowledged.</p>
39	<p>Development Engineering staff have the following comments related to the Servicing and Stormwater Management Report:</p> <p>a. Section 2.0 of the report identifies that there is only one level of underground parking. Development Engineering understands from the provided plans that there will be 3 levels of underground parking. Please revise accordingly.</p> <p>b. Table 6 identifies a post development runoff coefficient of 0.25 was used for catchment areas UC1, UC2, UC3 and UC4, however according the plans parts of these areas are hardscaped and located directly above the underground parking garage which will restrict infiltration. Please revise accordingly.</p> <p>c. Revise the paragraph below Table 10 in section 6.0 as it appears to be directly copied from Catchment 201 and should reflect the details of Catchment 202.</p> <p>d. The site servicing plans identify a 300mm orifice tube, however the orifices are identified as 250mm diameter within the Appendix C of the report. Please clarify.</p>	Crozier Consulting Engineers	<p>a. The report has been revised. Please refer to the revised report.</p> <p>b. The report has been revised as requested. Please refer to the revised report.</p> <p>c. The report has been revised. Please refer to the revised report.</p> <p>d. The report has been revised. Please note that pumps are now proposed</p>



<p>e. Please clarify the post-development catchment areas listed in Appendix C (pg. 57) of the report as catchment area 203 is shown, which doesn't correspond with the post development drainage areas.</p> <p>f. The orifice invert identified in the Orifice Rating Curve – Catchment 201 table in Appendix C of the FSR (pg.48) is identified as 240.76 while the Servicing Plan identifies and invert of 240.68. Please revise accordingly.</p> <p>g. The report shall indicate that any proposed area drain, catchbasin, trench drain, etc. proposed on-site will be designed to capture the flow from a 100 year storm event with 50% blockage and be directed into the internal mechanical plumbing system. At detailed design for the Site Plan hydraulic calculations for the area drains/catchbasins that drain to the storage tank will be required. The calculations should be done with the assumption that the area drains/catchbasins are operating at 50% capacity.</p> <p><del>h. The report is to indicate how the storage tank will be drained/outlet.</del></p> <p><del>i. Please confirm if there is an emergency overflow spillway for the underground stormwater tank.</del></p> <p>j. The Orifice Rating Curve – Catchment 202 table in Appendix C of the FSR (pg.55) and the Servicing Plan identifies an orifice invert of 240.00 and an elevation of 241.60 for the top of storage tank required for active storage volume for up to the 100yr storm. However, the FFE of Building 2 is identified as 241.90 and the grading in the area of the proposed stormwater management tank is 241.30. Therefore, the top of the tank appears to be above grade in this area. Please provide further details and clarification of the stormwater tank and outlet.</p> <p>k. The same was noted the Orifice Rating Curve – Catchment 201 table in Appendix C of the FSR (pg.48) and the Servicing Plan. The area drain for this area (240.95) is only slightly higher than the outlet invert of the stormwater tank (240.68). With a top of tank identified at 242.50 and grading in this area identified at 241.25. To be addressed/justified to demonstrate that it is feasible</p>		<p>instead of orifice tubes. Please refer to the revised report.</p> <p>e. The report has been revised. Please refer to the revised report.</p> <p>f. The report has been revised. Please refer to the revised report.</p> <p>g. The report has been revised as requested. Please refer to the revised report.</p> <p>h. Comment deferred to SPA</p> <p>i. Comment deferred to SPA</p> <p>j. The report has been revised to indicate that the storage tanks will be located within the underground parking. Please refer to the revised report. Details pertaining to the elevations of the underground parking structures and storage tanks will be determined in the future.</p>
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	<p>l. The report utilizes a pre-development runoff coefficient of 0.5. The Region is to confirm the design criteria and if this is acceptable as the report identifies a stormwater outlet to Highway 50 and an outlet to Industrial Rd, which ultimately drains to Highway 50. Highway 50 is under the jurisdiction of the Region of Peel and therefore, review and approval of the stormwater management report for quality and quantity control is required by the Region of Peel.</p> <p>m. The report is to be stamped signed and dated by the Professional Engineer preparing the report.</p>		<p>k. Please refer to response to comment j.</p> <p>l. Acknowledged.</p> <p>m. Acknowledged. The final version of the Functional Servicing &amp; SWM Report and associated figures will be stamped, signed and dated by a Professional engineer.</p>
40	<p>Development Engineering staff have the following comments related to the Noise Study:</p> <p>a. The Noise Study shall be reviewed and approved by the Region of Peel in addition to Town Development Engineering.</p> <p>b. The Noise Study is requesting that site be designated as Class 4. Further internal Town Staff discussions are required for the consideration of a Class 4 classification for this site.</p> <p>c. The Noise Study should make reference to the future Go Line and indicate if it will have any impacts on the development.</p> <p>d. The Noise Study references it is based on drawings prepared by SRN Architects Inc., dated December 9, 2020 while the drawings provided by SRN Architects are dated Feb. 26, 2021. Please revise the report to reflect and reference the latest plans and ensure all plans and reports correlate.</p> <p>e. The Noise Study references two (2) levels of underground parking while the plans identify three (3) levels of underground parking. Please revise and ensure all plans and reports correlate.</p> <p>f. The Noise and Vibration Feasibility Study prepared by HGC Engineering is to be peer reviewed at the applicant's expense. All noise requirements are to meet MECP, Region and</p>	HGC Engineering	Revisions made as necessary

	Town criteria. It is the Towns opinion that the noise report be updated as per the above comments prior to initiating the peer review. Costs for the peer review will ultimately be submitted under a separate cover following the receipt of the revised Noise Study.		
41	<p>Development Engineering staff have the following comments related to the Environmental Site Assessment (Phase One ESA):</p> <p>a. The Phase One ESA identifies numerous Potentially Contaminating Activities (PCA's), however the Conclusion (Section 7.0) identifies that that are no significant environmental concerns and that the site contains elevated hydrocarbons in the groundwater. Based on the Phase One ESA, it appears that a Phase Two ESA (as per O.Reg. 153/04) is required in order to investigate the PCA's and remediation or a risk assessment may be required as part of the Record of Site Condition Process.</p> <p>b. As the property is changing to a more sensitive land use a Record of Site Condition (RSC) is required. As a RSC is required, the Phase One ESA report is to be prepared as per O.Reg.153/04.</p> <p>c. The Phase One ESA is to be Stamped by the Qualified Professional who prepared the report.</p>	Watters Environmental Group	<p>a. Additional investigations (Phase Two ESAs) are currently being completed on the property. A Record of Site Condition will be submitted to the MECP following completion of these investigations. If the investigations do not identify any impacts, the RSC will be submitted directly. If contamination is present, it will either be remediated to meet generic standards, and then an application will be submitted for an RSC, or, if required, a risk assessment will first be completed before the RSC application is submitted.</p> <p>b. Understood. Phase One ESAs in accordance with O.Reg 153/04 (as amended) are currently being prepared for the subject lands.</p> <p>c. The Phase One ESAs will be stamped by a Qualified Person as defined in O.Reg 153/04 (as amended).</p>
42	<p>Development Engineering staff have the following comments related to the Hydrogeological Investigation:</p> <p>a. Please include the water level elevations relative to metres above sea level (masl) in Table 3.</p> <p>b. The report assumed the estimated dewatering rate based on a single building excavation and assumed the condo towers will not be completed concurrently. However, the plans identify a fully interconnected underground parking garage. Please clarify how the development would be phased including the underground parking and revise accordingly, if necessary.</p>	Watters Environmental Group	<p>(a) Water level elevations will be included in Table 3 following an additional round of water level measurements.</p> <p>(b) Additional discussions are ongoing regarding the phased construction development. Clarifications will be provided on a subsequent submission.</p> <p>(c) Understood</p>

	<p>c. Further details and recommendations shall be provided at the detailed design Site Plan stage.</p> <p>d. Town Development Engineering defers to the Region of Peel regarding the adequacy of the Hydrogeological Investigation provided in the report.</p>		(d) Understood
43	<p>Development Engineering staff have the following comments related to the Transportation Considerations Report:</p> <p>a. Highway 50 is under the jurisdiction of the Region of Peel. Development Engineering defers review and approval of the Proposed Mixed-Use Development Urban Transportation Consideration Report to the Region of Peel and the Towns Transportation Department.</p> <p>b. The report should be updated to reflect the reconstruction of Industrial Rd to a local cross-section. Recommendations as outlined in the study will be included within the agreement for the reconstruction of Industrial Rd, including the recommendation within the report to increase the level of safety in the vicinity of the site driveway, it is proposed that the existing curve ahead warning sign on Industrial Road be replaced with an oversized curve ahead sign that includes an advisory speed tab of 30 km/h, in addition to an amber flashing beacon.</p> <p>c. The report is to be signed stamped and dated by a Professional Engineer.</p>	BA Group	<p>a) noted.</p> <p>b) Further information regarding the reconstruction of Industrial Road and detail design drawings will be included in a subsequent submission.</p> <p>c) The cover letter attached to the report has been signed, stamped and dated by a Professional Engineer</p>
44	<p>Development Engineering reserves the right for additional comments based on a revised submission. Development Engineering requests that the Engineer provide a response letter with the re-submission package clearly reiterating the Towns comments in order and including details for how each of the above comment is addressed. Should you require any further clarification or additional information, please do not hesitate to contact this department directly.</p>	Crozier.	Noted. Responses provided in matrix.

	<b>Engineering Services Department, Transportation Engineering</b>		
45	<p>Transportation Engineering staff have the following comments related to the Urban Transportation Considerations Report.</p> <p>a. The TOR provided in Appendix B states that the development will be completed in phases over 15 years; details of the development phasing should be included in the Transportation Study.</p> <p>b. For multiphase developments, the horizon years for the traffic analysis are generally the nearer of five years of the date of full occupancy for each phase of development. Please provide a figure illustrating the baseline lane configurations and recommended improvements, if any, for each horizon year.</p> <p>c. George Bolton Parkway has a 2-lane cross-section with a centre left-turning lane. Please revise the description in Section 2.1.1.</p> <p>d. Albion Vaughan Road has a 80 km/h posted speed limit. Please revise the description in Section 2.1.1.</p> <p>e. Figures 5 &amp; 6 should be revised to include an EBTR lane instead of the EBR lane.</p> <p>f. Figure 6 should be revised to include EBL, EBT and EBR lanes as part of the George Bolton Parkway Extension as well as the Commercial Road intersection with Albion Vaughan Road conversion into a cul-de-sac, see attached GBP Extension Appendix P Preferred Design.</p> <p>g. Caledon has local services in Bolton (Voyago). Please refer to this website for the full list of services in Caledon: <a href="https://www.caledon.ca/en/town-services/transit.aspx#Bolton">https://www.caledon.ca/en/town-services/transit.aspx#Bolton</a></p> <p>h. There are no Brampton transit routes in Bolton; these should be removed from Table 2.</p> <p>i. The 500m and 750m radii illustrated in Figure 7 should be explained in the text above it.</p>	BA Group	Please see the TIS pages 5-12 for a response to Comment No 45a-z

<p>j. City of Barrie is quite different from Town of Caledon, especially with respect to transportation mode choice availabilities. There should be more justification provided towards the similarities of Barrie and Bolton such as comparison of transit, available active transportation facilities and vehicle ownership for the higher density areas within Barrie rather than Barrie as a whole. In addition to Barrie, parking utilization survey data for sites in other municipalities that have a similar transportation context as Caledon should be provided in the parking justification.</p> <p>k. The categories included in "Auto" and "Non-Auto" should be included as a footnote for Table 4 as well as the TTS zones used for Bolton.</p> <p>l. More information should be provided about the locations of the three apartment buildings in the City of Barrie such as what transit facilities are available, unit mixes, surrounding amenities, etc. The parking supply should also be indicated for comparison and detailed survey results should be provided in the appendices.</p> <p>m. The Town's visitor parking requirement for apartments seems to be in line with other comparable municipalities as presented in Table 6. Instead of reducing the visitor parking supply, shared parking with the retail uses should be explored. More details on the potential retail uses will be required.</p> <p>n. Visitor parking utilization survey data for sites in municipalities with a similar transportation context as Caledon should be provided in Table 7.</p> <p>o. The phasing of parking should be addressed in Section 3 of the report in line with the phasing of the development.</p> <p>p. Please provide some justification for the proposed bicycle parking supply rates such as comparisons to other similar municipalities.</p> <p>q. The loading vehicle turnaround for Buildings 2, 3, 4 and 5 utilizes the retail/visitor parking aisles. The loading considerations section should address the management of parking activities and truck turning movements for these buildings.</p>		
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<p>r. Has any car share service provider been approached to confirm they will provide this level of car share services?</p> <p>s. Please quantify the number of Presto cards that will be provided and the amount on each card.</p> <p>t. Other potential TDM measures that should be considered:</p> <ul style="list-style-type: none"> <li>i. Unbundled parking</li> <li>ii. Telework/conference facilities</li> </ul> <p>u. The following developments should be included in the future background analysis (please see attached excerpts):</p> <ul style="list-style-type: none"> <li>i. Villalago Residences Inc.</li> <li>ii. 12724 Coleraine Drive (Building 'B' and Building 'C')</li> <li>iii. 12400 Coleraine Drive</li> <li>iv. 12300 Coleraine Drive Building 'D' and Building 'E'</li> <li>v. 12300 Coleraine Drive Building 'F'</li> <li>vi. 12476 Highway 50</li> <li>vii. 12500 Highway 50</li> </ul> <p>v. Lane utilization factor adjustments should be supported with adequate survey data.</p> <p>w. This specific area has a lot of heavy vehicle traffic. As such, heavy vehicle percentages should be calculated using the existing TMCs. Lane widths should also be based on existing conditions.</p> <p>x. Please include queue lengths and available storage/link distances in the capacity analysis results tables.</p> <p>y. The minimum width of a parking space must be increased by 0.3 metres for each side of the parking space that is obstructed by a wall, column, bollard, fence or pipe that is situated more than 1.0 metres from the front or rears of the parking space.</p>		
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	z. The parking plans should illustrate the development phasing and adequate access for each phase.		
	<b>Toronto and Region Conservation Authority</b>		
46	That the applicant is required to provide the \$3,100.00 Official Plan Amendment – Minor review fee to the TRCA.	12599 Hwy 50 Ltd.	This fee has been paid
47	Please refer to the attached Toronto and Region Conservation Authority Letter.	NA	NA
	<b>Accessibility, Town of Caledon</b>		
48	Where a curb ramp connects with an exterior path of travel (sidewalk or walkway), the minimum clear width of 1.5 metres for the exterior paths can be reduced to 1.2 metres to serve as a turning space.	SRN Architect	Noted
49	<del>Where a play area includes an outdoor play space, the design shall incorporate accessibility features such as sensory and active play components for children and caregivers with various disabilities. Such outdoor play space shall have a ground surface that is firm, stable and has impact attenuating properties for injury prevention and sufficient clearance to provide children and caregivers with various disabilities the ability to move through, in and around the outdoor play space.</del>	SRN Architect Strybos Baron King	deleted
50	<del>The Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA) requires that where more than 1,000 parking spaces are provided, in addition to eleven spaces, one percent rounding up to the nearest whole number shall be provided for persons with disabilities. For 2,552 parking spaces, 37 accessible parking spaces shall be accessible parking spaces. Currently, only 36 accessible parking spaces are provided.</del>	SRN Architect	deleted
51	<del>Traffic By-law 2015-058 requires that an accessible parking space is located in close proximity to the primary entrance of a building. Please locate an accessible parking space within the parking area adjacent to Building 2 to provide direct access to the entrance. The existing accessible parking space for Building 3 would require lane crossing to access Building 2.</del>	SRN Architect	deleted
52	An accessible aisle that directly leads to an access route or walkway shall contain a curb ramp that meets the requirements of Section 80.26 within the IAS of the AODA. Site Plan shall depict the curb ramps for confirmation.	SRN Architect	Noted, curb ramps will be added to site in SPA stage

53	Where an odd number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces shall be provided but the last accessible parking space may be Type B. Site Plan A110 and A203 shall label each of the accessible parking spaces as either Type A or Type B to confirm compliance.	SRN Architect	Noted and provided. Legend with different graphical illustration is used to distinguish Type A and Type B. Please refer to statistics sheet 2/A102 item 6 for detailed BF parking calculations and provided counts. Labels will be added I SPA stage
54	All exterior paths of travel shall be accessible, such as when crossing over from one street to another street, by inclusion of features such as a curb ramp. Curb ramps shall have raised profile tactile walking surface indicators located at the bottom of the curb ramp and extending the full width of the ramp. Curb ramps shall comply fully with the requirements of Section 80.26 of the IAS within the AODA.	SRN Architect	Noted
55	Landscape roof plan L101 depicts ramps to be included for Building 1 and Building 4. Where an exterior path of travel is equipped with a ramp, such ramp shall comply with Section 80.24 of the IAS within the AODA. Specifications shall be depicted on the Site Plan to confirm compliance.	SRN Architect Strybos Baron King	Noted; Specification of Ramp and enlarged detail can will be provided in future stages of the project
56	Site Plan shall indicate the location of snow storage to confirm that it will not be adjacent to any accessible parking spaces.	SRN Architect	indicated
57	On Site Plan A110 please include an arrow to clearly identify the entrance for Building 2. Arrows are currently used to clarify the entrances to the other buildings.	SRN Architect	Revised
58	accessible parking spaces shall each be identified with an accessible parking sign which shall be depicted on the Site Plan to confirm compliance with the following: a. the sign shall be erected on a post anchored securely to the ground or on a platform which cannot be moved by muscular power alone and which is capable of holding the sign erect during all weather conditions;  b. the sign shall be located at the far end of the accessible parking space from where the vehicle enters and it shall be centred at the end of the accessible space;  c. the maximum height of the sign shall be no greater than 2.0 metres and the minimum height shall be no less than 1.0 metre measured from the surface of the parking lot;	SRN Architect	Noted will be addressed in future design development stages

	<p>d. signage shall be included to identify all Type A accessible parking spaces as "Van Accessible"; and</p> <p>e. accessible parking signs shall be in accordance with the design, size and any other specifications required by Section 11 of Reg. 581: Accessible Parking for Persons with Disabilities within the Highway Traffic Act .</p>		
59	Site plan shall indicate that exterior lighting adjacent to the accessible parking spaces and principal entrance doors shall be a minimum lighting level of 35 lux.	SRN Architect	Noted will be addressed in future design development stages
60	Site plan shall indicate that the entrance doors to the Buildings and to elevators within Level P1 (underground parking level 1) shall be fully accessible to persons with a disability by inclusion of a power door operator or automatic sliding door.	SRN Architect	Noted and considered. Additional details will be provided in future design development stages
61	For Building 4, there appear to be park benches and bike racks in close proximity to the building entrances. Bike racks and benches shall be moved to ensure that they do not create any obstacle or obstruction.	Strybos Baron King	Entrance revised
	<b>Planning Department, Heritage</b>		
62	<p>Heritage Staff have the following comments related to the Heritage Register:</p> <p>a. There are no listed or designated cultural heritages resources on the subject lands.</p> <p>b. There is one property identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 structures (BHRI) across the road from the property; however, the structures on this property have been demolished and no impact is anticipated.</p>	NA	NA
63	<p>Heritage Staff have the following comments related to Archaeology Condition:</p> <p>a. The development proponent shall retain an archaeologist, licensed by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) under the provisions of the Ontario Heritage Act (R.S.O 2005 as amended), to carry out and submit a Stage 1-2 archaeological assessment for the entirety of the subject lands.</p> <p>b. The development proponent shall follow through on MHSTCI and Town of Caledon Heritage staff recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4) to the satisfaction of the MHSTCI and the Town of Caledon Heritage staff prior to</p>	NA	NA

	<p>development approval. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists.</p> <p>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), in both hard copy and PDF format, 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.</p> <p>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.</p> <p>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.</p>		
	<b>Planning Department, Zoning</b>		
64	Please note, as the development was reviewed as an entire lot, additional provisions were added on the draft zoning by-law.	Evans Planning	Noted
65	Please note that as the development involves a road widening, the lot area after the road widening shall be used for all calculations involving lot area(s). Please confirm the lot area after widening is 35,187 m2.	SRN Architect	The lot area excluding the road widening is 35,187 sqm.
66	Please note that the lot area requirement is 925m2 plus 120m2 for each dwelling unit in excess of 6. 2,223 (2,229-6) at 120 m2 plus 925 m2 has a lot area requirement of 267,685 m2, whereas 35,187 m2 is provided. By-law relief required.	Evans Planning	Minimum lot area clause has been included.
67	The lot area after the road widening shall be used for all calculations involving lot area(s). Please confirm that all items included within the landscaping area calculations meet the definition of "landscaping area".	SRN Architect	This area has been used for the calculations

68	Please note that the draft by-law indicates a building area of 42%, however the provided gross floor area coverage is 15,080 m <sup>2</sup> on a lot size of 35,187 m <sup>2</sup> (42.8%). Please revise the building area calculation on the draft by-law. Please also ensure that the provided 15,080 m <sup>2</sup> includes all areas that are included within the building area and building envelope definition. Further relief may be required.	SRN Architect Evans Planning	Building area coverage updated on draft by-law to a conservative number of 45%
69	Please dimension all entrance widths at their widest point at the street line (property line). Please review Sections 4.3.4, 4.3.5 and 4.3.6. Please note that the entrance width maximum is 12.5 m.	SRN Architect	Noted and illustrated on the site plan
70	Please note that the parking requirement for commercial uses is based on net floor area. Staff suggest basing the requirement on gross floor area or alternatively, provide net floor area calculations for review.	BA Group	It is proposed that the commercial visitor parking be shared with the residential visitor parking. Therefore, parking rate based on the floor area would not be applicable.
71	Please confirm Table 6.7 calculations on Site Statistics A102. Level 1 is shown as Commercial and Visitors Parking, however, only shows 97 spaces whereas site wide, 159 commercial spaces are required. Please revise the table.	SRN Architect  BA Group	Additional visitors parking are provided on P1 and labeled as "V" on plans  The site statistics related to parking supply have been revised in the updated architectural drawings as well as in the updated TIS.
72	Please note that Section 5.2.13 requires that aisles serving a parking area have a minimum width of 6 m. On P1, the parking spaces adjacent to stacked bicycle storage spaces along Industrial Road have an aisle of less than 6.0m. By-law relief required.	SRN Architect	Drive aisle referred to is serving parking from 1 side, with one way of vehicular circulation. The drive aisle was tested by autoturn with our traffic engineer
73	Please dimension all minimum widths of access ramps to demonstrate compliance with 5.2.14.	SRN Architect	Noted, dimensions are shown as per the drawings scale. Additional dimensions will be added to enlarged plan details during SPA submission
74	Regarding 5.2.19 "Illumination", please provide a note referencing the entirety of this section on the site plan drawing for compliance.	SRN Architect	Site Illumination will be studied in SPA stage
75	The loading space dimension of 13 x 7.5 m noted on drawing does not comply with Section 5.3.3. Please also provide vertical clearance dimension for review.	SRN Architect	6m Vertical clearance is added to all loading spaces

76	Regarding Section 5.3.6, location of required loading spaces, please see the draft by-law.	SRN Architect	Loading spaces doors are revised as requested
77	Please note that delivery spaces were not provided. Delivery space requirements will be triggered once specific uses are established, such as the uses permitted by this site-specific by-law, including but not limited to, a day nursery, convenience store, etc. By-law relief may be required, please provide or add a provision to the draft by-law. Where a delivery space is provided, it shall comply with all the requirements in Section 5.4.	SRN Architect	Commercial loading is provided for B1, B2, B3 & B5 B4 has no commercial use proposed
78	<p>Zoning Staff have the following comments Regarding SE Map 2 (Schedule B):</p> <p>a. Setbacks indicated on the final Schedule B; SE Map 2 shall reference the actual setbacks of the building once this is finalized so that the structural envelope reference is accurate. If the intent is to establish minimum setbacks, please discuss with lead planner and identify on all schedules and by-law text.</p> <p>b. Setback to B2 is 8.3 m on the site plan, and 11 m on Schedule B, SE Map 2. Please revise.</p> <p>c. Setback to B4 is missing on Schedule B, SE Map 2.</p> <p>d. Please note that outdoor amenity areas are not exempt from the building height requirement. For example, an amenity area above the 12th storey (with a maximum of 12 storeys) would not be permitted as the building height is limited to the roof the 12th storey (by definition). Please review.</p> <p>e. Please note that no structures would be permitted to project outside of the structural envelope. Please ensure any structures, retaining walls, etc. are located within the structural envelope.</p> <p>f. If the intent is to have permitted encroachments, please identify and provide in the draft by-law.</p>	SRN Architect	<p>Setback are illustrated on the site plan</p> <p>Podium is revised to 9 storey, will rooftop amenity on each on the 10<sup>th</sup> level</p>
79	Further comments from Zoning are provided on the draft zoning by-law and may require a response:	Evans Planning	Noted

	a. A draft zoning by-law template (Microsoft Word document) has been provided for review. Once comments have been addressed for the next submission, please add all amendments required with tracked changes enabled for review.		
	<b>GENERAL</b> <b>In preparing your resubmission, please provide the following with your next submission:</b>		
	Cover Letter Addressing All Comments Contained in this Letter and Attachments	Evans Planning	Completed
	Response Matrix to Members of the Public comments, questions, concerns etc.	Evans Planning	Completed
	Revised Draft Zoning By-law Amendment (.pdf and Microsoft Word)	Evans Planning	Completed
	Revised Draft Official Plan Amendment (.pdf and Microsoft Word)	Evans Planning	Completed
	Revised Planning Justification Report	Evans Planning	Completed
	Revised Urban Design Brief	SRN Architect	revised
	Revised Site Plan	SRN Architect	revised
	Revised Functional Servicing and Stormwater Management Report	Crozier Consulting Engineers	Completed
	Revised Grading Plan	Crozier Consulting Engineers	Completed
	Revised Servicing Plan	Crozier Consulting Engineers	Completed
	Revised Drainage Plan	Crozier Consulting Engineers	Completed
	Revised Hydrogeological Investigation	Watters Environmental Group	NA
	Revised Landscape Plan	Strybos Barron King	Completed
	Revised Noise and Vibration Feasibility Study	HGC Engineering	Completed
	Stage 2 Archaeological Assessment	NA	Not Necessary. Stage 1 identified no areas of concern.
	Traffic Impact Study, prepared in accordance with a Terms of Reference Approved by the Region of Peel	BA Group	It is noted that the Traffic Impact Study (TIS) was prepared in accordance with the Terms of Reference that were approved by the Region on January 11, 2021 (see Appendix B in the TIS).
	Revised Urban Transportation Considerations Report	BA Group	The Transportation Considerations Report (which is the same as the Traffic Impact Study) has been revised. To avoid confusion, the title page has been changed to include "Traffic Impact Study"



			instead of "Transportation Considerations Report".
	Letter from Landscape Architect addressing all Landscape Comments	Strybos Barron King	Comments addressed in matrix
	Record of Site Condition and Phase Two Environmental Site Assessment	Watters Environmental Group	ongoing
	Revised Arborist Report	Strybos Barron King	Completed
	Waste Management Plan	BA Group	The Waste Management Plan is provided in the TIS in Appendix K.
	The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) compliance letter associated with the archaeological assessment.	ASI	ongoing
	Resubmission matrix and cover letter outlining how all Engineering Comments have been addressed	Crozier Consulting Engineers	Included in this matrix
	Revised digital drawings in accordance with Town of Caledon Digital submission standards	ALL CONSULTANTS	Completed
	TRCA Official Plan Amendment – Minor Review fee of \$3,100.00	12599 Hwy 50 Ltd.	Paid
	Notes:		
	The latest Town of Caledon's Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: <a href="https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp">https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp</a> . Please ensure all future engineering drawings are designed in accordance with the latest Town's engineering standard.	Crozier Consulting Engineers	Noted





### 1.0 Legal – Draft OPA

	Comment	Addressed By	Response
1	Remove legal description	Evans Planning	removed

### 1.1 Legal – Draft ZBLA

	Comment	Addressed By	Response
1	Remove legal description	Evans Planning	removed

### 2.0 Zoning – Draft ZBLA

	Comment	Addressed By	Response
1	Changes to defined terms in the By-law – See comments and mark-up	Evans Planning	Revised

### 3.0 Williams & Stewart - Urban Design Brief

	Comment	Addressed By	Response
1	Table of contents – 1.4 Title should be Context	SRN Architect	Revised and provided
2	1.1 Ensure site stats coincide with other reports (3.61 ha /8.92 ac.)	SRN Architect	noted
3	1.1 Other reports state 34,218sq.ft. (UDB should be aligned with the site plan and other supporting reports)	SRN Architect	Revised and provided
4	1.1 Please indicate the proposed built form type for clarity (i.e. Apartment Building)	SRN Architect	Revised and provided
5	1.1 What about Industrial Road?	SRN Architect	Revised and provided
6	1.1 Identify study area in the legend and ensure the boundary of the study area is accurately reflected on the plan. In addition, a north arrow should be included for orientation reference.	SRN Architect	Revised and provided
7	1.2 Considering referencing "High-Rise" or "Mixed Use Apartments" to reference the proposed built form typology	SRN Architect	Revised and provided
8	1.2 Please identify existing natural features on the site.	SRN Architect	no natural features on the site. Sentence revised
9	1.4 – Title should be Context	SRN Architect	Revised and provided

10	1.5 Please update this section to indicate how the proposed development will address <b>Urban Design</b> objectives of various Policy documents. This section repeats items discussed in the Planning Justification Report.	SRN Architect	Revised and provided
11	1.5 .1 remove space	SRN Architect	Revised and provided
12	1.5 .3 remove space	SRN Architect	Revised and provided
13.	1.5.3 Section 5.5.3 remove space	SRN Architect	Revised and provided
14	1.5 .4 remove space	SRN Architect	Revised and provided
15	Mid-rise design requirements: A letter prepared by Evan Planning Inc. addressed to the Town indicates that no on-street parking is anticipated. Also reference Section 10.2 Mixed Use Buildings of the TWDG.	SRN Architect	Revised and provided
16	High-rise Design Guidelines : Please note the following items for consideration: <ul style="list-style-type: none"> <li>- The top of high-rise buildings should contribute to an interesting skyline.</li> <li>- The design of the first 10-16m of the facade should incorporate Bird-Friendly design practices.</li> <li>- Provide a summary of the shadow study and please ensure the following requirements are met as per Section 5.3 of the TWDG:</li> <li>- There are 5 consecutive hours of full sunlight between the test hours in March, June and September;</li> <li>- Shadows are not cast on more than 50% of outdoor amenities, including school yards, parks, children's play areas and amenities associated with commercial and employment areas (throughout the seasons); and,</li> <li>- Shadows are not cast on the opposite sidewalk during the spring and fall.</li> <li>- Dark Sky compliant lighting</li> <li>- An angular plane analysis should be conducted to determine impact on adjacent properties and public uses / streets and how this informs the building design.</li> </ul>	SRN Architect	Revised and provided
17	Building Typology – High rise design principles: Update figure to identify surrounding streets	SRN Architect	Revised and provided
18	Page 18: Site Plan The 'Site Plan' graphic is missing from the report.	SRN Architect	Revised and provided
19	Phasing Plan Aerial: Update figure to identify surrounding streets and uses	SRN Architect	Revised and provided
20	Site Circulation, Access and Movement - This plan should also identify existing roads and sidewalks abutting the site	SRN Architect	Revised and provided

21	3.1 Proposed Built Form - Provide further discussion / analysis on how the proposed building massing supports a pedestrian-scaled environment. Describe design measures that have been provided.	SRN Architect	Revised and provided
22	Page 23 - As a standard practice throughout the document, please add captions to describe illustrations/ example images (typ)	SRN Architect	Revised and provided
23	3.2 Materials and Colours - Remove horizontal arrows as they do not appear to identify specific materials. A single colour palette that applies to the entire site is not advisable	SRN Architect	Revised. 2 color palettes are proposed. A study rendering is done to test the composition between Palette A and Palette B . Fig. A-17
24	4.0 LANDSCAPE - Also reference compliance with the Town of Caledon TWDG, specifically the applicable portions of Sections 6.0, 8.2, and 10.0	SRN Architect	Revised and provided
25	4.1 Landscape Plan - Adjust title location (should be located on the following page)	SRN Architect	Revised and provided
26	4.3.2 Highway 50 Streetscape Treatment - This figure does not relate to the above sub-section. Please add caption identifying the illustration or example photo at the bottom left corner and place in the correct area (typ)  Commercial Patio - Typically, commercial uses rely on exposure to the public realm, please reconfirm this statement	SRN Architect	Revised and provided

#### 4.0 Urban Design – Mark-up Site Plan REVIEW IN CONJUNCTION WITH SECTION 27

Comment		Addressed By	Response
1	Specify proposed fencing treatments to screen views of loading and outdoor storage areas at ground level to east	SRN Architect	Noted will provide in SPA stage
2	Relocate loading area and provide architectural feature to address view terminus location	SRN Architect	Revised. Notes added to Site plan
3	Recess loading doors (where space permits) or add architectural elements (i.e. pilasters or canopies) to mitigate views of these areas (typ)	SRN Architect	Revised. Notes added to Site plan
4	As per the TWDG (Section 8.1.3 ab.), please provide outdoor drop off /waiting areas with weather protection (typ)	SRN Architect	Revised. Notes added to Site plan
5	Identify all building entrances on the site plan (typ)	SRN Architect	Revised. Notes added to Site plan
6	Show all vents /exhaust elements associated with the underground parking structure and ensure they are located in high profile or high traffic areas	SRN Architect	Deleted



7	Show all vents /exhaust elements associated with the underground parking structure and ensure they are located in high profile or high traffic areas (typ)	SRN Architect	
8	As per the TWDG (Section 8.1.3 ae. Incorporate car-sharing and electrical vehicle (EV) parking spots, where possible. Please indicate these spaces on the site plan and underground parking plans (typ)	SRN Architect	Revised. EV cars are indicated in the revised site plan
9	As a requirement of the TWDG, please specify the location of snow storage areas (typ)	SRN Architect	Revised. Notes added to Site plan

**5.0 Urban Design – Mark-up Level P3 Floor Plan - No comments**

**6.0 Urban Design – Mark-up Level P2 Floor Plan REVIEW IN CONJUNCTION WITH SECTION 27**

Comment		Addressed By	Response
1	Ensure sufficient maneuvering space for 2-way traffic	SRN Architect	Revised. Autoturn diagrams are shown on site plan and underground parking as needed

**7.0 Urban Design – Mark-up East Elevation REVIEW IN CONJUNCTION WITH SECTION 27**

Comment		Addressed By	Response
1	Refer to comments on individual building plans/ elevations	SRN Architect	Revised and provided

**7.1 Urban Design – Mark-up South Elevation REVIEW IN CONJUNCTION WITH SECTION 27**

Comment		Addressed By	Response
1	Refer to comments on individual building plans/ elevations	SRN Architect	Revised and provided

**8.0 Urban Design – Mark-up B1 Floor Plans REVIEW IN CONJUNCTION WITH SECTION 27**

Comment		Addressed By	Response
1	As per the TWDG (Section 8.1.3 ab.), please provide outdoor drop off /waiting areas with weather protection	SRN Architect	Revised and provided

2	Provide partial elevations of the interior courtyard facade	SRN Architect	Courtyard façade of B1 can be found in A410. Other elevations will be delivered during SPA
3	Show all building entrance locations as per perspectives	SRN Architect	Revised and provided
4	A distinctive entrance feature should be provided to identify the main building entrance through a unique design element or distinguished cladding material/ colour	SRN Architect	Canopies & portals with different material/ cladding are provided to distinguish the entrances
5	Label Highway 50 and Private Road	SRN Architect	Revised and provided
6	Confirm balcony locations with the elevation drawings	SRN Architect	Revised and provided
7	Please confirm that each residential unit will have a private outdoor amenity area	SRN Architect	Revised and provided on plans
8	Update floor plans to show all balcony locations as per the elevation drawings and perspectives	SRN Architect	Plans are updated to show balconies locations
9	Verify if green roofs or cool roofs will be incorporated into the roof design	SRN Architect	Strybos Baron King
10	Update roof plan to match elevation drawings	SRN Architect	updated
11	The use of EIFS - Stucco should be avoided due to maintenance issues, please consider an alternative cladding material such as pre-finished aluminum composite panels	SRN Architect	EIFS is only used in MPH
12	Please confirm design parameters for bird-friendly glazing (typically applied on glazing larger than 2 square metres and within 16m of the ground level or around green roofs).	SRN Architect	Confirmed and provided. Please refer to elevations material legend "R1"
13	Provide specifications for the overhead doors	SRN Architect	To be provided in Later stages
14	Show all proposed signage and exterior lighting locations	SRN Architect	To be provided in Later stages
15	The ground floor level (base) plays an important role in establishing building character, relationship with the surrounding uses/ adjacent street, and should engage pedestrian interaction with active uses and human-scale design elements. The current design lacks these items and requires further design consideration. In addition, the elevations should be updated to reflect the design elements shown on the perspectives	SRN Architect	Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
16	Perspectives show masonry piers, canopies, different window arrangements, please revise accordingly.	SRN Architect	Revised and provided in plans. Renderings match elevations and plans
17	Refer to typical comments on the South and West Elevations and provide architectural interest on the ground level	SRN Architect	Revised and provided on plans



18	Where loading areas are visible from the private road, consider additional architectural design treatments to visually mitigate views of this area (i.e. create pilasters with canopy cover or recess the doors where space permits, etc.)	SRN Architect	Revised, notes added to site plan
19	Provide specifications for the overhead doors	SRN Architect	Specifications to be provided in later design development stages
20	Show all proposed signage and exterior lighting locations	SRN Architect	to be provided in later design development stages
21	Refer to typical comments on the South and West Elevations and provide architectural interest on the ground level	SRN Architect	Revised and indicated on plans
22	Specify the location of the signage band and ensure all proposed signage and locations comply with Caledon signage by-laws	SRN Architect	to be provided in later design development stages
23	Avoid large blank facades facing primary roads (i.e. Hwy 50) and use various architectural detailing, alternative cladding material, art, etc. to occupy the space	SRN Architect	Elevations are presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
24	Consider more unique glazing configurations / layouts to identify various ground level uses	SRN Architect	Elevations are presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
25	Update ground floor level to match design treatments shown on the perspectives	SRN Architect	updated
26	Show entrance doors to the commercial component of the building	SRN Architect	Revised and provided on plans

### 8.1 Urban Design – Mark-up B2 Floor Plans REVIEW IN CONJUNCTION WITH SECTION 27

Comment	Addressed By	Response
1 Will ground level townhouse units have private patios at grade? Please provide details and display private amenity space on floor plans and site plan	SRN Architect	Yes, details have been added to floor plans and coordinated with landscape and civil
2 Label Private Road and Industrial Road	SRN Architect	done
3 Ensure floor plans correspond with the elevation drawings and perspective renderings, and ensure each residential unit is provided with a private outdoor amenity space	SRN Architect	Plans revised and updated to reflect the elevations
4 Show all entrance doors to the building	SRN Architect	done
5 Where loading areas are visible from the private road, consider additional architectural design treatments to visually mitigate views of this area (i.e. create pilasters with canopy cover or recess the doors where space permits, etc.)	SRN Architect	Notes added to site plan and design is revised
6 As per the TWDG (Section 8.1.3 ab.), please provide outdoor drop off /waiting areas with weather protection	SRN Architect	Provided and notes added to site plan
7 Ensure floor plans correspond with the elevation drawings and perspective renderings, and ensure each residential unit is provided with a private outdoor amenity space	SRN Architect	Revised and updated
8 Verify if green roofs or cool roofs will be incorporated into the roof design	SRN Architect	Landscape item
9 Update roof plan to match elevation drawings	SRN Architect	updated
10 Please provide the North, East and West Elevations for review	SRN Architect	North, South, East & West elevations are provided for B1. North & South elevations for each of B2, B3. South and west elevations for B4 & B5. In addition to overall east and west elevations for the developments. Please refer to sheets A400 series for buildings elevations. Additional elevations will be provided in later stages
11 The use of EIFS - Stucco should be avoided due to maintenance issues, please consider an alternative cladding material such as pre-finished aluminium composite panels	SRN Architect	EIFS is only use in MPH
12 Please confirm design parameters for bird-friendly glazing (typically applied on glazing larger than 2 square metres and within 16m of the ground level or around green roofs).	SRN Architect	Confirmed and provided. Please refer to elevations material legend "R1"
13 Show all proposed signage and exterior lighting locations	SRN Architect	To be provided in Later stages



14	Update ground floor level to match design treatments shown on the perspectives	SRN Architect	Plans are revised
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## 8.2 Urban Design – Mark-up B3 Floor Plans REVIEW IN CONJUNCTION WITH SECTION 27

Comment		Addressed By	Response
1	Ensure floor plans correspond with the elevation drawings and perspective renderings, and ensure each residential unit is provided with a private outdoor amenity space	SRN Architect	Revised and plans are updated
2	Where loading areas are visible from the private road, consider additional architectural design treatments to visually mitigate views of this area (i.e. create pilasters with canopy cover or recess the doors where space permits, etc.)	SRN Architect	Revised and notes are added to site plan and level 1
3	Will ground level townhouse units have private patios at grade? Please provide details and display private amenity space on floor plans and site plan	SRN Architect	yes
4	Show all entrance doors to the building	SRN Architect	Yes, details have been added to floor plans and coordinated with landscape and civil
5	As per the TWDG (Section 8.1.3 ab.), please provide outdoor drop off /waiting areas with weather protection	SRN Architect	Revised and provided
6	Label Private Road and Industrial Road	SRN Architect	done
7	Verify if green roofs or cool roofs will be incorporated into the roof design	SRN Architect	TBD
8	Update roof plan to match elevation drawings	SRN Architect	updated
9	Please provide the North, East and West Elevations for review	SRN Architect	North, South, East & West elevations are provided for B1. North & South elevations for each of B2, B3. South and west elevations for B4 & B5. In addition to overall east and west elevations for the developments. Please refer to sheets A400 series for buildings elevations. Additional elevations will be provided in later stages
10	The use of EIFS - Stucco should be avoided due to maintenance issues, please consider an alternative cladding material such as pre-finished aluminum composite panels	SRN Architect	EIFS is only use in MPH



11	Where loading areas are visible from the private road, consider additional architectural design treatments to visually mitigate views of this area (i.e. create pilasters with canopy cover or recess the doors where space permits, etc.)	SRN Architect	Revised, notes added to site plans and floor plans
12	Building entrances should include weather protection elements (i.e. canopy)	SRN Architect	Revised and provided on plans
13	Provide specifications for the overhead doors	SRN Architect	
14	Please confirm design parameters for bird-friendly glazing (typically applied on glazing larger than 2 square metres and within 16m of the ground level or around green roofs).	SRN Architect	Confirmed and provided. Please refer to elevations material legend "R1"
15	Show all proposed signage and exterior lighting locations	SRN Architect	To be provided in Later stages
16	Update ground floor level to match design treatments shown on the perspectives	SRN Architect	Updated and revised
17	The ground floor level (base) plays an important role in establishing building character, relationship with the surrounding uses/ adjacent street, and should engage pedestrian interaction with active uses and human-scale design elements. The current design lacks these items and requires further design consideration. In addition, the elevations should be updated to reflect the design elements shown on the perspectives	SRN Architect	Elevations are presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
18	Create greater distinction of the main building entrance to assist site users with wayfinding. Introduce a distinctive architectural feature, material and/ or colours and signage to differentiate the entrance from the other building entrance	SRN Architect	Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50



### 8.3 Urban Design – Mark-up B4 Floor Plans REVIEW IN CONJUNCTION WITH SECTION 27

Comment	Addressed By	Response
1 Ensure floor plans correspond with the elevation drawings and perspective renderings, and ensure each residential unit is provided with a private outdoor amenity space	SRN Architect	Plans are revised and coordinated with renderings
2 Where loading areas are visible from the private road, consider additional architectural design treatments to visually mitigate views of this area (i.e. create pilasters with canopy cover or recess the doors where space permits, etc.)	SRN Architect	Revised and notes add to site plan and floor plans
3 Will ground level townhouse units have private patios at grade? Please provide details and display private amenity space on floor plans and site plan	SRN Architect	Yes, details have been added to floor plans and coordinated with landscape and civil
4 Label Private Road	SRN Architect	done
5 As per the TWDG (Section 8.1.3 ab.), please provide outdoor drop off /waiting areas with weather protection	SRN Architect	Provided and labelled on site plan and floor plans
6 This portion of Building 4 plays an important role as a view terminus and will be prominently viewed from Highway 50. Terminating a high profile view corridor with a loading area is discouraged and should be relocated to a more discrete location and replaced with a more defining architectural feature.	SRN Architect	Building 4 design is revised to provide a shaded outdoor amenity area facing vehicular entrance from HWY 50. Please refer to B4 level 1 floor plan. Waste collection is relocated to the side and waste storage is moved to P1
7 Consider a feature element to highlight the view terminus location from Highway 50.	SRN Architect	To be studied in later stages
8 Verify if green roofs or cool roofs will be incorporated into the roof design	SRN Architect	To be studied in later stages
9 Update roof plans to match elevation drawings	SRN Architect	Updated
10 Ensure floor plans correspond with the elevation drawings and perspective renderings, and ensure each residential unit is provided with a private outdoor amenity space	SRN Architect	Revised
11 Please provide the North, East and West Elevations for review	SRN Architect	North, South, East & West elevations are provided for B1. North & South elevations for each of B2, B3. South and west elevations for B4 & B5. In addition to overall east and west elevations for the developments. Please refer to sheets A400 series for buildings elevations.

			Additional elevations will be provided in later stages
12	Please confirm design parameters for bird-friendly glazing (typically applied on glazing larger than 2 square metres and within 16m of the ground level or around green roofs).	SRN Architect	Confirmed and provided. Please refer to elevations material legend "R1"
13	The use of EIFS - Stucco should be avoided due to maintenance issues, please consider an alternative cladding material such as pre-finished aluminum composite panels	SRN Architect	EIFS is only used in MPH
14	Provide specifications for the overhead doors	SRN Architect	Specifications to be provided in later design development stages
15	Show all proposed signage and exterior lighting locations	SRN Architect	Will be addressed in SPA submission
16	The ground floor level (base) plays an important role in establishing building character, relationship with the surrounding uses/ adjacent street, and should engage pedestrian interaction with active uses and human-scale design elements. The current design lacks these items and requires further design consideration.	SRN Architect	Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
17	Ground level entrances to townhouse units should be coordinated with the floor plans and site plan (i.e. 3 entrances should be shown on this elevation)	SRN Architect	Coordinated and revised in plans
18	This portion of Building 4 plays an important role as a view terminus and will be prominently viewed from Highway 50. Terminating a high profile view corridor with a loading area is discouraged and should be relocated to a more discrete location and replaced with a more defining architectural feature.	SRN Architect	Building 4 design is revised to provide a shaded outdoor amenity area facing vehicular entrance from HWY 50. Please refer to B4 level 1 floor plan. Waste collection is relocated to the side and waste storage is moved to P1
19	Create greater distinction of the main building entrance to assist site users with wayfinding. Introduce a distinctive architectural feature, material and/ or colours and signage to differentiate the entrance from the other building entrance	SRN Architect	Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for



			level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
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#### 8.4 Urban Design – Mark-up B5 Floor Plans REVIEW IN CONJUNCTION WITH SECTION 27

Comment	Addressed By	Response
1 Ensure floor plans correspond with the elevation drawings and perspective renderings, and ensure each residential unit is provided with a private outdoor amenity space	SRN Architect	Plans are revised and coordinated with renderings
2 A distinctive entrance feature should be provided to identify the main building entrance through a unique design element or distinguished cladding material/ colour	SRN Architect	Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
3 As per the TWDG (Section 8.1.3 ab.), please provide outdoor drop off /waiting areas with weather protection	SRN Architect	Provided in plans and site plan, notes added to site plan
4 Show all building entrance locations as per perspectives. Label Highway 50 and Private Road	SRN Architect	Revised and provided
5 Verify if green roofs or cool roofs will be incorporated into the roof design	SRN Architect	To be studied during later design developments stages
6 Update roof plan to match elevation drawings	SRN Architect	Updated
7 Please provide the North, South and East Elevations for review	SRN Architect	North, South, East & West elevations are provided for B1. North & South elevations for each of B2, B3. South and west elevations for B4 & B5. In addition to overall east and west elevations for the

			developments. Please refer to sheets A400 series for buildings elevations. Additional elevations will be provided in later stages
8	The use of EIFS - Stucco should be avoided due to maintenance issues, please consider an alternative cladding material such as pre-finished aluminium composite panels	SRN Architect	EIFS is only used in MPH
9	Please confirm design parameters for bird-friendly glazing (typically applied on glazing larger than 2 square metres and within 16m of the ground level or around green roofs).	SRN Architect	Confirmed and provided. Please refer to elevations material legend "R1"
10	Update ground floor level to match design treatments shown on the perspectives (i.e. canopies, signage bands, masonry or precast pillars, etc.)	SRN Architect	Plans are updated to reflect perspectives
11	Show all proposed signage and exterior lighting locations	SRN Architect	Signage and lighting will be addressed in SPA stage

#### 9.0 Urban Design – Mark-up L100

Comment		Addressed By	Response
1	Please confirm proposed fencing treatments to be used along site perimeters to screen loading areas of adjacent commercial / industrial buildings and outdoor storage areas	Strybos Barron King	TBD at site plan stage
2	Provide enlarged detail of outdoor amenity space townhouse units to ensure adequate space for a functional porch and privacy screening	Strybos Barron King	TBD at site plan stage
3	Please identify street and pedestrian lighting locations. Please ensure that the proposed lighting fixtures complement the modern architecture of the buildings. This should also apply to the proposed street furniture and fencing.	Strybos Barron King	TBD at site plan stage

#### 10.0 Urban Design – Mark-up L101

Comment		Addressed By	Response
1	Verify if green roofs or cool roofs will be incorporated into the roof design	Strybos Barron King	TBD at site plan stage
2	What privacy screening measures are proposed to separate residential units and the common outdoor amenity areas?	Strybos Barron King	TBD at site plan stage



### 11.0 Urban Design – Landscape – Arborist Report

Comment		Addressed By	Response
1	Document to be further reviewed at detail design stage.	Strybos Barron King	Noted
2	Note comments in report. 1:1 ratio noted	Strybos Barron King	Noted
3	See Town's Tree Removal Compensation chart. Ratios are different. Number of replacement trees should be changed.	Strybos Barron King	Revised
4	Any noted hazardous trees must be identified and removed prior to Final Approval	Strybos Barron King	Noted

### 12.0 Urban Design – Landscape – TIPP

Comment		Addressed By	Response
1	Document to be further reviewed at detail design stage.	Strybos Barron King	Noted
2	Update comments as per marked up arborist report.	Strybos Barron King	Revised

### 13.0 George Bolton Parkway Extension

Comment		Addressed By	Response
1	See design drawing	BA Group Crozier	Noted

### 14.0 Villalago Residences

Comment		Addressed By	Response
1	See report	BA Group	Noted

### 15.0 TIS Addendum

Comment		Addressed By	Response
1	See Figures	BA Group	Noted



#### 16.0 12400 Coleraine TIS

Comment		Addressed By	Response
1	See Figures	BA Group	Noted

#### 17.0 12300 Coleraine TIS

Comment		Addressed By	Response
1	See Figures	BA Group	Noted

#### 18.0 12300 Coleraine TIS Building F

Comment		Addressed By	Response
1	See Figures	BA Group	Noted

#### 19.0 TIS 12476 HIGHWAY 50 COMMERCIAL DEVELOPMENT

Comment		Addressed By	Response
1	See Report	BA Group	Noted

#### 20.0 TIS 12500 HIGHWAY 50

Comment		Addressed By	Response
1	See Report	BA Group	Noted



## 21.0 Dev. Eng. Mark-up Grading Plan

Comment	Addressed By	Response
Confirm elevations as they all appear to be higher than the corner elevation of the building. Confirm positive drainage away from the building	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
Show Sidewalk along Hwy 50	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
Confirm positive drainage away from the building	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
TC?BC? If BC how does the area to the north drain?	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
Max slope is 6% as per Town Std Section 4.4.2	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
TW? BW?	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
Ponding of area drain would exceed 0.6m. Refer to Town Standards Section 4.4.4 for max ponding depths	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
Building 3- 241.80 is the same as the FFE, how is there positive drainage away from the building in this area?	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department,





			Development Engineering comments #37 and 38.
	Possible Typo? (239.95)	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
	Review Flat Areas	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.
	Drainage to lowpoint at north limit, area drain?	Crozier Consulting Engineers	Refer to comments responses prepared for Engineering Services Department, Development Engineering comments #37 and 38.

## 22.0 Public Comments

Comment		Addressed By	Response
1	Height and Density – too much in small area	Evans Planning	We acknowledge that the proposed height and density is a significant increase to what currently exists. The proposed development represents a modern urban form that will bring much needed apartment units to Caledon.
2	Traffic – Hwy 50 Traffic is already bad. More development will make it worse	BA Group	All movements at signalized intersections in the study area are expected to operate under capacity under future total conditions with the consideration of the George Bolton Parkway Extension and relevant road improvements. No mitigation measures or improvements are recommended, with the exception of traffic

			<p>signal timing optimization at Highway 50 / George Bolton Parkway (due to the future extension) and the Highway 50 / Albion Vaughan Road / Mayfield Road intersection.</p> <p>All movements at unsignalized intersections in the study area, including the site access points, are expected to operate acceptably at LOS D or better. No mitigation measures or improvements are recommended.</p> <ul style="list-style-type: none"> <li>• Most of the typical (or 50th percentile) queues at the study area intersections are contained within the provided storage lengths, with some exceptions. However, all queues that exceed provided storage lengths can be accommodated by adjacent through lane groups. Traffic operations along the George Bolton Parkway extension and at the Highway 50 / Albion Vaughan Road / Mayfield Road intersection should be monitored as travel flows continue to evolve to determine if additional mitigation measures would be required.</li> </ul>
3	Housing Type and Tenure – identify is the units will be rental, affordable, subsidized, condominium?	12599 Hwy 50 Ltd.	Condominium
4	Planning Process - application gone through the DART process at the town	Evans Planning	Yes



### 23.0 Dufferin-Peel Catholic District School Board

	Comment	Addressed By	Response
1	Conditions provided	NA	NA

### 24.0 Peel District School Board

	Comment	Addressed By	Response
1	Conditions provided	NA	NA

### 25.0 Region Peel FSR Comments

	Comment	Addressed By	Response
1	The Region has capacity to service the proposed water demands. However, the Region cannot service the proposed flows of 53.09 L/s from the proposed development into the 250mm sanitary sewer in Highway 50. The 900mm trunk sewer is able to service the proposed development via a new 250mm sewer along Industrial Road, which is to be constructed by the developer.	Crozier Consulting Engineers	Acknowledged. The design process for the new sanitary sewer is ongoing. It is anticipated that the design of the new sanitary sewer will be coordinated with the design of the Industrial Road reconstruction, which is also on going.  The details of the new sanitary sewer, as well as the Industrial Road reconstruction, will be incorporated into the Functional Servicing and SWM reporting once determined, following further coordination with the Town and Region.

### 26.0 Region Peel FSR Comments

	Comment	Addressed By	Response
	<b>Servicing Connections</b>		
1	The Region has received a Function Servicing Report dated February 12, 2021 and prepared by Crozier Consulting Engineers. The Report is complete and will be sent for modelling. Additional comments will be provided upon	Crozier Consulting Engineers	Acknowledged.

	<p>completion of the modelling review.</p> <p>The report should be updated to note that the design of the 250mm sewer along Industrial Road is the developers responsibility and cost to the satisfaction and meeting Regional standards</p>		<p>The report has been revised as requested. Please refer to the revised report.</p>
2	<p>Prior to Official Plan Amendment and Rezoning Approval, the nonrefundable Report Review Fee of \$515 is required as per current Fees Bylaw 6-2021. Please contact siteplanservicing@peelregion.ca for details on how to submit the fee via Electronic Fund Transfer. Kindly reference the file number.</p>	12599 Hwy 50 Ltd.	Noted
3	<p>The Region may be a participant in the Development Agreement. Further comments may apply once party status is determined</p>	NA	NA
4	<p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p>	NA	NA
5	<p>Prior to Site Plan Approval, Grading and Drainage approval by the Region is required for review and approval.</p>	NA	NA
6	<p>Prior to Site Plan Approval, a copy of the draft reference plan satisfactory to Traffic and Legal will be required.</p>	NA	NA
7	<p>The Region has received a SWMR dated February 12, 2021 and prepared by Crozier Consulting Engineers. The Report will be reviewed by a Site Servicing Technician at site plan stage.</p> <ul style="list-style-type: none"> <li>o The Region of Peel has an Environmental Compliance Approval (9582-B9TRLW) for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no additional flows are permitted and no new connections are made to Regional Roads.</li> <li>o Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies. Alternatively, flows can be mitigated using Low Impact</li> </ul>	Crozier Consulting Engineers	<p>Acknowledged.</p> <p>Acknowledged. Please note that stormwater runoff from the proposed development lands drains into the Region's ditch under existing conditions. Drainage conditions are proposed to be maintained under post-development conditions, and peak flows will be significantly reduced (refer to Functional</p>

	Development Technologies. Developers are required to demonstrate how this will be achieved through a Stormwater Management Report. o No grading will be permitted within any Region of Peel ROW to support adjacent developments		Servicing & SWM Report for details). In order to facilitate the proposed SWM plan for the site, a new storm sewer outlet is required to connect post-development discharge to the Region's ditch. If the Region is not in favour of this approach, please advise what form of storm drainage outlet is acceptable.  Please refer to the revised Functional Servicing & SWM Report for details
8	Prior to Site Plan approval, Site servicing drawings are required for Review by Servicing Connections	NA	NA
9	Prior to Site Plan Approval, the applicant is required to provide the Region with copies of the most current Parcel Register (PINS). Further comments/requirements will be provided once PINS are reviewed by a Regional Law Clerk. PINS must be dated within two months of resubmission.	NA	NA
	<b>Traffic Development</b>		
	<b>Access/Study Requirements</b>		
1	<del>A Traffic Impact Study will be required for the rezoning application. Terms of Reference must be submitted for review and approval before commencement of the study.</del>	BA Group	Deleted
2	<del>The access type and location on Highway 50 will be determined via the TIS.</del>	BA Group	Deleted
3	Please note the there's an on-going EA for George Bolton Parkway extension east of Highway 50, Industrial Road may be restricted to a right-in/right-out road as the construction of the George Bolton Parkway extension complete.	BA Group	Noted
	<b>Property Requirements</b>		
1	Prior to Official Plan Amendment and Rezoning Approval, a Draft Reference Plan will be required for review and approval. The plan shall show the following:  The Region will require the gratuitous dedication of lands to meet the Official Plan Right of Way requirement. Along the frontage of Highway 50, a total right-of-way width of 50.5 metres (25.25 metres from the centreline) is required;	ERTL Surveyors	To be prepared closer to approval

	The Region will require gratuitous dedication of a 0.3 metre reserve along the frontage of Highway 50, except the approved access point;		
2	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 Region's right-of-way. The draft R-Plan is to be review by Legal Services and Traffic Development prior to depositing.	Evans Planning	Noted
3	Prior to Official Plan Amendment and Rezoning Approval, all drawings (site plan, landscape plan, site servicing and site grading drawings) shall be revised to reflect all traffic development requirements such as the road widening, the daylight triangle, approved access and the reserve.	SRN Architect	Noted and revised
4	Prior to the Region accepting any dedication of lands, an Environmental Site Assessment must be completed to the Region's satisfaction.	Watters Environmental Group	Noted. Work underway
5	NOTE: Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region's easements and/or right-of-way limits.	SRN Architect	Noted
	<b>Traffic Development Engineering Submission</b>		
1	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'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";	Crozier Consulting Engineers	These will be provided to the Town as part of the detailed road design drawings for Industrial Road to be included with a subsequent submission.
2	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;	Crozier Consulting Engineers	These will be provided to the Town as part of the detailed road design drawings for Industrial Road to be included with a subsequent submission.
3	A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of the road and access works.	Crozier Consulting Engineers	Noted
4	NOTE: The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way: o Completed Road Occupancy Permit; o Completed Notice to Commence Work;	NA	NA

	<ul style="list-style-type: none"> <li>o Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor.</li> <li>o Approved engineering drawings will be required to be circulated for PUCG approval. Please note that any proposed construction with the Region of Peel's right-of-way is pending PUCG approval (minimum six to eight weeks process).</li> <li>o All costs associated with the design and construction of road and access works will be 100% paid by the Owner.</li> </ul>		
	<b>Hydrogeological Review</b>		
1	MECP well records must be provided within a 500m ZOI of the subject site.	Watters Environmental Group	Working on obtaining this information
2	A door-to-door survey informing residents with domestic wells of nearby construction, with a proposal to have their well be included in a monitoring program, must be completed. If the resident is not available at the time of the survey, proof of contact must be provided.	Watters Environmental Group	Working on obtaining this information
3	Contingency plan measures were not provided for mitigation purposes and must be included in the final submission.	Watters Environmental Group	Noted
4	Discharge locations for construction dewatering were not provided.	Watters Environmental Group	Will be provided at a later date
	<b>Environmental Review (ESA)</b>		
1	The site is changing to more sensitive land use from commercial to residential so a Record of Site Condition (RSC) will be required.	Watters Environmental Group	Understood. Additional investigations (Phase Two ESAs) are currently being completed on the property. A Record of Site Condition will be submitted to the MECP following completion of these investigations. If the investigations do not identify any impacts, the RSC will be submitted directly. If contamination is present, it will either be remediated to meet generic standards, and then an application will be submitted for an RSC, or, if required, a risk assessment will first be completed before the RSC application is submitted.

2	The report that has been provided to the Region is not completed in accordance with Ontario Regulation 153/04. As such, all reports provided to the Region should be completed in accordance with O.Reg. 153/04.	Watters Environmental Group	All Phase One and Two ESA reports are currently being completed in accordance with O.Reg 153/04 (as amended) and will be provided to the Region following completion.
3	The report indicates that an RSC will be filed and current reports conclude that there is on-Site PHC F2 contamination in groundwater. The report indicates that this area will be remediated as part of the RSC process, which will need to be included in the reports provided to the Region.	Watters Environmental Group	Correct. Additional investigations (Phase Two ESAs) are currently being completed on the property to confirm and delineate the previously noted contamination on the property. A Record of Site Condition will be submitted to the MECP following completion of these investigations. If the investigations do not identify any current impacts, the RSC will be submitted directly. If contamination is present, it will either be remediated to meet generic standards, and then an application will be submitted for an RSC, or, if required, a risk assessment will first be completed before the RSC application is submitted.
4	The Region should be provided with the updated reports and a copy of the RSC that has been accepted by the Ministry of Environment, Conservation and Parks (MECP).	Watters Environmental Group	All Phase One and Two ESA reports are currently being completed in accordance with O.Reg 153/04 (as amended) and will be provided once completed. Following the completion of the investigations on the subject lands, Watters Environmental will submit applications for the RSCs for the subject lands and will provide the acknowledgement of acceptance from the MECP.



5	Boreholes and monitoring wells must be advanced in the lands to be conveyed to the Region of Peel and included in the RSC submission to confirm the absence/presence of contamination.	Watters Environmental Group	Watters Environmental is currently completing Phase One and Two ESAs to investigate the conveyance lands located at 12563 and 12599 Highway 50 and to demonstrate that the conveyance lands meet regulated soil and groundwater standards through the advancement of boreholes and monitoring wells.
6	<p>Lot 3, Concession 7 Water supply well installed onsite in 1976 for industrial and domestic uses. Water well listed onsite at 2 Industrial March 1973.</p> <ul style="list-style-type: none"> <li>o Are these wells still in use?</li> <li>o As part of the regulation, the consultant must confirm that that there are no domestic wells in use within 250 m of the Site.</li> </ul>	Watters Environmental Group	Watters Environmental did not observe the water supply wells installed in 1973 and 1976 on the subject lands during the Site reconnaissance. The Site representatives were unaware of the presence of the wells during the interview. Watters Environmental will confirm the presence of wells on the subject lands during the additional investigations currently being conducted.
7	<p>Page 40 indicates that there was one UST onsite with the service area of building 3 and states it was abandoned in place. Has this been verified or has any testing occurred in the area? The report does mention that there was no evidence of USTs onsite, this seems like conflicting information.</p>	Watters Environmental Group	The UST identified by the Site representative was indicated to be used for sanitary waste disposal from the former RV business. There was no indication that the UST was used for fuel/chemical storage. Additionally, Watters completed an investigation in the vicinity of the reported UST, the results of which indicated that all soil samples met the applicable site condition standards (SCS).
8	<p>As part of the RSC process, the consultant will need to complete further Phase Two ESA work which includes the following:</p> <ul style="list-style-type: none"> <li>o Vertical and horizontal delineation including confirmation off off-site migration in groundwater</li> <li>o Groundwater remediation</li> <li>o Post groundwater remediation sampling</li> </ul>	Watters Environmental Group	Correct. Watters Environmental is currently completing additional investigation in the form of soil and groundwater sampling (Phase Two ESAs) to delineate all contamination on the subject lands. The



			results following the remediation of any contamination (if necessary) will be included in the reports provided in accordance with O.Reg 153/04 (as amended).
	<b>Waste Management</b>		
	<p><b>Waste Collection Vehicle Access and Egress Route</b></p> <ol style="list-style-type: none"> <li>1. A waste collection vehicle maneuvering diagram throughout the site outlining turning movements and radii will be useful to show these requirements on a Waste Management Plan.</li> <li>2. The turning radius from the centre line must be a minimum of 13 metres and must be shown and labelled on all turns. This includes the turning radii to the entrance and exit of the site, and into and out of the Collection Points.</li> <li>3. All roads along access route must be a minimum of 6 metres. This must be shown and labelled on subsequent submissions.</li> <li>4. A minimum 18 meters straight head-on approach to a Collection Point is required.</li> <li>5. In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres. The collection vehicle must not be required to turn while reversing or reverse towards oncoming traffic.</li> </ol>	BA Group	The above requirements are acknowledged and detailed on the Waste Management Plan provided in Appendix K of the TIS. A trained on-site staff member will be available to assist with waste collection operations and act as a flag person when the truck is reversing in order to direct the driver and motorists entering / leaving the respective area
	<p><b>Collection Point Requirements</b></p> <ol style="list-style-type: none"> <li>6. Please refer to WCDSM Appendix 4 for an illustration of Indoor Waste Collection Point Specification and is also applicable to Outdoors. <ol style="list-style-type: none"> <li>a. The waste collection vehicle must wholly fit in the collection point during collection. A minimum of 18 metres must be provided for maneuvering during collection. This is measured from the front of the first bin staged for collection and must be labelled.</li> <li>b. The Collection Point must show sufficient space for the staging of all bins of a single stream, whichever is larger and setting-out of Bulky Items (minimum 10 square meters). For 3 cubic yard front-end bin, the minimum width required is 3 metres for every front-end bin present, with a minimum depth of 2 metres. For 4 cubic yard front-end bins, a minimum depth of 3 metres is required.</li> </ol> </li> </ol>	BA Group	The collection point requirements noted above are met and detailed on Drawings "SA-01" to "SA-05" within the Waste Management Plan provided in Appendix K of the TIS. The loading area will accommodate a staging area for residential solid waste bins on collection day, and will accommodate temporary storage of bulky items. At the time of collection, a trained on-site property staff member will be responsible for moving of bins for the waste collection vehicle driver.

	<p>c. The number, size, and type of receptacles in the Collection Point must be clearly labelled and shown on the staging areas</p> <p>The region needs to confirm feasibility of collection from the site, namely the ability for their trucks to maneuver within the site and within the collection area as described in the region's waste design manual. The Region does not need detailed drawings of any interior waste rooms that would hold all the bins required at this point; however, that information is provided to the applicant now so it can be considered as you embark on more detailed building designs.</p>																						
	<p><b>Indoor Storage Requirements</b></p>																						
	<p>Bin number, type (garbage/recycling) and size must be shown and labelled in waste storage room for all buildings.</p>	<p>SRN Architect BA Group</p>	<p>DELETED</p>																				
	<p>Please refer to WCDSM Section 4.1.1 Table 4 and Section 4.1.2 Table 5 for bin calculation and must be shown and labelled on a waste management plan.</p> <table border="0" data-bbox="268 776 1400 938"> <tr> <td><i>Table 4. Maximum Number of Dwelling Units per Front-End Bin for Garbage by Bin Size</i></td> <td><b>3-Cubic Yards</b></td> <td><b>4-Cubic Yards</b></td> <td><b>6-Cubic Yards</b></td> </tr> <tr> <td><b>Compacted</b></td> <td>54</td> <td>72</td> <td>N/A</td> </tr> <tr> <td><b>Non-compacted</b></td> <td>18</td> <td>24</td> <td>36</td> </tr> </table> <table border="0" data-bbox="268 954 1400 1101"> <tr> <td><i>Table 5. Maximum Number of Dwelling Units per Front-End Bin for Recyclable Materials by Bin Size</i></td> <td><b>3-Cubic Yards</b></td> <td><b>4-Cubic Yards</b></td> <td><b>6-Cubic Yards</b></td> </tr> <tr> <td><b>Non-compacted</b></td> <td>45</td> <td>60</td> <td>90</td> </tr> </table>	<i>Table 4. Maximum Number of Dwelling Units per Front-End Bin for Garbage by Bin Size</i>	<b>3-Cubic Yards</b>	<b>4-Cubic Yards</b>	<b>6-Cubic Yards</b>	<b>Compacted</b>	54	72	N/A	<b>Non-compacted</b>	18	24	36	<i>Table 5. Maximum Number of Dwelling Units per Front-End Bin for Recyclable Materials by Bin Size</i>	<b>3-Cubic Yards</b>	<b>4-Cubic Yards</b>	<b>6-Cubic Yards</b>	<b>Non-compacted</b>	45	60	90	<p>BA Group SRN Architect</p>	<p>DELETED</p>
<i>Table 4. Maximum Number of Dwelling Units per Front-End Bin for Garbage by Bin Size</i>	<b>3-Cubic Yards</b>	<b>4-Cubic Yards</b>	<b>6-Cubic Yards</b>																				
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<b>Non-compacted</b>	45	60	90																				
	<p>The location of the compactor if present must be shown and labelled on the waste management plan.</p>	<p>BA Group SRN Architect</p>	<p>DELETED</p>																				
	<p>Submit a waste truck movement plan to demonstrate the collection areas and movement through the site meet Regional requirements. This is to ensure no major building layout or design changes are needed at the site plan stage to accommodate Regional waste services.</p>	<p>BA Group</p>	<p>A waste truck movement plan consisting of vehicular manoeuvring diagrams through the collections areas and the site (VMD-01 to VMD-06) are provided within the Waste</p>																				

			Management Plan in Appendix K of the TIS.
	<p><b>Notes: The following comments below are to assist in the preparation of the development application:</b></p> <ul style="list-style-type: none"> <li>• There is an existing 250 mm diameter sanitary sewer and a 300mm watermain located on Highway 50 &amp; Industrial Road.</li> <li>• Please review the Region’s Water Design Criteria found on-line</li> <li>• Please review the Region’s Sanitary Sewer Design Criteria found on-line</li> <li>• All servicing and grading drawings shall reflect the Region’s and Local Municipality’s road widening requirements. Existing private services can be relocated to the new property line or a licensing agreement will be required with the Town of Caledon or an encroachment agreement with the Region of Peel.</li> <li>• To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing site servicing approval.</li> <li>• This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. We require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply where possible.</li> <li>• All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</li> <li>• Please indicate if the developer will be pursuing LEED certification.</li> <li>• Final site servicing approvals are required prior to the local municipality issuing a building permit.</li> <li>• The subject land is to be serviced according to the Ontario Building Code (OBC) and current Region of Peel standards.</li> <li>• Confirmation of approval by the Town of Caledon for fire protection is required prior to site servicing approvals.</li> <li>• Should the tenure change to condominium, the Region will require that the servicing drawings be revised to reflect the local Municipality’s Requirements for the Ontario Building Code and we may have additional comments and requirements.</li> <li>• For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email <a href="mailto:siteplanservicing@peelregion.ca">siteplanservicing@peelregion.ca</a></li> </ul>	All Consultants	Noted

	<ul style="list-style-type: none"> <li>• For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at PWServiceRequests@peelregion.ca</li> <li>• Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found at the following link: <a href="http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf">http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf</a></li> <li>• For Underground Locate Requests please go to the following link: <a href="https://www.ontarioonecall.ca/portal/">https://www.ontarioonecall.ca/portal/</a></li> <li>• Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link: <a href="http://www.peelregion.ca/pw/other/standards/linear/drawings/">http://www.peelregion.ca/pw/other/standards/linear/drawings/</a></li> <li>• Please refer to the Region's Storm Water Management Report Criteria found at the following link: <a href="http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf">http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf</a></li> <li>• Please refer to the Latest Fees Bylaw found on-line at <a href="http://www.peelregion.ca/council/bylaws/2010s/2019/bl-67-2019.pdf">http://www.peelregion.ca/council/bylaws/2010s/2019/bl-67-2019.pdf</a></li> <li>• Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws <a href="https://www.peelregion.ca/council/bylaws/archive.asp">https://www.peelregion.ca/council/bylaws/archive.asp</a></li> </ul>		

## 27.0 Urban Design Peer Review

	<b>Comment</b>	<b>Addressed By</b>	<b>Response</b>
	Context		
1-17	Review for thoughts on context	SRN Architect	Project proposed massing and heights are revised and reduced; Tower heights are reduced to 29 storey, and podium height are reduced to 9 storey
18a	Concerns to be addressed: At-grade outdoor amenity space is very limited due to building footprints covering most of the usable site area. Typically, a development of this nature would provide more grade-related publicly accessible open space. This would help alleviate the development's 'closed-in', overly dense character (discussed further in comment #22).	SRN Architect	Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for

			level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50
B	All ground level building entrances should be indicated on the site plan, including entrances to the commercial units and individual townhouse units.	SRN Architect	Revised and indicated on floor plans
c	Building B4 will play an important function as a view terminus and will be highly visible from Highway 50 and along the E-W portion of private road. The current building design situates the loading area in plain sight of this important view corridor. It is recommended that additional design consideration be applied to mitigate negative views to this “back of house” servicing area. The applicant should explore options to relocate this loading area away from prominent public view.	SRN Architect	Building 4 design is revised to provide a shaded outdoor amenity area facing vehicular entrance from HWY 50. Please refer to B4 level 1 floor plan. Waste collection is relocated to the side and waste storage is moved to P1
D	Negative visual impact of other loading/servicing areas should be mitigated where they are exposed to public views. This can be achieved by recessing overhead doors into the main building massing or through creating architectural features to better screen these areas (i.e. pilasters, canopies, etc.). This should be reflected on the site plan.	SRN Architect	Servicing area doors are revised to be recessed as advised, notes are added to floor plans and site plans. Screening elements will be added in SPA and illustrated in enlarged plans and elevations
E	As per the TWDG snow storage areas should be indicated on the site plan.	SRN Architect	Noted
F	<del>The site plan should show all vent and exhaust elements associated with the underground parking structure. These elements should be located in discreet areas to lessen impact on the public realm by integrating them into the landscape or building design.</del>	SRN Architect	DELETED
G	<del>As per Section 8.1.7 ab. of the TWDG, outdoor drop off/ waiting areas should incorporate weather protection. Please consider introducing deeper canopy, overhang or pergola features in these areas.</del>	SRN Architect	DELETED
H	As per Section 8.1.7 ae. of the TWDG, the site plan design should incorporate car-sharing and electrical vehicle (EV) parking spots. Please indicate these spaces on the site plan and underground parking plans.	SRN Architect	EV cars are added to site plan and underground floor plans. EV spaces are labeled with EV legend
I	The following comments relate to the Landscape Master Plan, which should also take note of, and coordinate with, the previous comments above: i. The applicant should confirm if fencing will be provided along site perimeters adjacent to	SRN Architect	<ul style="list-style-type: none"> <li>i. Fencing will be provided to screen negative views.</li> <li>ii. Strybos Barron King</li> </ul>

	<p>existing industrial and commercial uses. It is recommended that fencing be provided to screen negative views to existing parking, outdoor storage and loading areas that abut the study area.</p> <p>ii. An enlarged detail of the private outdoor amenity space for ground level townhouse units should be provided to ensure adequate sizing for a functional porch that can accommodate seating, unit access, and provides privacy screening.</p> <p>iii. The landscape concept plan should indicate proposed street and pedestrian lighting locations. All lighting fixtures should complement the contemporary architecture theme of the proposed buildings.</p> <p>iv. Where residential units are located adjacent to the rooftop amenity areas and window openings face the outdoor amenity space, please indicate what privacy screening measures will be applied.</p> <p>v. <del>The Landscape Roof Plan should indicate if the tower features will incorporate green or cool roof designs.</del></p> <p>vi. As per the Pedestrian Level Wind Study, certain amenity areas have been identified as areas of concern, especially within the winter season. Please indicate what wind reduction measures will be used in these areas. Refer to Pedestrian Level Wind Study for details.</p>		<p>iii. Street Lighting and illumination will be addressed in SPA stage</p> <p>iv. Strybos Barron King</p> <p>v. ...</p> <p>vi. Wind reduction solutions will be provided in SPA stage drawings</p>
	<b>Architectural Drawings - Level P1 – P3 Floor Plans</b>		
19	The proposed parking structure offers bicycle storage and accessible parking spaces within the first level in accordance with AODA standards.	SRN Architect	confirmed
20	The design of the 6.0m driveway located underneath Building B5 within levels P1 and P2, southwest of the lobby access, has a sharp bend in the drive aisle and may lead to difficult maneuvering for two-way vehicular traffic. The applicant should demonstrate that two vehicles can pass through this area simultaneously without conflict.	SRN Architect	Turning radius is revised and Autoturn of 2 vehicles is demonstrated on the floor plan
	<b>Building Plans and Elevations (Bldgs. B1 – B5)</b>		
21	The proposed high-rise mixed-use apartment buildings generally employ articulated floor plate designs and a variety of massing configurations through stepbacks and point towers. The elevations utilize a modern aesthetic that is supported through balcony and window placement, wall articulation, vertical and horizontal punctuation and variety of the exterior cladding materials.	SRN Architect	NA
22a	<del>The following items should be addressed by the applicant: Due to the large-scale of the development proposal, the dense building typology and the</del>	SRN Architect	DELETED

	<p>overall massing configuration, the applicant should consider introducing a secondary design scheme for select buildings to help break up the repetitious design elements which merge between different buildings and create a monotonous and visually overwhelming first impression. This could include modifications to defining architectural features / material palettes to differentiate buildings and create more architectural diversity / individuality within the complex, while still creating a cohesive development.</p>		
b	<p>The base of the building, in particular the ground floor level, plays an important role in establishing building/ community character, relationships with the surrounding uses and adjacent streets. It should engage interaction with active uses and create a more pedestrian scaled public realm environment. While a taller main floor has been provided, the current design lacks features that support an animated streetscape and requires further design consideration.</p> <p>i. The architectural drawings depict ground level elevations that contain either large blank/solid wall spaces or unarticulated floor-to-ceiling glazing. Unobstructed views into and out from ground floor uses should be ensured facing the public realm. The proposed treatment of the building / street relationship at the ground level does not create an inviting and active pedestrian space facing public / private streets. The applicant needs to demonstrate how this important design aspect of the proposal will be addressed. For example, the perspective renderings show signage bands, canopies, entrances, solid masonry, precast and/or pre-finished metal pillars at the ground level. These are desirable elements that help activate the pedestrian zone, however, these design elements are not provided on the architectural drawings and need to be shown.</p> <p>ii. A more human-scale building base/ podium should be established (currently ranging in height from 7-12 storeys). Although there is material change and a minor setback that occurs above the 4th floor, the built form as designed creates a slab wall effect which could be alleviated by stepping the building down to a lower height and providing a greater stepback of the storeys above the 4th floor in key areas to create a more human-scale massing and better sunlight penetration into the site. This would also help to accentuate the point towers.</p>	SRN Architect	<p>i. Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50</p> <p>ii. Project massing is revised to reduce the heights of the towers to 29 storey and podiums to 9 storey</p> <p>iii. Project massing is revised to reduce the heights of the towers to 29 storey and podiums to 9 storey</p> <p>iv. Plans are updated to reflect entrances</p> <p>v. ..</p> <p>vi. ..</p> <p>vii. .</p> <p>viii. Yes townhouses have private patios. Plans are updated to reflects patios</p>



<p>iii. Overall, the predominant 12-storey building massing that forms the base of the buildings and occupies the majority of the site creates a dense slab-like built form that overwhelms the site at the pedestrian scale.</p> <p>iv. All building entrances should be shown on the floor plans and elevations.</p> <p>v. <del>The main residential building entrances should be highlighted through a unique design element or distinguished through different cladding materials/ colours together with signage and canopies.</del></p> <p>vi. <del>Weather protection should be provided over outdoor drop-off/ waiting areas at main building entrances</del></p> <p>vii. <del>All signage and exterior lighting locations should be identified on the elevation drawings. All proposed signage shall comply with Town of Caledon signage by laws and lighting should be located to minimize light spillage onto adjacent properties and the sky, and should be cast downward, where possible.</del></p> <p>viii. The applicant shall confirm if ground level townhouse units will have private patios at grade and ensure adequate spacing and privacy screening is provided;</p> <p>ix. Where loading and garbage areas are visible from the private road, design measures such as recessing these areas into the building where space permits or creating architectural features, such as pilasters and canopies to screen the overhead doors should be employed to mitigate negative public views;</p> <p>x. <del>Adjacent roads should be labeled on the ground floor plan to provide better orientation.</del></p>		<p>ix. Services entrances are revised and notes added to plans and site plan</p>
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C	<del>The applicant shall ensure all floor and roof plans are coordinated with the elevation drawings and confirm that all residential units will have a private outdoor amenity area in the form of a balcony or terrace. In addition, the architectural drawings are missing some building elevations. Future submissions should ensure all building elevations are provided.</del>	SRN Architect	DELETED
D	The tops of the point towers should be given enhanced design to contribute to a visually interesting skyline when viewed from a distance. Currently, boxy mechanical penthouses define the roofscape. As previously mentioned, the applicant shall indicate if a green or cool/reflective roof will be provided for the tower roofs.	SRN Architect	the top of the towers are framed with a portal of significant material and has a interesting design pattern that can be developed with lighting features in later design developments stages. Design to be further developed and finalized in later submissions
E	<del>The use of EIFS—Stucco to clad a portion of the mechanical penthouse should be avoided due to potential maintenance issues. Please consider an alternative cladding material such as prefinished aluminum composite panels</del>	SRN Architect	DELETED
F	<del>A detail of the proposed privacy screen used between adjoining units should be supplied for review with the next submission</del>	SRN Architect	DELETED
G	<del>Bird-friendly glazing is specified for balcony railings, however, there is no guidance within the Urban Design Brief as to where it should be applied to window glazing. Typically, within other GTA communities, bird-friendly glass is required on glass panels larger than 2 sq.m. and within 16 m. of the ground level or around green roofs.</del>	SRN Architect	DELETED
H	<del>Building and site lighting should meet energy efficiency targets and be dark-sky compliant.</del>		DELETED
I	<del>Provide specifications for the overhead doors used to access the underground parking garage and loading/ garbage areas. The accesses to the underground parking garage should have signage to assist wayfinding.</del>	SRN Architect	DELETED

J	As previously mentioned, the centre portion of Building B4 (as shown on the South Elevation) will play a significant role as a view terminus along the private road from Highway 50, therefore, the loading and garbage room should be relocated away from this important façade. As well, a more distinctive architectural feature should be provided for the view terminus in this area (Levels 1 – 13).	SRN Architect	Building 4 design is revised to provide a shaded outdoor amenity area facing vehicular entrance from HWY 50. Please refer to B4 level 1 floor plan. Waste collection is relocated to the side and waste storage is moved to P1
k	The ground level townhouse units at the base of Building B4 require additional coordination with the floor plans to ensure unit entrances align. In addition, the townhouse units should be better defined with a unified appearance of podium townhouses with articulation/stepback above to create visual separation from the main building structure rather than random design elements that get lost in the overall building massing; refer to sample images in letter	SRN Architect	Entrances are distinguished with different materials, portal and canopies, Elevations presented with scale 1:200 to illustrate high level design intent for ZBA stage. During SPA stage, enlarged elevations for level 1 will be presented to address the suggested elements in more details. Please refer to Fig A-17 or Sheet A606 for a pedestrian view rendering study from HWY 50. SRN is not using random design elements that are lost in the overall building massing. Design is still in progress since it is ZBA stage.
	<b>Urban Design Brief</b>		
23a	The document structure should be improved by including page numbers, identifying images and diagrams with captions and figure numbers, and ensure proper placement of diagrams and titles.	SRN Architect	revised
B	As a typical note, please ensure the property and development description and statistics coincide with the other submission reports and architectural drawings.	SRN Architect	Revised
C	The introduction portion of the UDB should indicate the built form typology proposed for the site (i.e. mixed-use high-rise development).	SRN Architect	Revised
D	The diagram in Section 1.1 should properly identify the study area through highlighting the property boundaries and a north arrow should be added for orientation reference.	SRN Architect	Revised
E	Under Section 1.3, please indicate what natural features will be preserved or enhanced within the study area.	SRN Architect	No natural features on site, sentence revised

F	Section 1.5 – Policy Framework repeats many items discussed in the Planning Justification Report. This section should be scoped to describe how the development proposal meets the various urban design objectives of the relevant policy documents.	SRN Architect	Section is revised to highlight the policy response by the proposed project design
G	Under Section 1.5.5, please also include reference to Section 10.2 Mixed Use Buildings of the TWDG. Furthermore, as per the letter prepared by Evans Planning Inc., no on-street parking is anticipated for the development. Reference to on-street parking should be removed from this section.	SRN Architect	Revised
H	Under the self-directed High-rise Design Guidelines, please include discussion regarding the following items: - provide guidance to direct the top portion of the towers to create interest within the skyline; - provide discussion regard bird friendly design / dark-sky compliance practices and describe design parameters to be applied for this development; - provide a summary of the shadow study findings and ensure the minimum criteria is met as directed in Section 5.3 of the TWDG; - provide an analysis/discussion on use of angular planes to inform the proposed design.	SRN Architect	Revised
I	Ensure all figures identify surrounding streets and existing land uses.	SRN Architect	Revised
J	The site plan diagram is missing from page 18/47 of the PDF.	SRN Architect	Site plan added
K	The Site Circulation, Access and Movement diagram should identify existing roads and sidewalks abutting the site.	SRN Architect	Revised
L	Further analysis / discussion should be provided for Sec. 3.1 (Massing & Design) to address creating a pedestrian-scaled environment particularly along the bases of the buildings.	SRN Architect	Revised
M	The graphic in Section 3.2 should be simplified by removing any unnecessary line work.	SRN Architect	Revised
N	A single colour palette that applies to the entire site is not advisable, as discussed earlier.	SRN Architect	Revised. 2 palettes are proposed with renderings study provided to illustrates the new material proposed
O	Under Section 4.0, please induced a reference to the TWDG, specifically the highlighting the applicable portions of Section 6.0, 8.2 and 10.0. Please ensure the design standards in this section have regard for the general public realm and landscape design criteria.	SRN Architect	Revised
P	Under Section 4.3.3, please revisit the statement indicating the commercial patio areas should be screened from the public realm. Typically, commercial uses rely on exposure from the public realm to attract customers.	SRN Architect	Revised



	Marked-up Plans / Reports		
24	Please also refer to our comments on the marked-up plans / UDB attached to this report.	SRN Architect	Noted

### 28.0 Region Peel TIS Comments

	Comment	Addressed By	Response
1	The Region cannot support the proposed access on Highway 50 as a full move access at current location. The access on Highway 50 will have to be a restricted access. A full move access on highway 50 is supportive conditional on lining up with Hopcroft Road	BA Group	Discussions are ongoing with respect to the site access.

### 29.0 Fire and Emergency Services

	Comment	Addressed By	Response
1	<ol style="list-style-type: none"> <li>1) the Community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within the Mayfield West and Bolton Rural Service Centre's.</li> <li>2) Fire &amp; Emergency Services does not recommend increasing this risk until further strides are made in the fire suppression deployment benchmarks including a minimum of 10 firefighters responding within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within the defined Bolton and Rural Services Centre and the Mayfield West Rural Service.</li> <li>3) Site Plan to include the following: <ul style="list-style-type: none"> <li>• Location of the fire department access route</li> <li>• Location of Fire Department access route signage. Signage shall be provided and installed in accordance with Town of Caledon By-law 2015-058.</li> <li>• Location of nearest municipal and private fire hydrant(s), hydrant(s) shall be provided as required by the Ontario Building Code and within 45 m of Fire Department Connections.</li> <li>• Please provide an OBC Data Matrix</li> </ul> </li> </ol>	SRN Architect	Noted OBC matrix was provided in the 1 <sup>st</sup> submission and can be found in sheet A102

