

June 30, 2021

**Public Comment Response**

**Zoning By-law Amendment and Draft Plan of Condominium Application**

**Design Plan Services Inc. c/o TJ Cieciora**

**18314 and 0 Hurontario Street**

**Part Lot 1, Concession 1 (WHS) Caledon, designated as Part 1 of Plan 43R-7750**

**File No.: RZ 2021-0001 and 21CDM-21001C**

**Related File No.: SPA 2021-0001**

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**1. Traffic Impact Assessment and Traffic Safety**

The existing Traffic Impact Assessment does not reflect the number of trips to be produced by this development. The traffic brief states that between 16 and 21 two-way trips will be created during the week days in the a.m. and p.m. though the development is to include 60 resident and 8 visitor parking spaces. There is a significant history of traffic issues in the neighbourhood. Residents have been advocating for increased traffic safety for a long time. I request a full traffic impact for this application and for them to address more realistic estimates of the impact of 60+ cars navigating the limited roadway and significantly challenged high traffic area of Hurontario.

If the roads need maintenance, will the Town be maintaining them?

I read that no Traffic Study is required because one was completed two years ago. The traffic amounts have definitely changed over two years.

This area has one way streets that stop motorists from cutting the corner to avoid the lights at Highway 10 and Charleston. What is proposed in that regards? Will there be now or in the future traffic lights added to Highway 10 to accommodate this development? Will a traffic signal be added to direct traffic to Hurontario? We don't need to tie up Highway 10 further, it is already a problem with traffic.

As a mother who stands on the corner of Troiless and James street East twice daily from Monday to Friday, the amount of traffic currently going through our small side streets is alarming. This is an issue that has been brought to the town for YEARS, nothing has been done about it. We have no sidewalks, I have been almost hit many times by cars speeding and not paying attention. The traffic gets worse on long

**weekends, if there is an accident on Highway 10 etc and nothing is ever done about it. It is very unsafe and adding 30 homes and potentially 60 more cars to this neighbourhood is absolutely ridiculous.**

**The [proposed access] road will be located right next to our bedrooms and also becomes a safety concern for our children and pets, as there would not be sufficient or a safe amount of space between our home and the proposed street.**

**When were the traffic studies done? Pre-COVID or at present? Can a new traffic study be done? Considering the study being used is completely unrealistic due to the fact it was conducted during a pandemic resulting in massively skewed results? Was the TIS performed by the developer or the Town of Caledon? Traffic has increased in this area since COVID and that needs to be considered**

**There are already frequent accidents at the intersection of 24 and 10.**

**Will (unopened) Brock Street be widened beyond its current width? How wide is the right of way? Are you planning to bring Brock Street in from James?**

**The proposal puts a huge traffic load on Elizabeth and James Street. This will be a serious traffic issue on Elizabeth and Charleston Side road 24 – this is already an issue and it will just be worse now. Elizabeth Street is not capable of handling any more traffic. School buses and garbage trucks already struggle to even have access to enough of the road to get through.**

**There's absolutely no way a road could safely be put between the two properties not to mention how close the current houses would be to the road. These plans would negatively affect quality of living, as there would be many cars driving past our home at all hours of the day and night**

**Why do they think the dead end road was blocked off in the first place? This was done to prevent cars from avoiding the corner and heading through the existing subdivision. That will for sure happen again.**

**Our home has a long driveway which directly lines up to Elizabeth Street. Placing a road right beside our driveway could lead to trespassers on our property who could mistake our driveway for the proposed road. This becomes a serious safety concern for our family as we have children and pets who play in our front yard.**

**The site plan shows a sidewalk on the Highway 10 side of the site. Who will maintain these sidewalks? Will barrier rails be put in for the sidewalks that will be getting more use? Where will this sidewalk go? There is no sidewalk nor room to put one up to Charleston. There is a large drop between the sidewalk and the proposed development. Who is responsible if someone gets injured here?**

## **Who will plow Highway 10?**

### **Was heavy truck traffic factored into the traffic study, including trucks from the gravel Quarries on Charleston Sideroad**

Response: These comments were forwarded to the Applicant's traffic consultant to be addressed and will be reviewed by Town staff.

Town Engineering staff have requested further analysis of the traffic impact on Elizabeth Street and James Street, if the proposed Brock Street Access is approved. Otherwise, further analysis of traffic on Travelled Road and Troiless Street will be required.

A Traffic Brief prepared for this development was submitted as part of the application. The Traffic Brief prepared by Crozier and dated December 9, 2020 states: "Trip generation for the proposed development was forecasted using published data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The ITE Trip Generation Manual is a compendium of industry collected trip generation data across North America for a variety of land uses and is used industry wide as a source for trip generation forecasts."

The internal road that fronts the townhouse units is a private condominium road and will be the responsibility of the condominium corporation to maintain, not the Town.

There is currently no new traffic signal proposed as part of this development.

Brock Street is proposed to be accessed from James Street.

The sidewalk identified on the Site Plan along Highway 10 is existing and no changes are proposed.

This development as currently proposed does not propose any change to Highway 10 or its maintenance.

## **2. Architecture, Built Form, and Community Character**

**The planning justification report states that the existing home is of architectural and/or heritage value or interest. The same report states that the architecture will be traditional in design approach, to respect the character and context of the surrounding residential neighbourhoods. The proposed 30 townhouse units are not consistent with the surrounding residential design and architecture. 30 units is not suited for this location. The application should be reviewed and reduced to a size that is reflective of**

**the surrounding neighbourhood such as 2-4 rural detached housing units maximum.**

**The excessive density would detract from the nature and character of the Caledon Village residential community. This would cause all of the property value in the Caledon Village residential community to decline. I would suggested that the total number of homes be decreased to allow for more [garage] storage and to better fit into the neighborhood. I believe the site is suited to detached homes similar to the ones being built now behind it.**

**Will there be a noise barrier along Highway 10?**

**How many bedrooms/unit are proposed? How many people per unit? In Peel, there are often more people than are intended who end up in a unit and that will have major impacts on the on-site sewage system.**

Response: Town staff have requested that an alternative development concept be explored which is more in keeping with the character of the area.

The number of bedrooms per unit will be determined during the site plan application process, which has not yet been initiated for this development.

Town staff have requested that the applicant clarify whether a Noise Barrier is proposed along Highway 10.

### **3. Servicing**

**Where is the leaching bed for septic 2?**

**Who will be paying for the maintenance? If the septic system backs up and over flows, it is going downhill to my land and contaminating my soil. This just seems like a really bad idea that might in years become the Town's problem. This cost should not be the Towns.**

**What is the plan for garbage? I cannot imagine all these condensed townhomes being able to handle the large two bin systems that Peel uses. Is it possible to ask the developer to ensure that the garage is large enough for a car as well as a niche/nook to store the carts indoors when it's not collection day? Or a space designed on the porch to put the carts to keep it consistent for all of the homes?**

**How will the septic be addressed? The site seems small, the Tim Hortons and Petro Canada already have issues. The water line extension doesn't already exist. The company doing the septic in the proposal doesn't even seem to be in North America anymore.**

**Sufficient infrastructure does not exist in this location to support the proposed development.**

**None of the supporting documents reference the number of bedrooms proposed. If you don't know how many bedrooms the development will include, how can you determine parking rates and septic capacity?**

**Section 7.1.20.3.12 of the official Plan requires groundwater impact prediction is required and I didn't see it in the functional servicing report. Section 7.1.20.4.1 of the Official Plan requires a 100 metre buffer between communal sewage treatment systems and lot lines and that wasn't provided.**

**Neighbours shouldn't be in such close proximity to the communal sewage treatment system.**

**There is obviously nothing for kids to do in the village and unless facilities are put in place ahead of the building it is just a recipe for the Village to be open to bored kids becoming destructive.**

**The property touches the corner of my lot and I'm concerned about the contamination of my well as a result of the new septic system.**

**This is a very aggressive plan for 30 units on a small property. There have been previous ground water pollution in the south west quadrant of Caledon village. The sewage system proposed should be examined in detail and with expertise to avoid future groundwater contamination.**

**Hurontario Summary of Public comments and Staff Response Document  
Residents in the Village are served by wells or the region's water supply. Experts must identify if there is sufficient water servicing capacity to meet the needs of this new development**

**The proposed septic system size and development size pose risk of overflow and failure, and potentially cause drainage and contamination to neighbours to the property which are all on wells**

Response: The submitted Draft Plan of Condominium identifies the location of the proposed sanitary system and stormwater management area.

The development is a plan of condominium, therefore the responsibility for the on-site sanitary system will be borne by the condominium corporation.

Detailed site design including garbage management will be dealt with through the Site Plan Process, which has not yet been initiated for this development, although high level functionality will be considered as part of these applications.

The Septic design was analyzed through the Functional Servicing Report. Town staff have requested that the Functional Servicing Report be updated to include additional detail related to the conditions on this specific site.

The number of bedrooms per unit will be determined through the site plan process, which has not yet been initiated. Parking rates in the Town of Caledon are calculated on a per unit bases, not per bedroom. The Town will require that the Agreements of Purchase and Sale include warning clauses related to parking and will state that parking spaces are not provided on a per bedroom rate.

Section 7.1.20.3.12 and 7.1.20.4.1 of the Official Plan do not apply to the subject lands as they are not located within the Palgrave Estate Residential Community.

The development was circulated to Region of Peel Staff. Regional comments regarding servicing will be provided upon receipt of the Site Plan Application and servicing submission.

#### 4. **Site Design**

**Noise in the area will be increased. There should be a Noise Study completed for during construction and after construction.**

**How will snow removal be addressed in such a confined space? Will the parking allotted be enough?**

**What will the overall cost of maintenance be for the Town?**

**Where will they put mail boxes? The current post office cannot handle the mail. I don't see anything on the plan about a visitor or overflow parking lot being provided. Where are the visitor spaces located? I know there is never enough room for parking in these townhome complexes. Most people have two cars, and generally there is only room for one in the driveway and one in the garage.**

**I see the plan indicates that there are 62 parking spots plus 10 visitors spots. The 62 spots assumes people can park in their garage—has the design considered that people need to store items in their garages in addition to bikes, snow blowers, etc.? Do the garages meet the minimum standard, or are they larger to account for the extras people have?**

**There is potential to have 4-6 cars per unit based on a 2-3 bedroom unit and there isn't enough parking for that.**

**For multiple families or renters, where do the overflow cars park? There is not sufficient room for on street parking on surrounding public streets. Does the same number of required visitor parking spaces apply to properties in Brampton and other**

**parts of Caledon? The proposed parking rate isn't sufficient because there is no transit in this area.**

**There will be issues with property management. The precedent set by these types of development should be considered.**

**We want to ensure that the city is not planning to build governmental housing or low income housing in these proposed 30 townhomes.**

**Will Brock Street be the only access point?**

**The heritage assessment states that it is anticipated that there will be additional streets access/roads added to connect structures within the subdivision. Where are these planned?**

**Why wasn't there a grading plan submitted?**

**The proposed visitor parking will require lighting which will create light pollution on neighbouring properties.**

**The development of townhouses can't be supported by emergency services as there is not appropriate vehicular access for emergency vehicles.**

Response: These comments were forwarded to the Applicant's planner to be addressed and will be reviewed by town staff.

A Noise Impact Study was submitted with the application and is available on the project webpage here: [18314 Hurontario Street - Town of Caledon](#).

The location of Snow storage, mailboxes and the size of garages will be analyzed during the Site Plan Application process, which has not yet been initiated. No relief from the zoning provisions for these standards has been requested as part of the zoning by-law amendment application submitted. The grading plan and lighting plan (photometric plan) will also be required during the Site Plan application process.

The number of parking spaces referenced in the submission materials is not consistent. Town staff have requested an updated zoning matrix on the site plan to confirm how much parking is being provided.

The development is a plan of condominium, therefore the responsibility for on-site maintenance and property management will be borne by the condominium corporation and the condominium's property management company.



The development is required to provide visitor parking on site. The Town of Caledon applies a standard parking rate to townhouse developments across the Town, unless a site specific rate has been approved through a minor variance or zoning by-law amendment. The proposed development is required to provide 8 visitor parking spaces based on the Parking section of the town of Caledon Zoning By-law and the submitted site plan identifies 10 visitor parking spaces.

The proposed development is being proposed by a private land owner, and is not being initiated by a public agency for government funded housing.

The submitted Draft Site Plan dated November 5, 2020, identifies Brock Street as the only access to the site. Please note, Town staff have not confirmed whether Brock Street can be opened, as it is an unopened municipal road allowance.

An internal private condominium road is proposed as part of this application with access from Brock Street.

Town Engineering staff have requested further analysis of the Traffic brief including how the site can accommodate large vehicles including fire trucks and garbage trucks.

## **5. Environment Impacts and Stormwater Management**

**Council should take a proactive approach to mitigating water concerns. Have you seen the swamp this location turns into in the spring after the snow melts or if we have heavy rainfall? What happens when they excavate [the site] and change the water flow patterns? People's basements will be flooded. 30 townhouses is ridiculous in that spot. We don't have the infrastructure to support it! The water table is very high in this location.**

**Will retaining walls be used to limit erosion?**

**Will the developer be required to complete an Environmental Impact Study? There will be very serious environmental impacts with regards to poisoning groundwater as a result of overloading septic capacity.**

**Currently, there are many mature trees on the proposed area for the road. Cutting down these mature trees will not only affect our property with a loss of shade in our backyard, but will also affect the wildlife in our area. Furthermore there will be a negative visual impact to our property as the road will surround our entire lot, leading to a complete privacy loss both in our front and back yard.**

**Have the Town of Caledon engineering staff or CVC staff raised any issues relating to ground water drainage and septic in this area?**



**On the north side of Charleston Sideroad there is a creek just to the west of the subject property. How is this being accommodated?**

**There is an easement/drainage ditch along Troiless Street that hasn't been addressed**

**Will the site's elevations be changing?**

**Why isn't this development taking place outside the village where neighbouring wells won't be impacted?**

**This land is very low lying and the area the ditch along the highway can't handle the stormwater from this development.**

**The site is a major ground water issue and the entire quadrant needs to be considered, not just the site.**

**There are already major drainage problems at Charleston side road and this development will only make it worse.**

**The development does not adequately address drainage which already reaches peaks during heavy rains and winter thaw with risk to further contaminate wells. Additionally, there is no swale proposed for drainage control.**

**Were any conservation authorities or environmental agencies copied on this circulation that may have requirements for septic systems, drainage and storm water management?**

**Increasing the density in our very small community based upon potable wells servicing water to homes, septic systems, and culvert drainage would significantly impact the natural, ecological, hydrologic and agricultural resources and landscape of the area.**

Response: A Functional Servicing and Preliminary Stormwater Management Report was completed by Crozier Consulting Engineers and submitted as part of this application. Credit Valley Conservation Staff and Town of Caledon staff have requested updates to the report to fully analyze water quality and hydrology on the site and to meet town engineering standards.

The use of retaining walls will be determined during the Site Plan Application process, which has not yet been initiated.

An Environmental Impact study is not required by the Town, Region or Conservation Authority for the proposed development. The Functional Servicing and Preliminary Stormwater Management Brief included analysis of groundwater impacts.

Town staff have not yet confirmed if Brock Street can be opened and used as a municipal road for access to the proposed development site.

There is no creek near the proposed development identified by the Town of Caledon Official Plan Mapping.

Easements will be reviewed by staff and addressed as part of the Site Plan Approval and/or Draft Plan of Condominium review process.

Preliminary grading and stormwater management plans and reports have been reviewed by Town staff. The site's detailed grading plan will be provided during the Site Plan Application process which will address the proposed elevation of the property post development.

The Provincial, Regional and Town planning policy direct new development to existing settlement areas, and Caledon village is within the Town's Settlement Area Boundary.

The Credit Valley Conservation Authority was circulated and did provide comments regarding the proposed applications.

## **6. Community Character and Infrastructure**

**Although this is in the settlement area, 30 townhomes is not consistent with the existing development in the village**

**The town needs to ensure that they have independent studies from the applicants for traffic counts, septic and drainage impact to truly assess the impact of this proposal on neighbors and the surrounding area. While the proposal may meet density restrictions for the OP, the proposal will be out of keeping with the immediate area, will set a serious precedent for other similar development in this unique area and will burden existing issues with traffic congestion at Highway 10 and 24. While your proposal may "look after itself" in terms of meeting zoning bylaws, the resulting impact on this neighbourhood far exceeds bylaw restrictions.**

**The proposed development will cause excessive noise pollution through private snow and waste removal.**

Response: Town staff have requested that an alternative development concept be explored which is more in keeping with the character of the area.

Town staff have reviewed the supporting studies submitted and requested updates when required.

Private snow and waste removal will be subject to the same noise by-law that is in effect town wide.

## **7. Heritage and Planning Policy**

**The buildings in the area are heritage and need to be protected. This development does not take their characteristics and the village character into account.**

**On March 4, 2021 the notice regarding the Proposed Zoning By-law Amendment was placed in the local papers. Yesterday, March 10th (although the notice says March 11th 2021) there is a public notice of the Proposed Draft Plan of Condominium. Is this standard practice? Zoning has not been dealt with yet.**

**There is more than one lot involved in the subject lands. Is the paperwork correct when it states that they will all be amalgamated into one?**

**Can the Town confirm that there was a previous development proposed for this site?**

**What Amenity space is provided? Does the town have any input regarding amenities (school, retail, parks) since this development will increase population. Is the amenity space provided on the Draft Plan of Condominium a Town requirement?**

**Has the town considered retail or mixed-use land use? Is this proposal commercial with apartments above?**

**Was an archeological assessment completed?**

**Will secondary units be permitted in these dwellings?**

Response: Town staff have requested that an alternative development concept be explored which is more in keeping with the character of the area.

The Notice of Complete Zoning By-law Amendment Application and Notice of Complete Draft Plan of Condominium Application were published at separate times, because they were deemed complete at separate times. Typically, the Town does try to deem multiple applications for one property complete at the same time, but in this case that wasn't possible based on the timing of the Town's receipt of each complete application and Planning Act requirements.

Through the Draft Plan of Condominium process, the subject lands will be consolidated as one parcel.

Town staff are not aware of any recent planning applications on this site.

The Town's Zoning By-law requires a back yard amenity space for each unit on a Residential Townhouse zoned lot and also requires the developer to pay cash in lieu of parkland if they are not providing public parkland on the site.

The Official Plan designation for this property is Residential, and no commercial development is permitted without an Official Plan Amendment. The proposed development does not include any commercial space and is only made up of residential land uses.

An Archeological Assessment was completed and reviewed by Town Staff, but due to freedom of information laws, the Archeological Assessment is not available on the project webpage.

The proposed zoning by-law amendment does not include accessory dwelling units as a permitted use, and Accessory Apartments are not a standard permitted use in the Townhouse Residential Zone.

## **8. Construction**

**The excess vibrations and heavy equipment needed to build the purposed road could potentially damage our foundation and septic system leading to costly repairs and potential health concerns.**

**Hoping for information on the proposed development, most specifically expected construction timeline.**

**I wanted to know the details about it and the pricing.**

**If this complex is constructed by a bigger or more reputable builder there is more chance of building a better population to this area, and it would positively affect the 3 lots sitting opposite of this development.**

**What will the overall cost of maintenance be for the Town?**

Response: Information relating to the construction timeline, pricing and the builder is not available to Town staff.

The Draft Plan of Condominium seeks to establish a Standard Plan of Condominium on the subject lands, and as such, maintenance costs of the development will be the responsibility of the condominium corporation, not the Town of Caledon.