

**File: 21T-17005C; POPA 17-02 & RZ 17-09**

**Municipal Addresses: 16114 Airport Road, Town of Caledon**  
**Legal Description: Part East Half Lot 19, Concession 8 (ALB)**  
**First Submission Comment Response Matrix**

Staff Comments	Team Member	Status	Response
<b>Town of Caledon</b> <b>Executive Comments</b> <b>Contact: Mary Nordstrom. Tel: 905-584-2272 x. 4223</b>			
1. At this time, staff and commenting agencies have raised concerns with respect to the purpose and design of the applications in terms of delineating and protecting key environmental features and conforming to applicable Official Plan policies. Revised studies are required to support the applications, including the Commercial Impact Assessment, Environmental Site Assessments, Hydrogeology Report, Functional Servicing Report, Noise Feasibility Study, Erosion, Sediment Control Report and Plan, Stormwater Management Report and Environmental Impact Study and Management Plan. In addition, the following studies and reports are required to address staff and agency concerns: a. Stage 3 Archaeological Assessment	<b>GSAI / ASI / Trafalgar / Dillon / RJ Burnside</b>	Addressed.	<p>The resubmission package addresses the key concerns and rationale for the design of the current proposal. The cover letter and Planning Justification Report provide an overall summary and update and this comment matrix provides a response to each individual comment.</p> <p>a. The fieldwork for the Stage 3 Archaeological Assessment was completed on September 10, 2019. A summary Memo (dated September 23, 2019) is included with this resubmission package to provide staff with an update on the investigations. The final Stage 3 Report will be provided to staff once available. Completion of all archeological investigations and requirements should be considered a Site Plan item as the process is ongoing.</p> <p>b. This will be prepared and provided as Condition of Draft Plan Approval as agreed to with staff.</p> <p>c. The Feature Based Water Balance Analysis was completed by Trafalgar in the Functional Servicing Report (October 2019).</p> <p>d. Trafalgar has prepared cross-sections at key areas. These are illustrated on the Grading Plan, G1.</p>

<ul style="list-style-type: none"> <li>b. Strategic Conservation Plan for the heritage building and land</li> <li>c. Feature Based Water Balance Analysis</li> <li>d. Engineering Cross Sections (grading and drainage section)</li> </ul>			
2. An outstanding balance of \$4,525 made payable to the Toronto and Region Conservation Authority is required with the next submission. Once the Town of Caledon receives the complete resubmission, staff will forward the fee to the TRCA on your behalf.	<b>GSAI / Owner</b>	Addressed.	Fees included with resubmission.
3. The Town requires a recirculation fee of \$5,300 made payable to the Town of Caledon based on the comments below.	<b>GSAI / Owner</b>	Addressed.	Fees included with resubmission.
<b>Town of Caledon General Comments:</b> <b>Contact: Mary Nordstrom. Tel: 905-584-2272 x. 4223</b>			
1. Block 1 is proposed as a residential condominium with private road. Please note that an application for a Plan of Condominium is required for this component of the proposal. <i>TOC, CS, Planning &amp; Development.</i>	<b>GSAI</b>	Addressed.	Acknowledged. A Plan of Condominium application is forthcoming and submission will be coordinated with staff.
2. The site contains environmental features designated Core Woodlands of the Greenlands Systems in the Regional Official Plan. The Region will work with the Town to ensure	<b>GSAI</b>	Addressed.	Acknowledged.

appropriate measures are taken to protect and enhance the natural features on site. <i>Peel Region.</i>			
3. The site is located in Wellhead Protection Area D (WHPA D). No major issues have been identified with the proposed development from a source water protection standpoint (see attached Notice issued under Section 59 of Clean Water Act, 2006). Please note Caledon East Well No. 2 will be decommissioned and the re-delineation of the WHPA boundary will be required. The site may end up outside (wholly or partially) of the updated WHPA for Caledon East Well No. 3. <i>Region of Peel</i>	<b>R.J. Burnside</b>	Addressed.	The re-delineation of the Caledon East Well 3 WHPAs have not been completed yet. Until the Toronto and Region Source Protection Area Assessment Report is updated the current WHPAs apply.
4. Any proposed building construction will require a building permit. <i>TOC, CS, Building.</i>	<b>GSAI / Owner</b>	Addressed.	Acknowledged.
5. This property (16114 Airport Road, Part E Lot 4, Con 6 EHS) is currently assessed as Residential/Farmland. If this development were to proceed as proposed with the creation of 38 condominium townhouse units, and a 1,373 square metre retail commercial block, the taxable assessed value of the property would change to reflect this new development. <i>TOC, Corporate Services, Finance</i>	<b>GSAI / Owner</b>	Addressed.	Acknowledged. Taxes should be assessed based on revised yield. See revised site stats (32 Units, 1,222 sq.m of commercial).

<p>6. Any future development would be subject to Town of Caledon's development charges as per By-law No. 2014-54 as amended; and currently at \$20,745.06 per townhouse residential dwelling unit, and \$38.87 per square metre of non-residential floor space. Any future development would also be subject to Region of Peel's development charges, currently \$42,096.75 per townhouse residential dwelling unit, and \$211.56 per square metre of non-residential floor space. The Region of Peel also charges GO Transit development charges at \$528.18 per townhouse residential dwelling unit. There are no GO Transit development charges for non-residential developments. Any development would also be subject to Education development charges, currently at \$4,567.00 per townhouse residential dwelling unit and \$10.87 per square metre of non-residential floor space. Please note the above are estimates as at May 14, 2018, 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</p>	<p><b>GSAI / Owner</b></p>	<p>Addressed.</p>	<p>Acknowledged. Town to confirm amounts based on resubmission date, new policies and updated By-laws.</p>
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at the time of building permit, and actual information related to the construction as provided in the building permit application. <i>TOC, Corporate Services, Finance</i>			
7. Please consider a real second storey above the commercial unit. Specifically, residential rental units on the second floor are encouraged. <i>TOC, Policy &amp; Sustainability.</i>	<b>GSAI / IBI / FBP</b>	Addressed.	The net developable area has been significantly reduced since the original submission. Site reconfiguration and parking requirements limit the residential yield possible. The Zoning By-law proposed provides for this possibility along with seniors housing.
8. The Healthy Development Assessment submitted to the Region of Peel has achieved a bronze rating. The Region of Peel has made various suggestions to improve the rating including enhanced pedestrian and cycling opportunities. Please see comments (attached) for further details. <i>Region of Peel</i>	<b>GSAI</b>	Addressed.	Bicycle infrastructure has been provided, see revised Site Plan/Concept Plan.
9. Hydro One doesn't have any conflicts with this project providing that; <ul style="list-style-type: none"> <li>a. Underground locates are obtained prior to excavation;</li> <li>b. No open trenching within 1.5m of Hydro poles and/or anchors;</li> <li>c. Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore;</li> <li>d. PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels;</li> </ul>	<b>Trafalgar</b>	Addressed.	Noted. Locates are obtained by the contractor prior to construction. Electrical consultant will be retained prior to construction to undertake necessary Hydro One requirements.

<p>e. Ensure all industry standard utility separations and clearance minimums are maintained.</p> <p>f. Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work</p> <p>g. Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.</p>			
<p>9. Rogers Communications Canada Inc. has no plant in the proposed working area and has no objection to the applications however, locates are required. Please contact 1-800-738-78-93 for locates.</p>	<p><b>Trafalgar</b></p>	<p>Addressed.</p>	<p>Locates are obtained by the contractor prior to construction.</p>
<p>10. A subdivision agreement is required to be entered into with the Region of Peel and Town of Caledon. <i>TOC, CS, Planning &amp; Development</i></p>	<p><b>GSAI / Owner</b></p>	<p>Addressed.</p>	<p>Acknowledged.</p>
<p><u>Prior to Draft Plan of Subdivision Approval, the following comments must be addressed:</u></p> <p>11. A revised Subdivision Application Form is required that addresses the following (<i>TOC, CS, Planning</i>):</p> <p>a. Section 1 shall include the Roll Number: 2124.050.00105.700.0000</p> <p>b. Section 3: Include the units per hectare for the commercial portion of the proposal</p>	<p><b>GSAI</b></p>	<p>Addressed.</p>	<p>Please see updated Plan of Subdivision application included with resubmission.</p> <p>a. Complete.</p> <p>b. Residential units are not proposed in the commercial component of the proposed development.</p> <p>c. Complete.</p> <p>d. Complete.</p> <p>e. Complete.</p>

<p>c. Section 4: include Town of Caledon File Number POPA 17-02 and Status (under concurrent review)</p> <p>d. Section 5. Include Town of Caledon File Number (RZ 17-08) and Status (Under Concurrent Review)</p> <p>e. Section 7: Include the woodlot as an existing use on site.</p>			
<p>12. A revised Official Plan Amendment and Zoning By-law Amendment Form is required that addresses the following (<i>TOC, CS, Planning</i>):</p> <p>a. Check Official Plan Amendment and Zoning By-law Amendment as the types of applications.</p> <p>b. Section 1 shall include the Roll Number: 2124.050.00105.700.0000</p> <p>c. Check yes to section 2.3.1, 2.3.3. and 2.4.1</p>	<b>GSAI</b>	Addressed.	<p>Please see updated Official Plan Amendment and Zoning By-law Amendment application included with this resubmission.</p> <p>a. – c. Complete.</p>
<p>13. The Draft Plan of Subdivision must be revised to meet the following land dedication requirements of the Region of Peel: <i>Peel Region</i></p> <p>a. Gratuitous dedication of lands to meet the Official Plan mid-block requirement of 36.0 metres for the Right of Way along Airport Road (Regional Road 7);</p> <p>b. Gratuitous dedication of a 0.3 metre reserve along the frontage of Airport Road (Regional Road 7) behind the property line and 15 x 15 metre daylight triangle for the proposed commercial component; and</p>	<b>GSAI / Crozier</b>	Addressed.	<p>a. The right-of-way requirements have been confirmed by the Region of Peel and depicted on the Draft Plan along with the required daylight triangle only at the intersection of Airport Road and Walker Road West. See Site Plan/Concept Plan, 20.75 metres from mid-block was utilized, for a ROW width of 41.5 metres.</p> <p>b. The 0.3 metre reserve is accommodated.</p> <p>c. A 4.5 metre residential buffer block is accommodated and shown on the Draft Plan.</p> <p>*See included confirmation emails with Region of Peel staff.</p>

c. A buffer block along the frontage of Airport Road for the residential component			
14. Indicate the location of private fire hydrants for the town house and retail commercial development on the site plan. <i>TOC, CS, Fire</i>	<b>GSAI / Trafalgar</b>	Addressed.	Hydrant locations are shown on the servicing plan and have been coordinated with Landscape Architect and Architect.
15. Infrastructure in Block 1 encroaches within the 30 metre trunk line buffer of the woodlot. Additional buffering is required. <i>TOC, CS, Open Space Design, TRCA</i>	<b>GSAI / Trafalgar</b>	Addressed.	No infrastructure is located within the buffer/compensation area.
16. Please confirm who will retain ownership of the Natural Heritage Features on the subject lands. Please note that the Town has expressed an interest in ownership of Block 6 and Block 7. In accordance with Section 5.7.3.1.9 of the Official Plan, the Town supports transfer of natural heritage features into public ownership. <i>TOC, CS, Landscape, Planning</i>	<b>GSAI / Owner</b>	Addressed.	This will be discussed at the agreement stage but it is anticipated that the Town will retain ownership as a steward of the environmental lands.
17. A Peer Review of the Commercial Impact Assessment prepared by IBI Group has established that population growth will support additional retail/service space beyond that proposed for the subject site; however, the report has not sufficiently analyzed the timing of the proposed development or its potential impact on existing and future retail commercial space. Additional research and analysis is required to	<b>IBI/GSAI</b>	Addressed.	IBI Group has revised the Commercial Impact Assessment as per comments by Tate Economic Research and based on a work plan agreed to by the Town of Caledon and the Peer Reviewer. The proposed commercial GFA of 1,222 m2 is supportable. See updated Commercial Impact Study dated October 2019.



<p>inventory existing retail commercial space in Caledon East, including vacancy levels, and assess the timing impacts, if any, of the proposed commercial uses. See attached Peer Review by Tate Economic Research Inc.</p>			
<p>18. A portion of the subject lands is designated under Part IV of the Ontario Heritage Act (By-law 93-13, amended by By-law 95-08), entailing the existing brick farmhouse, known as Allison's Grove. The proposed development retains and adaptively re-uses this structure. The Town is in receipt of a Cultural Heritage Impact Statement (ASI, November 2016 revised February 2017), which assessed potential impacts on this building and its contextual setting resulting from the proposed development. It should be noted that, contrary to the CHIS evaluation, the Town is of the opinion that Allison's Grove is a landmark structure at the north end of Caledon East. Staff concurs with the report's commemoration and mitigation recommendations, as summarized below:</p> <ul style="list-style-type: none"> <li>a. A Strategic Conservation Plan for Allison's Grove shall be completed in accordance with provincial and federal conservation principles;</li> <li>b. Adaptive reuse of Allison's Grove shall retain the building's original scale, massing, and heritage attributes;</li> </ul>	<p><b>ASI / GSAI / FBP / Trafalgar</b></p>	<p>Addressed.</p>	<ul style="list-style-type: none"> <li>a. Strategic Conservation Plan to be provided as a Condition of Draft Plan Approval.</li> <li>b. The building has remained as is in scale, massing and heritage attributes.</li> <li>c. This is to be determined in the future. Draft Zoning By-law included with the resubmission provides for these uses.</li> <li>d. Grading has been revised to maintain the hill. See Section H-H on the Grading Plan, G1. An 8.0+ metre buffer has been provided around the entirety of the Allison's Grove structure.</li> <li>e. The building retains its original position and the walkway will follow the land terrain. A new accessible ramp will be provided as well from the porch level to the grade near the parking areas.</li> </ul> <p>It is premature to prepare the Strategic Conservation Plan. The architecture proposed is of a high quality and meant to reflect the historical architectural character. Architecture will be further refined at the Site Plan Approval and details stage. Furthermore, a tenant for the home has not been identified at this point which may ultimately impact the detailed design. The Urban Design Brief provides for the design rational for the proposed buildings in relation to the heritage home's architectural attributes.</p>

<p>c. The proposed commercial use of Allison's Grove shall consider the building's historic use of medical, pharmacy, or health services;</p> <p>d. Reconstruction of original features such as the former front entranceway verandah and the rear addition shall use documentary evidence;</p> <p>e. Grading and landscaping around the building in association with the pedestrian walkway and parking lot shall be done in such a way that the siting of the house on a raised hill is retained.</p> <p>The Strategic Conservation Plan is required through the next submission of the application and its findings must be reviewed and approved by the Town of Caledon Heritage Resource Office. The recommendations shall be reflected through the Plan of Subdivision, Official Plan and Zoning By-law Amendment. <i>TOC, CS, Heritage</i></p>			
<p><b>EMAILED COMMENT SEPTEMBER 5, 2018:</b> The next submission of the CHIS should mention the re-instatement of the missing decorative bargeboard in the 2 gable dormers that appear in the photos referencing the property in 1994; see figure 12, page 17 of ASI's CHIS.</p>	<p><b>ASI</b></p>	<p>Addressed.</p>	<p>The CHIS has been updated to include the requested details.</p>

19. It appears that placement of the pedestrian walkway directly against the south side of the heritage house encroaches on the designated parcel and negatively impacts the building and its location on a raised hill. The pedestrian walkway and adjacent parking spaces need to be relocated outside of the designated parcel of the heritage house to provide for an appropriate landscaping buffer within the boundary of the designated parcel next to the house and to allow retention of the siting of the house on a raised hill. TOC, CS, Heritage	<b>GSAI / FBP / Trafalgar</b>	Addressed.	An accessible access ramp needs to be provided within the buffer area to provide accessible access to the heritage house. We have provided the walkway nearest the accessible parking spaces. The heritage house continues to be sited on a raised hill. See Concept, Site and Grading Plans. A minimum 8 metre buffer/landscape area is provided around the heritage house to allow for the raised hill condition and to maintain this heritage attribute.
20. Further, the Grading Plan indicates re-grading within the east and south portions of the designated parcel. Relocating the pedestrian walkway outside of the designated parcel would help to minimize the proposed re-grading of the raised hill in these areas. Please clarify the direction of the grading in the east portion along Airport Road as the elevation markers suggest it slopes in the reverse direction of that indicated. <i>TOC, CS, Heritage</i>	<b>Trafalgar / FBP / GSAI</b>	Addressed.	Grading adjacent to the heritage building has been generally left as existing. See above comment concerning walkways and accessible access.
21. The proposed development requires one street name. Town policy requires the use of a minimum of one historically significant street name. Accordingly, in commemoration of the family historically associated with the heritage house, the street shall be named "Allison's Grove Lane". This street name is from the Town's pre-	<b>GSAI / Owner</b>	Addressed.	The road name used is Allison's Grove Lane. See revised Site Plan/Concept Plan.

approved street names list. In accordance with Town policy, the appropriate suffix of this street is "Lane" because of it being a private road. Please indicate this street name on all drawings and schedules. <i>TOC, CS, Heritage</i>			
<p>22. Prior to Draft approval, the following comments on the Natural Heritage Evaluation/Environmental Impact Study and Management Plan must be addressed:</p> <ul style="list-style-type: none"> <li>a. Figure 4: ecological Land Classification Legend colouring is hard to distinguish on the plan. Please update the figure accordingly. <i>TOC, CS, Open Space Design</i></li> <li>b. Figure 6: Please modify the wording to ‘proposed removals’ and ‘proposed preservation’ for the Butternuts. The procedures as outlined in 8.1.1 (page 41) will dictate whether or not the trees can be removed or preserved. The butternut closer to the southern boundary is specified as a black walnut on the Arborist Report by Strybos Barron King. Please confirm this species. <i>TOC, CS, Open Space Design</i></li> <li>c. Section 9.1 (page 44): this section needs to reference 2:1 compensation planting for trees being removed above and</li> </ul>	<b>Dillon/ SBK</b>	Addressed.	<ul style="list-style-type: none"> <li>a) Items has been discussed and resolved with the TRCA relating to the boundaries of the Significant Woodland and required compensation measures. The EIS is updated to include this information and will include requested updates to figures etc. noted above.</li> <li>b) Species has been confirmed as Black Walnut [Key #47 on SBK V100 plan] See Dillon plans and reports with respect to MNR Butternut removal requirements.</li> <li>c) Items c. through h. have been discussed and resolved with the TRCA relating to the boundaries of the Significant Woodland and required compensation measures. The EIS is updated to include this information and will include requested updates to figures etc. noted above.</li> <li>i) Compensation planting will be provided both within the development area and within established buffers. Details to be determined during the Site Plan Approval stage.</li> <li>j) Buffer area shows a hierarchy of woody planting, increasing in density as it moves west into the compensation area. Details related to density, species and layout requirements to be determined during SPA and in accordance with Town and CA.</li> <li>k) Please refer to the feature-based water balance completed by Trafalgar Engineering Ltd. At this time, no LIDs are proposed for the site.</li> </ul>

	<p>beyond the standard remediation planting. <i>TOC, CS, Open Space Design</i></p> <p>d. It is likely that ELC Community FODM7-9 will meet the criteria of significant woodland. Please provide the previously requested analysis of the regeneration area in the Natural Heritage Evaluation/Environmental Impact Study to determine what parts and to what extent would be included as part of the Significant Woodland . <i>TRCA</i></p> <p>e. If ELC Community FODM7-9 is determined to be part of the Significant Woodland, it would also at a minimum be considered contiguous vegetation with the stream corridor according to the TRCA’s Living Cities Policies and would be considered to be part of the Terrestrial Natural Heritage System (TNHS). The TRCA requires further discussion regarding how this area is to be further enhanced and expanded. A reduction in the size of the TNHS shall not be considered. <i>TRCA</i></p> <p>f. Please update the EIS to provide an analysis of the regeneration area to determine the limits of the Significant Woodland. Please include a discussion of how the TNHS will be protected and improved. Note that should any alteration to the TNHS be proposed through the</p>			
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<p>EIS, a discussion of the alteration must be included. <i>TRCA</i></p> <p>g. It appears that a trail is proposed within the 30 metre buffer of a feature. In cases where infrastructure (trails) is located within the 30 metre buffer, it is an expectation of the TRCA that additional buffering (beyond the 30 metres) is provided. Please update the EIS to include a discussion of potential infrastructure within or adjacent to natural features/areas and appropriate buffers. Include information on compensation. <i>TRCA</i></p> <p>h. It appears that species at risk (SAR) trees and the ELC community FODM4-2 are proposed to be removed however; compensation for tree removals has not been discussed within the EIS.</p> <p>i. TRCA staff recommends compensation for trees that do not form part of the TNHS at a sufficient scope and scale that adds to or abuts the system. In addition, any SAR trees to be removed at subject to the approval of the Ministry of Natural Resources and Forestry (MNR). <i>TRCA</i></p> <p>j. The preliminary landscape plan is lacking wooded coverage in the proposed buffer area. Provide additional information through the EIS regarding the species, densities and configuration</p>			
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<p>of plantings within the buffer. Update the preliminary landscape plan to reflect the recommendations of the EIS accordingly. <i>TRCA</i></p> <p>k. Update the EIS to include a discussion of how LID methods could be designed and sited to maintain pre-development water balance and supply of clean water to the wetland. <i>TRCA</i></p>			
<p>23. Prior to Draft approval, the following comments on the Tree Inventory and Preservation Plan must be addressed: <i>TOC, CS, Open Space Design (Landscape)</i></p> <p>a. The following invasive and/or poor condition trees should be considered for removal: #3, #7, #10, #13 ND #65. Further updates may arise through the detail design stages of the subdivision, Block 1 Condominium Townhouses and Block 2 commercial.</p> <p>b. Tree #6: DNA testing to be completed immediately to confirm if it is a native or hybrid. Once confirmed, the tree is to be further assessed by a Registered Butternut Health Assessor and follow the registration procedures as set out by the Ministry of Natural Resources.</p> <p>c. Tree #42: Identified as a Black Walnut, but the EIS by Dillon Consulting (April 2017) identifies it as a Butternut. Please clarify and amend the reports accordingly. Note that if it</p>	<p><b>SBK / Dillon</b></p>	<p>Addressed.</p>	<p>Note that a DNA test has already been completed and hybridity was not detected in either sample (both are pure Butternut).</p> <p>a. #'s 3,7,10,13 and 65 have been removed considering health, condition, location and species.</p> <p>b. Refer to Dillon plans and reports</p> <p>c. Tree #42 is a Cedar Hedge on SBK V100. This comment is assumed to be about #47 (Black Walnut on SBK plans). It has been confirmed that this tree is a Black Walnut. Refer to Dillon BHA report for information regarding Butternut located in the general vicinity of tree #47 It is SBK's understanding that the Butternut is the sucker of a failed tree and has not been captured on the V100 plan.</p> <p>d. All inventoried Ash trees are recommended for removal on the V100; however, a general Ash removal/mitigation recommendation note has been added to the V100 concerning this woodlot edge.</p> <p>e. Inventory #31 updated to reflect above</p> <p>f. Note added to the V100 plan and report.</p> <p>g. Note added to the report.</p>

<p>is a Butternut, the same process as Tree #6 is to be followed.</p> <p>d. It is recommended that all ash trees within 10 m inside the woodlot edge (south and east side only) be removed to avoid future potential hazards along Walker’s Road West and Block 7.</p> <p>e. Please update Tree #31 on the plan accordingly.</p> <p>f. The following removal note shall be added to the report and plan “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 property owner prior to any works being completed. All correspondence is to be forwarded to the Town of Caledon prior to Final Approval.”</p> <p>g. The following compensation note is to be added to the report “2:1 tree compensation will be required for all tree removals. Tree compensation planning will be 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.”</p>			
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<p>25. Prior to Draft approval, the following urban design comments on the architectural guidelines must be addressed: (<i>TOC, Development – Urban Design Peer Review</i>)</p> <ul style="list-style-type: none"> <li>a. The Town wide guidelines for Industrial/Commercial Design should be referenced in the urban design brief.</li> <li>b. Snow storage shall be indicated on the concept/site plan and landscape plan.</li> </ul>	<p><b>FBP / GSAI</b></p>	<p>Addressed.</p>	<ul style="list-style-type: none"> <li>a. The Urban Design Brief has been fully updated and the Town Wide Guidelines are referenced.</li> <li>b. Snow storage areas have been included in the Site Plan/Concept Plan.</li> </ul>
<p><u>Heritage Home Comments:</u></p> <ul style="list-style-type: none"> <li>a. A landscape buffer should be considered along the south side of the house.</li> <li>b. Indicate the type of paving material to be used for the walkway at the front of the heritage house. Unit Pavers are recommended as a paving material.</li> </ul>	<p><b>FBP/SBK /GSAI</b></p>	<p>Addressed.</p>	<ul style="list-style-type: none"> <li>a. Buffer provided around Heritage House. Accessibility ramp required within buffer, otherwise landscape buffer is provided.</li> <li>b. Decorative precast concrete unit pavers will be utilized for the heritage house walkway connection.</li> </ul>
<p><u>Condominium Townhouse Comments:</u></p> <ul style="list-style-type: none"> <li>a. Indicate the height of the Townhouse units on the concept elevations.</li> <li>b. Please clarify the number of visitor parking spaces on site as the landscape plan shows 12 and the site plan shows 14.</li> <li>c. Please provide the metric height of the townhouses as they relate to the height of the heritage house.</li> <li>d. Please provide coloured building elevations</li> </ul>	<p><b>FBP/SBK</b></p>	<p>Addressed.</p>	<ul style="list-style-type: none"> <li>a. The typical townhouse height from the Finished First Floor to the mid-point of the roof is 7.71m. The final height number will also incorporate the distance from the FFL to the average grade and will be calculated when the grading is implemented on the site plan.</li> <li>b. There are 9 visitor spaces, including 1 accessible space.</li> <li>c. The mid roof height of Townhouse Block 2 adjacent to the Heritage house is at 303.27. The mid-point of the roof of the Heritage House is at approximately 302.53.</li> <li>d. Coloured townhouse elevations will be provided at the detailed design stage. Detailed black and white elevations provide for the context required at the Official Plan / Zoning stage. Further inputs required from Strategic Conservation Plan to inform colour elevation.</li> <li>e. To be addressed at detailed design / Site Plan stage. See above.</li> </ul>

e. Please clarify whether any signage is proposed for the residential component. Amend the plans and Design Brief accordingly.			
<p><u>Commercial Block Comments:</u></p> <ul style="list-style-type: none"> <li>a. Provide a cross section and coloured elevations for the commercial building.</li> <li>b. Please consider vertical 'bump-outs' at the rear elevation at each of the gables as this elevation is visible to Townhouse Blocks 5 and 6.</li> <li>c. Indicate if there is any ground mounted signage for the commercial component.</li> <li>d. Please update the elevation plans (both residential and commercial) to indicate the height of the buildings.</li> </ul>	<b>FBP</b>	Addressed.	<ul style="list-style-type: none"> <li>a. Cross Section have been included as part of the resubmission. As mentioned above, coloured townhouse elevations will be provided at the detailed design stage.</li> <li>b. Vertical "bump outs" have been incorporated into the rear elevation</li> <li>c. Ground mounted sign location to be indicated at entrance of parking lot from Airport Rd.</li> <li>d. Height of commercial building is 8.30m to mid-point of the roof. Height of the Townhouses to be 7.71m from FFL to mid-point of roof.</li> </ul>
<p>26. Prior to Draft Plan Approval, the following Hydrogeological Issues comments must be addressed:</p> <ul style="list-style-type: none"> <li>a. Additional surface water flow monitoring is required on the three monitoring stations (SS1, SS2, SS3) as the data provided in Table E-1 indicates different conditions on two different occasions (October 18, 2016 and November 25, 2016). TRCA Hydrogeology suggest that the site infiltration rate should be determined based on discharged gained. TRCA's groundwater model suggests an infiltration rate around 300 mm per annum for the area which is higher than the report suggests. <i>TRCA</i></li> </ul>	<b>RJ Burnside</b>	Addressed.	Comments have been addressed in updated Hydrogeological Impact Assessment Report (October 2019).

<p>b. Table G-3 indicates that the post-development infiltration rate would be reduced by 26% which works out to be about 2,190 m<sup>3</sup> per annum. Please clarify how the proponent intends to mitigate this deficit. <i>TRCA</i></p> <p>c. Considering the subject lands are in a Wellhead Protection Area, the reduction in recharge and potential impairment to groundwater quality may be considered as a significant threat. Please provide a discussion on how recharge reduction and potential threat to groundwater quality due to road salting and dicing activities will be mitigated. <i>TRCA</i></p> <p>d. Please provide a report that addresses groundwater dewatering. <i>TRCA</i></p> <p>e. Please provide evidence of a door-to-door survey to the 8 nearby properties of interest with private water supply (private wells within 500 meters). <i>Region of Peel</i></p> <p>f. Please provide a monitoring plan for the duration of construction and after completion. In addition, a contingency plan was not provided. Please include this in the next submission. <i>Region of Peel</i></p>			
<p>27. Prior to Draft Plan Approval, the following Stormwater Management (SWM) comments must be addressed:</p> <p>a. The applicant is to provide a pre-development drainage plan for the entire site within the functional servicing report. <i>TOC, Development Engineering</i></p> <p>b. Please provide details on how the imperviousness (79%) for the commercial lands was calculated. In</p>	<p><b>Trafalgar / RJ Burnside</b></p>	<p>Addressed.</p>	<p>a. A drainage plan has been provided.</p> <p>b. Calculations for impervious areas have been provided.</p> <p>c. A FBWB analysis has been undertaken and provided in the report.</p> <p>d. Storm drainage from the site is currently directed to the storm sewer on Airport Road. The proposed release rate is less than the existing discharge to the Airport Road storm sewer.</p> <p>e. See d.</p> <p>f. We have proposed grading along the property boundary that is compatible with a potential future pavement widening. We understand that the Region of Peel is contemplating urbanization as one</p>

<p>addition, please revise the sizing of the OGS proposed on the commercial lands. <i>TRCA</i></p> <p>c. A Featured Based Water Balance (FBWB) analysis for the wetland located on the western portion of the property is required. <i>TRCA</i></p> <p>d. Storm sewers from subdivision are not permitted to be connected to the Regional storm sewer system. Airport Road storm sewers were designed to convey run-off from the right-of-way of Airport Road only. <i>Region of Peel</i></p> <p>e. If external land drains to the Airport Road storm sewer system as per existing conditions, the following applies: post-development flows must be equal or less than pre-development levels. <i>Region of Peel</i></p> <p>f. No changes to grading within Region of Peel right-of-way are permitted to support adjacent development. <i>Region of Peel</i></p>			<p>of the options in the Airport Road EA. Without planning ahead for an urban cross section, property line grades would be too low and could pose drainage concerns. See Section H-H on the Grading Plan.</p>
<p>28. Prior to Draft Plan Approval, the following Functional Servicing (FSR) comments must be addressed:</p> <p>a. A pre-development drainage plan for the entire site is required. Additional comments may follow upon review of the revised FSR. <i>TOC, CS, Development Engineering</i></p> <p>b. Please revise the Functional Servicing Report to include the findings and recommendations of the FBWB assessment and include LID measures that would be required to offset potential changes in runoff. <i>TRCA</i></p>	<b>Trafalgar</b>	Addressed.	<p>a. A pre-development drainage plan has been provided</p> <p>b. The FSR includes the FBWB assessment and discusses LID measures.</p> <p>c. The water demands have been revised accordingly.</p> <p>d. The watermain design now shows a looped system. A servicing easement is required through the commercial component in favour of the residential component.</p> <p>e. The pipe material has been revised.</p>

<p>c. The subject land is situated within the range of Water Pressure Zone 8B. The residential population should be recalculated using 3.2 persons per unit. <i>Region of Peel</i></p> <p>d. Please update the report to reflect the subdivision being serviced from the existing 300 mm watermain on Airport Road. The residential condominium should have a single connection to the Airport Road watermain, while looping should be to the Water Road Watermain. <i>Region of Peel</i></p> <p>e. Please revise the plan to reflect that the subdivision will be serviced through the 250 mm sanitary sewer on Airport Road and 250 mm sanitary sewer on Walker Road West. The sanitary sewer on Airport Road is an HDPE pipe construction. <i>Region of Peel</i></p>			
<p>29. Prior to any approvals, the following Grading/Drainage comments must be addressed: <i>TOC, CS, Engineering</i></p> <p>a. The applicant is to provide cross sectional drawings along the north, west and south property limits. The drawings should extend 10 meters beyond the limits of construction and include existing and proposed elevations, fences, services and infrastructure. Provide several cross sectional drawings identifying how the proposed development interacts with the two residences along Walker Road West. <i>TOC, CS, Development Engineering</i></p> <p>b. The trail connection proposed on the landscape concept plan (by Strybos Barron King) enters into block 7 where the Preliminary Grading Plan</p>	<p><b>Trafalgar /SBK</b></p>	<p>Addressed.</p>	<p>a. Cross sections have been added to the grading plan. The sections extend so far as required to provide context (10m is not necessarily practical, particularly along the northerly limit).</p> <p>b. See Concept Plan for trail/walkway/sidewalk connections. Given the increased extent of the natural areas a connection is not possible to the existing trail in this area as the connection point will be in lands to be dedicated.</p> <p>c. See 27f.</p>

<p>proposes an armourstone retaining wall. Please look into grading alternatives to allow for a proper trail connection. <i>TOC, CS, Open Space Design</i></p> <p>c. Please note that no changes to grading within the Region of Peel right-of-way are permitted to support the adjacent development. Please update the report and plans accordingly. <i>Region of Peel</i></p>			
<p>30. Prior to Draft Plan approval, the following Servicing comments must be addressed (<i>TOC, CS, Building</i>):</p> <p>a. The spacing between manholes shall not exceed 90m, except the first manhole from the building shall not exceed 30 m. Review and adjust the spacing where necessary.</p> <p>b. It appears the sanitary line has areas where it is noted as a storm line. Please clarify.</p> <p>c. It appears that a servicing line crosses from Block 1 which is a proposed residential block over Block 2 which is a proposed commercial block. Please provide a part on the plan for this or amend the plans accordingly.</p>	<b>Trafalgar</b>	Addressed.	<p>a. MH spacing has been revised so as not to exceed 90m.</p> <p>b. The storm and sanitary lines are now correctly labelled.</p> <p>c. Easement parts to be prepared by the surveyor at appropriate time.</p>
<p>31. Prior to Draft Approval, the following Erosion and Sediment Control comments must be addressed:</p> <p>a. The owner shall submit an Erosion and Sedimentation Control Plan including a topsoil storage plan detailing the location, size, side slopes, stabilization methods and time period, for approval by the Town and the TRCA. Topsoil storage shall be limited to the amount required for the final grading, with the excess removed from the site. The Owner</p>	<b>Trafalgar</b>	Addressed.	31. a. & b. Provided, updated and acknowledged.

<p>shall agree in the subdivision agreement to install and maintain these erosion and sedimentation controls until all the lots are graded, sodded and certified by the consulting engineer. <i>TOC –CS, Engineering</i></p> <p>b. The Erosion and Sediment Control Plan submitted in support of the application does not meet TRCA Standards. TRCA asks that you submit an Erosion, Sediment Control Report and Plan to comprehensively demonstrate effective construction phasing to reduce the amount of active soils at any given time and to comply with ESC Guidelines. For Further assistance, please refer to the TRCA’s Erosion and Sediment Control Guideline for Urban Construction. <i>TRCA</i></p>			
<p>32. Prior to Draft Plan approval, the following transportation comments must be addressed (<i>TOC, FIS, Transportation</i>):</p> <p>a. The report correctly adopted 34% as a pass-by trips rate for the shopping centre based on the methodology outlined in ITE Trip Generation Handbook 3rd Edition. However, this rate is not consistent and correctly reflected with the primary and pass-by trips numbers in Table 5 of the report. For example, the Shopping Centre is expected to generate 177 trips during pm. Given 34% as a pass-by rate, the site will generate 61 pass-by trips (30 inbound trips and 31</p>	<p><b>Crozier / GSAI</b></p>	<p>Addressed.</p>	<p>a. The TIS Addendum corrected the pass-by trip percentage as noted above. The trip generation calculations were revised to reflect the updated site statistics, as well as the recently released 10<sup>th</sup> Edition of the ITE Trip Generation Manual. The updated trip generation is outlined in Section 5.1 of the TIS Addendum. Further, the commercial trip distribution was revised to reflect the travel patterns observed on the roadway with the addition of the Castles of Caledon development to the west. The updated trip distribution is summarized in Section 5.2, with the trip distributions and assignments illustrated in Figures 7 to 12.</p> <p>b. The TIS Addendum includes the trips generated by the Castles of Caledon development. The trips were added to the 2024 and 2029 background volumes, as the development has yet to be constructed. Details relating to the Castles of Caledon development are included in Section 4.4 of the TIS, with relevant TIS and ITE Trip Generation excerpts included in Appendix F.</p>

<p>outbound trips) and 116 primary trips. Please update the report accordingly.</p> <p>b. There is an approved draft plan at the intersection of Mountainview Road and Walker Road. Trips generated by that subdivision need to be considered under the Future Background Conditions (section 4 of the report). Please update the report accordingly.</p> <p>c. The Region has advised in an email dated March 13, 2018 that the stage of the application is too early for detailed traffic engineering comments; however, a full moves access for both the residential and commercial block to Airport Road is not supportable. The Region is willing to review a functional design for a right-in only access for the commercial block (shifted further south) and a full moves access to the residential block. A revised Traffic Impact Study is also required to assess the impacts on Walker Road.</p> <p><i>Region of Peel</i></p>			<p>c. It is understood that two full-moves entrances are not supportable to Airport Road. The current development concept plan proposes one full-moves entrance at the north of the lands to service the residential dwellings, and a second right-in/right-out entrance to the commercial lands approximately 75 metres south of the full-moves entrance. The north entrance would include a northbound left-turn lane, which would be formed by extending the northbound left-turn lane at Leamster Trail.</p>
<p>33. Prior to Draft Plan approval, the following Noise Feasibility comments must be addressed (<i>Region of Peel</i>):</p> <p>a. The proposed noise wall location must be shown on the site plan. The noise barrier must be located on the private side (behind the 0.3 m reserve lot line).</p>	<p><b>HGC / SBK</b></p>	<p>Addressed.</p>	<p>a. Shown on Site Plan. See notes and Noise Report for details.</p> <p>b. Noted.</p> <p>c. Transportation sound levels and stationary noise sound levels are assessed separately to different criteria as per Ministry of the Environment, Conservation and Parks (MECP) NPC-300 guidelines.</p> <p>d. Noted.</p>



<ul style="list-style-type: none"> <li>b. Ensure the warning clauses are consistent with the Region of Peel's guidelines.</li> <li>c. Combined noise levels of the transportation noise sources (Airport Road) and stationary noise sources (rooftop mechanical on the commercial block) must be presented. Include a table summarizing the unmitigated and mitigated resultant DBA sound levels for the units.</li> <li>d. Once the noise feasibility study has been updated to address the Region of Peels concerns, the Noise Feasibility Study shall be peer reviewed at the applicant's expense. <i>TOC, CS, Engineering</i></li> </ul>			
<p>34. Prior to draft plan approval, the following Environmental Site Assessment issues must be addressed (<i>Region of Peel</i>):</p> <ul style="list-style-type: none"> <li>a. Further clarification is required to verify the historical heating of the building and if this would pose an additional PCA/APEC at this site.</li> <li>b. Clarification is required regarding the environmental features on site (i.e. PSW status).</li> <li>c. The region requests additional boreholes and monitoring wells in the area of the lands to be conveyed including chemical analysis for metals and inorganics.</li> </ul>	<p><b>Terraprobe</b></p>	<p>Addressed.</p>	<ul style="list-style-type: none"> <li>a) A suspected underground storage tank (UST) identified. The UST will be decommissioned. Phase One ESA was updated. Phase Two ESA will be updated after decommissioning of the UST.</li> <li>b) Information on environmental features was confirmed with TRCA. Phase One ESA is updated with additional information.</li> <li>c) Work in progress on standalone Phase Two ESA for conveyance lands.</li> <li>d) Additional investigation is being conducted on conveyance lands for standalone Phase Two ESA.</li> <li>e) Based on field soil screening, PAHs were not considered to be potential contaminants of concern.</li> <li>f) Additional work in progress to prepare standalone Phase Two ESA for conveyance lands and update of existing Phase Two ESA report.</li> </ul> <p>As of the time of resubmission, the UST is being decommissioned and the Phase 2 Reports are being updated. Submission of same to follow. An updated Phase 1 Report is provided in the interim.</p>

<ul style="list-style-type: none"> <li>d. Three Boreholes (BHY2, BHY/MW3S and BH/MW3D) were located on lands to be dedicated to the Region of Peel but were not advanced as environmental boreholes. The Region requires additional testing for soil and groundwater quality in this portion of the site.</li> <li>e. Please clarify why chemical analysis from the boreholes was only analyzed for metals and inorganics and not polycyclic aromatic hydrocarbons (PAHs).</li> <li>f. Based on the above, additional investigation through the Environmental Site Assessment process is required. <i>Region of Peel</i></li> </ul>			
<p>35. Prior to Draft approval, the following comments on the Planning Justification Report must be addressed (<i>TOC, CS, Policy &amp; Sustainability &amp; Planning &amp; Development</i>):</p> <ul style="list-style-type: none"> <li>a. On Page 2, please reference By-law 93-13 and By-law 95-08 which designate Allison's Grove as a heritage site. Please speak to how the development complies with these by-laws in the Planning Justification Report (PJR).</li> <li>b. Please confirm if the lands within the Natural Core Area of the Oak Ridges Moraine Conservation Plan Area (indicated on Page 12-13 of the PJR) will</li> </ul>	<p><b>GSAI</b></p>	<p>Addressed.</p>	<p>Items a. – j. have been addressed in the revised Planning Justification Report included with the resubmission.</p>

<p>be dedicated to the Town. Please note that the Town of Caledon has expressed an interest in ownership of Block 6 and Block 7</p> <p>c. As the TRCA comments are addressed with respect to the limits of the environmental features, please update the report accordingly.</p> <p>d. Please include a discussion of Section 3 (Infrastructure to support growth) and section 4 (protecting what is valuable) in Section 4.3 of the PJR.</p> <p>e. The proposed number of residential units (38 units) results in a proposed density of 33 units/hectare, which is greater than the medium density permitted in the Caledon East Secondary Plan of 19-30 units/ha each (Section 7.7.5.3.1). The report refers to the style of housing as medium density. Please clarify.</p> <p>f. It appears that Block 1, 2 and 4 of the residential condominium exceed the 6 units per townhouse block. Please discuss this in the context of Section 7.7.5.3.4 of the Caledon East Secondary Plan Area.</p> <p>g. Staff notes that the applicant has proposed to include a policy permitting a Drive Through Service Facility in the Special Use Policy Area A. Please note that Section 7.7.7.3 of the Official Plan</p>			
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<p>does not permit Drive Through Service Facilities in Caledon East General Commercial Designation, whereas Section 7.7.8.3.3 contemplates such a facility subject to design compatibility considerations. The planning justification report does not appear to address this and should be revised accordingly.</p> <p>h. Please provide additional justification as to how Section 7.7.8.3.1 of the Official Plan will be achieved. Please note that the Heritage Resource Office has requested additional land around the heritage building to be landscaped.</p> <p>i. The proposed amendment does not appear to alter Section 7.7.8.3.3 b) of the Official Plan. Please note that the current urban design brief, concept floor plans and elevation plans do not indicate a second storey for residential use. In addition, by including this section within the Official Plan Amendment, additional parking on the commercial lands is required but does not appear to be shown or provided on the concept site plan. Please provide additional justification regarding this section and amend the report and plans accordingly. Please note that where parking cannot be met, a parking justification report is required.</p>			
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j. The Planning Justification Report will need to be updated as reports and instruments are revised to address the comments herein.			
<p>36. Prior to the Official Plan Amendment, the following comments must be address (<i>TOC, CS, Policy and Sustainability &amp; Planning &amp; Development</i>):</p> <ul style="list-style-type: none"> <li>a. Please clarify the land use designations within the Official Plan Amendment.</li> <li>b. Please include a schedule that accurately reflects the uses proposed within each designation.</li> <li>c. Staff cannot support the General Commercial Uses until the Peer Review comments have been satisfactorily addressed. However, should the General Commercial Uses be supportable, please revise proposed policy 7.7.8.2.2.to prohibit automotive related uses.</li> <li>d. Please clarify the proposed general commercial uses will not be permissible across the entirety of\ the Special Use Area 1, but rather will be confined to lands with direct frontage and access to Walker Road West and/or Airport Road. Likewise, the amendment should place a cap on the maximum number of townhouse units.</li> <li>e. The Official Plan Amendment must recognize the Key Natural Heritage</li> </ul>	<b>GSAI / IBI</b>	Addressed.	<ul style="list-style-type: none"> <li>a. See updated Official Plan Amendment.</li> <li>b. See updated Official Plan Amendment.</li> <li>c. IBI Group has updated the Commercial Impact Assessment. See updated Official Plan Amendment.</li> <li>d. See updated Official Plan Amendment.</li> <li>e. – j. See updated Official Plan Amendment.</li> </ul>

<p>Features (KNHF's) and their minimum vegetation protection zones in the Environmental Policy Area designation which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity.  <i>TRCA &amp; TOC, CS, Planning &amp; Development</i></p> <p>f. The Official Plan Amendment does not appear to address removing or altering policy 7.7.8.3.4 of the Official Plan. Please clarify and amend accordingly.</p> <p>g. As previously noted, further justification is needed to support a policy permitting a Drive Through Service Facility in the Special Use Policy Area A.</p> <p>h. Please provide further clarification within the OPA regarding Section 7.7.8.3.3.b (apartments in the upper stories of commercial buildings).</p> <p>i. Please submit a revised OPA in a word version to permit a tracked changes version. In addition, please supply an OPA schedule in accordance with the Town of Caledon's digital submission standards for Official Plan Amendment (attached).</p> <p>j. Further comments will be made once the above has been addressed.</p>			
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<p>37. Prior to Rezoning, the following comments must be addressed: <i>(TOC, CS, Planning &amp; Zoning)</i></p> <p>a. A revised Concept Plan is required that illustrates the following (as they may have zoning implications): <i>TOC, CS, Planning</i></p> <p>i. Snow storage area (equivalent to 10% of all hard surfacing)</p> <p>ii. To facilitate curbside collection by the Region of Peel, please show minimum turning radius from centre line of 13m on all turns, including entrance to site, a maximum straight back-up distance of 15m where collection vehicles must back up, show and a cul-de-sac or T-turnaround (meeting Regional standards) where continuous forward moving collection cannot be met.</p> <p>b. Please revise the Draft By-law as follows:</p> <p>i. Revise the legal description though out to read: Part Lot 4, Concession 6 EHS, being Part 1 on 43R-20293; except Parts 1 &amp; 2 on 43R-21686; and Part Lot 4, Concession 6 EHS, being Part 1 on 43R-21686; Town of Caledon; Regional Municipality of Peel</p>	<p><b>GSAI / Crozier</b></p>	<p>Addressed.</p>	<p>a. Noted.</p> <p>i. Snow storage location has been indicated on revised plans.</p> <p>ii. Minimum turning radius from centre line has been included on the revised Site Plan.</p> <p>The development concept plan has been revised to include a connection between the residential and commercial blocks. The layout of the townhouses has also been revised to eliminate the dead-end at the north of the site. These changes allow for continuous forward movements, with vehicles ingress from Airport Road, and egress to Walker Road. A vehicle manoeuvring diagram for the refuse vehicle has been included in Appendix K to demonstrate the sufficiency of the proposed internal road layout.</p> <p>b. See updated draft Zoning By-law Amendment.</p> <p>c. CIS has been prepared.</p> <p>d. See updated draft Zoning By-law Amendment.</p> <p>e. See updated draft Zoning By-law Amendment.</p> <p>f. See updated draft Zoning By-law Amendment.</p> <p>g. See updated draft Zoning By-law Amendment.</p> <p>h. See updated draft Zoning By-law Amendment.</p> <p>i. Noted.</p>
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<p>c. The proposed CV Zone cannot be supported until the Commercial Impact Assessment Peer Review comments have been satisfactorily addressed. <i>TOC, CS, Planning</i></p> <p>d. Please see the attached redlined by-law. Changes include: <i>TOC, CS, Zoning</i></p> <ul style="list-style-type: none"> <li>i. Proposed uses within each zone</li> <li>ii. minimum lot frontage and area</li> <li>iii. front, side and rear yard setbacks</li> <li>iv. parking provisions</li> <li>v. standards related to permitted encroachments, easements</li> <li>vi. air conditioner and heat pump units\</li> </ul> <p>e. Staff notes that all the Village Commercial Uses have been proposed in the draft By-law. In accordance with section 7.7.7.3, automotive related uses and drive-through service facilities are not permitted within the Caledon East Secondary Plan Area. In addition, the supporting documentation does not investigate the potential impacts of the full list of CV uses (i.e. parking, traffic). Please amend the draft By-law and/or supporting documentation accordingly. <i>TOC, CS, Planning</i></p> <p>f. Staff requires that a revised By-law be submitted in a word format so that additional review can be done in track-</p>			
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<p>edit mode. Once the By-law is amended, the revised Draft By-law will be reviewed by the By-law Review Committee and further comments will be made at that time. <i>TOC, CS, Planning</i></p> <p>g. Please provide an electronic version of the By-law and schedule in accordance with the Town of Caledon's Digital Submission standards for Official Plan and Zoning By-law Amendments (attached). <i>TOC, CS, Planning</i></p> <p>h. The zoning by-law must zone the entirety of the Key Natural Heritage and Hydrologic Features and their Minimum Vegetated Protection Zone in the Environmental Policy Area 1-Oak Ridges Moraine (EPA1-ORM) Zone category which has the effect of prohibiting development and structure encroachment and ensuring the long-term preservation of lands in perpetuity. Please revised Schedule A accordingly. <i>TRCA, TOC, CS, Planning\</i></p> <p>i. Please ensure any setbacks required from LID measures are reflected in the Zoning By-law. <i>TOC, CS, Planning</i></p>			
<p>38. The following comments are to be addressed through the conditions of Draft Approval:</p>	<p><b>GSAI/ASI /Owner /Terrapro be/</b></p>	<p>Addressed.</p>	<p>a. The fieldwork for the Stage 3 Archaeological Assessment was completed on September 10, 2019. A summary Memo (dated September 23, 2019) is included with this resubmission package to provide staff with an update on the investigations. The final Stage 3 Report will be</p>

<p>a. The Town is in receipt of a Stage 1 and 2 Archaeological Assessment and Supplementary Documentation report of the subject lands (ASI, 2 March 2017). One mid-19th century historical archaeological site was identified (AIGx-382), for which Stage 3 assessment is recommended. The Stage 3 Archaeological Assessment of this site, and any further mitigation required, shall be completed prior to any soil disturbance to the satisfaction of the Town and the Ministry of Tourism, Culture and Sport. <i>TOC, CS, Heritage</i></p> <p>b. Prior to offering units for sale and in a place readily available to the public, the owner shall display information regarding universal design options that may be available for purchase within the development as a condition of draft approval. <i>TOC, Legislative Services, Accessibility</i></p> <p>c. A Record of Site Condition is required for the block(s) of land that is to be dedicated to the Town of Caledon. <i>TOC, CS, Engineering</i></p> <p>d. Please note the current proposal indicates shared servicing between Block 1 and Block 2. A servicing agreement shall be required where the storm is shared by adjacent land owners(between Block 1</p>	<p><b>Trafalgar /SBK/Dillon</b></p>		<p>provided to staff once available. Completion of all archeological investigations and requirements should be a Condition of Draft Plan Approval.</p> <p>b. To be prepared at time of tenancy.</p> <p>c. Work on Phase One and Phase Two ESAs in progress for the blocks to be dedicated to the Town.</p> <p>d. The services are separate; however an easement will be required.</p> <p>e. Detailed landscape plans will be developed in subsequent submissions, in accordance with Town requirements, standards and the SPA process.</p> <p>f. To be confirmed at the Agreement stage.</p> <p>g. The woodlot edge management plan will be prepared at Detailed Design/SPA.</p> <p>h. No updated to boundary at this time.</p> <p>i. Dedications to be accommodated by Town or TRCA.</p> <p>j. Acknowledged.</p> <p>k. Acknowledged.</p> <p>l. Acknowledged.</p> <p>m. Acknowledged.</p>
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<p>and Block 2) <i>TOC, CS, Building Services.</i></p> <p>e. Detailed landscape drawings are required as part of the conditions of Draft Plan Approval. Drawings shall address but not be limited to streetscape improvements along Walker’s Road West and Airport Road, fencing, trail connections and remediation and compensation (for tree removals) planting within the woodlot. Improvements along Airport Road and Walker Road West right-of-ways are to adhere to the Caledon East Streetscape Study Addendum. <i>TOC, CS, Open Space Design</i></p> <p>f. Wetland/woodlot Blocks 6 and 7 are to be conveyed to the Town. <i>TOC, CS, Open Space Design</i></p> <p>g. Minimum maintenance clauses for the woodlot blocks shall be included in the purchase and sales agreements. <i>TOC, CS, Open Space Design</i></p> <p>h. A woodlot edge management plan will be required at detailed design stage. <i>TOC, CS, Open Space Design</i></p> <p>i. Once the boundaries of the KNHFs, SYFs and their MVPZ have been verified, the valley lands shall be dedicated to the TRCA. <i>TRCA</i></p> <p>j. A comprehensive phasing plan for the site stripping, grading and servicing</p>			
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<p>operations is submitted to the TRCA for review and approval. <i>TRCA</i></p> <p>k. An Erosion and Sediment Control Report and Plan are to be submitted to the Town of Caledon and TRCA for review and approval at detailed design stage. <i>TOC, CS, Engineering, TRCA</i></p> <p>l. A hydrant flow test from the closes existing hydrant is required prior to an engineering submission. <i>Region of Peel</i></p> <p>m. The heritage by-law will be required to be released from any lands to be conveyed to the Region for Road Widening, buffer or 0.3 m reserve. <i>Region of Peel</i></p>			
<p>39. Comments to be addressed through a future Site Plan Application</p> <p>a. Development of medium density residential uses and commercial uses are subject to Site Plan Approval in accordance with the Section 7.7.5.3.5 of the Official Plan. <i>TOC, CS, Planning &amp; Development</i></p> <p>b. Cash-in-lieu of parkland will be required at time of site plan approval stage. A long form narrative appraisal will be required by an AAIC certified appraiser. Please note that any proposed amenity areas within the condominium will be privately owned and will not be accepted as parkland. <i>TOC, CS, Open Space Design</i></p>	<p>GSAI</p> <p>FBP/SBK</p>		<p>a. Acknowledged.</p> <p>b. Acknowledged. To be determined. Potential public park area provided and to be reviewed by staff.</p> <p>c. Hydrant locations are shown on the servicing plan and have been coordinated with Landscape Architect and Architect.</p> <p>d. <b>Lighting</b> consultant to be retained at Detailed Design stage.</p> <p>i. Acknowledged. To be addressed at Site Plan stage.</p> <p>ii. Acknowledged. To be addressed at Site Plan stage.</p> <p>iii. Acknowledged. To be addressed at Site Plan stage.</p> <p>iv. Note has been added to the site plan.</p> <p>v. Note has been added to the site plan.</p> <p>vi. Snow storage areas have been indicated on the site plan.</p> <p>vii. Snow storage has been shown on Site Plan.</p>

<p>c. The submitted site plan does not indicate the location of the private fire hydrants for the townhouse and retail commercial development. The fire route is to be within 45 meters of each individual commercial unit access <i>TOC, CS, Fire</i>.</p> <p>d. Please note that the following Accessible provisions must be met (<i>TOC, Corporate Services, Accessibility</i>):</p> <ul style="list-style-type: none"> <li>i. Lighting on exterior routes of travel shall comply with the Town's Lighting Standards;</li> <li>ii. 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;</li> <li>iii. All sidewalks shall be connected when crossing over to another street with accessible features such as tactile surfaces and curb ramps;</li> <li>iv. Accessible parking spaces shall comply with Schedule K of By-law 2015-058;</li> <li>v. The site plan shall indicate that the entrances to the retail/commercial buildings are barrier-free with either power door operators or sliding door features as per the barrier free</li> </ul>	<p>SBK/FBP to advise in interim.</p>		<ul style="list-style-type: none"> <li>e. Acknowledged.</li> <li>f. Signs to be addressed in future permit applications at appropriate time.</li> </ul>
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<p>section of the Ontario Building Code;</p> <p>vi. Exterior lighting at the entrances of the commercial units and in close proximity to the accessible parking space(s) shall be at a minimum level of 35 lux;</p> <p>vii. Snow storage shall be illustrated on the site plan to ensure the accessibility provisions on the site are maintained.</p> <p>e. Block 1 Condominium Townhouses and Block 2 Commercial (<i>TOC, CS, Open Space Design</i>):</p> <p>viii. Detail design review will take place at time of site plan approval stage</p> <p>ix. Refer to the Town’s Site Plan Manual and Zoning By-law and Town-wide Urban Design Guidelines for landscape requirements</p> <p>x. Tree preservation and arborist report may require updating due to grading and/or infrastructure changes</p> <p>f. Additional review for any sign permit application is required as per section 4.8 in By-law 2017- 054. The requirements set out in By-law 2017-054 and Schedule ‘A’ to that By-law shall apply for all future sign permit applications. Sign permit applications are required for all proposed signage on the subject</p>			
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<p>lands, including residential signs. A sign within 50 metres of a property within a residential zone and facing residential is not permitted to be illuminated. The following Signage provisions apply to residential and commercial zones:</p> <p>Residential Signage:</p> <ul style="list-style-type: none"> <li>xi. Residential ground sign area shall be a maximum of 0.5 square metres</li> <li>xii. Residential ground sign height shall be a maximum of 3.6 metres</li> <li>xiii. The maximum area of a Residential wall sign shall be 0.5 square metres</li> <li>xiv. External and Internal illumination shall not be permitted</li> </ul> <p>Commercial Signage:</p> <ul style="list-style-type: none"> <li>i. The maximum area of a commercial ground sign shall be 1.5 square metres</li> <li>ii. The maximum height of a commercial ground sign shall be 3.6 metres</li> <li>iii. External Illumination is permitted. Internal illumination is permitted as per schedule ‘E’ to By-law 2017-054. <i>TOC, CS, Building Services</i></li> </ul>			
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<p><u>Conclusion:</u></p> <ol style="list-style-type: none"> <li>Further to the comments provided herein, staff have concerns with the applications in terms of delineating and protecting key environmental features and conforming to applicable Official Plan policies. Should you proceed with a resubmission, please note the following: <ol style="list-style-type: none"> <li>The attached Resubmission Checklist outlines the required number of copies/packages of documents required with your next submission. Resubmissions must be organized according to commenting department/agency</li> <li>A detailed covering letter outlining how each comment has been addressed is required to accompany the resubmission along with a recirculation fee of \$5,300, as per the Town's Fee By-law.</li> </ol> </li> </ol> <p>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.</p>	GSAI	Addressed.	<p>See the updated reports, plans, studies and plans. We feel these updated documents adequately address staff's comments. If there is any outstanding information, we would be happy to discuss further. The Planning Justification Report addressees Planning staff's policy considerations and the cover letter and this comment matrix provide an overall update and summary of changes made since the first submission. All Reports, Studies, Plans and comment responses should be read together for an accurate understanding of the specific responses and rationale for design.</p>
<p><b>MBPD</b> <b>Contact: Moiz Behar Tel: 905-470-6273</b></p>			
<p><u>Urban Design Report:</u></p> <ol style="list-style-type: none"> <li>The urban design report provided in support of the application states that the owners propose to</li> </ol>	FBP	Addressed.	<ol style="list-style-type: none"> <li>Urban Design Brief has been updated. The Allison's Grove heritage house is proposed as a commercial retail building.</li> </ol>



develop the site as a mixed-use development featuring residential and commercial components. A key component of this development is restoring and converting the existing Allison Grove heritage house into a commercial retail building.			
<p>2. The Report provides a description of the proposed development under Section 1.0 Development. There is also reference to the applicable planning policies found in the Caledon East Secondary Plan and the Community Design and Architectural Design Guidelines.</p> <p>a. However, we note that for the commercial portion of the development there is no reference to the Town wide guidelines for the Industrial/Commercial Design Guidelines, which should be provided.</p>	FBP	Addressed.	2. Urban Design Brief has been updated. Town-wide guidelines referenced.
3. Section 2.0 Urban Design of the report further describes the site design. We note that the site plan rationale appropriately sets out the building locations, proposed lot layout, townhouse design and commercial building design, as well as driveway access, open space, landscape treatments and buffering.	FBP	Addressed.	3. Acknowledged. The Urban Design Brief is updated accordingly.

4. Section 3.0 of the report sets out the Architectural Design criteria for built form and massing for the condominium townhouse blocks and the commercial buildings. We note that the architectural treatment of the proposed buildings will have the same Gothic Revival style of the Allison's Grove Heritage House, which is appropriate for this development and maintains the character of the area.	FBP	Addressed.	4. Acknowledged. This design is maintained.
<u>Overall Site Plan</u> 1. There are two separate driveway accesses from Airport Road onto the site; one for accessing the commercial development and the other for the townhouses. Landscape buffering has been shown with several trees and a 1.8 m privacy fence between the commercial parking and the townhouses. a. In keeping with the Industrial/Commercial Design Guidelines the applicant should indicate snow storage on the site plan or the landscape plan.	GSAI / FBP	Addressed.	a. Snow storage location shown on Site Plan/Concept Plan.
<u>Heritage House:</u> 1. The heritage house is appropriately buffered to the north and west with a large setback and landscaping. There are a number of trees that will be preserved. However, we note the proximity of the proposed commercial parking to the south of the house.	GSAI / Trafalgar / SBK / FBP	Addressed.	a. Landscape buffer is maintained and provided around entire perimeter where required accessible walkways and walkways do not exist. Trees have been preserved to the extent possible around the heritage house. See updated TPP for tree protection areas. b. Decorative pavers have been included on updated Landscape Plan.

<ul style="list-style-type: none"> <li>a. The applicant should consider a landscape buffer along the south side of the house.</li> <li>b. The applicant should indicate what type of paving material will be used for the walkway adjacent the heritage house. We recommend the use of decorative paving.</li> </ul>			
<p><u>Townhouses:</u></p> <ol style="list-style-type: none"> <li>1. The architectural design of the Townhouses incorporates the Gothic Revival of the heritage house of Allison's Grove as set out in the Community and Architectural Design Guidelines. The front and flankage elevations are 3 appropriately treated with stone and brick masonry and provides a strong street presence with the addition of ground related porch entrances. This appropriately articulates the front elevation of the townhouse blocks. Furthermore, the garages are recessed and integral to each townhouse unit with driveways paired where possible. This is appropriate and emphasizes the entrances to the townhouses. <ul style="list-style-type: none"> <li>a. Site statistics show the townhouses as two storeys, however there is no height listed on the site plan or elevations.</li> <li>b. There is a discrepancy in the amount of visitor parking to be provided for the townhouse development; the landscape plan indicates 12 parking spaces but the site plan shows 14 spaces.</li> </ul> </li> </ol>	FBP	Addressed.	<ul style="list-style-type: none"> <li>a. The typical townhouse height from the Finished First Floor to the mid-point of the roof is 7.71m. The final height number will also incorporate the distance from the FFL to the average grade and will be calculated when the grading is implemented on the site plan.</li> <li>b. There are 9 visitor spaces, including 1 accessible space.</li> <li>c. The mid roof height of Townhouse Block 2 adjacent to the Heritage house is at 303.27. The mid-point of the roof of the Heritage House is at approximately 302.53.</li> <li>d. Coloured elevations to follow at Site Plan stage. Details provided on black and whit elevations.</li> <li>e. Signs to be addressed at Site Plan and detailed design stage.</li> </ul>

<ul style="list-style-type: none"> <li>c. The applicant should confirm the metric height of the townhouses as it relates to the height of the heritage house.</li> <li>d. We <i>recommend</i> that the applicant provide coloured building elevations.</li> <li>e. The applicant should indicate if there will be any ground related signage at the entrance of the townhouse development.</li> </ul>			
<p><u>Commercial Building:</u></p> <p>2. The Commercial building has been placed at the corner of Walker Road and Airport Road providing appropriate visibility, and street to building relationship. The building has been designed in a similar style to the heritage house.</p> <ul style="list-style-type: none"> <li>a. We note that there is only one floor of commercial space. We would encourage the applicant to have an additional floor for the building. If that cannot be achieved, we recommend the use of window light boxes on the building on the "upper floor" if this has not yet been contemplated.</li> </ul>	GSAI / FBP	Addressed.	<ul style="list-style-type: none"> <li>a. The commercial building has been updated to address the noted issues. One floor of commercial space is possible per the findings of the Commercial Impact Study and the overall parking requirements. The roof line has been updated to address the issues.</li> </ul>
<p>3. The architectural massing and façade treatment of the commercial building has paid close attention to the Gothic Revival style of Allison's Grove heritage house. This is evident along the frontage of the building with the use of the colonnade, decorative verge boards, gables,</p>	FBP	Addressed.	<ul style="list-style-type: none"> <li>a. The building contains a store front glazing system.</li> <li>b. Bump outs have been added to the building elevation.</li> </ul>

<p>quoining, and brick detailing. These features also wrap around to the rear elevation of the building.</p> <ol style="list-style-type: none"> <li>The applicant should indicate vision glass for the windows and entrances facing the street.</li> <li>To further enhance the rear elevation, the applicant should consider vertical bump outs at each of the gables as this elevation is visible to townhouse blocks 5 and 6. This will provide vertical articulation along the predominantly horizontal elevation and will also match the treatment used on the townhouse blocks.</li> </ol>			
<p>2. The site plan statistics indicate that a total of 74 parking spaces will be provided for the commercial building whereas 69 spaces are required.</p> <ol style="list-style-type: none"> <li>We recommend that one or two parking spaces be removed adjacent to the central landscaped parking island and replaced with soft landscaping.</li> <li>The applicant should provide a cross section and coloured elevations of the commercial building.</li> <li>The applicant should indicate if there will be any ground related signage for the commercial building.</li> </ol>	GSAI / FBP	Addressed.	<p>A total of 59 spaces for the commercial component are provided whereas 62 are required.</p> <ol style="list-style-type: none"> <li>Soft landscaping provided throughout, parking spaces reorganized as a result of new net developable area.</li> <li>The coloured elevation will follow at the Site Plan / Detailed Design stage.</li> <li>Signs to be addressed in future permit applications.</li> </ol>

<b>Tate Economic Research Inc (TBD)</b> <b>Contact: Ryan Doherty Tel: 416-260-9884 x113</b>			
<b><u>Tate Economic Research Inc (TER) Conclusions and Recommendations:</u></b> <ol style="list-style-type: none"> <li>1. TER accepts that the population growth forecast by IBI will support additional retail/service space beyond the 14,800 square feet that is proposed on the Shacca Site.</li> <li>2. However, given the limited analysis of timing of the proposed development, the lack of understanding of existing supply and vacancies, the lack of an impact analysis that recognizes the proposed 37,504 square feet in future development sites, it is TER's professional opinion that the IBI conclusion "the proposed retail/service commercial development will not have an adverse impact on existing or planned commercial activity" has not been supported by the IBI Report.</li> <li>3. TER recommends that IBI Group conduct additional research and analysis. This research should include: <ol style="list-style-type: none"> <li>a. A detailed inventory of existing retail commercial space in Caledon East. This</li> </ol> </li> </ol>	GSAI / IBI	Addressed.	IBI Group has provided an updated Commercial Impact Assessment which addresses the TER comments. Report included with resubmission.

<p>inventory should include types, sizes, locations and names of individual retail / service operators in Caledon East. This information will provide an understanding of the current vacancy level in the community and allow for a more detailed assessment of future impact; and,</p> <p>b. In addition, TER recommends that IBI Group provide an analysis that indicates an appropriate timing for when the proposed Shacca development is warranted, with acceptable impacts, while recognizing the other anticipated developments in Caledon East.</p>			
<p><b>Bell Canada</b> <b>Contact: Meghan Palynchuk. Tel: 905-540-7254</b></p>			
<p>1. Although Bell Canada has requested the circulation of various types of development applications and notices, it is important to note that Bell Canada will only provide comments on applications or matters where direct involvement is required, including where the municipality will prepare a development agreement. We will closely monitor applications, such as Official Plan and Zoning-Bylaw Amendments, but we generally will not comment on such applications unless they involve an issue that could directly impact Bell Canada's communication/</p>	<p><b>GSAI</b></p>	<p>Addressed.</p>	<p>Acknowledged.</p>

<p>telecommunication infrastructure. We reserve the right to comment on these applications as they advance through the development approvals process.</p> <p>We appreciate your cooperation during this time of change. If you have questions or require clarification with respect to our municipal outreach initiative and circulation process, please send your questions to <a href="mailto:circulations@mmm.ca">circulations@mmm.ca</a>. Alternatively, you may contact the undersigned.</p>			
<p><b>Enbridge</b> <b>Contact: Alice Coleman. Tel: 416-495-5386</b></p>			
<p>1. Enbridge Gas Distribution does not object to the proposed application(s)</p> <ul style="list-style-type: none"> <li>a. This response does not constitute a pipe locate or clearance for construction.</li> <li>b. The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing <a href="mailto:SalesArea20@enbridge.com">SalesArea20@enbridge.com</a> 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</li> </ul>	<p><b>Trafalgar</b></p>	<p>Addressed.</p>	<p>Trafalgar Engineering is unable to provide Gas/hydro/comm servicing designs, however we will coordinate our work as required. Easements and required information to be coordinated with Enbridge Gas at appropriate time.</p>



<p>planting, silica cells, and/or soil trenches) and/or asphalt paving.</p> <p>c. 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.</p> <p>d. In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.</p> <p>e. 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.</p> <p>f. Enbridge Gas Distribution reserves the right to amend or remove development conditions.</p>			
<b>Dufferin – Peel Catholic District School Board</b> <b>Contact: Krystina Koops Tel: 905-890-0708</b>			
<p><u>The Board Requests the Following Conditions:</u></p> <p>1. That the applicant shall agree in Servicing and/or Subdivision Agreement to erect and maintain the following: “Please be advised that students may be accommodated elsewhere on a temporary</p>	<b>GSAI / Owner</b>	Addressed.	Acknowledged.

<p>basis until suitable permanent pupil place, funded by the Government of Ontario, are available.” These signs shall be to the Dufferin-Peel Catholic School District Board’s specifications, at locations determined by the Board and erected prior to registration.</p>			
<p>2. 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.</p> <p>a. “whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated student from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighborhood, and further, that students may late be transferred to the neighborhood school.”</p> <p>b. “That the purchasers agree 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.”</p> <p>The Board will be reviewing the accommodation conditions in each elementary and secondary</p>	<p><b>GSAI / Owner</b></p>	<p>Addressed.</p>	<p>Acknowledged.</p>

planning area on a regular basis and will provide updated comments if necessary.			
<b>Canada Post</b> <b>Contact: Christopher Fearon. Tel: 905-206-1247 ext. 2027</b>			
In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions: 1. 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.	<b>GSAI</b>	Addressed.	See the updated Site Plan/Concept Plan for proposed location of community mailbox.
2. 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.	<b>GSAI</b>	Addressed.	Acknowledged.
3. 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	<b>Owner</b>	Addressed.	Acknowledged.

wheelchair access as per Canada Posts concrete pad specification drawings.			
4. 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.	<b>Owner</b>	Addressed.	Acknowledged.
5. 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.	<b>Owner</b>	Addressed.	Acknowledged.
6. 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 location, as approved by Canada Post and the City of Brampton.	<b>Owner</b>	Addressed.	Acknowledged.

7. 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 location, as approved by Canada Post and the City of Brampton.	<b>Owner</b>	Addressed.	Acknowledged.
8. 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 easement granted to Canada Post.	<b>Owner</b>	Addressed.	Acknowledged.
9. The Owner/Developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any sales with specific clauses in the Purchase offer, on which the homeowner do a sign off.	<b>Owner</b>	Addressed.	Acknowledged.
<b>Region of Peel</b> <b>Contact: Joy Simms. Tel: 905-791-7800</b> <b>December 6, 2017</b>			

<p><u>Development Services - Planning</u></p> <p>1. <i>Planning Policy:</i> The subject site is affected by the 2017 Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, and Oak Ridges Moraine Conservation Plan which have been addressed in the Planning Justification Report dated July 2017 and prepared by Glen Schnarr and Associates. The eastern portion of the property is designated Rural Service Centre/Settlement Area in the Regional Official Plan and Special Use Area A (Allison's Grove) of the Caledon East Secondary Plan in the Town of Caledon Official Plan. The proposed Official Plan Amendment and Zoning By-law Amendment aim to permit townhouse residential and village commercial uses which are not currently described in the limited uses of the Allison's Grove heritage property and agricultural (A2) zoning.</p>	<p><b>GSAI Dillon</b></p>	<p>Addressed.</p>	<p>This has been discussed and resolved with the TRCA relating to the boundaries of the Significant Woodland and required compensation measures. The EIS is updated to include this information and will include requested updates to figures etc.</p> <p>See the summary cover letter and Planning Justification Report and comments addressed within this matrix.</p>
<p>2. <i>Natural Heritage:</i> The western portion of the property is in the Rural System and contains natural heritage features protected from development, as described below:</p> <p>The site contains environmental features which are designated Core Woodlands of the Greenlands System in the Regional Official Plan. These are currently encompassed within the Town of Caledon Environmental Policy Area</p>	<p><b>GSAI / Dillon</b></p>	<p>Addressed.</p>	<p>Acknowledged. All features on site have been addressed and the development limit has been established with staff.</p>

<p>designation and Toronto and Region Conservation Authority Regulation Limit, within the proposed open space Blocks 6 and 7 on the draft plan of subdivision. The Region will work in conjunction with the Town of Caledon and to ensure the appropriate measures are taken to protect and enhance these and other natural heritage features on site.</p>			
<p><u>Development Services - Engineering</u></p> <p>The Functional Servicing Report (Water, Wastewater, and Stormwater Management) dated March 2017 and prepared by Trafalgar Engineering Ltd. was reviewed by regional staff. The report should be revised and resubmitted as per comments provided below. Draft plan conditions will be provided at the time when traffic engineering conditions are also available.</p> <p><i>1. Water Services:</i></p> <p>The Functional Servicing Report (Water, Wastewater, and Stormwater Management) dated March 2017 and prepared by Trafalgar Engineering Ltd. was reviewed by regional staff. The report should be revised and resubmitted as per comments provided below. Draft plan conditions will be provided at the time when traffic engineering conditions are also available.</p> <p>a. The subdivision will be serviced from the existing 300 mm watermain on Airport Road. The residential condominium</p>	<p><b>Trafalgar</b></p>	<p>Addressed.</p>	<p>1a. The watermain is now proposed as a looped system connecting to Airport Road and Walker Road.</p> <p>1b. Acknowledged. Prior to a detailed engineering submission a fire hydrant flow test will be obtained.</p>

<p>should have a single connection to the Airport Road watermain, while looping should be to the Walker Road watermain if required.</p> <p>b. A Hydrant flow test from the closest existing hydrant is required prior to an engineering submission.</p>			
<p>2. <i>Sanitary Services:</i></p> <p>a. There are no issues with the sewer capacity to service the proposed development.</p> <p>b. The subdivision will be serviced through the 250 mm sanitary sewer on Airport Road and 250 mm sanitary sewer on Walker Street. The sanitary sewer on Airport Road is an HDPE pipe construction.</p>	<b>Trafalgar</b>	Addressed.	Acknowledged.
<p>3. <i>Storm water Management:</i></p> <p>a. The site is adjacent to Airport Road (Regional Road 7). As per Region's guidelines, storm sewers from subdivisions are not permitted to be connected to the Regional storm sewer system. Airport Road storm sewers were designed to convey run-off from the right-of-way of Airport Road only.</p> <p>b. If external land drains to the Airport Road storm sewer system as per existing conditions, the following applies: post-</p>	<b>Trafalgar</b>	Addressed.	<p>3a. Existing drainage is tributary to Airport Road. The proposed discharge is less than the existing discharge.</p> <p>3b. See above.</p> <p>3c. Proposed grading is intended to be compatible with a potential future pavement widening/urbanization of Airport Road. See cross-section H-H on drawing G1.</p>



development flows must be equal or less than pre-development levels. c. No changes to grading within Region of Peel right-of-way are permitted to support adjacent development.			
<u>Water Program Planning and Compliance</u> 1. The Hydrogeological Impact Assessment dated February 2017 was completed by R.J. Burnside & Associates Ltd. and has been reviewed for development impacts to the site and surrounding properties. The report must be revised to include the missing information noted below: a. Burnside did not provide evidence of a door-to-door survey to the 8 nearby properties of interest with private water supply wells (within 500 metres). b. A monitoring plan for the duration of construction and after completion was not provided, nor a contingency plan.	<b>R.J. Burnside</b>	Addressed.	Comments have been addressed in updated Hydrogeological Impact Assessment Report (2019).
<u>Source water Protection</u> 1. The subject property is located in Wellhead Protection Area D (WHPA D). No major issues have been identified with the proposed development from a source water protection standpoint as written per attached Notice issued under Section 59 of the Clean Water Act, 2006.	<b>R. J. Burnside</b>	Addressed.	No actions required.

<p><u>Waste Management</u></p> <ol style="list-style-type: none"> <li>On-site waste collection will be required through a private waste hauler for the separated retail/commercial block.</li> </ol>	<b>Crozier.</b>	Addressed.	The development concept plan has been revised to include a connection between the residential and commercial blocks. The layout of the townhouses has also been revised to eliminate the dead-end at the north of the site. These changes allow for continuous forward movements, with vehicles ingress from Airport Road, and egress to Walker Road. A vehicle manoeuvring diagram for the refuse vehicle has been included in Appendix K to demonstrate the sufficiency of the proposed internal road layout.
<ol style="list-style-type: none"> <li>The Region of Peel will provide curbside collection of garbage, recyclable materials, organics and yard waste to households subject to the following conditions: <ol style="list-style-type: none"> <li>The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii at the entrance to the site.</li> <li>In those situations where a waste collection vehicle must reverse, then the maximum straight back-up distance is 15 metres,</li> <li>The internal road layouts should be designed to permit continuous collection without reversing. Where the requirement for continuous collection cannot be met, a cul-de-sac or a “T”-turnaround will be permitted in accordance with the specifications shown in Appendix 2 and 3 of the WCDSM (Waste Collection Design Standards Manual), respectively.</li> </ol> </li> </ol>	<b>Crozier</b>	Addressed.	Please refer to our response to Comment 4. As noted, the internal road layout has been revised to allow for continuous curbside pick-up. A vehicle manoeuvring diagram is included in Appendix K of the TIS Update to illustrate the refuse vehicle path and the sufficiency of the proposed road layout.

<p>3. Based on these comments, the roadway at the northwest corner of the site (at the amenity area) and the most southerly portion of the condominium road appear to exceed the back-up distance standards. Please explore possible remedies for continuous collection as noted and in the WCDSM.</p>	<p><b>GSAI / Crozier</b></p>	<p>Addressed.</p>	<p>3. The listed turning radius is correct and we can provide a truck turning analysis if it is required.</p>
<p><u>Public Health and Sustainable Transportation Comments (Peel)</u></p> <p><i>1. Public Health and the Built Environment</i></p> <p>The completed Healthy Development Assessment (HDA) received meets Regional submission requirements. The total applicable and achieved score were revised for a few standards (see attached), resulting in a revised score of 32/47 (68%) instead of 37/60 (62%). With a bronze rating, this development contains many of the elements of a compact, healthy and complete community.</p> <p>The following are recommended to enhance the health promoting potential of the proposed development:</p> <ul style="list-style-type: none"> <li>a. Incorporate direct building entrances onto Airport Road from the retail/commercial building to reinforce the pedestrian-oriented, mixed-use environment along Airport Road; and,</li> <li>b. integrate an east-west pedestrian connection from Townhouse Block 6 to</li> </ul>	<p><b>GSAI FBP</b></p>	<p>Addressed.</p>	<ul style="list-style-type: none"> <li>a. A pedestrian connection has been provided on the Concept Plan.</li> <li>b. Bike storage is shown on the Site and Concept Plans.</li> </ul>

the retail/commercial building and Airport Road.			
<p>2. <i>Sustainable Transportation:</i> The following are recommended to enhance the pedestrian and cycling experience for residents and visitors to the subdivision:</p> <p>a. <i>Townhouse District:</i></p> <ul style="list-style-type: none"> <li>i. Provide well-lit permanent bicycle parking facilities that are protected from the weather for the occupants of the townhouses. For a suggested minimum number of parking spaces for this residential unit, please refer to the Efficient Parking section of the Region of Peel HDA.</li> <li>ii. Provide a sidewalk of at least 1.5m wide on both sides of the street between Block 2 and 3 and Block 1 and 4. The sidewalk along the north side of Block 3 and 4 should be connected to the sidewalk indicated along Block 5 and to the pathway along Airport Road. For reference, please see the Streetscaping section of the HDA.</li> </ul> <p>b. <i>Commercial District:</i></p>	<p><b>GSAI /</b> <b>FBP /</b> <b>SBK</b></p>	<p>Addressed.</p>	<p>a. <i>Townhouse District:</i></p> <ul style="list-style-type: none"> <li>i. Bicycle parking shown on the Site Plan/Landscape Plan will be illuminated.</li> <li>ii. There is a sidewalk provided on one side of the condominium road.</li> </ul> <p>b. <i>Commercial District:</i></p> <ul style="list-style-type: none"> <li>i. Bicycle parking has been provided on the updated Site Plan/Concept Plan.</li> <li>ii. Façade face Airport Road.</li> <li>iii. Connection is indicated on Site Plan.</li> <li>iv. Pedestrian walkways, tree planting and ornamental shrub beds have been introduced adjacent to the parking lot areas to soften this condition and provide pedestrian level comfort such as shade and connectivity.</li> </ul>

<ul style="list-style-type: none"> <li>i. Please provide a secure short-term bicycle parking facility located near the entrance of the commercial building that is easily visible. For a suggested minimum number of parking spaces for this commercial unit, please refer to the Efficient Parking section of the HDA.</li> <li>ii. Ensure the facade of the commercial space is oriented towards the street.</li> <li>iii. Ensure there is connectivity with the pedestrian pathway on the east side of the commercial space with the pathway along Airport Road.</li> <li>iv. Consider incorporating parking lot elements that minimize the surface parking's negative aesthetic and environmental impacts such as tree planting, landscaping and pedestrian connectivity</li> </ul>			
<p><u>Environmental Site Assessment Works (Peel)</u></p> <p><i>1. The following reports were provided for the Region's review:</i></p> <ul style="list-style-type: none"> <li>a. Phase One Environmental Site Assessment, prepared by Terraprobe</li> </ul>	<p><b>Terraprobe</b></p>	<p>Addressed.</p>	<p>Acknowledged. An updated Phase One ESA for the entire parcel including conveyance lands and woodlot blocks is included with the resubmission for all lands. Updated and standalone Phase 2 ESA's are underway and will be provided once complete.</p>

<p>Inc.(Terraprobe) and dated January 5, 2017.</p> <p>b. Phase Two Environmental Site Assessment, prepared by Terraprobe and dated February 8, 2017.</p>			
<p>2. <i>Summary of Report Review:</i> A review of the Phase One and Two Environmental Site Assessment (ESA) reports completed by Terraprobe indicated the following significant findings:</p> <p>a. Based on the records review completed by Terraprobe, it was determined that the following potentially contaminating activities (PCAs) resulted in areas of potential environmental concern (APECs) at the Site:</p> <p>i. The importation of fill material of unknown quality at the eastern portion of the Site; and</p> <p>ii. A 150 Litre spill of furnace oil at the property located south of the Site at 6 McCaffery's Lane.</p> <p>b. Terraprobe proposed and completed the following as part of the Phase Two ESA:</p> <p>i. A total of twenty one (21) boreholes (BH1, BH2, BH3S, BH3D, BH4 to BH9, BH11 to BH13 and BH15 to BH22) were advanced at the Site, of which nine boreholes were instrumented</p>	<p><b>Terraprobe</b></p>	<p>Addressed.</p>	<p>Acknowledged. See above.</p>

	<p>with groundwater monitoring wells (MW3S/3D, MW6, MW13, MW15, MW18, MW19, MW20 and MW22), where the drilling was carried out in conjunction with a geotechnical and hydrogeological investigation. Six of the boreholes were advanced as environmental boreholes to assess the fill quality at the Site (BH4, BH11, BH16, BH19, BH20 and BH22) and three environmental monitoring wells were advanced to assess the groundwater quality (MW6, MW19 and MW22).</p> <p>ii. Based on Site-specific information, the soil and groundwater quality was assessed based on the Ontario Ministry of the Environment and Climate Change (MOECC) Table 2 Standards for residential/institutional/parkland land use and coarse-textured soil (Table 2 Standards).</p> <p>iii. Select soil samples were submitted for laboratory analysis of petroleum hydrocarbons (PHCs) in the F1 to F4 fraction ranges (F1-F4), benzene, toluene,</p>			
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<p>ethylbenzene and xylene (BTEX), metals and inorganics and/or pH.</p> <p>iv. Groundwater samples were collected from three monitoring wells and submitted for laboratory analysis of PHCs (F1-F4) and BTEX.</p> <p>v. Reported concentrations of PHCs (F1-F4), BTEX and metal and inorganics in the soil samples submitted for analysis met the Table 2 Standards.</p> <p>vi. Reported concentrations of PHCs (F1-F4) and BTEX in the groundwater samples submitted for analysis met the Table 2 Standards.</p> <p>Terraprobe concluded that the samples met the MOECC Table 2 Standards and as such, no further investigation was required.</p>			
<p>3. <i>Comments and Conclusions:</i> Based on the review of the previous Phase One and Two ESAs completed by Terraprobe, the Region notes the following:</p> <p>a. Terraprobe indicates that the residential dwelling located at the eastern portion of the Site was developed between 1821 and 1946. Email correspondence related to a previous Phase I ESA report indicated that no registered or</p>	<p><b>Terraprobe</b></p>	<p>Addressed.</p>	<p>a) Addressed and reports are being updated. See above comments for status.</p> <p>b) Addressed and reports are being updated</p> <p>c) Addressed and reports are being updated</p> <p>d) PAHs are not considered to be contaminants of concern. The reports are being updated.</p>



<p>unregistered underground storage tanks (USTs) and aboveground storage tanks (ASTs) were stored at the Phase One Property and no vent or fill pipes were present. Based on the construction date of the Site Building, it is unlikely that the residential dwelling was heated by natural gas when first constructed. Further clarification should be provided regarding the historical heating for the Site and if it was historically heated by fuel oil. Opta Information Intelligence (Opta) should be contacted to confirm if any property underwriter reports are available to confirm the historical heating source and further interviews should be conducted with the owner to provide additional information. In addition, a geophysical survey could also be conducted along the perimeter of the Site Building to confirm the presence/absence of any USTs, which could potentially identify an additional PCA/APEC.</p> <p>b. Terraprobe indicates that the Toronto Region and Conservation Area (TRCA) classified the western portion of the Site as a Provincially Significant Wetland (PSW). However, the Ministry of Natural Resources (MNR) Heritage information database classified the western portion of the Site as a Non-Provincially Significant</p>			
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<p>Wetland. Terraprobe should clarify if the TRCA were notified about the discrepancy and verify that the Site is not in fact an area that is environmentally sensitive. The Region notes that the current analytical data would not exceed the Table 1 Standards if the Site was classified as an environmentally sensitive Site.</p> <p>c. The Region notes that three boreholes (BH2, BH/MW3S and BH/MW3D) were located on the lands to be dedicated to the Region but were not advanced as environmental boreholes. As such, no boreholes/monitoring wells have been advanced, and no soil and groundwater samples were submitted for chemical analysis in the areas to be dedicated to the Region. As such, the soil and groundwater quality within this portion of the Site is not known.</p> <p>d. Terraprobe states that fill material was encountered during the Phase Two ESA drilling program at the eastern portion of the Site. As the fill material does not appear to be reworked native material, Terraprobe needs to confirm why chemical analysis from the boreholes was only analyzed for metals and inorganics and not polycyclic aromatic hydrocarbons (PAHs).</p>			
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<p>4. <i>Based on the findings of the review, the Region notes the following:</i></p> <ul style="list-style-type: none"> <li>a. Further clarification would be required to verify the historical heating of the Site Building and if this would pose an additional PCA/APEC at the Site, which would need to be investigated.</li> <li>b. Verification is required to ensure the Site in fact is not an environmentally sensitive area as there is a discrepancy from the information received from the TRCA and MNR.</li> </ul> <p>Based on the information provided it is unclear if the Site has been adequately evaluated for the PCAs identified by Terraprobe. To better understand the potential for impacts within the lands to be conveyed to the Region, additional investigation would be required in this area. This would involve additional boreholes/monitoring wells in the area of the lands to be conveyed including chemical analysis for metals and inorganics, PHCs (F1- F4) and PAHs.</p>	Terraprobe	Addressed.	<ul style="list-style-type: none"> <li>a) As above (a)</li> <li>b) As above (b)</li> </ul>
<p><u>Legal Comments (Peel)</u></p> <ul style="list-style-type: none"> <li>1. With respect to this application, the entire property is subject to a Heritage Designation By-law registered on title. The By-law will require to be released from any lands to be conveyed to the Region for road widening, buffer or 0.30m reserve on or before plan registration.</li> </ul>	GSAI	Addressed.	To be addressed at the Agreement Stage.

Noise and Feasibility Study Comments (Peel)	HGC	Addressed.	
<p>1. Regional staff are in receipt of the Noise Feasibility Study, prepared by HGC Engineering, dated April 2017. Please note that, the following comments are preliminary technical comments only. Regional staff are not in position to recommend approval until all matters are addressed to the Region's satisfaction. As the study is currently not satisfactory the following revisions, discussed below, will be required.</p> <ul style="list-style-type: none"> <li>a. The report text, Figure 4, and Figure 5 note the receiver height to be 4.5m from the ground, while Appendix B states two receiver heights at 1.5 metres and 4.5 metres. Please clarify in the report text and figures if two receiver heights were used or the 4.5 metre height only. Regional guidelines require the receiver location to be 1.5 meters off the ground, located 3 meters from the real wall of the dwelling unit.</li> <li>b. The combined noise level of the transportation noise sources (Airport Road) and stationary noise sources (rooftop mechanical on the commercial block) must be presented. Please include a table summarizing the unmitigated and mitigated resultant DBA sound levels for the units.</li> </ul>			<ul style="list-style-type: none"> <li>a. The proposed dwelling units are 3-storey residences, therefore the 3<sup>rd</sup> storey window heights are 7.5 m. This is the height for assessment of <b><u>stationary noise</u></b>. The 4.5 m window height has been changed to 7.5 m for the third storey window height. For <b><u>transportation noise</u></b>, the receiver height is taken to be 1.5 m for outdoor amenity areas and 7.5 m at the façade, which is reflected in the STAMSON outputs in Appendix B.</li> <li>b. Transportation sound levels and stationary noise sound levels are assessed separately to different criteria as per Ministry of the Environment, Conservation and Parks (MECP) NPC-300 guidelines.</li> <li>c. The civil drawings indicate the cross section.</li> <li>d. The civil and landscape drawings are revised to reflect the acoustic wall location and height.</li> <li>e. Warning clauses have been updated to reflect Region of Peel Noise Guidelines. A table indicating the unmitigated and mitigated sound levels is included in Section 5.1.</li> </ul>

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cover letter detailing how each of the concerns listed below have been addressed:			
<p><u>Planning Ecology:</u></p> <p>1. Please note that TRCA staff had previously requested that an analysis of the regeneration area be included within the Natural Heritage Evaluation/Environmental Impact Study (NHE/EIS) to determine what parts and to what extent would be included as part of the Significant Woodland according to the Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands which could be not be located within the submitted Environmental Impact Study (EIS), prepared by Dillon Consulting. TRCA staff staked this area separately as it appeared to be recently manipulated and the exact limit of what was considered to meet the criteria was not determinable given the recent disturbances. However, it is likely that the ELC community FODM7-9 will meet the criteria to be included as part of the Significant Woodland.</p> <p>If this area is determined not to be part of the Significant Woodland through detailed analysis, at minimum, the ELC community of FODM7-9 meets the criteria to be considered contiguous vegetation with the stream corridor according to</p>	Dillon	Addressed.	<p>An evaluation and analysis of the Significant Woodland and its boundary is provided in the EIS update.</p> <p>The limits of the Significant Woodland, Regeneration Area, and the required compensation have been confirmed through correspondence with TRCA.</p>

<p>TRCA's LCP and is considered part of the Terrestrial Natural Heritage System (TNHS). Given that this area is regenerating and consists of exotic species, TRCA staff are willing to entertain a discussion on how this area could be enhanced and expanded (i.e. reconfigured shape with more desirable species that adds to the system) but will not entertain a reduction in size of the TNHS.</p> <p>Please advise the applicant to update the EIS to provide an analysis of the regeneration area to determine the limits of the Significant Woodland and include a discussion of how the TNHS will be protected and improved according to TRCA policies. If any alteration to the TNHS is proposed, please include a discussion of how the potential reconfiguration will result in an enhancement and expansion of existing conditions.</p>				
<p>2. Based on our review, it appears that a trail is proposed within the typical 30 metre buffer. TRCA staff expects that where the potential integration of infrastructure (e.g. low impact development (LIDs), trails, etc.) is proposed within the buffer, that an increased buffer beyond the minimum requirement should be applied, and the shape and configuration of the buffer that better warrants protection to the natural features be considered. Please advise the</p>	<p>Dillon</p>	<p>Addressed.</p>	<p>The updated site plan including the trail location will be included in the EIS update as well as a discussion on potential impacts and buffers. Please note that the buffer areas have now been confirmed through correspondence with the TRCA.</p>	

applicant to update the EIS to include a discussion in regards to any proposed infrastructure located adjacent to the natural features/area plus appropriate buffers, and compensation for any encroachment where applicable.			
3. Please note that it appears that other vegetation such as species at risk (SAR) trees and the ELC community FODM4-2 are proposed to be removed however, compensation for tree removals have not been discussed within the EIS. TRCA staff recommends that if trees that do not form part of the TNHS, are proposed for removal, that they be compensated for of sufficient scope and scale that adds and/or abuts to the system. TRCA staff defers to the Ministry of Natural Resources and Forestry (MNRF) for SAR compensation and to the Town of Caledon and Region of Peel for private tree compensation.	Dillon	Addressed.	Compensation for tree removals has been discussed and confirmed with the TRCA. This information will be incorporated into the EIS update.
4. It should be noted that the proposed preliminary Landscape Planting Plan is significantly lacking woody coverage in the proposed buffer area. Please advise the applicant that the EIS should provide more explicit information about the species, densities and configuration of the plantings within the buffer in efforts to offset any potential impacts from the proposed development. This should then be transposed	SBK	Addressed.	4. Additional Woody plant material has been shown within the established compensation area and associated buffer. Details pertaining to plant densities and species within each area will be specified during the SPA process in accordance with Town and TRCA requirements and standards.



into the Landscape Planting Plan as part of the applicant's next submissions.			
5. Based on TRCA staff review it appears that the submitted EIS has outlined the requirement for stormwater management (SWM) to be ecologically justified to maintain pre-development water balance and suggested that the integration of LIDs into the SWM plan to mitigate the potential diversion of surface water flows to be implemented. However, the FSR only suggests Oil and Grit Separator (OGS) and rear lot drainage. Consideration should be made from a water balance perspective (e.g. supply of clean water) to ensure the hydro period of the features are maintained. Please advise the applicant to provide direction of how LID methods could be designed and sited to maintain pre-development water balance and supply of clean water to the wetland.	Trafalgar / Dillon / RJ Burnside	Addressed.	A feature based water analysis is discussed in the Functional Servicing Report prepared by Trafalgar Engineering. The report concludes that there is an insignificant impact on the long-term water balance as a result of diverting a small area away from the wetland. Furthermore, the Functional Servicing Report discusses the use of infiltration from the detention system as an effort to offset the increased imperviousness of the development.
<u>Planning &amp; Development</u> Based on the Official Plan, the eastern portion of the subject property is currently designated "Special Use Area A" as illustrated on Schedule D, while the western portion of the site is designated as "Environmental Policy Area" (EPA) on Schedule A and "Settlement Area" and "Natural Core Area" on Schedule P (ORMCP). We understand the intent of the amendment is to permit Townhouse Dwellings and Village Commercial Uses within "Special Use Area A".	<b>GSAI</b>	Addressed.	See updated Amendment schedules included with resubmission.

<p>6. The implementing Official Plan Amendment (OPA) must recognize the KNHFs, HSFs and their MVPZ in a suitable designation which has the effect of prohibiting development and structural encroachment, and ensuring the long-term preservation of the lands in perpetuity. Please advise the applicant to submit a Schedule of the Draft OPA that accurately reflects the environmental and hazard constraints as determined by the supporting technical studies. Specifically, the significant woodlands; wetlands; significant valleylands; and permanent and intermittent streams including their recommended MVPZs as prescribed by ORMCP have not accurately been reflected in the Schedule. Please ensure the environmental and hazard constraint are designated in an EPA designation and submit an OPA Schedule for our review.</p>	<p><b>GSAI</b></p>	<p>Addressed.</p>	<p>Updated Draft Official Plan Amendment included in the resubmission. Environmental lands and associated areas shown as EPA on revised Official Plan Amendment schedule.</p>
<p>Additionally, based on Town of Caledon Zoning By-law, the subject property are currently zoned Rural (A2) Zone, Environmental Policy Area 1-Oak Ridges Moraine (EPA 1-ORM), and Wellhead Protection Area-25 (WP-25) and are proposed to be rezoned “Residential Townhouse Exception –XX (CV-XX) Zone and Environmental Policy Area 1-Oak Ridges Moraine (EPA 1-ORM) Zone.</p> <p>7. Similar to the above, the implementing Zoning By-law Amendment (ZBLA) must recognize the KNHFs, HSFs and their MVPZ in a suitable</p>	<p><b>GSAI</b></p>	<p>Addressed.</p>	<p>Draft Zoning By-Law Amendment included in the resubmission.</p>

zoning category which has the effect of prohibiting development and structural encroachment, and ensuring the long-term preservation of lands in perpetuity. Please advise the applicant to provide a Zoning Schedule for our review that accurately reflects the environmental and hazard constraints as determined by the supporting technical studies.			
8. TRCA encourages the transfer of natural features into public ownership to reduce and/or eliminate risk to life and property and to foster local and regional environmental linkages. Once the boundaries of the KNHFS, HSFs and their MVPZ have been verified, as part of satisfying TRCA's future conditions of draft approval, it is our expectation that the valley lands will be placed into public ownership.	<b>GSAI</b>	Addressed.	Noted. Lands to be dedicated to the Town.
<u>Erosion and Sediment Control</u> 9. Please note at the detailed design stage, it is TRCA staff expectation that a comprehensive phasing plan for the site stripping, grading and servicing operations be submitted. Please advise the applicant to ensure that the Plan Area is divided into manageable sections and that the entire site effectively manages and treats stormwater through all stages of construction prior to discharging to the <i>Natural System</i> . Please also include an Erosion and Sediment Control (ESC) Plan and Report to	<b>Trafalgar</b>	Addressed.	See comments response letter.

comprehensively demonstrate effective construction phasing to better reduce the amount of active soils at any given time and better comply with the ESC Guideline. Please refer to the <i>TRCA's Erosion and Sediment Control Guideline for Urban Construction</i> for further assistance.			
<u>Storm water Management</u> 10. Proposed mitigation to address TRCA water quantity and quality requirements appears to be acceptable. However, TRCA staff defers to the Town of Caledon the review of the proposed measures for lands (commercial component) that will be connected to the municipal storm sewer system. Town staff should confirm the existing storm network would be able to handle potential additional flow without creating adverse impact on the existing hydraulic grade line.	<b>Trafalgar</b>	Addressed.	See comments response letter.
11. Please advise the applicant to provide details on how the percentage of imperviousness (79%) for the commercial lands was calculated. Typically 85-90% is expected for the proposed land use. Please advise the applicant to revise the sizing of the OGS proposed for the commercial lands.	<b>Trafalgar</b>	Addressed.	See comments response letter.
12. Due to the location of the proposed development, TRCA requires a Featured Based Water Balance (FBWB) analysis for the wetland that is located on the western portion of the	<b>Trafalgar</b>	Addressed.	See comments response letter.

<p>subject property. The following are steps that need to be followed in order to identify the impact of the development and determine the mitigation measures:</p> <ol style="list-style-type: none"> <li>Delineate the area of the subject site that drains to the wetland;</li> <li>Subdivide the contributing drainage area to the wetland from the subject property into an area that is going to be disturbed and that will remain vegetated;</li> <li>Establish an existing continuous hydrological model (i.e. EPA SWMM) for the area that is going to be disturbed for the development and run long-term analysis using the nearest available climate station. The period between 1991 and 2008, is considered to be representative and should be used as a minimum;</li> <li>Re-establish the continuous hydrology model to reflect the post-development land use condition and run long-term analysis using daily climate data, consistent with existing conditions (same data and simulation period);</li> <li>Plot the pre-development and post-development weekly and monthly hydro-graphs and compare the results between both the existing and proposed hydro-graphs;</li> </ol>			
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<p>f. Assess the impact from potential excess runoff generated from the developed area may have on the wetland hydro-periods;</p> <p>g. Evaluate different mitigation measures to prevent or alleviate the impact the development would have on adjacent wetland.</p>			
<p>13. Please advise the applicant to revise the Functional Servicing Report to include findings and recommendations of the FBWB assessment along with details on the proposed LID measures that would be required to offset potential changes in runoff.</p>	<p><b>Trafalgar</b></p>	<p>Addressed.</p>	<p>See comments response letter.</p>
<p><u>Hydrogeology</u></p> <p>14. Additional surface water flow monitoring is required on the three monitoring stations (SS1, SS2, SS3) as the data provided in Table E-1 indicates different conditions on two different occasions (October 18, 2016 and November 25, 2016). The submitted Hydrogeological Impact Assessment, prepared by R.J. Burnside recognizes requirement for additional monitoring. TRCA Hydrogeology staff suggests that site infiltration rate should also be determined based on discharge gained. TRCA's groundwater model suggests infiltration rate around 300 mm per annum for the area which is higher than the report suggested.</p>	<p>R.J Burnside</p>	<p>Addressed.</p>	<p>Comments have been addressed in updated Hydrogeological Impact Assessment Report.</p>

15. Table G-3 of the Hydrogeological Impact Assessment, prepared by R.J. Burnside indicates that in post-development infiltration rate would be reduced by 26% which works out to be about 2,190 m3 per annum. It is unknown how the proponent intends to mitigate this deficit as the FSR does not speak to infiltration deficit. The subject area is included in the Caledon Wellhead Protection Area (WHPA). Reduction in recharge and potential impairment of groundwater quality may be considered as significant threat, if not mitigated. Please advise the applicant to provide a discussion on how recharge reduction and potential threat to groundwater quality due to road salting and deicing activities will be mitigated. It is TRCA staff understanding that the Region of Peel is also reviewing concerns to WHPA.	R.J Burnside	Addressed.	Comments have been addressed in updated Hydrogeological Impact Assessment Report.
16. Based on the discussion provided in the Hydrogeological Impact Assessment, prepared by R.J. Burnside, it appears that the significant groundwater dewatering maybe required for service installation. Please advise the applicant to provide a report that deals with groundwater dewatering.	R.J Burnside	Addressed.	Comments have been addressed in updated Hydrogeological Impact Assessment Report.
<b>MPAC (Outstanding)</b>			
<b>Region of Peel Traffic (Outstanding)</b>			