

	STAFF COMMENTS	ACTION BY	RESPONSE
<b>– June 1, 2021</b>			
1.	We object to the project proposed by the Humphries Planning group to develop the agricultural and rural lands to townhomes.	TOWN	Town to provide response.
<b>– May 31, 2021</b>			
1.	There will be increased traffic in our area given the lack of transit, average household size (3.3 people) and average number of vehicles per home (2 vehicles). The proposal underestimates the total number of vehicles for all 154 units.	APPLICANT	A traffic Impact study was completed which estimates peak hour trip generation by the proposed development. The numbers have been estimated using approved land use code as required by the Province of Ontario.
2.	The Chickadee Lane/Emil Kolb noise study has indicated concern regarding the noise and vibration from current levels of traffic, exceeding the Region of Peel standard, only to be exceeded with additional residential vehicles.	APPLICANT	Noise study was completed for the proposed units and the impact of existing noise generating sources, specifically from Emil Kolb Parkway. The proposed development is expected not to impact the current noise levels that been measured through the prepared noise study.
3.	The planners propose to install a traffic light exiting from Chickadee Lane, backing up current residents from exiting of their residential area.	APPLICANT	A signal warrant was identified on the prepared Traffic Impact study at the intersection of Emil Kolb Parkway and De Rose Avenue.
4.	The Glasgow Road exit was not included in the developer's traffic study. Currently, Glasgow Road has a one-way bridge, it is not safe during winter conditions, does not provide visibility or ensure the safety of foot traffic, and is not reliable exit for new residents. New residents will explore paths to King Road that further disrupt areas that meet with the Humber Valley.	APPLICANT	As per the trip distribution, residents will utilize De Rose avenue for access onto Emil Kolb Parkway connecting to King Road.
5.	Traffic to and from recreational areas, including the Humber Valley Trails, Jack Garrett Park, Dick's Dam Park and Edelweiss soccer fields bringing over 1500 participants and spectators each week, will lead to overflow and disregard for No Parking signs.	APPLICANT	Traffic to these areas are existing, Town to provide response to No Signs.
6.	Glasgow road features deer crossing paths, and recreational use of the trails that will be disrupted.	APPLICANT	Out of project scope. The portion of Glasgow Road that abuts the subject lands will be upgraded to Town standards.
<b>– May 19, 2021</b>			
1.	The proposed subdivision will add a significant number of pedestrians, cyclists and vehicles to Glasgow Road and Chickadee Lane. The proposal needs to include a comprehensive and current traffic impact study on Glasgow Road east of the proposed subdivision to Hickman Street. This scenic and historic road is narrow and winding. Currently, it is well used by walkers, runners, cyclists, motorcyclists as well as cars.	APPLICANT	See response above.
2.	Since it has no sidewalks, curbs or bike lanes, it can be unsafe for pedestrians and cyclists when sharing the road with cars. Adding new residents and their vehicles will add to the risks of using the road. These risks need to be considered when evaluating the proposal.	APPLICANT	Out of project scope, sidewalks will be provided as part of the development.
3.	The pandemic has altered the way we use our open spaces and has highlighted our need to be outdoors safely to be healthy.	APPLICANT	Noted.
4.	I request that the traffic study also include an option of closing the Glasgow Road hill to vehicles and adapting it to become an extension to the Town's trail network.	APPLICANT	Town to respond.
<b>– June 1, 2021</b>			
1.	Main concerns include traffic, especially in the forest and the one-way bridge on Glasgow rd..... but also, there is only one entrance off of Emil Kolb for all these new houses!? This will disrupt the forest area!	APPLICANT	Development will not occur in environmentally significant lands included existing forest areas.
2.	I would like to oppose this proposal until more studies are conducted.... especially in regard to the forest areas.	APPLICANT	Noted.
<b>– June 1, 2021</b>			
1.	I'm checking in to find out if the public meeting is still on. How do I get connected and also how can I raise an issue? Have you received any information from the roads department on impact by the project and the additional consideration of increased traffic? I look forward to the presentation.	TOWN	Town to provide response.
<b>– May 18, 2021</b>			
1.	I don't see any reference for the impact on local roads, especially on Glasgow Rd.	APPLICANT	See response above.
2.	Did the Town public works department report on increased road works to access the valley public uses and the access for the linkage to Hwy 50?	TOWN	Town to provide response.

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3.	If the proposal is to extend the boundaries of the settlement area, then the roads in the area must be considered too. Is there further information that addresses that aspect?	APPLICANT	The lands have been brought into the settlement through ROPA 30 (Regional Official Plan Amendment). Development proposal complies with the policies of ROPA 30.
<b>██████████ – May 31, 2021</b>			
1.	A traffic light at Chickadee Lane and Emil Kolb would be woefully inadequate to control traffic flow from both De Rose Avenue and Chickadee Lane. There would be massive backups along both roads to exit onto Emil Kolb during high traffic times.	APPLICANT	
2.	We are convinced that parking along De Rose Avenue, Deer Valley Drive, Chickadee Lane and possibly even along the very narrow and frankly somewhat dangerous Glasgow Road would greatly increase. De Rose Avenue has two pathways (one being directly to the east of our property) leading into the Humber Valley, to its residential areas and particularly to several popular recreational areas. This increase in roadside parking and traffic will no doubt result in disregard for No Parking signs and may create chaos around these areas on "game days".	APPLICANT	Adequate parking for future residents and visitors is being provided within the development. The parking associated with the existing parks is an existing condition. The Town will respond to the No Parking signs request.
<b>██████████ – May 31, 2021</b>			
1.	How Will the Developer/Town keep the development residents from using Glasgow Road? This road is not suitable for traffic It is heavily used for walking it borders on a sensitive river valley and a park and recreational areas with lots of kids and access to trails.	APPLICANT	Residents are expected to utilize De Rose avenue for access Emil Kolb Parkway and King Road, Town has retained an external consultant to review the current condition of Glasgow Road.
<b>██████████ – May 28, 2021</b>			
1.	It is very difficult exiting from DeRose and Chickadee onto Emil Kolb even during COVID and especially during early morning and evening rush hours. The addition of several hundred more cars will no doubt lead to serious accidents. Also, any increase in traffic and runoff (more paved areas) on Glasgow Road would be detrimental to the environment.	APPLICANT	Surface runoff has been adequately addressed through the Functional Servicing Study prepared for the development applications. As noted above, signal warranted for De Rose and Emil Kolb intersection.
2.	Secondly any increase in runoff which could potentially increase flow to the ravine between DeRose and King Street would seriously aggravate an already serious situation with standing water and erosion.	APPLICANT	See response above.
3.	Lastly the residents of this area have already suffered through several years of dust, noise and inconvenience during construction of Emil Kolb parkway and now we will have more of the same. An upfront plan for managing these issues needs to be in place and not left to some later date when nothing will get done as usual.	APPLICANT	Erosion and sediment control will be implemented as per standard construction practice.
<b>██████████ – May 3, 2021</b>			
1.	My background in trails includes 25 years of experience as a founding member and president of the Humber Valley Heritage Association which created and continues to maintain the trail. I have been in ongoing discussions with Town of Caledon Park Department staff and some Councillors regarding the informal network of trails throughout Bolton and especially the development of signage; ongoing. I was very involved with the recent West Bolton Sustainable Neighbourhood Action Program (SNAP) which was a collaboration between the Town of Caledon, TRCA and Region of Peel, with local resident input. One aspect of the program was to identify and map interconnecting trails throughout the neighbourhoods that surround your development. The Living Trails plan was completed and published in 2019 so your new neighbourhood was not included. I am suggesting here that you now have an opportunity to plan and build a trail in your new community. There are also opportunities to link it with existing neighbourhood trails.	TOWN	Acknowledged, Town to provide response.
2.	I am suggesting a trail around the west and north perimeters of your property taking advantage of the adjacent ravine lands and your proposed park and settling pond areas. The logical follow through for this trail would be a connection to Jack Garrett Soccer Park. This route would then follow the scenic Glasgow Road into the valley lands below, giving your new residents access to the Edelweiss Soccer Park, Bolton Tennis Club, the Humber Valley Heritage Trail and Dicks Dam Park volleyball and picnic facilities, as well as the downtown.	APPLICANT	A proposed Multi-Use trail connection will be provided from the existing MUP on Emil Kolb Parkway through Street 'C' to Glasgow Road. Trail connection under review by the Town.
3.	Several park benches could be located to take advantage of the wooded ravine lands overlooking scenic vistas, of special benefit to families with young children as well as older members of the community. Using the Wilson Farm Pond, the storm water pond located in the nearby Harvest Moon subdivision as an example, unsightly fencing around your pond could be avoided with the application of creative design and landscaping,	TOWN	Outside project scope, town to respond.
4.	Pedestrian access via Emil Kolb Parkway to the Harvest Moon neighbourhood would require a small gap to be	APPLICANT	Multi-use trail connection to be provided at this location.

	STAFF COMMENTS	ACTION BY	RESPONSE
	opened in the existing fence between your property and the Parkway. The logical location for this would be in the vicinity of your proposed Street C where the Parkway's steel barrier guard rail ends. Ward 5 Regional Councillor Annette Groves might be able to help you clear this with the Region of Peel. Pedestrians would follow the existing Parkway sidewalk north use the roundabout pedestrian crossing then walk up the small slope to Humber Crest Crescent and the Harvest Moon neighbourhood. This would give residents from your development direct access to the Adam Wallace Memorial Park and St. Nicholas Elementary School. The park has a Splash Pool, playground and full basketball court.		
5.	There are many examples of developers funding trails, often as an incentive to attract potential buyers. When Pacific Homes was building their subdivision just above Laurel Hill Cemetery and adjacent to the Humber Valley Heritage Trail, they donated \$3000.00 to the Trail Association and promoted right of use for their home owners in their advertising. I am not suggesting that you make any cash donation but that you consider a trail as one of the benefits you could offer to home owners when advertising.	APPLICANT	Financial contribution is provided in-lieu of parkland dedication for the proposed development. The Town is obligated to utilize the secured financials for other parkland or community amenities within the municipality. Town to respond regarding of spending of provided cash-in-lieu of parkland.
<b>██████████ – May 20, 2021</b>			
1.	Given the Humphries Planning Group findings from the noise impact study along Emil Kolb Parkway, it has been found that a 3-meter barrier wall is required for units backing onto Emil Kolb Parkway to prevent noise from the exterior of the residential home's yard (at 7.5 meters), from exceeding 55 Db in daytime.	APPLICANT	Additional noise analysis was completed and concluded a 3-metre wall is no longer required. Appropriate high fencing and berming in the rear yards will be provided to the lots that required noise mitigation.
2.	This standard has existed in the Region of Peel for years (see MCEP NPC-300, 2013), yet there have been no considerations for a sound barrier wall for residents backing onto Emil Kolb (e.g. De Rose Ave), since the development of the four-lane parkway. Given the current deterioration of the builder's concrete wall along De Rose Ave, backing onto Emil Kolb Parkway, residents are indicating serious safety concerns for children and property. There is an absence of the builder's response to this issue and Bolton residents are petitioning for the destruction of this wall and a city funded build of a 3-meter sound barrier wall in its place given the current Regional of Peel Noise Standard, noted by Humphries Planning Group.	APPLICANT	Noise analysis for the proposed development has been completed. The applicant is not required to address noise issues for existing residents relating to Emil Kolb parkway – that is a municipal matter.
3.	Your office has yet to meet the requirement of Peel Region's Noise Standard, negating this issue completely. This has led to deliberate and reckless disregard for the safety of residents exposed to noise and vibration and has limited the health and well-being of citizens backing onto Emil Kolb Parkway. Further investigation is required, and the residents call on your office to bring this item to the next town hall agenda. We called a petition of this issue using an online platform, given the current COVID-19 Provincial restrictions and inability to seek in person signatures (see attached).	APPLICANT	Noise requirements will be met for the proposed development.
<b>██████████ – May 12, 2021</b>			
1.	Can you tell me if traffic signals are being proposed and/or will be installed on the Emil Kolb Parkway at the intersection of the connecting road from Chickadee Lane?	APPLICANT	Signal warranted at this intersection, see above.
<b>██████████ – May 31, 2021</b>			
1.	Going from 4 or 5 houses with deer crossings and other wildlife to adding 151 condominium units is just too dramatic a change to the neighborhood and the environment.	APPLICANT	EIS was prepared indicating no impact from the proposed development of the existing ecology of the surrounding area.
2.	I realize that Bolton needs to develop more of a population base but studies have shown that the Hwy 50 corridor (south of the rail line) is better suited to this type of development.	APPLICANT	Region of Peel has identified and approved this area for growth through ROPA 30. It is an appropriate area for residential growth.
3.	This is a sensitive area bordering on the Humber Valley and it needs to be protected. There is better alternatives for this type of density.	APPLICANT	Development will not occur within the existing environmental areas. Additionally, the project offers additional restoration areas adjacent to those environmental areas. No development will encroachment on the established buffers and Vegetation Protection Zones by the TRCA. Studies and reports have been completed in support of the proposed development.
<b>██████████ – May 30, 2021</b>			
1.	How are vehicles expected to enter and exit for rush-hour commuting?	APPLICANT	Traffic impact study analyses peak traffic flows for a.m. and p.m. trips including the anticipated number of trips and required road improvements to accommodate peak traffic flows.
2.	Is there going to be traffic signals at Emil Kolb Parkway and the access road to Chickadee Lane?	APPLICANT	The Traffic Impact Study identified that a traffic signal is recommended on Emile Kolb Parkway.
3.	Is Glasgow Road going to be widened?	APPLICANT	Yes, widening being dedicated to the Town through the Draft Plan of Subdivision.
4.	Will that widening include down the hill?	APPLICANT	Outside project scope, Town to respond.

	STAFF COMMENTS	ACTION BY	RESPONSE
5.	What are the plans, if any, for the one-lane bridge on Glasgow Road?	APPLICANT	Outside project scope, Town to respond.
6.	What is the TRCA's position on widening Glasgow Road?	APPLICANT	TRCA has provided their approval on the proposed application which includes the road widening along Glasgow Road.
7.	Has any other access to Emil Kolb Parkway been considered?	APPLICANT	The access to Emil Kolb Parkway has been proposed through De Rose Avenue.
8.	In high-traffic times, what assurance is there that traffic will not use Glasgow Road and Deer Valley Drive as an alternate to a possible bottle-neck at Emil Kolb Parkway?	APPLICANT	GHD report has completed the study in accordance with Region and town direction.
9.	Where is the closest playground going to be for young children living in this proposed subdivision?	APPLICANT	Existing play facilities nearby include Adam Wallace Memorial Park and Foundry Park.
<b>– June 1, 2021</b>			
1.	Increased traffic due to the large amount of people and vehicles. Compromising road safety and noise.	APPLICANT	Roads will be upgraded to Town standards.
2.	Traffic light will back up residents from being able to get out	APPLICANT	Noted.
3.	The parks and trails will be overloaded.	APPLICANT	Noted.
4.	Our peace and enjoyment will be disturbed due to noise	APPLICANT	Outside project scope. Noise measures will be provided for proposed development to mitigate noises from Emil Kolb parkway.
5.	Walking on Glasgow is already a problem due to cars this will endanger us further	APPLICANT	Outside project scope, existing condition.
6.	Increased population will put stress on schools	APPLICANT	A community services and facilities study were completed by HPGI and identified the current enrollment capacities in the surrounding area. PDSB and DPCSB has identified that current enrollment is stable and is expected to decline by the year 2026. Therefore, increased population will not put stress on schools.
<b>– May 4, 2021</b>			
1.	Referring to section 4.2 (Greenbelt Plan 2017), "The Greenbelt Plan prohibits new development in the natural heritage system unless it meets a strict list of criteria as outlined in Section 3.2" I cannot find a section 3.2 in neither the Planning Justification Report or the actual 2017 Greenbelt Plan. Please advise and send the criteria.	TOWN	Response was provided to resident outlining the criteria of the Greenbelt Plan. See below: Section 3.2 is the Natural System criteria of the Greenbelt Plan, including Natural Heritage System (NHS) policies, and those for Key Natural Heritage Features (KNHF) and Key Hydrologic Features (KHF). They can be found at: <a href="https://www.ontario.ca/document/greenbelt-plan2017/geographic-specific-policies-protectedcountryside#section-1">https://www.ontario.ca/document/greenbelt-plan2017/geographic-specific-policies-protectedcountryside#section-1</a>
2.	With regards to the block 15, there is not a 30m buffer to the limited of the protected countryside. As the policy framework is not clear or specific to determine if the required buffers of the Greenbelt Plan also apply to lands outside the Greenbelt plan, what is the rationale for putting a buffer behind blocks 11 and 12 but not behind block 15?	TOWN	Town provided a response to the resident stating: The required buffers ie. 30m Minimum Vegetation Protection Zone, is required adjacent to key natural heritage features or key hydrologic features within the Greenbelt Plan Boundary. Block 15 is not within 30 metres of key natural heritage features or key hydrologic features, and is outside of the greenbelt Plan area, therefore the Greenbelt Plan does not require a buffer. There is no required buffer to the boundary of the regulation area of the Green Belt Plan.
3.	Peel Official Plan Section 5.4 provides that only limited growth is permitted within the rural system so again, block 15 right next to agricultural, forestry, recreation and conservation uses does not seem to respect this nor does it address the issue of the buffer as per above.	TOWN	Town provided response to the resident stating: Block 15 falls under the Rural Service Centre policies of the Region of Peel Official Plan. The current Regional Official Plan mapping does not yet reflect that the subject lands are within this designation because the lands were brought into the settlement area in November of 2020 through an LPAT decision and the mapping has not yet been updated by the Region of Peel
4.	I see that the report has reviewed the matter in York region and that there is a policy that considers features partially within the Greenbelt plan (specifically Policy 2.2.10 requiring the greater of the buffer). How is this being addressed with regards to block 15 specifically?	TOWN	Town provided response to the resident stating: This does not apply to block 15 since it is not within 30m of key natural heritage features or key hydrologic features (therefore no buffer is required).
5.	As the RR single family residence has been established on Lot 28 taking into consideration the existing single family home and environmental issues, why would Block 15 which butts right up to the Limit of the protected countryside? I cannot remember who mentioned this on the call but it was confirmed that it must be 'lower intensity land uses adjacent to natural features', again, a block of town houses right next to a protected environmental protection area line does not fit this.	TOWN	Town provided response to the resident stating: Although Block 15 abuts the limits of the Greenbelt Plan/protected Countryside, the lands are not directly adjacent to any key natural features as referenced above.

	STAFF COMMENTS	ACTION BY	RESPONSE
<b>Unknown – April 30, 2021</b>			
1.	I have lived on De Rose for 22 years. We now have roaring speeding trucks coming full force down Coleraine and now you want to cram in more homes and create more congestion. What will happen when traffic goes through the soccer field and Park leading to downtown Bolton which is already a mess. I have waited 22 years for a park in walking distance of De Rose my kids are grown and I run a home daycare. Still no park we can walk to from here. Keep packing in as many houses as you can. Everyone knows only money matters. This town use to be beautiful. It's now polluted by factories trucks and empty stores and units. So sad to see this happening	APPLICANT	Noted.
<b>██████████ – May 31, 2021</b>			
1.	The number of proposed residences (townhouses) with (at minimum) 2 vehicles per household will cause major traffic headaches and congestion for the residents of the already existing subdivisions of DeRose/Bowes as well as for those accessing the (proposed) homes existing homes on Chickadee Lane/Glasgow Road.	APPLICANT	TIS prepared, see responses above.
2.	The current noise level and vibration level of Coleraine Drive, as it is now, is extremely high, constant and bothersome. Has there been any studies into what the addition of so many townhouses, cars and people will contribute to the already too loud noise and vibration levels? What about pollution levels?	APPLICANT	Noise Impact study prepared, see responses above.
3.	The Town of Caledon and Peel Region have a duty to ensure that any future development will not detrimentally impact its current tax paying residents and the surrounding environment. We believe that this proposal, by its sheer number of townhouses, will do exactly that.	APPLICANT	Noted.
<b>██████████ – May 3, 2021</b>			
1.	We are concerned with the large number of units being proposed for this development, the amount of traffic going through chickadee lane and Glasgow rd. would significantly increase the level of traffic and noise levels.	APPLICANT	See responses above.
2.	We are concerned with pedestrian safety as we and many others walk frequently along Glasgow towards Edelweiss Park.	APPLICANT	Town undergoing review of this portion of Glasgow Road.
3.	How will the noise and safety issues be addressed on Emil Kolb?	APPLICANT	See responses above.
<b>██████████ – June 1, 2021</b>			
1.	We the resident of Derosé Avenue feel that the current application to be considered by the Town of Caledon does not meet with their vision created in 2012 with a BRES study.	APPLICANT	ROPA 30 was approved by the Region of Peel based on the BRES studies completed by the Town. Proposed development conforms with the policies of ROPA 30.
2.	The applicant has not given proper plan on number of vehicles.	APPLICANT	Parking plan was prepared and submitted to the Town for review.
3.	A proper enter and exit plan for the proposed residences.	APPLICANT	Traffic study and plan prepared and submitted to the Town indicating where residents will enter and exit.
4.	The unique characteristics of Glasgow Road have not been addressed properly	APPLICANT	Town has initiated a review of Glasgow Road with an external consultant. Contact Town for more information.
5.	The seasonal increases of foot traffic from activities made available at HV Trail, Jack Garrett Park, Dick's Dam Park, Edelweiss Soccer Fields as a former participant of these facilities I know firsthand this applicant has not done the required study needed for this particular activity in the area.	APPLICANT	no study was prepared as not required by the Town or Region. MUP trail being provided through the proposed development to Emil Kolb Parkway.
6.	The whole concept of Emil Kolb Parkway alleviating truck traffic from Hwy 50 is at jeopardy in many ways from this applicants proposal.	APPLICANT	Noted.
<b>██████████ – May 31, 2021</b>			
1.	I do not think that the area is designed to handle the amount of increased traffic that this development would bring. I would like to see a further traffic study conducted.	APPLICANT	TIS was prepared and submitted to the Town and Region.
<b>██████████ – May 3, 2021</b>			
1.	Without the addition of sidewalks & or a bike lane to handle the increase in pedestrian and bicycle traffic, the Glasgow hill, with it's dangerous sight lines, will pose increased risk to area residents, especially kids biking down the hill.	APPLICANT	Town undergoing review of Glasgow Road.
2.	One of the proposals I am asking the Town to consider is closing the hill section of Glasgow Rd. to vehicular traffic and installing emergency barriers at the top and bottom. This proposal was endorsed by the Town's	APPLICANT	Outside project scope, Town to provide response.

	STAFF COMMENTS	ACTION BY	RESPONSE
	Infrastructure Dept. back in 2001 but was rejected by the Council of the day as residents on Deer Valley Dr. were concerned about an increase in soccer traffic heading to the Edelweiss soccer fields via their street. A study carried out by Town staff said there would be more soccer traffic but Deer Valley Dr., built in the 1980's with sidewalks, could safely handle it. The Zancor Comments to The Region pdf below includes Council's minutes and staff's recommendations from their Sept.10, 2001 meeting and local newspaper articles reporting on the issue on pages 8-13. I believe that the Town's Fire and EMS departments commented on the proposal and one of their comments was that fire trucks couldn't cross the single lane heritage bridge traversing the Humber River.		
3.	At an April 22nd Webex meeting with Town staff on April 22nd Andrew Pierce, the Town's Director of Engineering acknowledged that the Glasgow Rd. hill can't be rebuilt to current subdivision standards that includes sidewalks. This windy hill section has steep embankments on the north side, steep drop offs on the south and is located in an EPA of the TRCA. With the addition of 600 plus new residents on the street including 300 children (an average of 2 adults and 2 children/ household, typical of townhouse proposals with young families), I'm revisiting the road closure option again as a solution to the safety issue outlined in the letters below.	APPLICANT	Outside project scope, Town to provide response.
4.	As emergency vehicle road access is of utmost importance to this proposal, I timed myself driving from the EMS station on Hwy. 50 to the intersection of Chickadee Lane & Emil Kolb Pkwy. using 4 different routes at 7:40am on May 30 and came up with the options below. While the times noted may not be exactly what an EMS vehicle would take, I think they are close as there was little traffic due to the Covid lockdown in effect at the time and I didn't encounter any red lights. Options 1 & 2 would be the 2 available choices to EMS vehicles if the hill were to be closed.	APPLICANT	Noted.
5.	Given these 4 options could you please comment on the viability from an EMS perspective on closing the Glasgow Rd. hill to vehicular traffic and installing emergency barriers at the top and bottom of the hill. <ol style="list-style-type: none"> <li>1. Hwy. 50 N. to Emil Kolb Pkwy. to Chickadee Lane/Emil Kolb Pkwy. @ 5.5km. &amp; 4min. 30 sec.</li> <li>2. Hwy. 50 to King St. W. to Chickadee Lane/Emil Kolb Pkwy. @ 3.3 km. &amp; 3 min. 12 sec.</li> <li>3. Hwy. 50 to Glasgow Rd. to Chickadee Lane/Emil Kolb Pkwy. @ 3.3 km. &amp; 3 min. 41 sec. Please confirm that a fire truck can drive over the single Lane heritage bridge that crosses the Humber River.</li> <li>4. Hwy. 50 to King St. W. to Deer Valley Dr. to Glasgow Rd. to Chickadee Lane/Emil Kolb Pkwy. @ 4.1 Km. &amp; 4 min. 50 sec.</li> </ol>	APPLICANT	Noted.
<b>– June 8, 2021</b>			
1.	Who is the consultant, what are their terms of reference and time frame for completion?	TOWN	Town provided a response stating: The Town has retained the consulting engineering firm of Chisholm Fleming & Associates to undertake the planning and detailed design of the necessary road improvements to Glasgow Road between Chickadee Lane and Deer Valley Drive. The original scope of the design work focused on the rehabilitation of the existing roadway. More recently, we have expanded the planning of the project to include the addition of an active transportation facility along Glasgow within the limits of the project and along Deer Valley Drive. The time frame for the design exercise is currently being redefined based on the expanded scope of work but I would expect it will take approximately nine to twelve months to complete.
2.	Will the scope of work include an Individual Class EA given the one of a kind circumstances on the hill, river section and heritage aspects of Glasgow Rd. or a less comprehensive Class EA? The Bolton Transportation Master Plan, "conducted in line with the Municipal Class Environmental Assessment (EA) process ... requires the following to be undertaken: Phase 1: Identification of a problem, deficiency of opportunity; and Phase 2: Identification of alternative solutions to address this by considering the existing environment and establishing the preferred solution."  Caledon's OP Transportation sections 5.9.3.4 & 5.9.5.4 address the need to preserve the scenic road character of Glasgow Rd. as it passes through environmentally sensitive lands. "Alternative transportation planning and	TOWN	Town provided a response stating: The planning and design exercise for this road project will follow the requirements of the Municipal Class EA process. The specific schedule of Class EA for this project will be selected after the full scope of the work has been better defined.

	STAFF COMMENTS	ACTION BY	RESPONSE
	design standards shall be explored and implemented, as appropriate, in order to recognize the form and character of existing historic communities, to preserve cultural heritage resources and to protect and enhance the natural environment. "The Transportation Objective is "To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas."		
3.	You mentioned the scope of work included the rehabilitation of Glasgow Rd., a pedestrian system down the hill that would "hopefully include a cycle path" and a sidewalk up Deer Valley Dr. to hook up with the existing subdivision. Since I spoke at the June 1st meeting, I've received feedback that's made me reconsider the wisdom of building a Multi Use Trail for both pedestrians & cyclists as noted in Option #3 of my presentation. Given the steep grade of the hill section cyclists going down the hill could easily reach speeds of 60 km. +, creating a dangerous situation for both pedestrians and cyclists traveling in both directions. What makes more sense is to make the hill section one way only going up starting at the tennis court's parking lot for both vehicular traffic and cyclists and a protected trail for pedestrians only. This solution would also cost less to build given the challenges of rehabilitating the steep slope sections of the hill. The most cost-effective solution remains Option #2 of my presentation ie. closing down the hill to vehicular traffic and installing emergency barriers at the top & bottom of the hill.	TOWN	Town provided a response stating: The information you recently presented to Council will be taken into consideration during the detailed design stage of the road project. I would like to note, however, the Town has no plans to close Glasgow Road to vehicular traffic.
4.	There was no mention of the consultant's study including the single lane heritage bridge or any sidewalks east of the bridge to Hickman St. My presentation demonstrated these items needed consideration for the same reasons as the hill section, especially for seniors on scooters & wheelchairs from the Region's 53 unit Riverview Terrace who use the river section on a daily basis.	TOWN	Town provided a response stating: The segment of Glasgow Road that is east of Deer Valley Drive is beyond the limits of the current road project. This section of Glasgow Road currently has traffic calming measures and a low posted speed limit to enhance pedestrian safety. As a separate exercise to the capital project, I have asked the Transportation Division to look for other opportunities to improve overall pedestrian safety along this easterly section of Glasgow Road.
5.	You stated that the design & construction process will take a number of years and will be coordinated with Zancor's traffic consultant. This was to ensure coordination with the Town's future road work on Glasgow Rd. east of the Zancor proposal. However, the Zancor subdivision could be built out before the Town's study, subsequent road rehabilitation & accompanying pedestrian path have been completed. Has a Draft Plan Condition been considered that requires Zancor to coordinate home construction with the Town's portion of the work? The Condition would only allow a certain percentage of the development to go forward while the study works out the details on what is required, it's cost and completion of the rehabilitation work.	TOWN	Town provided a response stating: Town staff are currently reviewing the Zancor draft plan of subdivision and beginning to work with Zancor's engineering consultant to coordinate the design of the road works. Given the anticipated traffic patterns to and from the development, it is unlikely that development phasing will be required; however, staff continue to review these types of issues in conjunction with the draft plan of subdivision application. The proposed Glasgow Road improvements are primarily funded from Development Charges. Zancor will be required to pay Town Development Charges in the usual manner.
6.	The DC bylaw reflects what's in the Caledon Master Plan Study & Bolton Master Plan Study. These studies normally take into account what's in the OP, the OP boundary and the Secondary Plan. Since Glasgow Rd. traffic safety conditions and rehabilitation costs are not reflected in the above noted studies and the proposal is not part of any Secondary Plan, the Zancor proposal's impact is not reflected in the current DC Bylaw. There is also no mention of pedestrian or bike facilities in the Town's current itemized DC bylaw. Allowing the Zancor proposal to proceed without completing the road study, ascertaining the costs of implementing it's conclusions and not negotiating a cost sharing agreement to pay for them will place the burden of financial responsibility on the taxpayers of Caledon.	TOWN	Town provided a response stating: As noted above, the proposed Glasgow Road improvements are primarily funded from Town-wide Development Charges.
<b>– May 27, 2021</b>			
1.	I think staff misunderstood or took my comments out of context in their #5 response below. They were made in regards to the potential of reconstructing Glasgow Rd. directly east of the Zancor proposal, not to Street C/Glasgow Rd. The section of road I'm speaking of ie. the hill section and beyond to Hickman St. , is indeed in a designated EPA area. I would appreciate if a clarification could be made in this regard.	TOWN	Out of project scope, Town to provide response
2.	I also never received a response to the letter I sent to Darryl Bailey, the fire chief, and Peter Dundas, the head of Peel's EMS, dated May 3rd and copied to you. Nor was a response noted in the Town's online staff response section. Could you provide an update to this as well.	TOWN	Out of project scope, Town to provide response
<b>– May 11, 2021</b>			
1.	I received in the mail today a Public Notice dated May 6th, 2021. On the backside it has Appeal Procedure,	TOWN	Out of project scope, Town to provide response

	STAFF COMMENTS	ACTION BY	RESPONSE
	on the front it is illegible. There is a Notice of Public Meeting and then upside down it has a Property Tax Bill over laying the Notice. It is quite a mess and really cannot be read in totality. You as the Lead Planner is clear and that is why I am emailing you.		
<b>Public Comment – October 26, 2021</b>			
1.	I would appreciate a long-awaited update to my email queries dated Sept. 1st below and highlighted in black. Andrew Pearce's June 16 email indicates that the Town retained Chisholm Fleming & Associates at the beginning of June to conduct an EA in regards to upgrading Glasgow Rd. and building an adjacent Multi Use Trail. However, I've yet to notice anyone doing any outdoor research on Glasgow Rd. other than some traffic counting cables laid across the road in various locations. The time frame for completing the EA was supposed to be 9-12 months. Five months have now lapsed so I'd appreciate receiving information on what's been accomplished to date.	TOWN	Out of project scope, Town to provide response
<b>Public Comment – September 3, 2021</b>			
1.	I noticed that Town staff recently installed perimeter posts along 3 sides of the Jack Garrett soccer parking lot. To what purpose I'm not sure. The lot is now effectively boxed in. Finding a solution to parking capacity will be challenging given that one side of the lot borders a TRCA driveway leading into one of their rental homes and the 2 other sides border active soccer pitches. Unless staff decides to remove the posts on one side of the lot and encroach parking on to one of the active fields the overflow will continue. Once Zancor proceeds with building out it's 154 units across the road overflow parking onto Glasgow Rd. will get even worse.	TOWN	Out of project scope, Town to provide response
<b>Public Comment – July 20, 2021</b>			
1.	The first is the overflow parking from the Jack Garrett soccer fields onto Glasgow Rd. Now that Covid restrictions are allowing team soccer to resume the pics below indicate how the under sized parking lot has forced people to park on both sides of the street just outside the lot. The No Parking signs on the street are ignored and in any case it's unfair to penalize people for a poorly planned lot size. The lot is directly across from the 154 unit Zancor proposal (which includes 151 townhouses) that's currently being reviewed by staff. Unless something's done to increase the size of the lot the current street parking overflow will only get worse once the Zancor proposal is built out. Both the lot and fields are located on lands leased from the TRCA.	TOWN	Out of project scope, Town to provide response
2.	My second concern has to do with the lack of a traffic light at the intersection of Chickadee Lane and Emil Kolb Pkwy. This matter was discussed at length at the public information session on June 1st with both residents and Councilor Groves and Downey expressing concern about the timing of installing a new light. Since King St. West was upgraded to Emil Kolb Pkwy., making a left turn from Chickadee Lane onto the newly configured Emil Kolb Pkwy. has become increasingly precarious. The addition of 154 units onto Chickadee Lane & Glasgow Rd. will only exacerbate what is already a dangerous turn, especially in the early morning and afternoon rush hours. Why do we need to wait until there's a tragic accident before something's done?	APPLICANT	Residents will utilize the Emil Kolb roundabout to the north for safe traffic maneuvering to King Road.
<b>Public Comment – July 8, 2021</b>			
1.	Will the Town confirm that the question of requirement for signalization at the intersection will be finalized and become part of the approval considerations BEFORE the application is approved?	TOWN	Town provided response stating: This intersection is under the Region's jurisdiction. The Region has requested clarification on the 2031 traffic volumes and a signal warrant analysis; the need and justification of signalizing the intersection will be reviewed as part of the application approval process.
2.	If it is decided that the intersection is to be signalized, will that work be completed before or simultaneously with start of project's construction phase?	TOWN	Town provided response stating: We have contacted the Region and they have advised that if the traffic signal is warranted and required by the development, it will be required as a condition of development approval. Therefore, it will have to be constructed simultaneously with the construction of the development.
3.	Who is responsible for the cost of signalization?	TOWN	Town provided response stating: We have contacted the Region and they have advised that if the traffic signal is warranted and required by the development, it would be the developer's responsibility to fund/install them and provide the Region with a one-time signal maintenance fee as well.
<b>Public Comment – June 17 2021</b>			



	STAFF COMMENTS	ACTION BY	RESPONSE
1.	Being a long-time resident, I do have concerns about what was said in relation to the potential impact on traffic in the area and proposed new traffic lights on the Emil Kolb Parkway. Particularly in terms of the certainty and timing for that installation. I am confused about that part of the process.	TOWN	Town to advised on process.
<b>Public Comment – June 26, 2021</b>			
1.	I'm writing to follow up on the June 1st meeting with regards to the proposed development by Zancor Homes. Following the detailed presentation by our neighbor, Ms. Humphries kindly addressed the issue with regards to the potential traffic issues on Glasgow Road and confirmed that a consultant has been engaged.	APPLICANT	Correct.
2.	showed several pictures of the deer that migrate between Deer Valley Drive, through the Zancor lands over Glasgow Road to the TRCA lands opposite Glasgow Road. For the benefit of those not on the video meeting, I've attached these pictures from the presentation along with the first one, my seen here taken just Thursday, June 24 trying to help a fawn get over the property to reunite with her mother.	APPLICANT	Noted.
3.	The lands in the proposed block 15 of the Zancor Development are a major migration route for the deer crossing into into TRCA lands and given the area to the back of the Greenbelt part of the lands are called DEER VALLEY DRIVE, we know there is a substantial deer population in the area.	APPLICANT	Noted. An Environmental Impact Study was prepared and submitted to the TRCA which evaluating existing species in the area. The study concludes that the proposed development does not impact the existing ecology of the surrounding area.
4.	As per the government of Ontario's Ministry of Natural Resources and Forestry Sustainable Wildlife Management Program, strategies and policies outline the need to sustain healthy ecosystems by strengthening natural resource management, use Ontario's biological assets sustainably, protect the genetic, species and ecosystem diversity of Ontario and manage wildlife at appropriate spatial and temporal scales to ensure that they are available for the enjoyment and use of future generations.	APPLICANT	Approval will be required from MNRF.
5.	Given the threat that this high-density urbanization may pose to the deer's natural habitat in the Greenbelt, Natural heritage system and the protected countryside adjacent to the Zancor lands at Block 15, will there be an environmental assessment done to consider the impacts of this development?	APPLICANT	See response above. EIS was prepared as part of the submission.
6.	Have the appropriate investigations and environmental impact studies been conducted to ensure that this development is in accordance with the the Ministry of Natural Resources and Forestry's strategic direction documents Horizons 2020, Ontario's Biodiversity Strategy (2011) or the Fish and Wildlife Conservation Act, 1997?	APPLICANT	Policies of the MNRF will be adhere to as required.