

October 5, 2017

Mrs. Mary Nordstrom  
Town of Caledon  
Planning and Building Department  
6311 Old Church Road  
Caledon, Ontario  
L7C 1J6

**Subject: Proposed Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision  
Triple Crown Line Developments Inc.  
Location: 15717 & 15505 Airport Road and 0 Innis Lake Road  
Town of Caledon Files: POPA 17-01, RZ 17-06, 21T-17004  
Region of Peel Files: OZ-17-001C, 21T-17004C**

Dear Ms. Nordstrom,

I am pleased to provide you with the following comments on the proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision. The subject lands are located on the east side of Airport Road on the southern limits of the Caledon East Settlement area. The applications are intended to permit residential land uses, storm water management, parks and open space and blocks for future development. The plan contains identified lands that the applicant owns, and lands that the applicant has an interest in.

### **Development Services – Planning**

The Planning Justification Report dated May 2017 prepared by Design Plan Services Inc. is required to be updated to meet the new Provincial Plan updates that have been released by the Province and came into effect July 1<sup>st</sup>, 2017. This includes updates to the Growth Plan, Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. As currently drafted, the report does not demonstrate how the proposed Official Plan Amendment, Zoning By-law Amendment or Draft Plan of Subdivision conforms to the new Provincial Plans or Region of Peel Official Plan.

#### *Location of Proposed Storm Water Management Pond:*

Planning staff have concerns with the justification provided for the proposed location of the storm water management pond (SWMP). The SWMP is proposed to be located outside of the Caledon East settlement area boundary to the south, and is required to provide necessary infrastructure services to support the proposed development. The lands in which the pond is proposed is designated in the Region's Official Plan as Prime Agricultural Area (Schedule B) and Protected Countryside of the Greenbelt Plan (Schedule D3).

The applicant has communicated in their Planning Justification Report that the location of the proposed SWMP is appropriate stating the following:

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*“Ponds and Stormwater Management are also permitted uses for normal agricultural practices. Normal farm practices that include a pond on a farm site, would have the effect of removing the land from agricultural production. The proposed SWMF to accommodate this subject development would have the same net result. The purpose of Prime Agricultural Policies are intended to protect Prime Agricultural land for agricultural use, and whether a proposal results in removal of land from production for a pond or infrastructure for a farmer or a pond or infrastructure to service abutting land for a residential development, it has the same effect of removing land from prime agricultural use. The net effect is still land removed from agricultural use/farming” (Page 28).*

Based on the information provided to date, the Region is not in support of the justification provided for the SWMP location within the report. The Region is to protect the Prime Agricultural Area for agriculture as shown on Schedule B in the Region Official Plan. It is also the policy within the Official Plan to direct the Town of Caledon to allow in the Prime Agricultural Area, primary agricultural uses, and where deemed appropriate by the municipality, agriculture-related uses and secondary uses. The proposed SWMP for the plan of subdivision does not meet the Region’s defined terms of either an agricultural, agriculture-related use or secondary use. A storm water management pond that is utilized for a farm operation may be an essential part of the operational capabilities of the farm. As such, the SWMP is then required by the farm to function on a daily basis. The proposed storm water management pond as shown is for residential development to the north, and hence would not be considered an agriculture-related or secondary use exclusive to the farming operations.

Although a section of the Planning Justification Report reads “Region of Peel Official Plan Policies Pertaining to SWMF Locations” (page 28), no Regional Official Plan policies were addressed in this section.

The Region of Peel Official Plan, the Growth Plan (2017) and Greenbelt Plan (2017) provide policies regarding storm water management infrastructure when proposed within the Prime Agricultural Area and the Protected Countryside of the Greenbelt Plan. Further to the information provided in the justification report, the proposed location of the SWMP does not conform to the Region of Peel Official Plan policies on Infrastructure within the Greenbelt Plan, as well as the Infrastructure policies within the Greenbelt Plan 2017. Specifically, reasonable alternative locations for the pond within the settlement area boundary were not considered within the report. Further, the potential impact on potential key natural heritage and hydrological features were not addressed within the report.

Region staff require an updated Planning Justification Report, focusing on policies within the Region’s Official Plan and the updated Provincial Plans related to the Prime Agricultural Area, General Non-Agricultural Use, Infrastructure, Storm Water Management, Greenbelt Plan, and any applicable environmental policies including key hydrological and heritage features.

Based of the above, the relocation of the SWMP within the settlement area boundary should be further explored.

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*Proposed Minor Boundary Adjustments of the Subject Lands:*

The proposal is requesting minor lot line adjustments around the southern and eastern property limits of the applicant's lands. The subdivision plan shows new residential lots that are partially encroaching beyond the settlement area boundary for Caledon East to the south and east. These minor lot line adjustments have not been addressed in the Planning Justification Report. The Region will require justification for such lot line adjustments, and how they may be supported by the Region's Official Plan without the requirement of going through a Municipal Comprehensive Review or a proposed expansion to a Rural Service Centre Boundary. In addition, justification shall be provided as to the proposed lot line adjustments and how it conforms to Provincial Plans, as applicable. Section 6.1.4 of the Planning Justification report speaks briefly to designation boundaries and minor adjustments, but does not make specific reference or provide justification for minor lot line adjustments.

Without the necessary justification for minor lot line adjustments all development and works associated with the development must be within the Caledon East Settlement Area boundary. Setback requirements may be required from Core Greenland and Valleyland features. The Region will work with the applicable Conservation Authority, the Town and the applicant on these setback requirements, should they be requested. As per the Region's Official Plan, development and site alteration is prohibited within core areas.

*Density Requirements:*

As per the updates to the Provincial Plans, density requirements for settlement areas have been adjusted. Updates to the Planning Justification Report will be required to meet these new requirements.

**Technical Comments**

Regional staff are not in a position to support conditional approval of the applications at this time as the above matters are required to be addressed to the Region's satisfaction. The following have been provided to assist the applicant in a revised submission, should the above matters be addressed to the Region's satisfaction. Please note, the following are subject to change with any revised submission.

Preliminary Conditions of Draft Plan Approval

- Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
  - a) obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan;
  - b) pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
  
- Provision shall be made in the Subdivision Agreement with respect to:

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- a) payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
  - b) collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks);

pursuant to the Region's Development Charges By-law, as amended from time to time.
- Provision shall be made in the Subdivision Agreement that:
  - a) prior to release of the subdivision plan for registration, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
  - b) Payment of water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time;
  - c) If it is determined that there is an underpayment of water meter fees, the Developer will be responsible for payment thereof forthwith upon request.
- Prior to construction the applicant's engineer shall submit all engineering drawings in the digital format, pursuant to the latest Region's Digital Format Guidelines.
- Within (60) days of preliminary acceptance of the underground services, the applicant engineer is required to submit As-Constructed drawings in the digital format, pursuant to the latest Region's Digital Format Guidelines. The applicant engineer is also required to provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual."
- Provision shall be made in the Subdivision Agreement that the Developer shall ensure that sufficient widening along Airport Road is gratuitously dedicated as public highway to the Region free and clear of all encumbrances. The Region will require gratuitous dedication of lands to meet the Official Plan mid-block requirement of 45 metres along Airport Road (Regional Road 7). An additional 5.5 metres (for a total Right of Way width of 50.5 metres, 25.25 metres from the centreline) will be required within 245 metres of intersections to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters. Also, prior to final approval a 4.5m buffer block along the frontage of Airport Road (Regional Road 7), 15m x 15m daylight triangles on Regional roads at the approved intersection location and 0.3 metre reserves along the property and behind the 15 x15 metre daylight triangles shall be conveyed gratuitously to the Region. All costs associated with the transfer are the responsibility of the Developer. The Developer must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way.

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- Provision shall be made in the Subdivision Agreement that the Developer gratuitously dedicates all temporary/permanent easements as required by the Region in support of Airport Road (Regional Road 7) Environmental Assessment (EA) to the Region, free and clear of all encumbrances.
- Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that should the development proceeds prior to the Region's Capital Project #16-4360, interim road works will be required at the intersection of Airport Road and Cranston Drive/Street A at 100% the expense of the Developer (including design and construction costs) to facilitate the development. A detailed engineering submission shall be submitted to the Region for review and approval prior to construction within the Region's right of way. The engineering submission must include removals, new construction and grading, typical cross sections, pavement and signage drawings, plan and profile drawings.
- Provision shall be made in the Subdivision Agreement that any interim Regional road improvements including but not limited to interim traffic control signals, auxiliary lanes etc., required to service this development, shall be 100% at the expense of the Developer. A Letter of Credit based on 100% of the estimated construction costs will be required by the Region.
- Provision shall be made in the Subdivision Agreement that the Region will not allow residential lots/blocks fronting Airport Road direct connections to a 300mm watermain and 525/450 sanitary sewers on Airport Road.
- Provision shall be made in the Subdivision Agreement that all lots or blocks within the Plan shall be serviced by the gravity sanitary sewers only. No individual lot's grinder pumps to convey sanitary sewer to the sanitary sewer forcemain will be permitted by the Region.
- Provision shall be made in the Subdivision Agreement that noise walls adjacent to Regional roads must be installed on property line, shall be to the Town of Caledon's Noise Wall specifications with steel posts. Region's requirements must be referenced in the noise abatement report and on all applicable drawings.
- Provision shall be made in the Subdivision Agreement that the Developer will include in any agreement of purchase and sale for the Units and undeveloped Blocks or in any Lease or other Tenancy Agreement, a notice of the Subdivision Agreement and access restrictions
- The Developer will be required to enter into a Subdivision Agreement with the local Municipality and Region for the construction of municipal sewer, water, and Regional roads associated with the lands. These services will be constructed and designed in accordance with the latest Region standards and requirements.

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- The applicant must submit a Functional Servicing Report to the Region for review and approval, showing the proposed sanitary sewer and water servicing plans for the development, prior to the first engineering submission.
- Provision shall be made in the Subdivision Agreement that the Developer pay the Region's costs for updating its electronic "as constructed" information for the infrastructure installed by the Developer. The cost will be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's User Fees By-law.
- Provision shall be made in the Subdivision Agreement that the Developer must ensure that the proposed Lots or Blocks fronting Laneways within the Plan can be serviced by municipal water and wastewater services and are in accordance with Regional Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the Town of Caledon standard drawings where Region's underground services are permitted.
- Provision shall be made in the Subdivision Agreement with respect to construction and looping of watermains in all locations within and outside of the Plan to the satisfaction of the Region.
- Provision shall be made in the Subdivision Agreement that the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
- Provision shall be made in the Subdivision Agreement that all lots or blocks must be serviced via internal road system or servicing easements.
- Provision shall be made in the Subdivision Agreement that the Developer acknowledges that an amount shall be held back on the Letter of Credit to cover the costs of services completed by the Region that are covered under time and material basis pursuant to the current Region's User Fee by-Law.
- Provision shall be made in the Subdivision Agreement that the Developer will maintain adequate chlorine residuals in the watermains within the subdivision from the time the watermains are connected to the municipal system until such time as the Region issues final acceptance. In order to maintain adequate chlorine residuals, the Developer will be required to either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff will conduct the monitoring and testing for chlorine residual. The costs associated with the monitoring and flushing will be the responsibility of the Developer pursuant to the current Region's User Fee by-Law.
- Provision shall be made in the Subdivision Agreement with respect to servicing of the existing properties within the zone of influence should the existing private services (wells) deteriorate due to the servicing of the proposed development.
- Provision will be required in the Subdivision Agreement for the following clause:

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“An amount shall be held in the Letter of Credit until final acceptance of the subdivision by the Municipality to serve as protection for the private wells in the zone of influence of the subdivision plan. The amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the developer will provide temporary water supply to the residents upon notice by the Region and it will continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.”

Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:

1. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
    - a) Bacteriological Analysis - Total coliform and E-coli counts
    - b) Chemical Analysis - Nitrate Test
    - c) Water level measurement below existing grade
  2. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel’s Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
  3. Well monitoring shall continue during construction and an interim report shall be submitted to the Region of Peel for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region of Peel prior to final acceptance.
- Provision shall be made in the Subdivision Agreement that the Developer agrees that neither he nor any Builder will apply for Building Permits for any lots or blocks within the development until the Region’s, Public Works Department has given written notice to the local municipality that the internal and/or external sanitary sewers and watermains, including fire protection are completed to the Region’s satisfaction. Alternately the Developer’s Consulting Engineer can certify in writing that the internal/external sanitary sewers and watermains, including fire protection were constructed, inspected and will function as per the detailed design.
- Provision shall be made in the Subdivision Agreement that no lots or blocks shall have direct access to the Regional roads. Any existing driveways/accesses along Regional roads frontage not approved as part of this subdivision must be removed as part of the subdivision works at 100% the Developer’s cost.

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- Provision shall be made in the Subdivision Agreement that any access to the Regional road shall comply with the spacing requirements as identified in the Region's Controlled Access By-law Number 62-2013, as amended or replaced from time to time, as well as the Secondary Plan and Block Plan.
- Provision shall be made in the Subdivision Agreement that the Developer obtains from the Region's Public Works Department a road occupancy permit and construction access permit for all works within the Region's road right-of-way, including access works, and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities will be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region's right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region.
- Provision shall be made in the Subdivision Agreement that prior to the registration of the subdivision Plan or any phase thereof, the Developer provides to the Region's Public Works Department a Letter of Credit in the amount of \$10,000.00 for interim pavement markings at the Regional road intersection along the frontage of proposed development. The Developer will also be responsible for pavement markings maintenance. The Letter of Credit will be released once all necessary pavement markings are completed and the intersection improvement works are assumed by the Region. Pavement markings on Regional roads shall be in accordance with the Region's specifications.
- Provision shall be made in the Subdivision Agreement that the Developer agrees that neither he nor any Builder will make any alterations to the grading within Regional road right-of-way along the frontage of proposed development.
- Provision shall be made in the Subdivision Agreement that prior to final engineering approval; a storm drainage study report is required to determine the affect of the proposal on the existing structures and drainage along Regional roads.
- Provision shall be made in the Subdivision Agreement that the Developer agrees that storm water flow shall be looked at in a holistic manner for all developments along Regional roadways. The relocation of storm systems across Regional roadways shall be done symmetrically, so that the distance between the inlet and outlet of the system onto the Regional roadway are the same or less as compared to the pre-development condition. Under no circumstance should the flow of storm water be diverted along the Regional right of way (by pipe or channel), in order to accomplish the relocation of a drainage feature with-in or adjacent to the Regional right of way, without the prior written consent of the Region.
- Provision shall be made in the Subdivision Agreement that prior to the approval of the subdivision Plan or any phase thereof, the Developer shall submit to the Region a Traffic Impact Study (TIS) detailing the impact of the Development on the Regional road network and identifying any mitigation measures. The intersection geometrics and

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turning lanes requirements will be provided at such time the TIS is acceptable to the Region.

- Provision shall be made in the Subdivision Agreement that prior to final approval of the subdivision plan, a noise abatement report is required for lots adjacent to Regional roads.
- Provision shall be made in the Subdivision Agreement that the Developer shall indemnify and hold the Region harmless from and against any and all actions, suites, claims, demands, and damages which may arise either directly or indirectly by reason of the development of the subject lands and/or construction of works, save and except for any actions, causes of action, claims, demands and damages arising out of the negligence of the Region or those for whom it is in law responsible.
- Provision shall be made in the Subdivision Agreement that a restriction on transfer or charge for all lots and blocks within the Plan of subdivision, save and except those to be conveyed to the Town and/or the Region, shall be registered on title to the said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external Airport Road intersection improvement works/watermains and sanitary sewers to service this development have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in relation to said restriction on title.
- Provision shall be made in the Subdivision Agreement that landscaping, signs, fences, gateway features or any other encroachments will not be permitted within the Region's easements and/or Right-of-Way limits.
- Provision shall be made in the Subdivision Agreement that the Developer shall grant/obtain (at no cost to the Region) all necessary easements for proposed/existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.
- Provision shall be made in the Subdivision Agreement that the Developer will be required to submit draft reference plan(s) for Region's review and approval prior to the Plans being deposited. All costs associated with preparation of the plans and transfer of the lands will be solely at the expense of the Developer.
- All streets shall be named to the satisfaction of the Town of Caledon and the Region of Peel. In this regard, proposed street names must be submitted as soon as possible after draft approval has been granted so that finalization of the plan is not unduly delayed.
- Prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following must be forwarded to the Region's Legal Services Division:
  - a) A copy of the final M-plan, b) A copy of the final R-plans; and, c) the documents required as per Schedules of the Subdivision Agreement.

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## Development Engineering

Please note that all lots or blocks within the Plan shall be serviced by the gravity sanitary sewers only. No individual lot's grinder pumps to convey sanitary sewer to the sanitary sewer forcemain will be permitted by the Region.

## Waste Management

The Region's waste management standards are currently not demonstrated to be met. The Region will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to the revised plans showing the following conditions are met:

### *Waste Collection Vehicle Access Route Comments (Curbside):*

In those situations where a waste collection vehicle must reverse, then the maximum straight back-up distance is 15 metres.

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.

### *Curbside Collection Area:*

The set out area along the curb, adjacent to the driveway must be at least 3 square metres per unit in order to provide sufficient space for the placement of two carts: maximum 1 large garbage or recycling cart (360 litres) and 1 organics cart (100 litres), overflow waste (i.e. additional bags), yard waste receptacles and bulky items. Each unit within a development must have its own identifiable waste collection point (distinct set out area along the curb or the sod that cannot be shared with neighbouring units) as approved by Public Works Commissioner or Delegate.

The waste set out location is to be as close as possible to the travelled portion of the roadway, directly adjacent to the private property of the unit occupier/owner, directly accessible to the waste collection vehicle and free of obstructions (i.e. parked cars).

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

**Comments on the Traffic Impact Study, Traffic Demand Management, Functional Servicing Report, Health Assessment and Noise Attenuation Study will be provided under separate cover.**

Some technical comments have been provided to assist the applicant in their revised submission; however, at this time it is premature to recommend approval of the application considering the additional information required for review, and the conformity issues with the Region's Official Plan as well as the Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan and the Growth Plan.

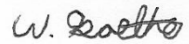
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Upon review of the required information we may have further comments. If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4710, or by email at: [wayne.koethe@peelregion.ca](mailto:wayne.koethe@peelregion.ca)

Sincerely,

A handwritten signature in black ink that reads "W. Koethe". The signature is written in a cursive style and is positioned above the printed name.

Wayne Koethe, Planner

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**Public Works**

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November 1, 2017

Mary Nordstrom  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Noise Impact Study Comments – 1<sup>st</sup> Review  
Proposed Official Plan and Zoning By-law Amendment, Draft Plan of  
Subdivision  
Triple Crown Line Developments Inc.  
Location: 15717 & 15505 Airport Road and 0 Innis Lake Road  
Town of Caledon Files: POPA 17-01, RZ 17-06, 21T-17004  
Region of Peel Files: OZ-17-001C, 21T-17004C**

Regional staff are in receipt of the Noise Impact Study, prepared by Valcoustics Canada Ltd., dated June 2017, and we offer the following comments. Please note that, the following comments are preliminary technical comments only. As noted in the Region's letter dated October 5, 2017, Regional staff are not in position to recommend approval until all matters are addressed to the Region's satisfaction.

The study is currently not satisfactory. The following revisions, discussed below, are required.

Please change the noise warning clauses from 'may' to 'will' where appropriate in accordance with the Region's guidelines. This may involve creating a new warning clause. The warning clause for, Lot B, Lot C, Lots H, the first and second row of laneway singles (Lots A and F) will need to be revised, changing the word 'may' to 'will'.

Please revise clauses B and C to be consistent with the Region's guidelines wording.

Please clarify if the laneway singles will include an OLA. This is pertinent information and section 4.2.2 of the Report will need to confirm this.

Table 2 will need to include the west facades for Lots I and J. Revised warning clauses may be required. Please also include the south west facades for Lot D. Laneway singles at the corners of Street A&N, A&U, V&U, and the north end of row of Lots F should be studied/highlighted.

Further information on the noise wall in Figure 5 of the Report is needed. Please clarify is this wall is proposed and the timing. Please advise if there will be any gaps in the commercial noise wall, and the noise wall for Lot I. Lots J on Figure 2 may require noise walls.

Please provide the cross sections for noise walls at Lots B and I.

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

Concluding Remarks:

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

Sincerely,



Wayne Koethe, Planner  
Development Services

November 9, 2017

Mary Nordstrom  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Geotechnical Report Comments – 1<sup>st</sup> Review  
Proposed Official Plan and Zoning By-law Amendment, Draft Plan of  
Subdivision  
Triple Crown Line Developments Inc.  
Location: 15717 & 15505 Airport Road and 0 Innis Lake Road  
Town of Caledon Files: POPA 17-01, RZ 17-06, 21T-17004  
Region of Peel Files: OZ-17-001C, 21T-17004C**

Regional staff are in receipt of the Geotechnical Report and we offer the following comments. Please note that, the following comments are preliminary technical comments only. As noted in the Region's letter dated October 5, 2017, Regional staff are not in position to recommend approval until all matters are addressed to the Region's satisfaction.

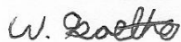
The study is currently not satisfactory. The following revisions, discussed below, are required in order to be deemed satisfactory.

The report must provide the MOECC WWRs database survey. The report must provide the hydro-geological information on the area and 500 meter surrounding area. The developer must provide a hydrogeological investigation of the area and 500 meter surrounding area. A monitoring and contingency plan is required in accordance with Regional requirements.

Concluding Remarks:

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

Sincerely,



Wayne Koethe, Planner  
Development Services

December 5, 2017

Mary Nordstrom  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Traffic Impact Study Comments – 1<sup>st</sup> Review  
Proposed Official Plan and Zoning By-law Amendment, Draft Plan of  
Subdivision  
Triple Crown Line Developments Inc.  
Location: 15717 & 15505 Airport Road and 0 Innis Lake Road  
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Regional staff are in receipt of the Traffic Impact Study, dated June 2017, and we offer the following comments. Please note that, the following comments are preliminary technical comments only. As noted in the Region's letter dated October 5, 2017, Regional staff are not in position to recommend approval until all matters are addressed to the Region's satisfaction.

The study is currently not satisfactory. The following revisions, discussed below, are required.

We support the trip generation rates used;

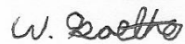
- Section 7.3 Intersection Spacing and Internal Traffic Control Plan;
  - Regional Municipality of Peel – Road Characterization Study should be referenced with regards to access spacing, oppose to the outdated By-law 75-2012;
  - This section of Airport Road is a rural road designation. The minimum spacing requirement between full moves accesses along a Rural Road is 600 metres.
- The northerly Street A connection to Airport Road must be investigated in conjunction with the surrounding points of access (school on west side, existing accesses to the nearby plaza). A holistic approach must be undertaken with regards to this requested point of connection to Airport Road. Please update the study to reflect this;
- Functional design of northerly Street A connection must also be included, including the surrounding existing connections to Airport Road. Any proposed access must align with the school access on the west side of Airport Road in order to be reviewed further;
- At the current time there are no plans to signalize the northerly Street A connection to Airport Road. The study should consider accommodations/improvements to the north access to Street A, and Airport Road,

- to facilitate children walking and cycling to school. The options of pedestrian signals, multi-use trails, and crossrides should be explored.
- Functional design of the intersection of Airport Road and Cranston Drive/Street A is to be provided within the updated study. Detailed proposed geometrics of the intersection are to be included. The Region wishes to request to investigate the feasibility of providing a round-a-bout at the southerly Street A connection to Airport Road. Please include this analysis within the updated report. This intersection is included within the Region's Development Charges to be signalized when warranted;
  - Some form of direct connection to the existing nearby plaza should be investigated. This would provide ease of travel for residents to and from the existing development;
  - Bicycle lanes should be explored. It is recommended that bicycle lanes be added to all roads 20m+ wide to allow for comfortable cycling connections in the neighborhood (i.e Street A is 20 meters wide and surrounds the neighborhood);
  - Please contact Damian Jamroz, Supervisor, Traffic Operations at extension 7856 for information on the round-a-bout screening tool; and
  - Appendix R – this figure indicates northerly Street A as signalized, this must be revised as future potential signals at southerly Street A intersection are currently in the future plans.

Concluding Remarks:

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

Sincerely,



Wayne Koethe, Planner  
Development Services



December 5, 2017

Mary Nordstrom  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Healthy Development Assessment – 1<sup>st</sup> Review  
Proposed Official Plan and Zoning By-law Amendment, Draft Plan of  
Subdivision  
Triple Crown Line Developments Inc.  
Location: 15717 & 15505 Airport Road and 0 Innis Lake Road  
Town of Caledon Files: POPA 17-01, RZ 17-06, 21T-17004  
Region of Peel Files: OZ-17-001C, 21T-17004C**

Regional staff are in receipt of the Healthy Development Assessment for the above site.

### **Healthy Complete Communities**

Comments Specific to the Healthy Development Assessment:

- The completed Healthy Development Assessment (HDA) received July 5, 2017 meets Regional submission requirements. Based on a review of the HDA, the total applicable score and achieved score were revised for a few standards (see attached). The revised score is now 32/47 (68%) instead of 34/45 (76%).
- The proposed development contains many of the attributes of a healthy community, including an interconnected pedestrian and cycling network, generous green space and a pedestrian-friendly, attractive streetscape along Airport Road. The following are recommended to enhance the complete, health promoting potential of the proposed development:
  - plan for an affordable housing site (midrise apartment building) at the south-east corner of Airport Road and Street A;
  - incorporate a greater mix of housing options to allow for ageing in place and ensure community resiliency as household types evolve and change over time;
  - integrate sidewalks on both sides of all streets.

The following are also recommended to be explored:

- The park and trail connections identified on the Secondary Plan polices should be further explored as part of this plan;

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#### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

- A connection from the subdivision to the cul de sac at the end of Valewood Drive should be explored;
- The recommendations are an opportunity to further integrate healthy design elements, and ensure closer alignment with Regional planning policies for compact, complete communities. If the recommendations are implemented, the draft plan application will achieve a Silver certification. This represents an enhancement in the health promoting potential of the community from 68% to 75% (see Table 1).
- The Region is supportive of the proposal for an affordable housing building at the south-east corner of Airport Road and Street A, and requests that this be considered by the Town in the approval of policies and bylaws for the development area. The proposal for an affordable site is reflected in the scoring of the HDA, and assists in the achievement of a Bronze for the development.
- Reference is made by the applicant in the HDA to future development on lands outside of the subject property, i.e. the southerly relocation of the commercial block from its current location further north along Airport Road. In order to better understand the impact of development on the health of communities within Caledon East, the Region requests the status of those developments.

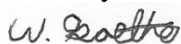
Table 1: Achievable HDA Score

Recommendation	Potential Gain (points)	Current HDA Score	Achievable HDA Score
Incorporate a greater mix of housing options	3	68% (32/47) BRONZE	74% (35/47) SILVER
Plan for an affordable housing midrise building	N/A		
Integrate sidewalks on both sides of all streets	1		

Concluding Remarks:

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

Sincerely,



Wayne Koethe, Planner  
Development Services

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**Public Works**

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

December 5, 2017

Mary Nordstrom  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Functional Servicing Report – 1<sup>st</sup> Review  
Proposed Official Plan and Zoning By-law Amendment, Draft Plan of  
Subdivision  
Triple Crown Line Developments Inc.  
Location: 15717 & 15505 Airport Road and 0 Innis Lake Road  
Town of Caledon Files: POPA 17-01, RZ 17-06, 21T-17004  
Region of Peel Files: OZ-17-001C, 21T-17004C**

Regional staff are in receipt of the first submission Functional Servicing Report, and we offer the following comments. Please note that, the following comments are preliminary technical comments only. As noted in the Region's letter dated October 5, 2017, Regional staff are not in position to recommend approval until all matters are addressed to the Region's satisfaction.

The study is currently not satisfactory. The following revisions, discussed below, are required.

### **Watermain**

Direct connections of residential lots or blocks to the existing 300mm watermain on Airport Road will not be permitted by the Region. All lots or blocks must be serviced via internal road system or servicing easements.

Servicing of the lots/blocks from the laneways is not permitted by the Region. The proposed Lots or Blocks fronting Laneways within the subdivision must be serviced by municipal water in accordance with Regional Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the Town of Caledon standard drawings where Region's underground services are permitted. Looping of watermains in all locations within and outside the subdivision must be to the Region's satisfaction.

The water servicing plan (Figure 3-1) must be revised to accommodate Region's requirements.

### **Sanitary Sewer**

All lots or blocks within the Plan must be serviced by the gravity sanitary sewers only.

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### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

The sanitary sewer forcemains will not be permitted by the Region.

Direct connections of residential lots to the 525/450 trunk sewer on Airport Road will not be permitted by the Region.

Servicing of the lots/blocks from the laneways is not permitted by the Region. The proposed Lots or Blocks fronting Laneways within the subdivision must be serviced by municipal sanitary sewer system in accordance with Regional Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the Town of Caledon standard drawings where Region's underground services are permitted.

The sanitary sewer servicing plan (Figure 4-1) must be revised to accommodate Region's requirements.

Concluding Remarks:

The consultant must revise the Report to include Region's comments.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Wayne Koethe, Planner  
Development Services

---

**Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

# JOHN G. WILLIAMS LIMITED, ARCHITECT

July 25, 2017

Via Email

Mary Nordstrom, MCIP, RPP, Senior Development Planner  
Planning and Development Section,  
Community Services Department  
TOWN OF CALEDON  
6311 Old Church Road  
Caledon, ON. L7C 1J6

Dear Mary,

**Re: URBAN DESIGN REVIEW  
Proposed Draft Plan of Subdivision, Zoning By-law Amendment & OPA  
Triple Crown Line Developments Inc. (McLeod)  
15717 and 15505 Airport Road, 0 Innis Lake Road, Caledon East  
Part Lots 18, 19 and 20, Concession 1 (ALB)  
File No's: 21T-17004C, RZ 17-06, POPA 17-01  
Our Ref No.: W-2120**

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As requested, we have conducted an urban design peer review of the Triple Crown Line Developments Inc. development application based on the following pertinent materials sent to us:

- Town of Caledon Circulation Letter;
- Fact Sheet and Location Map;
- Cover letter by Design Plan Services dated June 9, 2017;
- Pre-Consultation (DART) Meeting Form date-stamped June 14, 2017;
- Draft Official Plan Amendment date-stamped June 14, 2017;
- Draft Zoning By-law Amendment date-stamped June 14, 2017;
- Draft Plan of Subdivision prepared by Design Plan Services Inc. dated May 1, 2017;
- Parks and Open Space Concept Plan prepared by MBTW dated June 1, 2017;
- Trail, Walkway & Pedestrian Plan prepared by MBTW dated June 1, 2017;
- Planning Justification Report prepared by Design Plan Services dated May 2017;
- Urban Design Brief prepared by MBTW dated June 1, 2017;
- Drawing GR-1, Overall Grading Plan prepared by Schaeffers Consulting Engineers dated May 2017;
- Heritage Impact Assessment prepared by Scarlett Janusas Archaeology Inc. dated April 21, 2017.

The scope of our work is to provide an urban design peer review of the proposed development application and assess it against the relevant Town of Caledon documents, namely:

- Caledon East Community Design and Architectural Design Guidelines (2000);
- Caledon East Streetscape Study Design Concept (1994)
- Caledon East Streetscape Study Addendum (2009);
- Town of Caledon Official Plan / Caledon East Secondary Plan (2016).

At this time no building design proposals have been submitted, therefore our review will focus primarily on the subdivision design and the Urban Design Brief. Overall, the development

proposal represents a thoughtfully considered and comprehensively planned, large-scale subdivision that, in our opinion, conforms to the relevant urban design policies for this area within Caledon East.

We are generally supportive of the application but provide the following comments for consideration by the Town:

1. The treatment of the southern edge of the community is an extremely important aspect of the subdivision design as it will become the gateway into Caledon East on Airport Road. As such, we question whether rear elevations of homes, decks and noise fencing is appropriate in establishing an important first impression of Caledon East in this gateway location. We recommend that the applicant consider extending Street V/W south to become a single loaded crescent road adjacent to the swm pond; Laneway B would also extend south and dogleg to connect with Street V/W. This would allow the laneway singles to extend further south along Airport Road and provide for larger corner lots at the south end on which gateway corner models could be provided (see attached sketch).
2. The laneway singles that front onto Airport Road will provide an appropriate and innovative built form interface at the southern approach to Caledon East. It is important that these dwellings are designed with a high degree of architectural design quality to reinforce a small town traditional main streetscape that supports the character of the Village Core located further north. Given the level of importance of this streetscape in establishing the architectural character of the Triple Crown Line neighbourhood, we recommend the following principles be articulated for this area within the Urban Design Brief:
  - a. High quality, heritage-inspired / traditional architecture that reflects the objectives of the Caledon East Secondary Plan (Sec. 7.7.4);
  - b. Ample use of front porches (ensure porch encroachment allowances);
  - c. Front entrances connected to the Airport Road public sidewalk with a paved walkway;
  - d. Grade-related entries - avoid dwellings with front walkout conditions or adapt models to suit grade, if necessary;
  - e. Private lot front yard landscaping packages to supplement the low metal fencing proposed.
3. Consideration should be given to providing lay-by parking in front of the laneway singles, if feasible. This could also serve as a traffic calming measure on Airport Road.
4. The front yard setback proposed for laneway singles is 6.0m. A more comfortable building/street relationship would be in the order of 3.0m to 4.5m. Our concern is that provision of a large front yard for this form of housing often lead to residents using it as their rear yard which detracts from the intended pedestrian-oriented streetscape. To avoid the potential clutter of BBQs, children's play equipment, etc. and the possibility of solid fencing installed by the homeowner, a reduced front yard should be considered.

5. The subdivision's street pattern is based upon a modified grid resulting in appropriately-scaled street block lengths and a high degree of legibility / wayfinding. This will support active transportation (walking / cycling) as well as vehicular permeability throughout the neighbourhood. We have no concerns with the proposed street pattern.
6. Likewise, the Trail, Walkway and Pedestrian Plan provided by the applicant demonstrates adequate and appropriate connectivity within the neighbourhood, to adjacent developments and to existing/future trails within the valleylands.
7. The applicant is seeking an OPA to relocate the park from the northeastern portion of the neighbourhood to a more centralized location. We have not discussed the impact of this amendment with Town staff and therefore cannot fully appreciate all the ramifications of such a change. However, the centrally located park does provide a focal neighbourhood amenity that is easily accessible within a 5 minute walk for all residents. In our opinion, physical and visual access to the park, parkettes, open space areas and countryside has been provided in an appropriate manner.
8. It is acknowledged that the proposed density (22 units per hectare) exceeds the current maximum density (16.6 units per hectare). We also note that the proposed lot sizes do not comply with Sec. 7.7.5.2.4 of the Caledon East Secondary Plan, which states...*"a mix of single residential lot sizes with frontages generally ranging from 15 metres (50 feet) to 23 metres (75 feet) shall be required"*. The OPA seeks to amend Sec. 7.7.5.2.4 to.. *"a mix of single residential lot sizes with frontages generally ranging from 9.75 metres (32 feet) to 23 metres (75 feet) shall be required"*. However, there are no lots proposed on the subdivision plan with frontage greater than 15.2m. A planning rationale for the proposed Official Plan Amendment to permit the increase in density and reduction in lot size has been provided.
9. Notwithstanding the issue of density and lot size, which requires further direction from Caledon Planning staff, we have reviewed the proposed lotting patterns and have no concerns from an urban design standpoint.
10. The zoning by-law amendment seeks special standards that would permit an exterior side yard of 1.2m for R1 and R2 zones. We have concerns that this is an inadequate setback for corner flankage yards as it could leave insufficient room for wraparound porches and landscaping. Further information and a demonstration plan that describes the rationale for this dimension should be provided by the applicant.
11. All dwellings within the neighbourhood are single detached which will help to ensure compatibility of building types with adjacent established developments. The largest lots, in the order of 15m+ lot frontage, are proposed at interface locations with existing residential to the north and along the valleylands. Additional frontage has been provided at corner locations to accommodate the flankage yard and to allow for architectural features, such as building projections and wraparound porches.
12. We are pleased to see that additional lot frontage has been provided for lots that flank

- the parks and open space areas. This is important as it allows the builder to provide wall articulation and additional windows to assist in creating a more attractive built form interface with these features and supporting CPTED initiatives.
13. A conceptual demonstration plan and massing study would be helpful in order to understand the applicant's design intent for the future development parcel (seniors housing) at Street 'A' and Airport Road.
  14. While the Urban Design Brief provides an overview of the design intent for the community. We recommend the following revisions:
    - a. The images in the UDB support vision of small town traditional architectural character that is appropriate for new built form, however, it would be helpful to add a section that provides guidance on architectural character for the neighbourhood (i.e. traditional vs contemporary architecture).
    - b. The UDB should also provide direction for streetscape elements such as street lighting, street signage, community mailboxes, above ground utilities, street furniture.
    - c. We have noted some minor adjustments to the Priority Lot Plan and the Fencing Plan (see attached).
  15. It is recommended that the applicant provide Supplementary Community and Architectural Design Guidelines that are specific to the Triple Crown Line neighbourhood and which expand upon the built form principles of the Urban Design Brief. It is our opinion that the Caledon East Community Design and Architectural Design Guidelines (2000) are outdated and do not contain sufficiently detailed and current architectural / siting design criteria to ensure the goals of the Town are met with respect to high quality built form.
  16. The original farmhouse (circa mid-1800s) and the barn have been identified in the Heritage Impact Assessment as having some cultural heritage value. A variety of recommendations have been provided for these structures in the report which will require further discussion between the applicant and the Town.

Please call if you have any questions or concerns with our design review comments. I would be pleased to meet with you and/or the applicant to discuss this matter in greater detail.

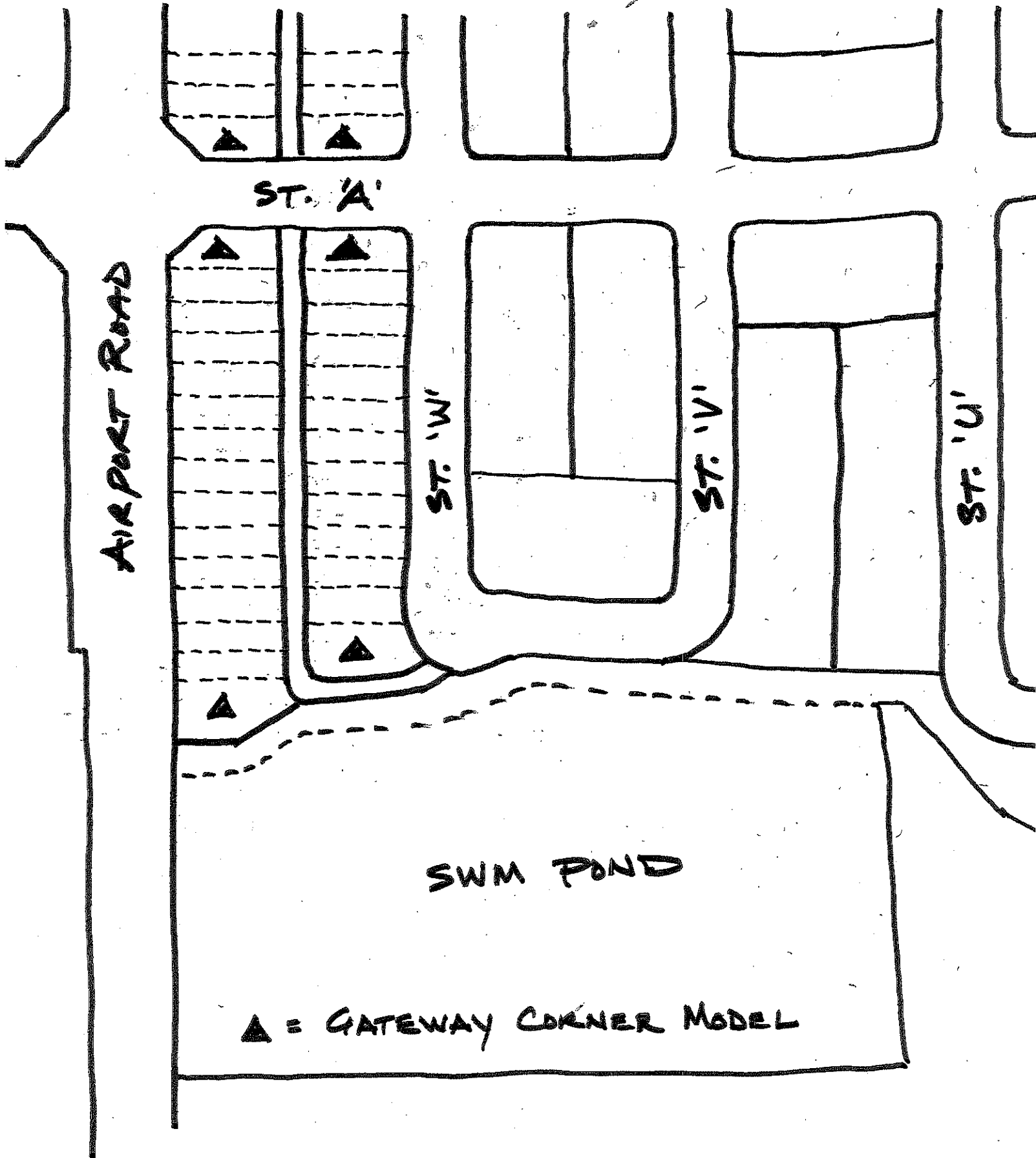
Yours truly,  
**JOHN G. WILLIAMS LIMITED ARCHITECT**



David Stewart, MCIP, RPP

c.c. Ms. Paula Strachan, MCIP, RPP, OALA, CSLA (Town of Caledon)





## 5.2 Priority Lots

Priority lots are located in particularly prominent or visible locations and have a built form that contributes to the visual characteristics of the streetscape.

Priority lots found in the Triple Crown Line Neighbourhood can be seen in Figure 19 - Priority Lot Plan.

They include:

- Gateway lots;
- Community edges;
- Corner lots;
- View terminus lots;
- Elbow and curved street lots;
- Lots Adjacent to Existing Development; and
- Lots fronting, flanking and backing onto parks and open spaces.

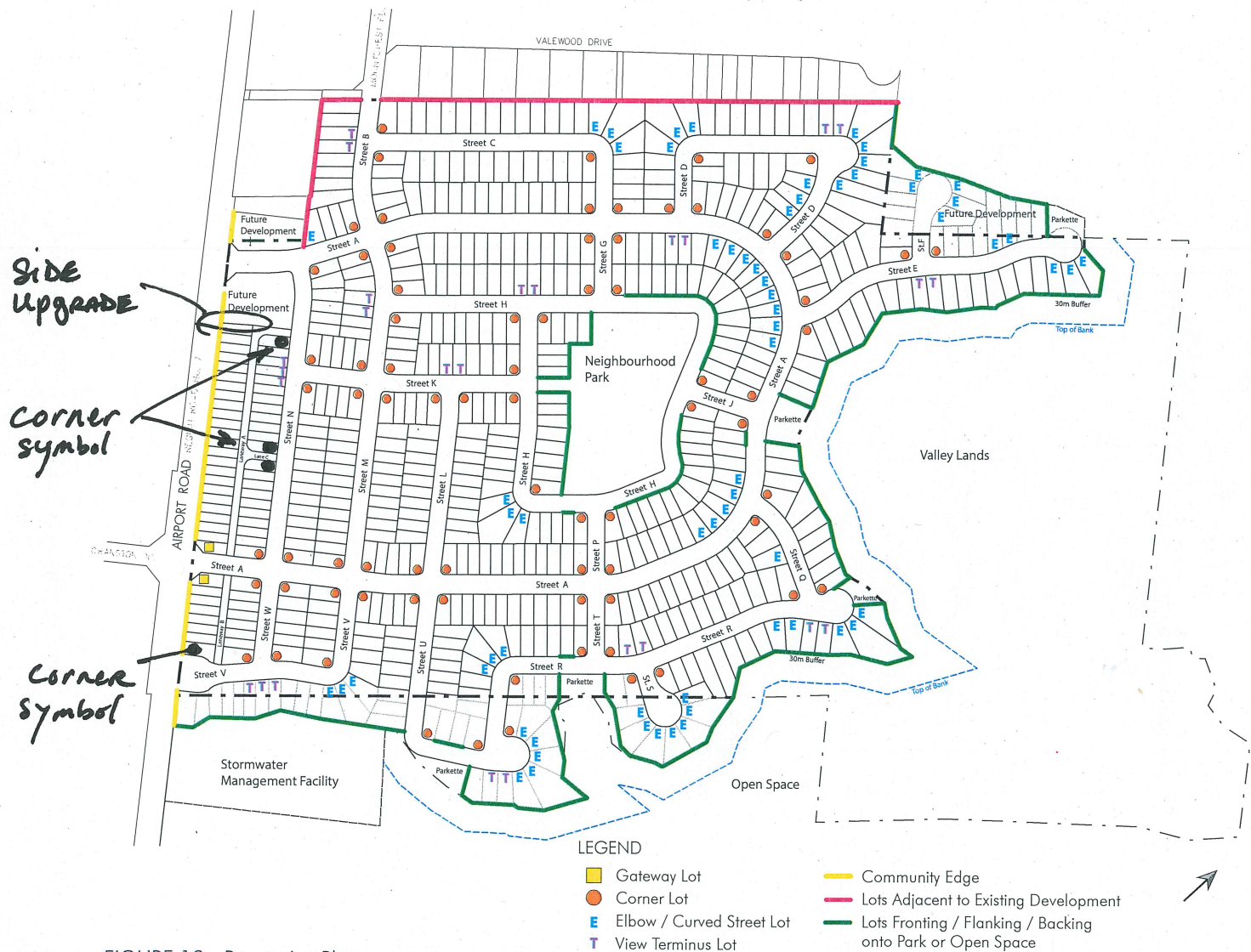


FIGURE 19 - Priority Lot Plan

### 5.3 Fencing

Fencing serves a diversity of functions in a community, including for noise attenuation, to define the private realm and for decorative purposes. Fencing that is visible from the public realm will be coordinated in design, will be consistent throughout the proposed development and will be constructed of high quality materials.

The Triple Crown Line Neighbourhood will have:

- Chain link fencing;
- Wood privacy fencing;
- Decorative metal fencing; and
- Acoustic fencing.



FIGURE 20 - Fencing Plan

**Markup Response Form**

**Application Date:** July 4, 2017      **Applicant:** Town Of Caledon  
**Date Returned:** July 31, 2017  
**Rogers Ref. No.:** M172834      **Applicant Job No.:** 21T-17004C  
**Location:** 15717 & 15505 Airport RD & 0 Innis Lake RD

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

**Comments:**

- No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- No Conflict** Rogers Communications currently has existing plant as marked on your drawing. Our standard offset in this municipality is: **1.75m P/L on regional rds & 2.3m P/L on town rds.**  
**For your Reference** Please ensure you maintain clearances of 0.3 m vertically and 0.6m horizontally.
- EXTREME CAUTION** Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please relocate your proposed construction to allow adequate clearance of 0.3 m vertically and 1 m horizontally.
- CAUTION** Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- CAUTION** Fiber Optic Cable is present in the area of your proposed construction.
- Note** Proposed Fiber Optic Cable in a joint use duct structure .
- Note** Plant currently under construction.
- Note** Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.
- Note** Locates are still required. Call for locates at 1-800-738-7893
- Note** Hand dig when crossing, or within 1.0m of existing Rogers plant.
- Note** Plant is to Approximation.

- CAUTION BURIED COAXIAL TV PLANT
- CAUTION BURIED FIBER TV PLANT
- CAUTION AERIAL COAXIAL TV PLANT
- CAUTION AERIAL FIBER TV PLANT

CAUTION  
BURIED PLANT IN THIS AREA  
CALL FOR LOCATES  
1 - 800 - 738 - 7893

CAUTION  
HAND DIG WHEN CROSSING OR  
IF WITHIN 1M OF ROGERS PLANT.

NOTE:  
PLANT IS TO APPROXIMATION  
PLANT NOT TO SCALE

CAUTION  
AERIAL PLANT IN THIS AREA



Delivery Planning  
200 – 5210 Bradco Blvd.  
Mississauga, ON L4W 1G7  
905-206-1247 x 2027  
905-206-0627 (fax)

July 14, 2017

TOWN OF CALEDON  
PLANNING & DEVELOPMENT DEPARTMENT  
6311 OLD CHURCH RD  
CALEDON ON L7C 1J6

**Attention:** Mary Nordstrom, Senior Development Planner

**Re:** Notice of Application and Request for Comments  
Draft Plan of Subdivision, Zoning By-law Amendment & Official Plan Amendment  
Triple Crown Line Developments Inc. (McLeod)  
15717 and 15505 Airport Road, 0 Innis Lake Road, Caledon East  
Part of Lots 18, 19 and 20, Concession 1 (ALB)  
City File Numbers: 21T-17004C, RZ 17-06, POPA 17-01

Canada Post Corporation appreciates the opportunity to comment on the above noted project and has no objections. It is requested however, that the following be included in the Draft Plan conditions.

In order to provide mail service to the proposed 625 +/- residential units, Canada Post requests that the owner/developer comply with the following conditions:

1. The owner/developer will consult with Canada Post to determine suitable locations for the placement of Community Mailbox equipment and to indicate these locations on the appropriate servicing plans.
2. The owner/developer agrees, prior to offering any of the residential homes for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Caledon.
3. The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
4. The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:
  - a. A Community Mailbox concrete base pad per Canada Post specifications.
  - b. Any required walkway across the boulevard, as per municipal standards;
  - c. Any required curb depressions for wheelchair access





Delivery Planning  
200 – 5210 Brdco Blvd.  
Mississauga, ON L4W 1G7  
905-206-1247 x 2027  
905-206-0627 (fax)

5. The owner/developer further agrees to determine, provide and maintain a suitable and safe temporary Community Mailbox location(s) to be "fit up" prior to first occupancy. This temporary site will be utilized by Canada Post until the above mentioned criteria is completed at the permanent CMB site locations. This is will enable Canada Post to provide mail service to new residences as soon as homes are occupied.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned at 905-206-1247 ext 2027.

Regards,

A handwritten signature in blue ink, appearing to read "K. Fearon", with a long horizontal flourish extending to the right.

On behalf of:  
Christopher Fearon  
Officer, Delivery Planning - GTA

July 6, 2017

Mary Nordstrom  
Senior Development Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

Dear Ms. Nordstrom:

**Re: Request for Comments**  
**Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision**  
**Triple Crown Line Developments Inc.**  
**Files: 21T-17004C & RZ 17-06**  
**15717, 15505 Airport Road, 0 Innis Lake Road**  
**East side of Airport Road, south Old Church Road**  
**Town of Caledon – Caledon East**

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

The applicant proposes the development of 625 detached units which are anticipated to yield:

- 224 Junior Kindergarten to Grade 8 Students; and
- 79 Grade 9 to Grade 12 Students

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Cornelius	703	557	6
Secondary School	Robert F. Hall	825	1293	0

An addition, portables and/or boundary change may be required at the affected school to accommodate the anticipated number of students from this development.

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the Town of Caledon include the following school accommodation condition:

**"Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational**



facilities have been made between the developer/applicant and the School Boards for this plan."

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

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
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.
  - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
  - (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

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

Yours sincerely,



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

c: B. Vidovic, Peel District School Board (via email)

July 5, 2017

Mary Nordstrom  
Community Planner  
Planning & Development, Community Services  
Town of Caledon  
6311 Old Church Rd  
Caledon, ON L7C 1J6

Dear Mary Nordstrom,

Re: Draft Plan of Subdivision, Official Plan Amendment & Zoning By-Law Amendment  
Triple Crown Line Developments Inc.  
15717 and 15505 Airport Road & 0 Innis Lake Road  
Part Lots 18, 19 & 20, Concession 1 (ALB)  
Town of Caledon  
File No.: 21T-17004C, POPA 17-01 & RZ 17-06

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

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

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

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

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.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'AS', with a long horizontal flourish extending to the right.

**Allison Sadler**

Municipal Planning Advisor  
Long Range Distribution Planning

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AS/jh