



April 18, 2018

Sent Via Email

Joe Costa
Averica Land Development Services
2 County Court Blvd, 4th Floor
Brampton, ON
L6W 3W8

Dear Mr. Costa,

Re: Application for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan
336 King Street East
Part of Lot 8, Concession 7 (ALB)
Files: POPA 18-03, RZ 18-08, 21T-18003C, 21CDM-18001C & SPA 18-088

Planning staff deemed the above noted applications complete on December 10, 2018 and circulated the submission to commenting departments and agencies for review. To date, planning staff have received the comments provided below and/or attached on the following submission materials:

- Cover Letter, "RE: Application for Draft Plan of Subdivision, OPA, ZBA and SPA, 336 King St E – Caledon (Bolton), Ontario", prepared by Averica Land Development Services, dated Nov. 9, 2018;
- Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Applications;
- Pre-Consultation (DART) Meeting Form;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Zoning By-law Matrix;
- Healthy Development Assessment;
- Letter of Credit Landscape Cost Estimate, prepared by SBK, dated Nov. 11, 2018;
- Construction Cost Estimate Summary, prepared by Aplin Martin, dated Oct. 9, 2018;
- Plan of Survey and Partial Topography, prepared by RPE Surveying Ltd., dated April 2, 2018;
- Draft Plan of Subdivision, prepared by Fotenn Planning & Design, dated June 19, 2018;
- Draft Plan of Condominium, prepared by Fotenn Planning & Design, dated Oct. 10, 2018;
- Drawing V100 – Existing Tree Inventory and Preservation Plan and Arborist Report, prepared by SBK Landscape Architecture, dated Nov. 15, 2018;
- Drawing L100 – Landscape and Edge Management Plan, prepared by SBK Landscape Architecture, dated Oct. 11, 2018;
- Drawing L200 – Landscape Details, prepared by SBK Landscape Architecture, dated Oct. 11, 2018;
- Drawing RZ-01 – Site Plan and Context Plan, prepared by Kirkor Architects and Planners, dated Nov. 8, 2018;

- Drawing RZ-02 – Floor Plans and Elevation, prepared by Kirkor Architects and Planners, dated Nov. 8, 2018;
- Drawing C02 – Site Grading Plan, prepared by Aplin Martin, dated Sept. 28, 2018;
- Drawing C03 – Site Servicing Plan, prepared by Aplin Martin, dated Sept. 28, 2018;
- Drawing C04 – Site Servicing Plan, prepared by Aplin Martin, dated Sept. 28, 2018;
- Drawing C05 – Storm Sewer & Road Works Road A, prepared by Aplin Martin, dated Sept. 28, 2018;
- Drawing C06 – Waterworks & Sanitary Sewers Road A, prepared by Aplin Martin, dated Sept. 28, 2018;
- Drawing C07 – Erosion and Sediment Control Plan, prepared by Aplin Martin, dated Sept. 28, 2018;
- Drawing C08 – Standard Notes, prepared by Aplin Martin, dated Sept. 28, 2018;
- Planning Justification Report, prepared by Fotenn Planning and Design, dated Nov. 8, 2018;
- Urban Design Brief, prepared by Fotenn Planning and Design, dated Oct. 18, 2018;
- Arborist Report, prepared by SBK Landscape Architecture, dated Nov. 15, 2018;
- Environmental Impact Study, prepared by Savanta, dated October 2018;
- Slope Stability Investigation, prepared by DS Consultants, dated Aug. 9, 2018;
- Geotechnical Investigation, prepared by DS Consultants, dated June 6, 2018;
- Traffic Impact Study, prepared by Traffic+ Engineering Ltd., dated Aug. 20, 2018;
- Environmental Noise Report, prepared by Actinium Engineering, dated Oct. 10, 2018;
- Functional Servicing and Stormwater Management Report, prepared by Aplin Martin, dated Sept. 28, 2018;
- Stage 1-2 Archaeological Property Assessment, prepared by AMICK Consultants Ltd., dated June 21, 2018.

On February 13, 2019, a Public Meeting in accordance with the *Planning Act* was held. Several members of the public expressed concerns with the application. As part of the next submission, please describe how the revisions have addressed the public comments. Minutes and audio recording of the public meeting can be downloaded from the Town's website at: <https://www.caledon.ca/en/Calendar/Meetings/>.

Proposal

The subject lands are approximately 0.63 ha (1.55 ac) in size and currently accommodate a single-detached residential dwelling that would be demolished to facilitate the proposed development. The surrounding land uses are rural residential to the north, east and west, and the Humber River Valley traverses the property to the south. The Region of Peel's water treatment facility, and some general industrial uses are located farther west surrounding the intersection of King Street East and Old King Road.

The Official Plan Amendment proposes to re-designate the lands from Low Density Residential to a site-specific High Density Residential designation. The Amendment to Zoning By-law 2006-50 proposes to rezone the lands from Rural Residential (RR) to a site-specific Townhouse Residential (RT-XX) Zone.

The Draft Plan of Subdivision proposes to create one residential condominium block (2,501.7 m²), and two environmental blocks (3,575.80 m²). The Draft Plan of Condominium seeks to create a common element tenure

for an internal private road and visitor parking. A future Part Lot Control application will be submitted to create the individual parcels of tied land. A Site Plan Control application has also been submitted to facilitate the development.

The proposed applications are required to permit 16 four-storey townhouse units that are 13.5 metres in height, accessed by a private common element road that has access to King Street East, and serviced by municipal water and wastewater services. The townhouses are divided into two blocks of 8 units.

Planning Documents

The Region of Peel's Official Plan designates the subject lands as "Rural Service Centre" on Schedule D – Regional Structure, "Core Areas of the Greenlands System" on Schedule A – Core Areas of the Greenlands System in Peel, and "River Valley Connections Outside the Greenbelt" on Schedule D3 – Greenbelt Plan Area Land Use Designations.

The Town's Official Plan designates the lands as "Low Density Residential" and "Environmental Policy Area" on Schedule C – Bolton Land Use Plan. The subject lands are zoned "Rural Residential" (RR) and "Environmental Policy Area 1" (EPA1) in Zoning By-law 2006-50, as amended.

The residential lands immediately north of King Street East, to the east and west of Evans Ridge and immediately west of the subject lands are designated within the Official Plan as "Special Residential" on Schedule "C" – Bolton Land Use Plan. These lands may be considered for redevelopment by an amendment to the Official Plan, and subject to the preparation of a Secondary Plan or additional studies to address servicing, appropriate uses and their demand, transportation issues, and other areas Council may request.

Comments

Comments are organized into the following sections:

- A. General Comments – this section provides advisory information;
- B. Comments that must be addressed prior to the Official Plan Amendment approval;
- C. Comments that must be addressed prior to the Zoning By-law Amendment and Draft Plan of Subdivision Approvals;
- D. Comments that must be addressed prior to the Draft Plan of Condominium and Site Plan approvals.

Town staff have several key issues with the proposed development related to conformity with the Town OP policies and the compatibility with the broader community of Bolton. The applicant must first address the comments on the Official Plan Amendment (OPA) to the satisfaction of the Town, Region of Peel and TRCA before staff considers the other planning applications. In summary, the key issues related to the OPA are:

- Delineation and Protection of the EPA valley feature and buffer;
- Regional servicing capacity to support the development;

- Conformity with Town OP growth management, intensification and settlement policies;
- Conformity with the Caledon Comprehensive Town-Wide Design Guidelines; and
- Compatibility of the proposed high density housing within an established low density residential area, versus within closer proximity to the commercial/downtown core of Bolton.

A. General Comments:

The following staff/agencies do not have any concerns or comments with the applications:

- Town of Caledon Finance and Infrastructure Services, Transportation Development;
- Township of King;
- Ontario Provincial Police (OPP) – Caledon Detachment.

Town of Caledon Finance and Infrastructure Services, Finance:

1. For property tax purposes, the above-mentioned property is assessed as Residential (\$991,250 CVA). The Town's share of taxes levied, based on current value assessments is approximately \$5,000. The property tax account as at January 11, 2019 is determined to be current.
2. If the proposed development were to proceed as planned, (16 four-storey townhouse units), the taxable assessment value of the property would change to reflect the developments that would have taken place.
3. The following Development Charges would apply to the proposed developments:
 - a. *Town of Caledon*: \$21,116.40 per townhouse dwelling unit.
 - b. *Region of Peel*: \$42,850.32 per townhouse dwelling unit, where the property has access to the Region's water and waste-water services. Effective February 1, 2016, the Region of Peel began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for residential developments, at the time of subdivision agreement execution.
 - c. *Go-transit*: \$537.63 per townhouse dwelling unit.
 - d. *School Boards*: \$4,567 per any residential unit.
4. Development Charges for the Town of Caledon, the Region of Peel and Go-transit will increase on February 1, 2019.
5. The comments and estimates above are as at January 11, 2019, 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. Development Charges are calculated and payable at the time of building permit issuance. 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 the Development Charges By-law and rates in effect at the time of building permit, and actual information related to the construction as provided in the building permit application.

Town of Caledon Corporate Services, Legal Services:

6. *Legal Description:*
PIN: 14356-0007 (LT) - Part Lot 8, Concession 7 (Albion), as in RO1067661; Town of Caledon; Regional Municipality of Peel
7. *Name(s) of Registered Owner(s):*
336 Kings Ridge Inc.
8. *Corporate Search:*
336 Kings Ridge Inc.
1175 Meyerside Drive, Suite 2
Mississauga, ON, L5T
9. *Mortgage(s):*
Instrument No. PR3246352 is a Mortgage, registered on November 30, 2017 in favour of Firm Capital Mortgage Fund Inc.
10. In the event that an agreement is required, postponements of these mortgages will be required.
11. *Easement(s) with the Town or Region:*
None
12. *Other Issues:*
None
13. *Zoning By-law Amendment:*
The legal description on the zoning by-law is correct. Please ensure that it is reflected throughout the by-law.

B. Prior to the Official Plan Amendment, the following comments must be addressed:

Revisions to the supporting studies and plans will be required to address the following comments.

Town of Caledon Community Services, Planning Policy and Sustainability:

14. *Population Allocation:*
OP Policy 5.10.4.5.2.8 states, "housing development proposed on undeveloped or underdeveloped lands within the Rural Service Centres of Mayfield West and Bolton, including residential intensification proposals, will be considered in the context of 5.10.3.27.8 a) and b)."

OP Policy 5.10.3.27.8 states the locational criteria for low, medium and high density. Medium density housing is used as a transition between low density and higher density areas. High density housing is

located closer to commercial/institutional uses than lower density housing. A lower density would result in a better transition between the existing low density residential to the east, north, and west. This proposed development is over 1 km from the commercial/downtown core of Bolton which makes it less favourable for high density. The proposed development abuts an established community of low density residential dwellings, so the site should be designed with appropriate density.

15. Growth Management and Intensification:

The Town encourages compatible forms of intensification within the built-up area of Bolton and within existing residential neighbourhoods as a way of providing a full range of housing types, tenure and affordability.

Specifically, Section 5.10.3.14 states residential intensification will generally be permitted in settlements where:

- “a) The site or building can accommodate the form of development being proposed including appropriate consideration for environment, heritage resources and compatibility with the surrounding community; and
- b) The existing and planned services can support additional households.”

Section 4.2.1.3.2 states that the Town will prepare an intensification strategy. In 2015, the Town prepared an Intensification Strategy, which the applicant should address in the Planning Justification Report (PJR).

<https://www.caledon.ca/en/townhall/Intensification-home.asp>.

Town of Caledon, Community Services, Policy and Sustainability, Urban Design:

16. The Urban Design brief minimally meets the TWDG recommendations throughout, specifically in its form, scale and mass. Reference to Section 3.1, 3.2, 8.1, and 8.2 should be made to further enhance the buildings relationship to its surroundings, each other, the landscaping and sustainable and environmental design.

Toronto and Region Conservation Authority (TRCA) – Letter dated Feb. 27, 2019 (full letter is enclosed):

TRCA's Limits of Development:

17. TRCA's limits of development are established from the greatest constraint of a valley corridor. Based on our review of the plans submitted, it appears that the proposed development has been assumed from TRCA's staked physical Top of Slope (TOS). However, according to the slope stability assessment prepared for the site, the Long-Term Stable Top of Slope (LTSTOS) extends beyond the physical TOS. The LTSTOS must be plotted on all relevant plans in addition to the staked TOS.

18. To ensure development is appropriately setback from the limit of natural features and their associated hazards, the TRCA requires a minimum 10 metre buffer be established from the outermost limit of a valley corridor. The 10 metre buffer must be assumed from the outermost limit of the adjacent valley (i.e. the LTSTOS). All development (including grading) should be relocated outside of the feature and associated buffer.
19. According to TRCA's floodplain modelling, it appears that the Regional Storm Floodplain is contained within the valley feature traversing the site. However, the Regional Storm Floodplain should still be plotted on all relevant plans. TRCA's floodplain mapping for the area containing the property (map sheet HUM_79) can be obtained at the following website: <http://maps.firstbasesolutions.com/map.php>.

Region of Peel, Public Works – Letter dated March 11, 2019 (full letter is enclosed):

Functional Servicing Report (FSR):

The FSR must to be revised to accommodate Regional concerns.

20. Watermain:

There is no new local infrastructure proposed by the Region in the vicinity of the proposed development in the near future. The proposed demands were modeled and indicated available fire flow ranging between 60 and 68 l/s (lower than the reported 76.4 l/s) depending on the valve configuration at the South Bolton Booster Pumping Station and the standpipe levels. This is very close to the 67 l/s max day plus fire flow and competes with the demands of surrounding costumers. Water is supplied to the area via a single 380m long 150mm dia PVC main, build in 1986, with no secondary supply.

Given that the 76.4 l/s available flow at 20psi was at extrapolated value and that the hydrants west of Old King Road are too far away to assist, the Region requires upsizing/twinning of the existing 150mm dia. watermain on King Street East to service the proposed development, at least to Evans Ridge.

21. Sanitary Sewer:

Staff does not have any significant concerns with regards to sanitary sewer servicing for the proposed development.

22. Storm Sewer:

Given that the storm sewer from the site may be easily discharged to the Humber River, the Region will not allow diversion of the storm water flows from the proposed development to the Regional right of way (by pipe or channel). Storm sewer connections to the King Street East sewer network will not be permitted.

Town of Caledon Community Services, Planning and Development:

23. Planning staff are not satisfied that the Planning Justification Report (PJR) and supporting studies demonstrate how the proposed development meets the growth management, intensification and settlement policies of the Official Plan (OP). Policy 4.2.1.3.3 of the OP states that Caledon will permit and encourage compatible forms of intensification in existing residential neighbourhoods in accordance with Section 5.10.3.14 of the OP. As previously noted, Section 5.10.3.14 provides specific locational criteria for residential intensification within settlement areas, which are:

- a) “The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community;
 - b) The existing and planned services in the community can support the additional households; and
 - c) The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.”
- a. The Town OP states that slopes which form part of an Valley and Stream Corridor are designated Environmental Policy Area (EPA), and slopes which possess inherent instabilities for other characteristics that may pose a serious threat to human health and property shall generally be excluded from development and placed in an appropriate restrictive designation such as EPA (Section 3.2.5.14). The OP also states that risk management issues associated with Valley and Stream Corridors, such as flooding, erosion and slope instability must be addressed through the planning process. Furthermore, Valley and Stream Corridors identified through more detailed studies shall be excluded from development and placed in an EPA designation (Section 3.2.5.12). As identified by the TRCA, the proposed development is not setback from the Long-term Stable Top of Slope (LTSTOS) and 10 m buffer. The TRCA, as a Regulatory Authority, is requiring that the development be setback 10 m from the LTSTOS. The proposed Official Plan Amendment (OPA) must delineate the EPA designation as the outermost limits of the 10 m buffer from the LTSTOS, and development must be outside of the EPA designated lands.
- b. The PJR and supporting studies must demonstrate how the proposed high density residential development is compatible with the broader neighbourhood and community of Bolton, not just the immediate surrounding homes. Section 5.10.3.10 of the Town OP states that:

“The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscape(s) of the community.”

Please revise the PJR and supporting studies to demonstrate how the proposed high density residential development is compatible with the surrounding community of Bolton.

- c. As noted in the Region of Peel comments (Comments 20, 21 and 22), there are issues with the water and storm sewer capacity of the existing Regional infrastructure within King St. Please revise the submission to demonstrate how the existing and planned water and stormwater services in the community can support the proposed 16 stacked townhouses. In addition, please speak to the broader existing and planned services within community such as social and institutional services that can support the additional households and population.
 - d. Please revise the PJR to address the potential demand for the type of housing proposed (i.e. 4-storey stacked townhouses) based on the needs of the Town as identified through the, “Town of Caledon Housing Study”, prepared by SHS, which can be downloaded from the Town’s website: <https://www.caledon.ca/en/townhall/resources/Housing/Caledon-Housing-Study-FINAL-March-2018.pdf>.
24. As noted in Comment 17 and given the hazard land constraints on the subject lands, the location criteria for densities within the OP (Section 5.10.3.27.8 b)) would suggest that a low or medium density would be more suitable for the site. A low housing density range as specified in the Town OP would yield 1-7 units/net ha (detached multiple residential units) on the subject lands; whereas a medium housing density would yield 7-11 (detached or multiple residential units). Staff requests that the applicant examines options to reduce the density on the site and how it would meet OP policies.

C. Prior to the Zoning By-law Amendment and Draft Plan of Subdivision Approval, the following comments must be addressed:

Revisions to the supporting studies and plans will be required to address the following comments.

Town of Caledon, Community Services, Planning and Development:

- 25. Considering the zoning and urban design comments contained within this letter, Planning staff are concerned with the height and massing of the buildings on the subject lands. The proposed Zoning By-law Amendment proposes several reductions and exceptions from the existing “Townhouse Residential” (RT) zone, which would in effect increase the allowable building footprint and height on the subject lands. Further justification is required to support the proposed amendment, in particular, how the proposed zoning conforms to the policies of the Official Plan regarding growth management, intensification and settlement policies. Please also refer to Comments 14, 15, 16, 23 and 24 of this letter.
- 26. The proposed “Environmental Policy Area 1” (EPA1) zone must follow the boundaries of the LTSTOS and 10 m buffer. Please revise the draft Zoning By-law Schedule ‘A’ accordingly.
- 27. The draft Zoning By-law proposes 2 parking spaces per unit (i.e. 32 residential parking spaces), and 3 visitor parking spaces. As per the Town’s parking standards, the proposed development provides sufficient residential parking spaces. However, 0.25 parking spaces per dwelling unit are required for

visitors, which for the proposed development would be 4 parking spaces. Revisions are required to accommodate the 4th parking space and accessible parking (also see comments 32 c. and 91)

28. “Daycare, Private Home” is a proposed permitted use. Given the proposed high density of the site, limitations to parking, and traffic flow within the site and out of the site, staff are not supportive of permitting private home daycare facilities for these lands.

Town of Caledon, Community Services, Zoning Administration:

29. The draft by-law submitted for review is not complete. A complete draft zoning by-law and a complete site plan with setbacks, dimensions, driveway length, driveway width, porch width and depth (not considered as an encroachment), any decks proposed, entrance width from King Street, size of visitor parking, aisle to visitor parking, accessibility, dimensions of garbage area, snow storage, landscape strip and width, percentage, is required to determine if further zoning standards maybe applicable.
30. Attached is a copy of the Digital Submission Standards for Official Plan and Zoning By-law Amendments.
31. Staff seeking clarification that the Draft Official Plan should be amended to include Dwelling Common Element Townhouse.
32. Staff seeking clarification on the following items:
- a. if there will be a 0.3 metre reserve along King Street. Refer to Section 3 Definitions. <https://www.caledon.ca/en/townhall/resources/zoning/Section-3.pdf>. This will assist staff in determining front lot line or exterior side etc.
 - b. if any stairs are being proposed within the proposed garage. The parking space size required is 2.75m x 6m unobstructed. Dwelling, Townhouse requires 2 parking spaces and as per the site plan one will be located in the garage and one on the driveway.
 - c. Visitor parking required per Dwelling, Townhouse is 0.25 parking spaces per unit for visitors on a lot with four or more dwelling units. The draft by-law is seeking to permit only 3 visitor parking spaces, staff has a concern if there will be sufficient parking on the driveway or aisle. Accessibility space(s) must be provided. A revised site plan is required to assist staff in determining if the proposed draft by-law addresses parking requirements.
 - d. Is landscaping proposed for Unit A1 and Unit B1 and will it comply with the required planting strip width?
 - e. Section 4.3 Access Regulations not indicated on site plan in order to determine if it will comply or a standard is required.

- f. Section 5.2.15 Width of Driveways Accessing Individual Residential Dwellings should be reviewed and determine if the draft zoning by-law should be amended to permit a certain driveway width.
- g. 4.11 GARBAGE ENCLOSURES, PRIVATE
 - Private Garbage Enclosures* in non-residential zones shall comply with the following:
 - a) minimum setback from a Residential zone shall be 10.0 m;
 - b) shall be located outside of any required landscaped area; and
 - c) shall not be located on any required *parking area* or obstruct any required *parking space*.
- h. Draft zoning by-law amendment:
 - Italicize “Lot Area” “Lot Frontage”, “Building Area”, “Yard, Front”, “Yard, Exterior Side”, Yard, Rear” “Building Height”, “Landscape Area” “Backyard Amenity Area (minima)”
 - Example
 - Yard, Front*** (minimum)
 - Yard, Exterior Side*** (minimum)
 - Yard, Rear*** (minimum)
- i. Staff is seeking clarification regarding the buffer proposed if this will have a site specific zoning.
- j. Please amend Lot Area to read:
 - Lot Area*** (minima)
 - 100m per dwelling unit (13)
 - Review if Footnote 13 should be included or amended
- k. Should a units per zone standard be included (example below)?
 - The maximum number of units per RT-xxx zone shall be 8
- l. Determine if Sight Triangles is applicable to this proposal. If not may require a standard that this is not applicable (Section 4.34)
- m. Staff suggest the applicant review the permitted encroachments to determine if any should be included or removed in draft by-law.
- n. Draft by-law is suggesting Backyard Amenity Area be reduced. Staff suggest that the applicant review the backyard amenity area to determine if a balcony, etc. could be accommodated. If there is a concern then staff suggest a standard be included in the draft zoning by-law.
- o. As part of this review determine if there are any easements.
- p. ***Driveway Setback*** (minimum)
 - i. From a lot line bisecting attached dwelling units nil
 - ii. From any other lot line _____

- q. **Yard, Interior Side** (minimum)
- i. To a main *dwelling* _____
 - ii. Between attached *dwelling units* nil
- r. Lot Frontages (minima): (seeking clarification that this is correct):
- i. Townhouse dwelling on corner lot 5.3m per dwelling unit

33. The draft by-law should be amended to include the following permitted uses:

Permitted Uses

- ***Dwelling Townhouse***
- ***Dwelling, Common Element Townhouse***

34. Staff is seeking clarification that the Definition below should be amended and included as part of the draft by-law.

Dwelling Townhouse (for review by staff and consultant)

For the purpose of this zone *Dwelling Townhouse* shall mean a *building* divided vertically both above and below grade into 3 or more separate *dwelling units*, each such *dwelling unit* having 2 independent entrances directly from outside the *building* and which gains access from a private internal traffic circulation system. [or fronts onto a private road would be if they were common element townhouse - refer to definition to clarify].

35. Staff is suggesting that the following standards be reviewed and provide comments if they are applicable and determine if they should be added to the draft by-law:

Accessory Buildings

Accessory buildings shall not be permitted in any *yard*.

Building Height

For the purpose of this Zone, Building determine if this is required (refer to definition regarding Building Height and Established Grade)

Air Conditioners and Heat Pumps (site plan does not indicate where they are proposing to be located)

For the purpose of this *Zone*, air conditioners and heat pumps may be located in the *front yard*, *rear yard* or in an *exterior side yard*, provided the maximum encroachment beyond the *building* face is 1.0 m, and no closer than 0.6 m from any *lot line*.

36. Draft zoning by-law amendment:

Italicize “Lot Area” “Lot Frontage”, “Building Area”, “Yard, Front”, “Yard, Exterior Side”, “Yard, Rear” “Building Height”, “Landscape Area” “Backyard Amenity Area (minima)”

Example

Yard, Front (minimum)

Yard, Exterior Side (minimum)

Yard, Rear (minimum)

37. Please amend Lot Area to read:

Lot Area (minima)

100m per dwelling unit

38. Lot Frontages (minima): (seeking clarification that this is correct:

ii) Townhouse dwelling on corner lot 5.3m per dwelling unit

iii) Townhouse dwelling on interior lot 5.3 per dwelling unit

39. Site plan is to be amended to include this standard:

5.2.19 Illumination

Where *parking areas* are illuminated, the lighting fixtures shall be provided in accordance with the following provisions:

i) No part of the lighting fixture shall be more than 9 metres above grade and no closer than 4.5m to any *lot line*; and,

ii) Lighting fixtures shall be installed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the fixture is projected below the lamp and onto the *lot* the lighting is intended to serve.

40. Staff wish to advise that further draft by-law standards maybe required once comments have been provided and incorporated on the site plan.

Town of Caledon, Community Services, Policy and Sustainability, Urban Design:

41. Urban Design has concerns about the continuity of the design proposed in the Urban Design Brief and that submitted for the Site Plan Application. There appear to be changes between the two submissions specifically in the application of the buildings form.

42. There is no direct reference to King Street on the end elevations. Section 8.1.3 speaks to this in the Town-Wide Design Guidelines (TWDG).

43. The proposed balconies at the upper level are no more than Juliette Balconies.

44. Please show room sizes for each bedroom to show conformance to the minimum guidelines of the OBC

45. Please provide a shadow study for the property showing the sun's track at both summer and winter solstice and either Spring or Autumn Equinox. The shadow study should show the impact of the shadow cast by each building on the neighbouring property and on each other.
46. There are a number of variances requested based on amenity areas, building height, footprint and setbacks that impact the visual perspective and functionality of the building. Further review is required.
47. Urban Design is concerned that even although there is directive for a zoning change under the OP, the increase in density in its current request is not in keeping with the existing neighbourhood and this has resulted in the zoning variance requests. Further study is required.
48. A visual impact assessment will be required that will show the proposed development in relation to the surrounding buildings. This should take into consideration the various views into the property from King Street and the surrounding area.

Toronto and Region Conservation Authority (TRCA) – Letter dated Feb. 27, 2019 (letter is enclosed):

49. The letter from TRCA dated February 27, 2019, provides detailed comments related to Planning and Development, Planning Ecology, Hydrogeology, Water Resources Engineering and Erosion and Sediment Controls.

Town of Caledon, Community Services, Development Engineering:

Development Engineering requests that the Engineer provide a response letter with the re-submission package 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.

50. The Site Grading Plan (Drawing No. C02) prepared by Aplin Martin Consultants Limited revised on September 28, 2018 is to be revised to address the following:
 - a. Site access for the Property is from King Street which is a regional road. Town Development Engineering defers review of the proposed site access to the Region of Peel.
 - b. Show existing structures, existing grades as well as existing and proposed spot elevations throughout the project site.
 - c. Provide the adjacent properties existing grades up to 10m beyond the limits of the site.
 - d. Show proposed grades to meet existing grades at the property lines at frequent intervals.
 - e. Provide top of curb and bottom of curb elevations at frequent intervals.
 - f. Show grade elevations along the swales at frequent intervals and swales slope percent. Swale slopes are to be a minimum of 2.0% as per Town standards.
 - g. Provide top of foundation wall elevations on drawing. Top of foundation walls are to be a minimum of 0.15m above finished grade as per Town standards.
 - h. Show the location of snow storage on plan.

- i. Show the proposed 2.2m high acoustical fence identified in the Environmental Noise report dated October 10, 2018 with frequent elevations at the base of the wall and showing details that conform to Town standards.
 - j. Please revise the roadway slopes of 7% and 6.2%. As per Town Standards, the maximum slope is 6%.
 - k. Please revise the swale details to indicate that 300mm of topsoil will be used as per Town standards.
 - l. Please revise the Typical Onsite Road Section to identify the stormwater chambers, water main and sanitary sewer beneath the correct side of the road.
 - m. Cross sections and details for the proposed retaining walls complete with the stamp and signature of the design engineer are to be provided to Development Engineering for review and approval prior to site plan approval as the retaining wall is greater than 1.0m. Note that protective fencing or railing is required where the exposed retaining wall face height exceeds 0.6m. Retaining wall details are to include the following notes:
 - i. The subject walls have been designed in accordance with accepted engineering principles.
 - ii. The wall is suitable for the geotechnical condition of the site and for the type of loading.
51. The Geotechnical Investigation prepared by DS Consultants Ltd. dated June 6, 2018 is to be revised to address the following:
- a. The geotechnical investigation identified a perimeter and basement drainage system. The Site Plan does not identify a basement. Please revise the geotechnical report accordingly to reflect a slab on grade structure with no basement as indicated in the Site Plan.
52. The Functional Servicing and Stormwater Management Report by Aplin Martin Consultants Ltd. dated September 28, 2018 and associated Site Servicing Drawings are to be revised to address the following:
- a. The proposed outlet for the site is to King Street which is a regional road. The Town of Caledon Development Engineering understands that the final approval of the Functional Servicing and Stormwater Management Report is the responsibility of the Region of Peel.
 - b. Provide details and analysis of the flow to DICB1 and CB2 to ensure that the inlets have capacity to receive the flow from a 100-year storm. Please include detailed calculations in the stormwater design sheets.
 - c. Provide details and calculations for the consideration of the external drainage from the northern property.
 - d. Appendix D chamber calculations identifies the Chamber Model SC-740 while the report text and drawings identify the Chamber Model DC-780. Please confirm which chamber model will be utilized and revise accordingly.
 - e. Drawing No.C04 identifies elevations of 221.29m and 221.35m for the orifice and bottom of tank respectively. However, the calculations provided in Appendix D within the report identifies elevations of 221.22m and 221.27m for the orifice and bottom of tank respectively. Please revise and confirm the elevations.

- f. Initial time of concentration for site plans is to be 5 minutes as per section 6.9 of the Town Development Engineering Standards, Policies and Guidelines.
 - g. Provide the pre-development flow rate detailed calculations.
 - h. Revise the storage provided in the Stormwater Detention Notes on Drawing No. C04 to clearly correlate with the storage identified in the report.
 - i. Revise the Stormwater Chamber Details DC – 780 on the Site Servicing Plan (Drawing No. C04) to indicate 0.3m of stone above the stormwater chambers.
 - j. Confirm that there is vertical clearance between the lateral sanitary service connections and the proposed DC-780 Stormtech Chambers including the proposed 0.3m of granular above the stormwater chambers.
 - k. Revise the location of CB2. Catchbasins shall not be in driveway curb depressions as per Town Standards.
 - l. Provide the catch basin connection details in plans.
 - m. Provide orifice callout note in plans.
53. The stormwater chamber was identified with a bottom of tank elevation of 221.35 masl. Additionally, 0.23m of stone is proposed below the stormwater chambers resulting in a base elevation of stone of 221.12 masl. The geotechnical report indicated groundwater elevations of 220.1, 219.5 and 224.7 masl for BH18-1, BH18-3 and BH18-4 respectively. The groundwater level appears to vary significantly throughout the property. Please verify that the groundwater level in the proposed vicinity of the stormwater chamber is 1m below the proposed base of the stormwater chamber as the depth of groundwater in BH18-4 was identified above the base of the stormwater chamber at an elevation of 224.7 masl.
54. The Town requires a utility easement of 3m from the back of the curbs for proposed utilities. Additionally, please relocate the water service curb stops to be located at the back of curb within the 3m easement.
55. The Town requires a concrete sidewalk along one side of local streets. Sidewalks shall comply with OPSD 310.010 and 310.030 on a 150mm compacted Granular “A” base.
56. The Environmental Noise Report prepared by Actinium Engineering dated October 10, 2018 is to be updated to reflect any changes based on the Town of Caledon, Development Engineering and other agencies overall comments. The revised Environmental Noise Report is to be peer reviewed at the applicant’s expense. Costs for the peer review will be submitted under a separate cover.
57. King Street is a regional road. The Town of Caledon Development Engineering defers the review of the Traffic Impact Study dated August 20, 2018 to the Region of Peel.
58. The Erosion and Sediment Control Plan (Drawing No. C07) prepared by Aplin Martin Consultants Ltd. revised September 28, 2018 is to be revised to address the following:

- a. Revise the ESC notes to reflect that ESC measures are to conform to the “Erosion & Sediment Control Guideline for Urban Construction” dated December 2006 published by the Greater Golden Horseshoe Conservation Authorities.
- b. Show that rock check dams are to be installed in ditches and swales in accordance with OPSD 219.210 or 219.211. Rock check dams to be accurately scaled on drawing with details.
- c. Provide the sediment trap details, elevations and volume. Additionally, provide details of the stormwater outlet for the sediment trap prior to the storm sewer installation.
- d. Provide grades and slopes for swales.
- e. Revise the location of the inlet control for the proposed CB1.
- f. Revise the ESC notes to the following note:

The contractor is responsible for maintaining all ESC measures in working condition at all times to the satisfaction of the Town/Conservation Authority. The contractor shall routinely inspect all ESC devices as follows:

Frequency of inspections schedule during earthworks activities includes

- On a weekly basis;
- Prior to predicted rainfall events;
- After every rainfall event;
- After significant snowmelt event; and
- Daily during extended rain or snowmelt periods

59. Revise the Construction Cost Estimate Summary to include the following:

- g. A separate cost estimate is to be provided for the internal and external works in the regional right-of-way. The Engineering Cost Estimate provided to the Town is to only include the internal site works. Do not include works associated with the sanitary sewer or the water main in the cost estimate.
- h. Include the retaining wall construction works in the cost estimate.
- i. Include the sound barriers identified in the Environmental Noise Report in the cost estimate.
- j. Revise the cost estimate to include the 1500mm storm manhole D1 as identified in the Site Servicing Plan (Drawing No. C03).
- k. Revise the cost estimate to indicate that the ESC maintenance will be conducted as required.

60. Provide Consulting Engineer Letter of Conformance.

61. Please see attached redlined plans in conjunction with the above comments.

Region of Peel, Public Works – Letter dated March 11, 2019 (full letter is enclosed):

Traffic:

62. Access:

The Region is in receipt of a Traffic Impact Study in support of this application.

- Please note that the access as it is currently proposed (located centrally along the frontage of the property) does not meet the spacing requirements as per or Controlled Access By-Law and the Road Characterization Study (RCS); which calls for a minimum of 75 metres spacing for a right-in/right-out from a full-movement access for this section of King Street which is characterized as a “Suburban Connector”;
- As such, the Region will support one right-in/right-out access to be located at the westerly limits of the property;
- We request that sight line measurements be measured from an access point at the westerly limits of the property, to determine if sight lines (looking west) can be improved;

63. Property Requirements:

The revised plans must show the following lands to be dedicated.

- The property owner shall ensure that sufficient widening for King St is gratuitously dedicated as public right-of-way to the Region of Peel. The Region’s road widening requirements for mid-block are 15 metres from the centreline of King St as identified on schedule F of the Region of Peels Official Plan. As per the Official Plan, additional property will be required within 245m of intersections to protect for the provision of but not limited to: utilities, sidewalks, multi-use pathways and transit bay/shelters: 35.5 metres, 17.75 metres from the centreline for a single left turn lane intersection configuration.
- The Region will require gratuitous dedication of a 0.3 metre reserve along the frontage of King Street behind the property line except at any approved access locations; to be shown on site plan drawing.
- The property owner is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. All costs associated with the transfer, including preparation of the necessary reference plan are the responsibility of the property owner. The property owner must provide the Region with the necessary title documents and a draft reference plan(s) for review and approval prior to deposit; and
- Reference plan(s) and transfer document(s) must be completed prior to granting final approval.

64. Engineering Requirements:

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel’s right-of-way must be designed in accordance to the Public Works – “Design Criteria and Development Procedures Manual” and “Material Specifications and Standard Drawings Manual;”

- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineering, of the proposed works within the Regional right-of-way;
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 9 (King St);
- A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1724.41);
- The Owner will be required to submit the following prior to commencement of works on site (including grading) or within the Region's right-of-way;
 - Securities in the amount of \$5,000.00 for mud tracking will be required;
 - Completed Road Occupancy Permit and fee of \$450.00, as per the Region's User Fees and Charges By-law;
 - Completed Notice to Commence Work;
 - Provide proof of insurance with the Region of Peel added to the Certificate of Insurance as an additional insured with \$5 million minimum from the Contractor.
 - All costs associated with the design and construction of road works will be 100% paid by the owner.

65. Landscaping and Encroachments:

Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region's easements or right-of-way limits. The plans must be revised to remove the proposed encroachments.

Waste Management:

The Region's waste management requirements are not demonstrated to be met. The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste provided the following conditions can be met. The following must be demonstrated in the revised plans:

66. General Design Requirements:

Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where the requirements for a road layout permitting forward movement of a waste collection vehicle cannot be met, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in Appendices 2 and 3, respectively (Waste Collection Design Standards Manual).

The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site.

In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres. The waste collection vehicle shall not be permitted to back-up onto a municipal road allowance.

67. Curbside Collection Comments:

Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point.

The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars.

Each dwelling units' collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres or 79 imperial gallons) and one (1) source separated organics carts (100 litres or 21 imperial gallons), overflow waste (i.e. additional bags), yard waste and bulky items.

68. Landfill:

This property appears to be within the vicinity of the Bolton Landfill Site. The site was closed between 1960 and 1968. No other information is available at this time. It is catalogued by the M.O.E as #7026.

Public Health:

69. The plans do not show any sidewalks. An attractive, walkable streetscape provides direct and safe connections to community destinations, and are a key component of healthy, complete communities. In order to further enable healthy outcomes through design, the plan should be amended to include sidewalks within the site to increase pedestrian walkability. These should connect to the existing sidewalk on King Street E.

70. The following is also recommended:

- Visitor bike parking at select locations to promote the viability of cycling as a means of local transportation.

TRCA / Natural Areas:

71. The subject property in proximity to an area, that the Regional Official Plan (ROP) designates as a natural area. Therefore, the Region relies on the technical environmental expertise of the Toronto Region Conservation Authority (TRCA) staff for the review of development applications located within or adjacent to natural areas and their potential impacts on the natural environment. Please be advised that Regional Planning staff are unable to support final approval of this application until any environmental concerns have been addressed to the satisfaction of the TRCA.

Region of Peel, Public Works – Letter dated March 11, 2019 Re: Noise Study Comments (full letter is enclosed):

72. Regional staff comments on the Noise Study are attached. The study is currently not satisfactory to the Region. Revisions as discussed in their letter, are required. Regional staff will have further comments once the revisions to the plans and report are received.

Town of Caledon, Community Services, Open Space Design:

General Comments:

73. Blocks 2 and 3 are to be conveyed to the TRCA or the Block 1 condo. The Town will not take ownership of these blocks.
74. Cash-in-lieu of parkland will be required as per the Town's by-law based on appraisal by AACI certified Appraiser.
75. Landscape Architect 'Letter of Conformance' to be submitted.
76. Update cost estimate accordingly based on comments below.

L100: Landscape and Edge Management Plan dated October 11, 2018 by SBK:

77. See attached marked up L100 drawings for detailed comments.

L200: Landscape Details dated October 11, 2018 by SBK:

78. See attached marked up L200 drawings for detailed comments.

V100: Existing Tree Inventory & Preservation Plan and Arborist Report dated November 15, 2018 by SBK:

79. The tree protection fencing shown on the plan conflicts with the Site Grading Plan C02 by Aplin Martin. Drawing C02 proposes a retaining wall along the north and south property boundaries which encroaches into the drip lines in multiple locations and proposes heavy grading/excavation into the root zones, which is not acceptable. In addition, the walls are not reflected or considered in drawing V100. Please refer to the Town's Standard Tree Preservation Detail 707, which shows the tree protection fencing at the drip line of existing trees to be preserved.

80. Detail 1 to be replaced with Town Standard 707 (See link below).

Arborist Report Dated November 15, 2018 by SBK:

81. Add following notes to the Report:
 - a. Any trees located on the property line or on the adjacent property that are proposed to be removed or pruned, will require written consent from the adjacent landowner. All correspondence is to be forwarded to the Town prior to any removals.
 - b. 2:1 tree compensation will be required for all tree removals. Tree compensation planting is in addition to the standard required planting. In the event that tree compensation cannot be accommodated for in

the planting design, financial compensation shall be collected at a rate (per tree) as determined by the Town.

- c. Removals should occur outside of the breeding bird season (April 1- August 1). If this is not possible, clearance with an ecologist should occur prior to construction to ensure no loss of bird nest, egg or unfledged young.

82. Detail in Appendix B to be updated to Town Standard 707. The Town Standard Details can be found in the following link: <https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp>

Town of Caledon, Fire and Emergency Services:

83. Site plan to indicate the location of the nearest municipal fire hydrant.
84. Site plan to clearly indicate the location of the fire department access route and the location of the turnaround facility (as needed).
85. Site plan to indicate the location of the fire department access route signage. Signage to be installed as outlined in Town of Caledon By-Law 2015-058.

Town of Caledon, Legislative Services, Accessibility (Accessibility Checklist is Enclosed):

86. Please note that the Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale.
87. Exterior travel routes (sidewalks) shall be a minimum of 1.5 m wide as per the Design of Public Spaces legislation of the AODA, pertaining to exterior travel routes.
88. All sidewalks shall be connected with accessible features, when crossing over to another street or opposite side of street, such as tactile surfaces and curb ramps.
89. Lighting on exterior routes of travel shall comply with the Town's lighting standard.
90. If a community mail box is installed, the area shall be well lit via a light standard and a curb depression from the sidewalk and/or roadway to the mail box landing area.
91. If a visitor parking area is included, accessible parking space(s) shall comply with the requirements outlined in Traffic By-law 2015-058 –Schedule K (attached to this letter).

Bell Canada – Email from Meaghan Palynchuk, Manager, Municipal Relations, Access Network Provisioning, Ontario, December 14, 2018:

92. The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

93. We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

94. As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

95. The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

96. If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

97. MMM (a WSP company) operates Bell Canada’s development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from MMM. MMM is not responsible for the provision of comments or other responses.

Hydro One Networks Inc. – Email from Hannah (Hua) Sun, Area Distribution Engineering Technician, Provincial Lines, T53, December 20, 2018:

98. Hydro One doesn’t have any conflicts with this project providing that;
- Underground locates are obtained prior to excavation.
 - No open trenching within 1.5m of Hydro poles and/or anchors.

- Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.
- PUCO owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels.
- Ensure all industry standard utility separations and clearance minimums are maintained.
- Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work
- Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.

D. Prior to Draft Plan of Condominium and Site Plan Approval, the following comments must be addressed:

Revisions to the supporting studies and plans will be required to address the following comments.

Region of Peel, Public Works – Letter dated March 11, 2019 Re: Application for Draft Plan of Condominium (full letter is enclosed):

99. Condominium draft conditions at this moment in time is premature. Therefore, the draft Condominium should be resubmitted (in case that it will be any changes to the proposal) at a later day when the servicing have been determined through the site plan application.

Region of Peel, Public Works – Letter dated March 11, 2019 Re: Application for Site Plan Approval (full letter is enclosed):

100. Detailed comments from the Region of Peel Public Works regarding Development Planning, Development Engineering, Public Health, specific drawings, Regional Road requirements, and Waste Management.

Town of Caledon, Community Services, Building Services:

Building:

101. Provide OBC matrix for the proposed townhouse blocks and indicate the spatial separation calculations.
102. Provide geotechnical report for the proposed lot.
103. Indicate fire route access and conform to 3.2.5.6 of the OBC.
104. Verify if sprinklered or not. If not, then access panels shall be provided for firefighting as per 3.2.5.1. and 3.2.5.2. of the OBC.

Mechanical:

105. The crossing details are required for the of following locations:
- a. Between 125mm SAN from each dwelling unit of Building A and 150mm Domestic WM.
 - b. Between 375mm SAN and 50mm Domestic WM to each dwelling unit of Building B.

External Agency Comments

The following agencies have comments and/or conditions of draft plan approval, which are attached:

- Peel District School Board – Feb. 8, 2019
- Dufferin-Peel Catholic District School Board – Dec. 17, 2018
- Enbridge Gas Distribution – Dec. 31, 2018
- Canada Post – Jan. 15, 2019
- Rogers Telecommunications – Jan. 8, 2019

The following departments and/or agencies have no concerns or comments on the above noted applications:

- OPP (Caledon Detachment) – Dec. 12, 2018
- Town of Caledon, Transportation Development – Jan. 4, 2019

Comments are outstanding from the following agencies and will be forwarded to you upon receipt:

- Municipal Property Assessment Corporation (MPAC)

Peer Reviews

The following studies are to be peer reviewed by a consultant selected by Town staff at the cost of the applicant:

- Environmental Noise Report.

Conclusion

The Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Approval applications cannot be supported as presently proposed and a resubmission is required to address the comments contained in this letter. A Resubmission Checklist that outlines the required number of copies/packages of documents required with your next submission will be sent under separate cover.

Resubmissions must be organized according to commenting department/agency. With your next submission, please include:

- A detailed covering letter outlining how each comment has been addressed is required to accompany the resubmission.
- A recirculation fee of \$5,405 is also required, as per the Town's 2019 Fee By-law.



Staff will arrange a meeting with you and your team of consultants to discuss the comments and revisions required for the revised submission. Staff will require an agenda to assist in the discussion at least 3 days prior to the meeting.

I trust this information is of assistance to you. Please do not hesitate to contact me at leilani.lee-yates@caledon.ca, or extension 4228 should you have any questions.

Sincerely,

Leilani Lee-Yates, BES, MSPL.RPD, MCIP, RPP
Senior Planner
Planning and Development - West
Community Services Department
TOWN OF CALEDON

Enclosure:

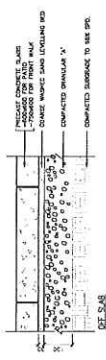
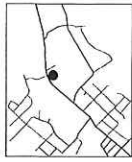
- Town of Caledon Open Space Staff comments on Landscape Drawing L100, Landscape and Edge Management Plan dated October 11, 2018 by SBK;
- Town of Caledon Open Space Staff comments on Landscape Drawing L200, Landscape Details dated October 11, 2018 by SBK;
- Traffic By-law 2015, Schedule K;
- Town of Caledon Accessibility Checklist;
- Town of Caledon Digital Submission Standards for Official Plan Amendments and Zoning By-law Amendments;
- Nicholas Cascone, Planner, Toronto and Region Conservation Authority, Feb. 27, 2019;
- Wayne Koethe, Planner, Development Services, Region of Peel, Development Services, March 11, 2019;
- Wayne Koethe, Planner, Development Services, Region of Peel, Development Services, March 11, 2019;
- Wayne Koethe, Planner, Development Services, Region of Peel, Development Services, March 11, 2019;
- Wayne Koethe, Planner, Development Services, Region of Peel, Development Services, March 11, 2019;
- Branko Vidovic, Planner, Planning and Accommodation Department, Peel District School Board, February 8, 2019;
- Krystina Koops, Planner, Dufferin-Peel Catholic District School Board, December 17, 2018;
- Alice Coleman, Municipal Planning Coordinator, Long Range Distribution Planning, Enbridge Gas Distribution, Dec. 31, 2018;
- Nirmaljit Rai, Delivery Planning Officer – GTA West, Canada Post Corporation, January 15, 2019;
- Philip Chen, CAD Technician, Rogers Telecommunications, Jan. 8, 2019.

- c. Casey Blakely, Manager of Development – East
 - Cindy Pillsworth, Zoning Administrator
 - Alex Schittenhelm, Technologist, Development Engineering
 - Nick Pirzas, Senior Landscape Architect
 - Brittany Ziegler, Law Clerk
 - Margherita Bialy, Community Policy Planner
 - Douglas McGlynn, Heritage and Urban Design Planner
 - Chad Curtis, Specialist, Legislative Services
 - Dave Pelayo, Chief Fire Prevention Officer
 - Wayne Koethe, Region of Peel
 - Nick Cascone, Toronto and Region Conservation Authority

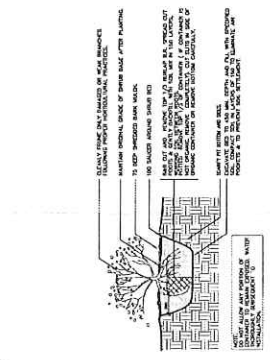
GENERAL NOTES

- 1. VERIFY ALL DIMENSIONS.
- 2. DO NOT SCALE DRAWINGS.
- 3. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.
- 4. IT IS ADVISED THAT CONTRACTORS CONTACT THE LANDSCAPE ARCHITECT FOR ANY CHANGES TO THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE LANDSCAPE ARCHITECT.

KEY MAP

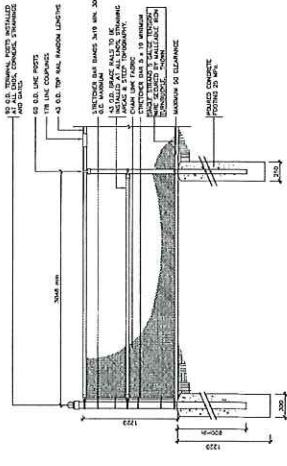


1000 PRECAST CONCRETE PATIO SLABS

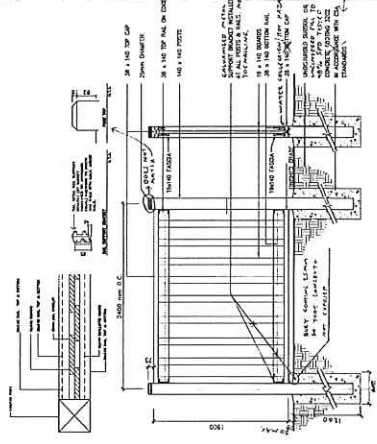


1000 LANDSCAPE PLANTING DETAILS

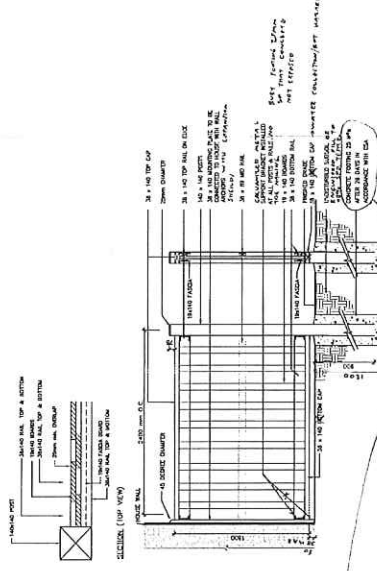
- NOTES:
1. DRAW LINE EDGE POINT TO BE AS SHOWN ON LANDSCAPE PLAN. BLACK WOOD, WOOD WOOD, WOOD TO BE AS SHOWN ON LANDSCAPE PLAN. BLACK WOOD, WOOD WOOD, WOOD TO BE AS SHOWN ON LANDSCAPE PLAN.
 2. ALL OTHER POINTS AND WALLS TO BE CONCRETE 40 MPa.
 3. ALL OTHER POINTS AND WALLS TO BE CONCRETE 40 MPa.
 4. ALL OTHER POINTS AND WALLS TO BE CONCRETE 40 MPa.
 5. ALL DIMENSIONS ARE IN MILLIMETERS. CHECK PLASTIC COMPONENTS WILL NOT BE NOTIFIED.
- SEE GENERAL NOTES FOR FINISHES OF WORKS AT 100 SCALE.



1000 1200mm HT. OAKLINK FENCE

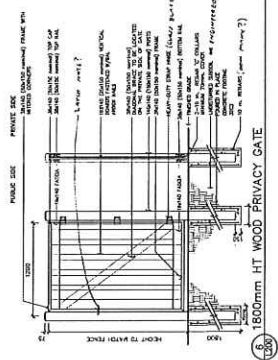


1000 1800mm HT. WOOD PERIMETER FENCE



1000 1800mm HT. WOOD PRIVACY SCREEN

→ IS WOOD PRIVACY SCREEN IN LAYOUT IF YES, PLEASE CONSIDER THIS APPLICATION.
→ ALL VENTILATION AND AIR FLOW TO BE CONSIDERED.



1000 1800mm HT. WOOD PRIVACY GATE

RECEIVED
NOV 15 2018
LANDSCAPE ARCHITECT



S BK
STRYBOS BARRON KING
LANDSCAPE ARCHITECTURE

PROJECT
PROPOSED RESIDENTIAL
DEVELOPMENT
11 TOWNHOUSE UNITS
30 KING STREET EAST, BURLINGTON, ONTARIO

| | | | |
|------------------|------------------|-------------------|--|
| DRAWING TITLE | | LANDSCAPE DETAILS | |
| SCALE | PROJECT No. | 18-5186 | |
| DRAWN BY | DATE: 06.11.2018 | | |
| CHECKED BY | DRAWING No. | 1200 | |
| DATE: 06.11.2018 | BY | | |

Digital Submission Standards

Official Plan and Zoning By-law Amendments

The Town of Caledon requires the applicant submit a digital submission at each initial submission, subsequent revised submission and at the time the amendment is proceeding to Council.

Digital Submission Requirements

- Each submission must contain:
 1. One digital CAD file of the plan, submitted in AutoCAD DWG (2D) format. No reference files are to be used.
 2. One digital PDF of the plan, preferably in 8 ½" x 14" representing an exact copy of the paper submission.
- Submissions are to be submitted via email to the Lead Planner.

Submission Formatting

- **Consistency:**
 - Please note that for drawings submitted in AutoCAD DWG (2D) format, georeferencing, level numbers and names must remain accurate and consistent and continue throughout all stages of submission.
- **Georeferencing:**
 - The digital drawing must be georeferenced. The standard coordinate system for the Town is Universal Transverse Mercator (UTM) Zone 17 with the North American Datum 1983 (NAD83).
 - The map units for all features in the file must be in metric, set to metres and to scale (1:1).
 - The plan must be specifically formatted to be clear and legible, preferably in 8 ½" x 14" format. It should be proportionately scaled by the applicant to fit their plan.
- **Layers/Levels:**
 - Weights and colours are at the discretion of the applicant.
 - Use common line types and fonts (TrueType Fonts). Colour palettes, font types or reference files are to be submitted along with the digital drawings.
 - Where applicable, all line work must be closed, creating polygons, meaning that all lines that meet must be snapped together.
 - Lot depth, frontage, area and lot number must all be within the boundaries of each lot.
 - GIS_ANY_OTHER_FEATURE (i.e. GIS_WOODLOT) naming convention must be used to identify any other significant features not identified within the Level Structure table below, but included within the drawing submission.
 - Applicable layers/levels must be as set out in the Level Structure table below:

| Level/Layer Name | Description | Element Type |
|------------------|---|---------------|
| GIS_CONTEXT | Surrounding context to subject land | Line |
| GIS_EX_LOT_BLOCK | Existing lot and block line | Line |
| GIS_EX_STREET | Existing street (centreline) within or surrounding subject plan | Line |
| GIS_FLOODLINE | Flood line extent | Line |
| GIS_KEY_MAP | Key map showing location etc. | Line and Text |
| GIS_LEGAL_LINE | Any relevant background legal line, lot, concession, registered or reference plan, or easement line | Line |
| GIS_LOT_BLOCK | Proposed lot or block line | Line |



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| Level/Layer Name | Description | Element Type |
|---------------------------|--|-----------------|
| GIS_NATURAL_AREA | Proposed natural area boundaries | Polygon |
| GIS_OP | Proposed official plan designation boundaries | Polygon |
| GIS_OPEN_SPACE | Natural Heritage System, proposed open space or vista | Line |
| GIS_ROW | Proposed right-of-way parcel boundary line | Line |
| GIS_STREET | Proposed street (centreline) in subject plan | Line |
| GIS_STRUCTURE_ENVELOPE | Proposed structure envelope boundaries | Polygon |
| GIS_SUBJECT_LAND | Legal property boundary of the subject plan | Line |
| GIS_TITLE_BLOCK | Title block line work (scale as needed) | Line |
| GIS_VALLEYLAND | Extent of valleyland | Line or Polygon |
| GIS_WETLAND | Locally and/or provincially significant wetland | Line or Polygon |
| GIS_WOODLAND | Woodland | Line or Polygon |
| GIS_ZONE | Zone boundaries | Polygon |
| GIS_TX_EDGE-WATER | Edge of water (pond/watercourse) text | Text |
| GIS_TX_EX_BUILDING | Existing buildings text | Text |
| GIS_TX_EX_CURB | Existing curb text | Text |
| GIS_TX_EX_LOT_BLOCK | Existing lot and block text | Text |
| GIS_TX_EX_STREET | Existing street (centreline) labels within or surrounding subject plan | Text |
| GIS_TX_FLOODLINE | Flood line extent text | Text |
| GIS_TX_LEGAL_LINE | Any relevant background legal line, lot, concession, registered & reference plan, or easement text | Text |
| GIS_TX_LOT_BLOCK | Proposed lot or block text | Text |
| GIS_TX_LOT_DIMENSION | Lot dimensions, radii (excluding lot frontage and lot depth and lot area) | Text |
| GIS_TX_LOT_FRONTAGE | Lot Frontage | Text |
| GIS_TX_LOT_DEPTH | Lot Depth | Text |
| GIS_TX_LOT_AREA | Lot Area | Text |
| GIS_TX_NATURAL_AREA | Proposed natural area text and dimensions | Text |
| GIS_TX_OP | Proposed official plan designation text and dimensions | Text |
| GIS_TX_OPEN_SPACE | Natural Heritage System, proposed open space or vista text | Text |
| GIS_TX_ROW | Right-of-way parcel boundary line text | Text |
| GIS_TX_STREET | Proposed street (centreline) labels in subject plan | Text |
| GIS_TX_STRUCTURE_ENVELOPE | Proposed structure envelope text and dimensions | Text |
| GIS_TX_SUBJECT_LAND | Text related to legal property boundary of the subject plan (bearings, distances) | Text |
| GIS_TX_TITLE_BLOCK | Title block line text | Text |
| GIS_TX_VALLEYLAND | Valleyland text | Text |
| GIS_TX_WETLAND | Locally and/or provincially significant wetland text | Text |
| GIS_TX_WOODLAND | Woodland text | Text |
| GIS_TX_ZONE | Proposed zone boundary text and dimensions | Text |



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Site Plan Review- Accessibility Checklist

Site Plan Number: SPA 18-088, & RZ 18-08

Address: 336 King Street East

Applicant/Owner: Averica Land Development Services (336 Kings Ridge Inc)

Date of Review: January 4, 2019

Project: to permit the creation of 16 four-storey townhouse units accessed by a private common element road

Designated Accessible Parking:

- 1) Are parking spaces in compliance with the designated accessible parking section of the Traffic By-law 2015-058 (including posted sign?)
Yes No N/A More Info Needed Recommendation Made
- 2) Is the parking layout logical for accessibility based on the use of the plan?
Yes No N/A More Info Needed Recommendation Made
- 3) Is the location of parking space(s) within reasonable proximity of building accessible entrance(s)?
Yes No N/A More Info Needed Recommendation Made
- 4) Parking space(s) allow immediate access to accessible walkway?
Yes No N/A More Info Needed Recommendation Made
- 5) Are appropriate and sufficient curb cuts identified? ie. sidewalks and lifted areas?
Yes No N/A More Info Needed Recommendation Made

- 6) Opportunity for primary location with drop-off or with no vehicle lane crossing?
 Yes No N/A More Info Needed Recommendation Made
- 7) Are snow storage or loading and delivery locations adjacent to designated accessible parking area(s)?
 Yes No N/A More Info Needed Recommendation Made

Barrier-Free Entrance Requirements:

- 1) Is the main entrance clearly identified?
 Yes No N/A More Info Needed Recommendation Made
- 2) Are the main entrance doors automatic?
 Yes No N/A More Info Needed Recommendation Made
- 3) Is the main entrance clear of all barriers and obstacles, such as garbage receptacles, planters, etc?
 Yes No N/A More Info Needed Recommendation Made
- 4) Are light fixtures identified and placed in appropriate places for both entrance and parking lot?
 Yes No N/A More Info Needed Recommendation Made

Comments: The following comments were submitted to Melissa Mohr, Community Development Planner for consideration:

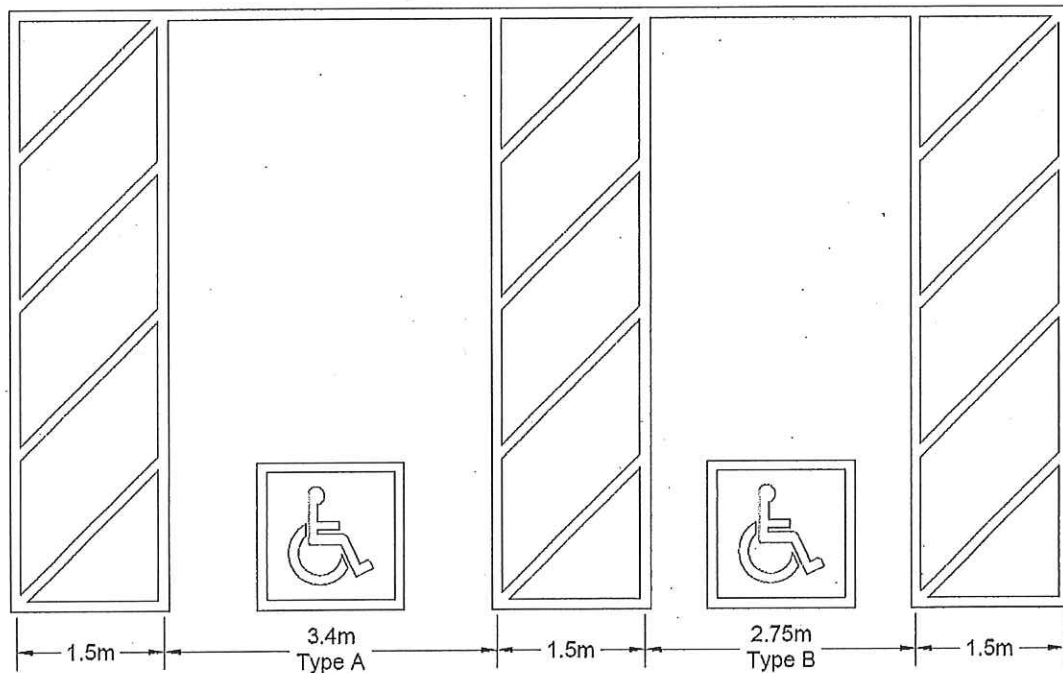
- 1) Please note that the Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale.
- 2) Exterior travel routes (sidewalks) shall be a minimum of 1.5 m wide as per the Design of Public Spaces legislation of the AODA, pertaining to exterior travel routes.
- 3) All sidewalks shall be connected with accessible features, when crossing over to another street or opposite side of street, such as tactile surfaces and curb ramps
- 4) Lighting on exterior routes of travel shall comply with the Town's lighting standard.
- 5) If a community mail box is installed, the area shall be well lit via a light standard and a curb depression from the sidewalk and/or roadway to the mail box landing area
- 6) If a visitor parking area is included, accessible parking space(s) shall comply with the requirements outlined in Traffic By-law 2015-058 –Schedule K.

SCHEDULE "K" TO BY-LAW BL-2015-058
DESIGNATED ACCESSIBLE PARKING SPACES

1. (1) A designated accessible parking space shall be distinctly indicated in accordance with the requirements of the *Integrated Accessibility Standards Regulation*, as amended, and the *Highway Traffic Act*.
- (2) Each off-street designated accessible parking space shall adhere to the minimum size requirements as outlined in accordance with the following:

| Type | Required Dimensions | | |
|------|---------------------|--------|--------------------|
| | Length | Width | Vertical Clearance |
| A | 6 m | 3.4 m | 3.0 m |
| B | 6 m | 2.75 m | 3.0 m |

- (3) Designated accessible parking spaces shall be located in close proximity to the primary entrance(s) to a building, and shall have direct access to the entrance(s) by a minimum 1.5 metres wide unobstructed sidewalk or access route;



- (4) Designated accessible parking spaces shall include an accessible aisle, on each side of an accessible parking space, with a minimum width of 1.5 metres and length of 6 metres. Where more than one accessible parking space is placed side by side, the space may share one access aisle as illustrated in the figure below;
- (5) An accessible aisle that directly leads to an access route or walkway shall contain a curb ramp that meets the provisions of the *Ontario Building Code* as it relates to curb ramps;
- (6) Designated accessible parking spaces shall adhere to a minimum width of 6.4 metres whenever only one (1) Type A designated accessible parking space is required;
- (7) Where only one (1) parking space is required for a non-residential property, it shall include signage that identifies the space as "van accessible";

SCHEDULE "K" TO BY-LAW BL-2015-058
DESIGNATED ACCESSIBLE PARKING SPACES

- (9) Where an even number of accessible parking spaces are required, an equal number of Type A and B accessible parking spaces shall be provided. Where an odd number of accessible parking spaces are required, an equal number of Type A and B accessible parking spaces shall be provided but the last accessible parking space may be Type B.
 - (10) Where outpatient services are provided, designated accessible parking shall be at the minimum rate of 10% of required parking, and shall meet the size requirements of a Type A space.
2. Every designated parking space shall be identified with an accessible parking permit sign in accordance with the *Highway Traffic Act*.
- (1) 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.
 - (2) The sign shall be located at the far end of the designated accessible parking space from where the vehicle enters the designated accessible parking space and shall be centered at the end of the designated accessible parking space.
 - (3) 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.
 - (4) The sign shall be located not less than 1.0 metre but not more than 2.0 metres from the end of the designated accessible parking spot.
 - (5) The sign shall be maintained in good repair, free of obstructions and in a clearly visible condition.
3. Notwithstanding Section 2, where prior approval is obtained from the Director a sign may be affixed in a location approved by the Director.



Toronto and Region
Conservation
Authority

February 27, 2019

CFN: 60739

By Email: leilani.lee-yates@caledon.ca

Ms. Leilani Lee-Yates
Town of Caledon
6311 Old Church Road
Caledon, ON
L7C 1J6

Dear Ms. Lee-Yates:

**Re: Draft Plan of Subdivision – 21T-18003C
Draft Plan of Condominium – 21CDM-18001C
Official Plan Amendment – POPA 18-03
Zoning Bylaw Amendment – RZ 18-08
Site Plan Application – SPA 18-088
336 King Street, Town of Caledon
336 Kings Ridge Inc.**

This letter will acknowledge receipt of the above noted application (received December 14, 2018). Toronto and Region Conservation Authority (TRCA) staff have reviewed this application and provide the following comments.

Purpose of the Application

It is our understanding that the purpose of the above noted applications is to permit the creation of 16 four-storey townhouse units accessed by a private common element road and serviced by municipal water and wastewater services.

Applicable Regulations and Policies

Ontario Regulation 166/06:

The subject property is regulated by the TRCA as it contains a valley corridor associated with the Humber River Watershed. In accordance with Ontario Regulation 166/06, as amended (Development, Interference with Wetlands and Alteration to Shorelines and Watercourses), a permit is required from the TRCA prior to any of the following works taking place:

- a) straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;
- b) development, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

Development is defined as:

- i) the construction, reconstruction, erection or placing of a building or structure of any kind;

- ii) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;
- iii) site grading, including the temporary or permanent placing, dumping or removal of any material originating on the site or elsewhere.

TRCA's Living City Policies:

The subject lands are traversed by a valley corridor associated with the Humber River Watershed. To ensure development is appropriately setback from the limit of natural features and their associated hazards, the TRCA requires a minimum 10 metre buffer, which is considered part of the stream corridor, be established from the greater of the following constraints:

- The physical top of slope (TOS);
- The Regulatory Floodplain (i.e. greater of the Regional Storm or 100 Year Flood event standards);
- The limit of the Long Term Stable Top of Slope (LTSTOS); or,
- The limit of contiguous vegetation associated with the valley corridor.

Permitting

As noted above, the subject property is located within TRCA's Regulated Area. On this basis, a TRCA permit is required from this Authority prior to the proposed works commencing on the subject site, pursuant to Ontario Regulation 166/06, as amended. Details with respect to permit submission requirements are available at our website (<https://trca.ca/planning-permits/apply-for-a-permit/>).

Application Review Fee

By copy of this letter, we thank the applicant for remitting TRCA's Planning Service Review fee of \$36,750 (Major – Draft Plan of Subdivision less than 5 hectares) for this application.

In addition to the above, TRCA's clearance fee associated with this application will be \$16,600 in accordance with our February 2018 fee schedule. This fee will be required prior to clearance of conditions. However, please note that this fee is subject to change should the TRCA approve a revised fee schedule prior to submission of payment.

Recommendation

TRCA staff have reviewed the materials submitted in support of this application and offer the following comments, which are identified in Appendix 'A'

On the basis of the comments provided within Appendix 'A', it is our opinion that this application is considered to be **premature** as additional information and revisions are required prior to TRCA staff endorsing the subject application. Please have the applicant address TRCA's comments and include a detailed response letter within the resubmission outlining how the above comments have been addressed.

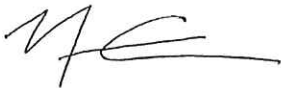
The following points summarize TRCA staff's key comments:

- A constraint map/plan is required identifying the TRCA staked TOS, Regional Storm Floodplain, LTSTOS and a minimum 10 metre buffer from the outermost constraint;
- All development (including grading) must be located outside of the outermost constraint of the valley (i.e. the LTSTOS) and 10 metre buffer;
- It is TRCA's expectation that the valley lands and buffer will be placed into public ownership and gratuitously dedicated to the TRCA or Town of Caledon;

- The draft Zoning Bylaw Amendment should be revised to ensure that the natural features, natural hazards and environmental buffer are appropriately delineated and placed into a suitable zoning category to prohibit development;
- Additional information is required to ensure the proposed development is not negatively impacted by groundwater conditions; and
- Minor revisions to the Functional Servicing and Stormwater Management Report are required in order to meet TRCA's Stormwater Management requirements.

I trust these comments are of assistance. Should you have any questions, please do not hesitate to contact me at the undersigned.

Sincerely,



Nick Cascone, M.Sc.PI
Planner
Planning and Development
ncascone@trca.on.ca
Extension 5927

NC/

Appendix 'A' – Application-Specific Comments

The following comments are based on the information provided to the TRCA on December 14, 2018:

- Drawing No. C02, Site Grading Plan, prepared by Alpin Martin, dated September 2018;
- Drawing No. C03, Site Servicing Plan, prepared by Alpin Martin, dated September 2018;
- Drawing No. C04, Storm Detention Details, prepared by Alpin Martin, dated September 2018;
- Drawing No. C05, Storm Sewer and Road Works Road A, prepared by Alpin Martin, dated September, 2018;
- Drawing No. C06, Waterworks and Sanitary Sewers Road A, prepared by Alpin Martin, dated September, 2018;
- Drawing No. C06, Erosion and Sediment Control Plan, prepared by Alpin Martin, dated September, 2018;
- Drawing No. C08, Standard Notes, prepared by Alpin Martin, dated September, 2018;
- Drawing No. RZ-01, Site Plan and Context Plan, prepared by Kirkor Architects and Planners, dated August 11, 2018;
- Drawing No. RZ-02, Floor Plans and Elevations, prepared by Kirkor Architects and Planners, dated August 11, 2018;
- Drawing No. V100, Existing Tree Inventory and Preservation Plan and Arborist Report, prepared by Strybos Barron King, dated May 4, 2018;
- Drawing No. V100, Landscape and Edge Management Plan, prepared by Strybos Barron King, dated May 4, 2018;
- Drawing No. V200, Landscape Details, prepared by Strybos Barron King, dated May 4, 2018;
- Arborist Report, prepared by Strybos Barron King, dated November 15, 2018;
- Functional Servicing and Stormwater Management Report, prepared by Alpin Martin, dated September 28, 2018;
- Report on Slope Stability Investigation, prepared by DS Consultants, dated August 8, 2018;
- Revised Report on Geotechnical Investigation, prepared by DS Consultants, dated June 6, 2018;
- Environmental Impact Study, prepared by Savanta, dated October 2018.

TRCA staff reviewed the above noted materials and offer the following comments:

TRCA's Limits of Development:

1. As noted above, TRCA's limits of development are established from the greatest constraint of a valley corridor. Based on our review of the plans submitted, it appears that the proposed development has been assumed from TRCA's staked physical Top of Slope (TOS). However, according to the slope stability assessment prepared for the site, the Long-Term Stable Top of Slope (LTSTOS) extends beyond the physical TOS. The LTSTOS must be plotted on all relevant plans in addition to the staked TOS.
2. To ensure development is appropriately setback from the limit of natural features and their associated hazards, the TRCA requires a minimum 10 metre buffer be established from the outermost limit of a valley corridor. The 10 metre buffer must be assumed from the outermost limit of the adjacent valley (i.e. the LTSTOS). All development (including grading) should be relocated outside of the feature and associated buffer.
3. According to TRCA's floodplain modelling, it appears that the Regional Storm Floodplain is contained within the valley feature traversing the site. However, the Regional Storm Floodplain should still be plotted on all relevant plans. TRCA's floodplain mapping for the

area containing the property (map sheet HUM_79) can be obtained at the following website:
<http://maps.firstbasesolutions.com/map.php>

Planning and Development:

4. The TRCA encourages the transfer of the natural system, where appropriate, into public ownership to reduce and/or eliminate the risk to life and property and to foster local and regional environmental linkages. As an element of this application, it is TRCA's expectation that the natural feature, natural hazard, and buffers will be placed into public ownership and gratuitously dedicated to the TRCA or Town of Caledon. Please confirm.
5. As part of this application, it is our expectation that the natural features, natural hazards, and buffer area will be placed into an appropriate designation and zoning category, which has the effect of prohibiting development and structural encroachment. Once the limits of development are confirmed, please ensure that the natural features, natural hazards, and buffer area are designated and zoned in an appropriate designation and zoning category to prohibit development.

Planning Ecology:

6. TRCA Planning Ecology staff is supportive of the restoration plantings provided adjacent to the TOS. However, once the development footprint is adjusted to account for the above comments, it is TRCA's expectation that the planting plan will be revised to ensure the full extent of the buffer is restored.

Hydrogeology:

7. Appendix D within the Functional Servicing and Stormwater Management Report provides a table which suggests that hydraulic conductivity was borrowed from a hydrogeology report based on a percolation test at the borehole 3 location. However, this hydrogeology report was not provided as part of the materials submitted. As part of a revised submission, the applicant should provide this report for review. Additional comments may arise based on review of this report.
8. Table 1 of the Geotechnical Investigation provides groundwater level measurements in three monitoring wells. It is indicated that the levels were measured on May 21 and 28, 2018. However, the table does not provide measurements for all three monitoring wells for the duration of the dates mentioned. Furthermore, groundwater monitoring during May does not represent the highest water level at a site. TRCA Hydrogeology staff typically require one complete year of monitoring. The applicant should provide a monitoring report for one complete year.
9. In addition, the applicant should depict the location of all borehole/monitoring wells on the associated engineering drawings.
10. In pre-development conditions, it appears that groundwater flows across the site towards the Humber River valley. However, with the proposed grading and servicing installation, infiltrating groundwater may be intercepted by the preferential pathways created through bedding of infrastructure pipes and disposed through storm/sanitary sewers. As such, the applicant should consider the installation of impermeable clay plugs at suitable intervals along underground storm servicing as well as water tight manholes.

Water Resources Engineering:

11. As drainage from the site is proposed to be discharged into the existing municipal storm sewer, the TRCA defers quantity control review to Town of Caledon engineering staff.

12. The applicant should provide additional details on how evapo-transpiration (ET) values for the impervious area (170.4 mm) were selected/estimated along with the resulting ET, infiltration and runoff volumes. Alternatively, a digital version of the spread sheet used to estimate the Annual Water Budget could be submitted to TRCA staff for review.
13. TRCA staff note that the initial abstraction of 1 mm for impervious areas was deducted from the 5 mm, which is the minimum retention target as set out by the TRCA. It should be noted that the 5 mm retention requirement should be above the initial abstraction as outlined in Section 4.3 of TRCA's Stormwater Management Criteria document. The applicant should revise these calculations and adjust the drawings/report accordingly. Furthermore, supporting documentation on how the hydraulic conductivity for the site selected/estimated should also be provided.

Erosion and Sediment Controls (ESCs):

14. TRCA staff support the general arrangement of ESCs, however, it should be noted that all stormwater from the sediment trap will be pumped to the storm sewer or ditch on King Street until the site storm sewer connection is operational. At detailed design, the applicant should update the ESC plan to include the site clearing phase drawing (i.e. stage 1) of development and ensure sediment laden discharge is not directed to the valley.
15. At detailed design, the applicant should provide stockpile locations on the ESC drawings as well as ensure they are isolated with a sediment control and located away from the valley to the greatest extent possible.

March 11, 2019

Leilani Lee-Yates
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Re: Application Draft Plan of Subdivision Application and Official Plan
Amendment/Rezoning
336 King St. E.
Town of Caledon**
Town File: POPA-18-03, RZ-19-08, 21T-18-003C
Region File: 21T-18-003C, OZ-18-003C
Region Related Files: SP-18-088C, CDM-18-001C

The applicant is proposing to develop 16 four-storey townhouse units accessed by a private common element road off King St. E.

Regional staff offer the following comments. Prior to recommending approval the following matters must be addressed to the Region's satisfaction.

Regional Requirements

Traffic

Access:

The Region is in receipt of a Traffic Impact Study in support of this application.

- Please note that the access as it is currently proposed (located centrally along the frontage of the property) does not meet the spacing requirements as per or Controlled Access By-Law and the Road Characterization Study (RCS); which calls for a minimum of 75 metres spacing for a right-in/right-out from a full-movement access for this section of King Street which is characterized as a "Suburban Connector";
- As such, the Region will support one right-in/right-out access to be located at the westerly limits of the property;
- We request that sight line measurements be measured from an access point at the westerly limits of the property, to determine if sight lines (looking west) can be improved;

Property Requirements:

The revised plans must show the following lands to be dedicated.

- The property owner shall ensure that sufficient widening for King St is gratuitously dedicated as public right-of-way to the Region of Peel. The Region's road widening requirements for mid-block are 15 metres from the centreline of King St as identified on schedule F of the Region of Peels Official Plan. As per the Official Plan, additional property will be required within 245m of intersections to protect for the provision of but not limited to: utilities, sidewalks, multi-use pathways and transit bay/shelters: **35.5 metres, 17.75 metres** from the centreline for a single left turn lane intersection configuration.

- The Region will require gratuitous dedication of a 0.3 metre reserve along the frontage of King Street behind the property line except at any approved access locations; to be shown on site plan drawing.
- The property owner is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. All costs associated with the transfer, including preparation of the necessary reference plan are the responsibility of the property owner. The property owner must provide the Region with the necessary title documents and a draft reference plan(s) for review and approval prior to deposit; and
- Reference plan(s) and transfer document(s) must be completed prior to granting final approval.

Engineering Requirements:

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right-of-way must be designed in accordance to the Public Works – "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual;"
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineering, of the proposed works within the Regional right-of-way;
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 9 (King St);
- A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1724.41);
- The Owner will be required to submit the following prior to commencement of works on site (including grading) or within the Region's right-of-way;
 - Securities in the amount of \$5,000.00 for mud tracking will be required;
 - Completed Road Occupancy Permit and fee of \$450.00, as per the Region's User Fees and Charges By-law;
 - Completed Notice to Commence Work;
 - Provide proof of insurance with the Region of Peel added to the Certificate of Insurance as an additional insured with \$5 million minimum from the Contractor.
 - All costs associated with the design and construction of road works will be 100% paid by the owner.

Landscaping and Encroachments:

Landscaping, signs, fences, gateway features or any other encroachments are not permitted with the Region's easements or right-of-way limits. The plans must be revised to remove the proposed encroachments.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

FSR

We acknowledge receipt of the Functional Servicing Report and confirm that we have the following comments.

Watermain:

There is no new local infrastructure proposed by the Region in the vicinity of the proposed development in the near future. The proposed demands were modeled and indicated available fire flow ranging between 60 and 68 l/s (lower than the reported 76.4 l/s) depending on the valve configuration at the South Bolton Buster Pumping Station and the standpipe levels. This is very close to the 67 l/s max day plus fire flow and competes with the demands of surrounding costumers. Water is supplied to the area via a single 380m long 150mm dia PVC main, build in 1986, with no secondary supply.

Given that the 76.4 l/s available flow at 20psi was at extrapolated value and that the hydrants west of Old King Road are too far away to assist, the Region requires upsizing/twinning of the existing 150mm dia. watermain on King Street East to service the proposed development, at least to Evans Ridge.

Sanitary Sewer:

Staff does not have any significant concerns with regards to sanitary sewer servicing for the proposed development.

Storm Sewer:

Given that the storm sewer from the site may be easily discharged to the Humber River, the Region will not allow diversion of the storm water flows from the proposed development to the Regional right of way (by pipe or channel). Storm sewer connections to the King Street East sewer network will not be permitted.

Conclusions:

The FSR must to be revised to accommodate Regional concerns.

Waste Management

The Region's waste management requirements are *not* demonstrated to be met. The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste provided the following conditions can be met. The following must be demonstrated in the revised plans:

General Design Requirements:

Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where the requirements for a road layout permitting forward movement of a waste collection vehicle cannot be met, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in Appendices 2 and 3, respectively (Waste Collection Design Standards Manual).

The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.

The waste collection vehicle shall not be permitted to back-up onto a municipal road allowance.

Curbside Collection Comments:

Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point.

The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars.

Each dwelling units' collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres or 79 imperial gallons) and one (1) source separated organics carts (100 litres or 21 imperial gallons), overflow waste (i.e. additional bags), yard waste and bulky items.

Landfill:

This property appears to be within the vicinity of the Bolton Landfill Site. The site was closed between 1960 and 1968. No other information is available at this time. It is catalogued by the M.O.E as #7026.

Noise Study

Noise Study comments will be provided under separate cover. The study must be satisfactory prior to approvals.

Public Health

The plans do not show any sidewalks. An attractive, walkable streetscape provides direct and safe connections to community destinations, and are a key component of healthy, complete communities. In order to further enable healthy outcomes through design, the plan should be amended to include sidewalks within the site to increase pedestrian walkability. These should connect to the existing sidewalk on King Street E.

The following is also recommended:

- Visitor bike parking at select locations to promote the viability of cycling as a means of local transportations

TRCA / Natural Areas

The subject property is in proximity to an area, that the Regional Official Plan (ROP) designates as a natural area. Therefore, the Region relies on the technical environmental expertise of the Toronto Region Conservation Authority (TRCA) staff for the review of development applications located within or adjacent to natural areas and their potential impacts on the natural environment. Please be advised that Regional Planning staff are unable to support final approval of this application until any environmental concerns have been addressed to the satisfaction of the TRCA.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Notes

Site Plan

Site plan comments will be provided under separate cover.

Condominium Application

Please be advised that, at the Condominium stage, the Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Condominium. Condominium comments will be provided under separate cover.

Further comments will be provided through the review of that application.

Concluding Comments

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4710, or by email at: wayne.koethe@peelregion.ca

Sincerely,



Wayne Koethe, Planner
Development Services

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

March 11, 2019

Leilani Lee-Yates
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

Re: Noise Study Comments
Application Draft Plan of Subdivision Application and Official Plan
Amendment/Rezoning
336 King St. E.
Town of Caledon
Town File: POPA-18-03, RZ-19-08, 21T-18-003C
Region File: 21T-18-003C, OZ-18-003C
Region Related Files: SP-18-088C, CDM-18-001C

Regional staff are in receipt of the Noise Report, dated October 2018, and we offer the following comments. The study is currently not satisfactory. The following revisions, discussed below, are required. Regional staff will have further comments once the revisions to the plans and report are received.

The warning clauses are required to be updated to be consistent with Regional clauses.

Please update the report to show the cross sections of the proposed noise wall and any grading/berm.

Tables 2 and 4: Please amend the tables to show all rear yard and side walls. Some of the units will need to consider the front wall as well. Please change the noise warning clauses from 'may' to 'will' where appropriate in accordance with the Region's guidelines - i.e unit A-1 warning clause is required to be amended.

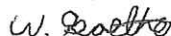
Figure 2: Please show all receptor locations on the map.

Please note that noise statements registered on title will be required to implement any recommendations of this report in accordance with the Region's guidelines.

Concluding Remarks:

Further comments will be provided once the requested materials are received. Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Wayne Koethe, Planner
Development Services

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

March 11, 2019

Leilani Lee-Yates
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Re: Application for Draft Plan of Condominium
336 King St. E.
Town of Caledon**
Town File: 21CDM-18001C
Region File: CDM-18-001C
Region Related Files: SP-18-088C, 21T-18-003C, OZ-18-003C

The applicant is proposing to develop 16 four-storey townhouse units accessed by a private common element road off King St. E.

Regional staff have reviewed the above noted Draft Plan of Condominium and are pleased to provide the following comments.

Condominium draft conditions at this moment in time is premature. Therefore, the draft Condominium should be resubmitted (in case that it will be any changes to the proposal) at a later day when the servicing have been determined through the site plan application.

If you have any questions or concerns, please contact me at your earliest convenience at:
905-791-7800 ext. 4710, or by email at: wayne.koethe@peelregion.ca.

Sincerely,



Wayne Koethe, Planner
Development Services

March 11, 2019

Leilani Lee-Yates
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Re: Application for Site Plan Approval
336 King St. E.
Town of Caledon
Town File: SPA 2018-0088
Region File: SP-18-088C
Region Related Files: 21T-18-003C, CDM-18-001C, OZ-18-03C**

The applicant is proposing to develop 16 four-storey townhouse units accessed by a private common element road off King St. E.

Regional staff have reviewed the above noted site plan application and offer the following comments:

Regional Requirements

Development Planning

The Region of Peel may require a Site Plan Agreement, which will include the appropriate Regional provisions as required. There is a \$2000 Site Plan Agreement preparation fee.

Regional staff do not support approval of the site plan until the related subdivision (21T-18-003C) and official plan amendment/rezoning matters have been addressed to the Region's satisfaction. Comments on the related subdivision file are attached to, and form part of, this letter. Revised comments will be provided pending the response to the matters raised in the attached letter.

Development Engineering

We acknowledge receipt of the Functional Servicing Report and confirm that we have the following comments.

Watermain:

There is no new local infrastructure proposed by the Region in the vicinity of the proposed development in the near future. The proposed demands were modeled and indicated available fire flow ranging between 60 and 68 l/s (lower than the reported 76.4 l/s) depending on the valve configuration at the South Bolton Buster Pumping Station and the standpipe levels. This is very close to the 67 l/s max day plus fire flow and competes with the demands of surrounding costumers. Water is supplied to the area via a single 380m long 150mm dia PVC main, build in 1986, with no secondary supply.

Given that the 76.4 l/s available flow at 20psi was at extrapolated value and that the hydrants west of Old King Road are too far away to assist, the Region requires upsizing/twinning of the existing 150mm dia. watermain on King Street East to service the proposed development, at least to Evans Ridge.

Sanitary Sewer:

Staff does not have any significant concerns with regards to sanitary sewer servicing for the proposed development.

Storm Sewer:

Given that the storm sewer from the site may be easily discharged to the Humber River, the Region will not allow diversion of the storm water flows from the proposed development to the Regional right of way (by pipe or channel). Storm sewer connections to the King Street East sewer network will not be permitted.

Conclusions of the Report Review:

The FSR must to be revised to accommodate Regional concerns.

General Servicing Comments:

- A Functional Servicing Report/ Storm Water Management Report, and related drawings, have been received and has been forwarded to a technician for review. Comments will be provided directly to the consultant. These must be satisfactory prior to site plan approval. A response to the matters raised in the subdivision comments is required prior to detailed engineering comments being provided.
- Please forward the non-refundable certified cheque Report Review Fee of \$500, and a separate certified cheque Connection First Submission application fee of \$400, as per current fee by-law 71-2015.
- Private Servicing Easements may be required prior to Regional servicing approval. This will be determined during the detailed review.
- Site Servicing approvals are required prior to issuance of building permit. Properties are to be serviced according to Region of Peel standards. Fire Protection approval from the local municipality is required prior to site servicing approval.

Public Health

The site plan does not show any sidewalks. The plan should be amended to include sidewalks within the site to increase pedestrian walkability. These should connect to the existing sidewalk on King Street, and should be labelled as 'sidewalk connection' on the plans.

Drawings

All drawings - L100, RZ-01, C01-6-06, etc:

- The plans will need to be amended to show the 0.3 reserve consistent with the subdivision and condominium plans.
- The proposed transformed must located with the property line. A portion of the transforms concrete pad appears to be located within the future 0.3 reserve and this must be relocated back to the property line.
- The widening will be confirmed through the preparation of the legal M-plans and R-plans. The site plans cannot be finalized until this process has taken place.
- The access width is to be determined through the subdivision process review of the TIS and engineering plans.

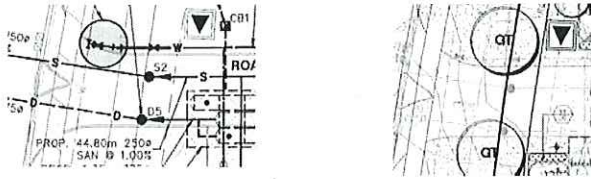
Landscape Drawing L100:

- The plan will need to show the 'mature root spread' in the 'plant list'.

Public Works

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- The plan will need to show the distance from the centerline of the closest trees to the closest servicing pipe, both within the property entrance and within the right-of-way.
- The two 'GT' trees at the entrance may need to be relocated:



- The proposed fences will need to be relocated to the future property line, this will be encroaching on the region land once the 0.3 reserve is added to the plans.
- The landscaping proposed within the 0.3 reserve (at least one 'GB' tree and shrubs) will need to be relocated within the property line.
- The drawing is required to be amended to show widening from the centerline of the road, as well the widening dimension.

Site Plan Drawing RZ-01:

- The drawing is required to be amended to show widening from the centerline of the road, as well the widening dimension.
- The drawing must show the turning radius on all turns which meets the Region's Waste Management requirements (13 meters radius). The radius at the entrance of the site, as well as within the site must be shown.
- Waste Management set out areas which meets the Region's Waste Management requirements must be shown

Regional Road

Access:

A revised Traffic Impact Study is required to address the following.

- Please note that the access as it is currently proposed (located centrally along the frontage of the property) does not meet the spacing requirements as per or Controlled Access By-Law and the Road Characterization Study (RCS); which calls for a minimum of 75 metres spacing for a right-in/right-out from a full-movement access for this section of King Street which is characterized as a "Suburban Connector";
- As such, the Region will support one right-in/right-out access to be located at the westerly limits of the property;
- We request that sight line measurements be measured from an access point at the westerly limits of the property, to determine if sight lines (looking west) can be improved;

Property Requirements:

The revised plans must show the following lands to be dedicated.

- The property owner shall ensure that sufficient widening for King St is gratuitously dedicated as public right-of-way to the Region of Peel. The Region's road widening requirements for mid-block are 15 metres from the centreline of King St as identified on schedule F of the Region of Peels Official Plan. As per the Official Plan, additional property will be required within 245m of intersections to protect for the provision of but not limited to: utilities, sidewalks, multi-use pathways and transit bay/shelters: **35.5**

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metres, **17.75** metres from the centreline for a single left turn lane intersection configuration.

- The Region will require gratuitous dedication of a 0.3 metre reserve along the frontage of King Street behind the property line except at any approved access locations; to be shown on site plan drawing.
- The property owner is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. All costs associated with the transfer, including preparation of the necessary reference plan are the responsibility of the property owner. The property owner must provide the Region with the necessary title documents and a draft reference plan(s) for review and approval prior to deposit; and
- Reference plan(s) and transfer document(s) must be completed prior to granting final approval.

Engineering Requirements:

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right-of-way must be designed in accordance to the Public Works – "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual;"
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineering, of the proposed works within the Regional right-of-way;
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 9 (King St);
- A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1724.41);
- The Owner will be required to submit the following prior to commencement of works on site (including grading) or within the Region's right-of-way;
 - Securities in the amount of \$5,000.00 for mud tracking will be required;
 - Completed Road Occupancy Permit and fee of \$450.00, as per the Region's User Fees and Charges By-law;
 - Completed Notice to Commence Work;
 - Provide proof of insurance with the Region of Peel added to the Certificate of Insurance as an additional insured with \$5 million minimum from the Contractor.
 - All costs associated with the design and construction of road works will be 100% paid by the owner.

The following requirements shall be completed by the owner/applicant to the satisfaction of the Region prior to commencement of works on site:

- Mud tracking securities in the amount of \$10,000.00 are required;
- Completed Road Occupancy Permit and permit fee of \$450.00, as per the Region's User Fees and Charges By-law;
- Completed Notice to Commence Work;
- Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor; and

Public Works

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Tel: 905-791-7800 www.peelregion.ca

- All costs associated with the design and construction of the road and access works will be 100% paid by the applicant.

Encroachments:

Landscaping, signs, fences, gateway features or any other encroachments are not permitted with the Region's easements or right-of-way limits. The plans must be revised to remove the proposed encroachments.

Waste Management

The Region's waste management requirements are *not* demonstrated to be met. The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste provided the following conditions can be met. The following must be demonstrated in the revised plans:

General Design Requirements:

Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where the requirements for a road layout permitting forward movement of a waste collection vehicle cannot be met, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in Appendices 2 and 3, respectively (Waste Collection Design Standards Manual).

The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site. In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.

The waste collection vehicle shall not be permitted to back-up onto a municipal road allowance.

Curbside Collection Comments:

Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point.

The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars.

Each dwelling units' collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres or 79 imperial gallons) and one (1) source separated organics carts (100 litres or 21 imperial gallons), overflow waste (i.e. additional bags), yard waste and bulky items.

Landfill:

This property appears to be within the vicinity of the Bolton Landfill Site. The site was closed between 1960 and 1968. No other information is available at this time. It is catalogued by the M.O.E as #7026.

Noise Study

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Noise Study comments will be provided under separate cover. The study must be satisfactory prior to approvals.

Notes

For further assistance, please review the notes below:

Development Engineering

Please refer to the Region's FSR/ SWMR Report Criteria found at the following link:
<http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf>

Landscaping/Encroachments

While street trees may be permitted in some circumstances, the developer acknowledges and agrees that unapproved encroachments will not be permitted within any Regional easements or right-of-way.

Waste Collection

For more information, please consult the Waste Collection Design Standards Manual available at: <http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

Condominium Application

Please be advised that, at the Condominium stage, the Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Condominium. Condominium comments will be provided under separate cover.

Further comments will be provided through the review of that application.

Concluding Comments

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4710, or by email at: wayne.koethe@peelregion.ca

Sincerely,


Wayne Koethe
Development Services

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

December 17, 2018

Leilani Lee-Yates
 Senior Development Planner
 Town of Caledon
 6311 Old Church Road
 Caledon, ON L7C 1J6



Dear Ms. Lee-Yates:

**Re: Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision
 America Land Development Services – 336 Kings Ridge Inc.
 Files: 21T-18003C, POPA 18-03, RZ 18-08 & 21CDM-18001C
 336 King Street East
 South side of King St E, west of Albion Vaughan Rd
 Town of Caledon**

The Dufferin-Peel Catholic District School Board has reviewed the above noted revised application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 16 townhouse units which are anticipated to yield:

- 1 Junior Kindergarten to Grade 8 Students; and
- 1 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

| Catchment Area | School | Enrolment | Capacity | # of Portables / Temporary Classrooms |
|-------------------|-------------|-----------|----------|--|
| Elementary School | Holy Family | 353 | 464 | 0 |
| Secondary School | St. Michael | 1175 | 1266 | 0 |

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: A. Singh, Peel District School Board (via email)

February 8th, 2019

5650 Hurontario Street
Mississauga, ON, Canada L5R 1C6
t 905.890.1010 1.800.668.1146
f 905.890.6747
www.peelschools.org

Ms. Leilani Lee-Yates
Senior Development Planner
Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Dear Ms. Lee-Yates:

**RE: Application for Official Plan Amendment, Proposed Zoning By-law Amendment, Draft Plan of Condominium and Draft Plan of Subdivision – POPA 18-03, 21CDM-18001C, 21T-18003C & RZ 18-08
Averica Land Development Services on behalf of 336 King Ridge Inc.
Part of Lot 8, Concession 7 (Albion), 336 King Street East
Town of Caledon (Ward 5)**

The Peel District School Board has reviewed the above-noted application (16 residential townhouse units) based on its School Accommodation Criteria and has the following comments:

The anticipated student yield from this plan is as follows:

| | |
|---|------|
| 2 | K-5 |
| 1 | 6-8 |
| 1 | 9-12 |

The students are presently within the following attendance areas:

| | <u>Enrolment</u> | <u>Capacity</u> | <u># of Portables</u> |
|-------------------------|------------------|-----------------|-----------------------|
| Ellwood Memorial P.S. | 382 | 504 | 0 |
| Allan Drive Middle P.S. | 479 | 643 | 0 |
| Humberview S.S. | 1,329 | 1,437 | 2 |

The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering Agreement:

The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:

Trustees
Stan Cameron, Chair
Sue Lawton, Vice-Chair
Carrie Andrews
Susan Benjamin
Robert Crocker
Nokha Dakroub

Will Davies
David Green
Brad MacDonald
John Merchant
Kathy McDonald
Balbir Sohi

Director of Education and Secretary
Peter Joshua
Associate Director, Instructional and Equity Support Services
Poleen Grewal
Associate Director, Operational Support Services
Jaspal Gill
Associate Director, School Support Services
Wendy Dowling



- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board."

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at 905-890-1010, ext. 2724.

Yours truly,



Branko Vidovic
Intermediate Planning Officer
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)



Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

December 31, 2018

Leilani Lee-Yates
Senior Development Planner
Town of Caledon
6311 Old Church Rd
Caledon, ON L7C 1J6

Dear Leilani,

Re: Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Application,
Official Plan Amendment, Zoning By-law Amendment
336 Kings Ridge Inc.
336 King Street East, Part of Lot 8, Concession 7
Town of Caledon
File No.: 21T-18003C, 21CDM-18001C, SPA 18-088, POPA 18-03, RZ 18-08

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea20@enbridge.com.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in cursive script that reads "Alice Coleman".

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

—

ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.



CANADA POST
200-5210 BRADCO BLVD
MISSISSAUGA ON L4W 1G7
CANADAPOST.CA

POSTES CANADA
200-5210 BRADCO BLVD
MISSISSAUGA ON L4W 1G7
POSTESCANADA.CA

January 15, 2019

Town of Caledon
Planning Department

To: Leilani Lee-Yates
Senior Development Planner

Re: **Application No: PPOA 18-03, 21T-18003C, 21CDM-18001C, RZ 18-08 & SPA 18-08**
Averica Land Development Services on behalf of 336 Kings Ridge Inc.
Part of lot 8, Concession 7 (Albion) 336 King Street East

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

Canada Post has reviewed the proposal for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.

In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- ⇒ The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
- ⇒ The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
- ⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the **Town of Caledon**.



CANADA POST
200-5210 BRADCO BLVD
MISSISSAUGA ON L4W 1G7
CANADAPOST.CA

POSTES CANADA
200-5210 BRADCO BLVD
MISSISSAUGA ON L4W 1G7
POSTESCANADA.CA

- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.

- ⇒ The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Canada Post further requests the owner/developer be notified of the following:

- 1 The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations
- 2 Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy
- 3 There will be no more than one mail delivery point to each unique address assigned by the Municipality
- 4 Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project
- 5 **The complete guide to Canada Post's Delivery Standards can be found at:**
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

The Location of the Local Post Office is 171 Van Kirk Dr, Brampton, ON–Phone number - 905-846-4814

Sincerely,

Nrai

Nirmaljit Rai
Delivery Planning Officer – GTA
Canada Post Corporation
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
nirmaljit.ra@canadapost.ca

Markup Response Form

| | | | |
|------------------|-------------------|--------------------|-----------------|
| Application Date | December 11, 2018 | Applicant: | Town of Caledon |
| Date Returned: | January 8, 2019 | | |
| Rogers Ref. No.: | M185990 | Applicant Job No.: | POPA 18-03 |
| Location: | 336 King St E | | |

Rogers Communications has reviewed your drawing(s) as requested and returns one marked-up copy. Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.

Comments:

- No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- No Conflict** Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m.
 For your Reference Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.
- EXTREME CAUTION** Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please relocate your proposed construction to allow adequate clearance of 0.3 m vertically and 1 m horizontally.
- CAUTION** Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- CAUTION** Fiber Optic Cable is present in the area of your proposed construction.
- Note** Proposed Fiber Optic Cable in a joint use duct structure .
- Note** Plant currently under construction.
- Note** Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.
- Note** Locates are still required. Call for locates at 1-800-738-7893
- Note** Hand dig when crossing, or within 1.0m of existing Rogers plant.
- Note** Plant is to Approximation.

Philip Chen
 CAD Technician
 289-657-8054

January 8, 2019
 DATE



design • build • connect
 7777 WESTON RD
 VAUGHAN, ONT, CANADA, L4L0G9
 TEL: 905-569-2882

- Existing Buried Coaxial cable
- Existing Buried Fibre cable
- Existing Aerial Coaxial cable
- Existing Aerial Fibre cable
- ☒ Existing Rogers Pedestal
- ✕ Existing Hydro Pole

CALL FOR LOCATES

1-800-738-7893

CAUTION

HAND DIG WHEN CROSSING ROGERS
 HAND DIG IF WITHIN 1M OF ROGERS PLANT

NOTE:

PLANT IS TO APPROXIMATION
 PLAN NOT TO SCALE

Rogers File # - M185990

CAD Tech - Philip Chen



