

November 2, 2016

***Sent Via Email***

Keith MacKinnon  
KLM Planning Partners Inc.  
64 Jardin Drive, Unit 1B  
Vaughan, ON L4K 3P3

Dear Mr. MacKinnon:

**Re Proposed Draft Plan of Subdivision, Draft Plan of Condominium, Zoning By-law Amendment and Site Plan Application  
Villa Lago Residence Inc (c/o Treasure Hill Homes)  
9023 5 Sideroad, Part Lot 5, Concession 7 (ALB)  
File Numbers: 21T-16003C; CDM-16002C, RZ 16-06, SPA 16-042**

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Planning staff deemed the above noted applications complete on August 5, 2016 and circulated the submission to commenting departments and agencies for review. To date, planning staff have received the comments provided below and/or attached on the following submission materials:

- Covering Letter from KLM Planning Partners Inc., dated June 10, 2016;
- DART Meeting Form;
- Applications Forms for Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Control;
- Draft Zoning By-law dated-stamped June 17, 2016;
- Draft Plan of Condominium prepared by KLM Planning Partners Inc., dated June 3, 2016;
- Draft Plan of Subdivision prepared by KLM Planning Partners Inc., dated June 3, 2016;
- Topographic Survey prepared by Holding Jones Venderveen Inc., dated June 9, 2016;
- Survey prepared by Holding Jones Venderveen Inc., dated June 9, 2016;
- Planning Justification Report prepared by KLM Planning Partners Inc., dated June 2016;
- Urban Design Brief prepared by NAK design strategies dated May 2016;
- Arborist Report prepared by Beacon Environmental dated May 2016;
- Tree Removal and Preservation Plan prepared by Beacon Environmental dated May, 2016;
- Functional Servicing Report prepared by RAND Engineering Corporation dated May 2016;
- Transportation Noise Impact Study prepared by Valcoustics Canada Ltd dated May 27, 2016;
- Railway Vibration Analysis prepared by Valcoustics Canada Ltd dated July 15, 2016;
- Transportation Study prepared by Nextrans Consulting dated May 2016;
- Archaeological Assessment prepared by This Land Archaeology Inc., dated June 15, 2016;
- Phase I Environmental Site Assessment prepared by exp Services Inc., dated February 8, 2016;
- Peel Healthy Development Assessment date-stamped June 17, 2016;
- Drawing A1.1: Site Plan prepared by One Riser Designs revision date June 6, 2016;
- Drawing A1.FP.1: Block 1 Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.1: Block 1 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;

- Drawing A1.FP.2: Block 2 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.2-A: Block 2 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.2: Block 2 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.3: Block 3 Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.3: Block 3 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.4: Block 4 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.4-A: Block 4 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.4: Block 4 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.5: Block 5 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.5-A: Block 5 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.5: Block 5 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.6: Block 6 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.6-A: Block 6 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.6: Block 6 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.7: Block 7 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.7-A: Block 7 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.7: Block 7 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.8: Block 8 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.8-A: Block 8 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.8: Block 8 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.9: Block 9 Floor Plans prepared by One Riser Designs revision date July 15, 2016;

- Drawing A1.EL.9: Block 9 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.10: Block 10 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.10-A: Block 10 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.10: Block 10 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.11: Block 11 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.11-A: Block 11 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.11: Block 11 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.12: Block 12 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.12-A: Block 12 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.12: Block 12 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.13: Block 13 Foundation and First Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.13-A: Block 13 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.13: Block 13 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.14-A: Block 14 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.14: Block 14 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.15-A: Block 15 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.15: Block 15 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.16-A: Block 16 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.16: Block 16 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.16-A: Block 16 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;

- Drawing A1.EL.16: Block 16 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.17-A: Block 17 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.17: Block 17 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.FP.18-A: Block 18 Second & Third Floor Plans prepared by One Riser Designs revision date July 15, 2016;
- Drawing A1.EL.18: Block 18 Elevations, Roof Plan & Cross Section prepared by One Riser Designs revision date July 15, 2016;

### **Proposal**

The purpose of the applications is to create a condominium block consisting of 104 townhouses (dual frontage and front loaded) as well as 14 freehold townhouses and 1 single detached dwelling on a single public street connecting the existing Queensland and two Stella Crescents.

### ***Executive Comments:***

A resubmission is required to address the following:

- Provide additional technical information to address the comments provided herein (servicing, stormwater management, noise) and incorporate the freehold portion of the development;
- Provide consistency between the reports and plans; and
- Address design, planning and technical concerns.

### ***General Comments:***

1. Some of the reports associated with this application only consider the condominium plan. The freehold townhouses and the single lot are not included in the review. All reports, must address the entire site. As a result, Engineering Staff in Infrastructure Services was unable to complete a review. Please revise the reports accordingly and then re-circulate the entire package for review and comment. *TOC – Infrastructure Services, Engineering*
2. As there are discrepancies within the plans, the reports and the application forms, we require the consultant to confirm the total site area. Please revise the topo survey to include a chart with lot areas for each owned block and lot and ensure consistency on all plans and reports. *TOC – Development, Engineering & Planning*
3. Pressurized fire hydrants shall be provided in accordance with the Region of Peel standard and the Ontario Building Code. *TOC, Fire & Emergency Services*
4. There are no built heritage or cultural heritage landscape concerns with this proposed application. An Archaeological Assessment of the property was completed in June, 2016 (This Land Archaeology Inc.), and a copy has been received by the Town. No archaeological resources were discovered during the assessment. The Heritage Resource Officer concurs with the report's recommendation that the property be cleared of further archaeological concerns. Pending receipt of a letter from the Ministry of Tourism,

Culture and Sport confirming that the report is in compliance with provincial standards and guidelines, there are no further archaeological concerns. *TOC – Policy & Sustainability, Heritage*

5. This property is currently assessed as residential (\$56,500 CVA) and farmland (\$1,353,500 CVA). The Town's share of taxes levied, based on the current value assessment is approximately \$1054. The property tax account is current as at September 13, 2016. *TOC - Finance*
6. If the plan of subdivision proceeds as proposed the taxable assessment value of the property would change to reflect the change in usage and the development that occurs. Any future development, would be subject to Town of Caledon development charges as per By-law No. 2014-054, currently \$23,573.70/unit residential. This development would also be subject to Region of Peel development charges, currently \$48,838.59/unit residential and \$502/unit for GO Transit. Education development charges are currently \$4,567.00/unit for residential development. Development Charges for hard services are payable at the Region of Peel at the time of registration of subdivision. Remainder of the development charges are to be paid prior to issuance of building permit. Development charges are indexed twice a year, next on February 1, 2017. *TOC - Finance*
7. The Town's Control Architect, David Stewart has provided an urban design/architectural control peer review for the proposed applications (attached).
8. Page 21 of The Planning Justification Report needs to be revised to clarify that all densities have been calculated on a net basis, as per the Official Plan. *TOC – Development, Planning*
9. The site is subject to a dual designation in the Town's Official Plan: High Density Residential at the north end and Mixed Low/Medium Density at the south end. The overall development concept proposes a uniform density across the site that exceeds the Mixed Low/Medium density allowance but falls below the density allowance for the High Density Residential designation. An Official Plan Amendment may be required to facilitate the proposed densities. As expressed in the DART meeting, Staff encourage the applicant to consider a mix of densities and built forms to achieve the objectives of the Official Plan. Notably, the Bolton South Hill Secondary Plan encourages senior citizen housing to locate in this area as it is proximate to commercial facilities. A taller built form at the north end could also allow for a more gradual transition to the existing built forms along Stella and Queensland Crescents. *TOC – Development, Planning*
10. The Town's Official Plan housing policies (Section 3.5) promotes a diverse range and mix of housing types, densities and tenure to address current and future needs of the residents of Caledon. Of particular note, with changing demographics of an aging and increasingly diverse population the Town is seeking unique solutions to address all income levels, affordability and needs. Specific housing policies include providing universal design features, providing a full range of housing types and densities that address special needs residents and the creation of second units to provided needed affordable/rental tenures units. The Villa Lago Residences Inc., proposes mainly townhouse development. As per the policies stated above, it is recommended that a variety of housing forms be incorporated into the development. The Official Plan also allows for high density residential on this site and the housing form such as a multi-storey (ownership or rental) building, and if dedicated as a senior's residence with universal design features, would address several policy objectives. It is recommended that this location would be suitable for older adult housing particularly as it is adjacent to existing commercial amenities within walking distance. As another policy direction, it is recommended that the design of the town house units

incorporate secondary units or at the very least roughed in features for a secondary unit. *TOC – Policy & Sustainability, Policy*

11. The site is within the Bolton Queen Street Corridor Study Area, a study recently initiated to identify land use and design opportunities that will promote active transportation and connectivity in Bolton and establish the corridor as a “complete street”. See the website for more information (<http://www.caledon.ca/en/townhall/bolton-queen-street-corridor-study.asp>). As part of the redevelopment of the subject site, staff will be seeking opportunities to maximize infrastructure that enhances active transportation (sidewalks, bicycle lands, etc.). See attached Figure 2.3 of the Urban Design Brief that has been marked up to highlight those opportunities. *TOC, Policy & Sustainability*
12. Please submit a plan and letter that explains and demonstrates the phasing of construction, points of access to/from the subject lands as well as any temporary/permanent fencing to existing residences immediately abutting the site. *TOC – Development, Planning*

***Prior to Draft Plan of Subdivision Approval, the following comments must be addressed:***

13. A revised Plan of Subdivision Application Form is required that addresses the following:
  - a. #1 - Revise legal description.
  - b. #3 and #8 - Proposed Land Use of 3 singles and 97 townhouses is not consistent with balance of application materials. Please only include freehold units in townhouse row, all condo units to be in Other Residential row.
  - c. #5 – fill in File # and status.
  - d. #9 – include Site Plan in list of other application.
  - e. Schedule I is incomplete. *TOC, Development-Planning*
14. Please provide a copy of Plan 43R-35219 *TOC, Corporate Services, Legal*
15. The Planning Justification Report provides a summary of some technical studies, however please revise to include a summary of each supporting study (i.e. Arborist, Vibration, Urban Design Brief, etc.). *TOC – Development, Planning*
16. Please note that an independent set of detailed park landscape plans is required as part of the subdivision drawing submission. A low decorative metal fence is required adjacent to the street frontage as part of the park design. *TOC, Development-Landscape & Parks and Recreation*
17. As per Town of Caledon By-law 2013-104, the area of land proposed for the Town owned park does not appear to meet the area required, so the remaining amount is required to be paid to the Town as cash-in-lieu of parkland dedication. Please specify the area of land proposed for the park and a calculation to determine the area of remaining parkland (using the 1 hectare per 300 units calculation). In order to determine the final amount of CIL payment, the applicant must complete a long narrative market value appraisal and submit the document to the Town prior to registration. The appraisal must be prepared by an AACI certified appraiser and it is only valid for six months. The Town will review the appraisal, this typically takes two weeks, and if there is a concern about the value of the appraisal a peer review of the report may be required at the cost of the applicant. CIL will be based on a calculation using the appraised value of the lands and the leftover area of parkland. Please note that parkland dedication/CIL requirements would only apply to the lands outside of registered plan M-1251. *TOC, Development-Landscape*

18. Prior to Draft Plan Approval, the following **transportation** comments must be addressed:
- a. The study area and the traffic operation assessment should also include the following intersections:
    - i. Queen St. S. and Queensgate Blvd
    - ii. Wood Cir. and Landsbridge St.
    - iii. McCreary Trail and Landsbridge St.
    - iv. Sheardown Trail and Landsbridge St. *TOC – Infrastructure Services, Transportation*
  - b. The consultant used ITE LUC 231 rates, not equations, to estimate the site trips. However, in the report (Page 10), it is mentioned that trips were estimated using equations. This conflict needs to be clarified by the consultant. *TOC – Infrastructure Services, Transportation*
  - c. Site trips were assigned to the road network based on a trip distribution pattern developed through the use of TTS 2011 data (Table 4.2). Please provide the methodology and details tables (TTS). *TOC – Infrastructure Services, Transportation*
  - d. Sightline analysis needs to be conducted, to ensure about the safety of site accesses. *TOC – Infrastructure Services, Transportation*
  - e. Staff note the study does not show the proposed offset between Hanton and Street '2'. Staff are not supportive of the proposed alignment of Street '2' at the intersection of Landsbridge Street and Street '2'. The offset roadway from Hanton Crescent creates a traffic safety concern. At the DART Meeting, the applicant was advised that Street '2' must line up with Hanton Crescent. *TOC – Development, Engineering, Development, Planning & Infrastructure Services, Transportation*
  - f. Satisfactory arrangements need to be made with the Town of Caledon (Legal Services) for the closure and disposition of the 5<sup>th</sup> Sideroad. *TOC, Development-Planning*
19. The proposed street configuration will require a by-law amendment to change the street name of the southernmost extension of Stella to Queensland, and to change the suffices of the existing Queensland and the adjacent Stella. This by-law amendment will need to be brought forward by Town staff to Council concurrently with any recommendation report for the proposal. *TOC – Policy & Sustainability, Heritage*
20. Prior to Draft Plan Approval, the following **servicing** comments must be addressed:
- a) The provided preliminary servicing plan lacks substantial amount of information and does not comply with the Town of Caledon development standards. For site plan purposes we require the engineer to provide a detailed servicing drawing. In addition, the servicing plan shall be signed and stamped by Rand Engineering. *TOC – Development, Engineering*
  - b) As the Region of Peel oversees the operation of the sanitary distribution and treatment system, we respectfully defer confirmation that the report has achieved support in terms of justifying that acceptable sanitary servicing capacity is available for the development within the existing infrastructure. Please note that this subdivision will be serviced internally by a network of new gravity sewers designed in accordance with Region of Peel design criteria and MOECC guidelines. *TOC – Development, Engineering*
  - c) As the Region of Peel oversees the operation of the water distribution and treatment system, we respectfully defer confirmation that the report has achieved support in terms of justifying that

acceptable water servicing capacity is available for the development. This subdivision will be serviced internally by a network of new watermain designed in accordance with Region of Peel design criteria and MOECC guidelines. *TOC – Development, Engineering*

21. Prior to Draft Plan Approval, the following **Stormwater Management** (SWM)/Storm Drainage comments must be addressed:
- d) The proposed drainage system for the development has been designed in accordance with standards and requirements of the Town of Caledon and TRCA. The quality and quantity control criteria has been obtained from the 1998 “Tormina Homes – Gates of Bolton Phase III & IV stormwater management report prepared by Aquafor Beech. The storm drainage will be managed and conveyed using the storm sewer system for the minor storm events (up to 10 years). The major storm events will be conveyed through an overland flow route. We understand that the proposed storm system from the proposed development will be connected to the existing sewer system at Queensland Crescent and Stella Crescent; however, we require an analysis and confirmation to ensure that there is sufficient capacity within the existing storm sewer system to convey flows from the proposed development. In addition, the developer shall reassess the SWM pond to ensure that there is sufficient capacity within the pond and operating as per the design. As noted within the FSR, a detail stormwater management report is required. *TOC – Development, Engineering*
22. Prior to any approvals, the following **Environmental Noise** comments must be addressed:
- a. Block 7 and 8 are adjacent to the commercial development to the north and may be impacted by the stationary noise. Therefore, a revised noise study is required that addresses the stationary sources and findings shall be included within the study. *TOC – Development, Engineering*
  - b. At the rear yards of Block 1, a noise barrier is required; however, the heights proposed shall be confirmed with the civil drawing i.e. grading plan to ensure that there is consistency. *TOC – Development, Engineering*
  - c. The report also speaks to the various alternatives, that can also be applied if the design of the proposed development changes. The report is therefore considered to be at a preliminary stage. Once the Town receives a revised noise report a municipal peer review will be required at the sole expense of the Owner. *TOC – Development, Engineering*
  - d. The proposed Railway Vibration Analysis prepared by Valcoustics Canada Ltd. dated July 15, 2016, will require a municipal peer review at the sole expense of the Owner. *TOC – Development, Engineering*
  - e. Require confirmation as to whether noise attenuation measures (walls) are required in the north end of the development. All noise mitigation measures are to be shown on the Site Plan and discussed in the Planning Justification Report. *TOC – Development, Planning*
23. Prior to any approvals, the following **geotechnical and environmental** comments must be addressed:
- a. The Geotechnical Investigation prepared by EXP. dated March 11, 2016 indicates that there was no evidence of significant environmental impairment of the soil material. Section 6.3.2 of the report speaks to the pavement structure component and uses the City of Brampton pavement



structure. Please be advised that the Town of Caledon has its own criteria, therefore we suggest the Engineer review the Town's develop standards and revise the report accordingly. *TOC – Development, Engineering*

***Prior to Draft Plan of Condominium Approval, the following comments must be addressed:***

24. A revised Plan of Condominium Application Form is required that addresses the following:
  - a. #1 - Revise legal description and indicate date the property was acquired by current owner.
  - b. #3 – Provide number of bedrooms per unit.
  - c. #5 and #6 – Fill in blank fields, i.e. File Numbers and Status
  - d. #10 – fill in blank fields (i.e. Roads and Access, Utilities)
  - e. #12 & 13 – fill in blank fields
  - f. #14 – Site Features and Constraints for Policy 1.1.3 is incorrect (proximity to industrial uses and active railway lines) and incomplete. Please address each row in the chart.
25. The Planning Justification Report needs to specify which type of condominium is being proposed. According to the covering letter, a common elements condominium is proposed. Based on this, the Draft Plan of Condominium needs to show the proposed POTLs as well as the common elements.
26. In the Planning Justification Report, please clarify the maintenance obligations of the condominium corporation. For example, based on the preliminary noise report, some noise mitigation measures will need to be installed, including but not limited to berming and a noise wall.

***Prior to Site Plan Approval, the following comments must be addressed:***

27. As per the Official Plan, a range of housing types are encouraged including affordable housing, special needs housing and universal design opportunities. Policy 7.2.4.8 specifically encourages senior designed housing to locate in this area. The Site Plan drawings indicate only stair-intensive townhouse units. Staff encourage the applicant to incorporate other housing options as well, such as senior designed house forms, which could take the form of bungalow/bungalow townhouse blocks and/or taller built forms (apartments). A taller built form could assist in achieving the density targets set out in the Official Plan.  
*TOC – Development, Planning*
28. The applicant should revise the site plan to indicate the building setback from the railroad right of way.  
*TOC – Development, Zoning*
29. Adequate Fire Department turn around has not been provided at the end of Street “4”/Block 3. *TOC, Fire & Emergency Services & Building*
30. Please add the information included in section 4.1 on page 9 of the Arborist Report as point form notes on the Tree Removal and Preservation Plan. *TOC, Development-Landscape*
31. Compensation planting is required at a 2:1 ratio - for each tree removed on site, two trees shall be replanted. Street trees and Town standard planting requirements will not be accepted as compensation planting. In the event that compensation planting cannot be accommodated within the plan, the owner shall pay the Town at a rate of \$425.00 per tree, based on 2016 tree planting tender pricing. *TOC, Development-Landscape*

32. As noted at DART, walkability is a key council initiative at the Town of Caledon. The Open Space Design team supports the comments provided by the urban design and policy team relating to pedestrian circulation and walkway locations, specifically:
- The request for a continuous sidewalk along street 1 and the section of street 4 where block 1 fronts onto it.
  - The request for a continuous sidewalk connection along Lansbridge Street to connect with the park and existing commercial development.
  - The request for a walkway connection from visitor parking to the walkway system within the development. *TOC, Development-Landscape*
33. The urban design brief is nicely organized and well written, detailed comments are as follows:
- Please define what the small dark blue circles are in the legend on page 6.
  - Please provide information on the freehold lots addressing the streetscape treatment and add the streetscape treatment to figure 3.1.
  - Please provide more information on the proposed buffer treatment between the east side of the development and the exiting commercial property to ensure an appropriate transition from residential to commercial. *TOC, Development-Landscape*
34. Site plan shall clearly outline where the mailbox area will be placed. All sidewalks shall be connected when crossing over to another street with accessible features, such as tactile surfaces and curb ramps. The complex shall be well lit, especially in areas where there are key amenities, such as the mailbox area, benches and parks (playspaces). The lighting level in such areas shall be at a minimum of 35 lux. *TOC – Corporate Services, Legislative (Accessibility)*
35. In addition, the complex shall also contain a universal flex design building option for potential buyers to consider. The universal flex design option shall meet the guidelines of the Town. *TOC – Corporate Services, Legislative (Accessibility)*
36. The proposed park shall be fully accessible and contain playspace elements for children with disabilities. *TOC – Corporate Services, Legislative (Accessibility)*
37. As per the proposed street configuration, five street names will be required. Of these, Street "1", which now connects the existing Queensland Crescent and the southernmost end of Stella Crescent, shall be renamed Queensland. *TOC – Policy & Sustainability, Heritage*
38. Town street naming policy requires the use of a minimum of one historically significant street name and more are strongly encouraged. Further to staff review of the Town's Pre-Approved Street Name Reserve List, the following historic names are appropriate to the area and may be applied to Streets "2", "3", "4", and/or "5":
- "Bottoms" (a former volunteer with ambulance services in Bolton)
  - "Edith" (a member of a pioneer family in Ward 5)
  - "Lippa" (a former landowner in southeast Bolton)
  - "Pickford" (an early family in Ward 5)
  - "Wylie" (an early family and an early Bolton councillor)
- Should the applicant choose less than four historically significant names from those listed above, the applicant may choose names from the Town's Preapproved Street Name Reserve List for the remaining unnamed streets. *TOC – Policy & Sustainability, Heritage*

39. In light of the proposed street configuration, the following suffices are appropriate. Where multiple suffices are noted for a given street, the applicant must select one suffix:
- As the suffix "Crescent" is no longer appropriate for Street "1", the applicant may select between Road, Street, Avenue or Drive.
  - The suffix "Circle" shall be used for Street "2".
  - For Streets "3" and "5", appropriate suffices include Road, Street or Avenue.
  - For the remaining section of Stella, appropriate suffices include Road or Street.
  - Because Street "4" is a dead end, appropriate suffices include Court, Place, or Terrace. *TOC – Policy & Sustainability, Heritage*
40. The provided preliminary grading plan lacks substantial amount of information and does not comply with the Town of Caledon development standards. For site plan purposes we require the engineer to provide a detailed grading drawing with cross section through the berm (Including CPR rail line and parking lot). In addition, the grading plan shall be signed and stamp by Rand Engineering. *TOC – Development, Engineering*

***Prior to Rezoning, the following comments must be address:***

41. A revised Zoning By-law Amendment Application is required that addresses the following:
- a. #1 - Revise legal description
  - b. #8 – include single detached in list of proposed land uses
  - c. Schedule I is incomplete *TOC – Development, Planning*
42. The proposed zoning standards are not consistent with the zoning matrix. As per the Zoning comments below, please prepare separate zoning matrices for each Block and ensure all relevant standards are addressed in the revised by-law. *TOC – Development, Planning*
43. Staff have concerns with the proposed standards for the Freehold Townhouses (RT-XX3), including reduced rear yard setbacks (2.8m), reduced lot area and nil landscape area are not achieving a desirable transition to the existing neighbourhood. *TOC – Development, Planning*
44. Flat roof exceptions are proposed for the freehold townhouse and single detached dwellings. Please confirm if that is the intended built form for these units and, if so, how this fits within the existing surrounding residential neighbourhood. *TOC – Development, Planning*
45. The parent by-law requires a rear yard setback of 7.5 metres, whereas the applicant is proposing rear yard setbacks of 4 metres for the RT-XX2 zone. Staff are not satisfied there is adequate backyard amenity. Please revise to a minimum of 6m. *TOC – Development, Planning*
46. Due to the unique characteristics of each proposed townhouse block, it is suggested that a separate zoning matrix be provided for each block. *TOC – Development, Zoning*
47. The proposed driveway widths exceed the maximum permitted driveway width accessing a townhouse dwelling of 5.2 metres; applicant to revise accordingly. *TOC – Development, Zoning*
48. All defined terms within the draft by-law should be italicized. *TOC – Development, Zoning*
49. The determination of front lot line between the XX1 & XX2 zones are opposite under proposed definitions. The applicant should select one standard approach in order to avoid confusion within the development. *TOC – Development, Zoning*

50. A proposed corner lot definition has been provided for the RT-XX1 zone only whereas the RT-XX2 zone contains corner lots as well. Applicant should review and revise accordingly for consistency. *TOC – Development, Zoning*
51. The proposed corner lot definition notes that a corner lot is situated at the intersection of two private roads with access to either private road. The southern end of Block 1 abuts Street 4 (private road) and Street 1 (public street). Using this language, it would be impossible to consider the southern unit of Block 1 as being located on a corner lot. Staff recommend revising the Draft By-law to recognize a private road as a public street. *TOC – Development, Zoning*
52. The proposed rear lot line definition notes that the rear lot line is deemed to be the lot line abutting a private road. In this case, it is impossible to provide any backyard amenity area as the entirety of the rear yard is made up of driveway. The minimum backyard amenity area is 37 sq.m. as per the parent RT zone. *TOC – Development, Zoning*
53. The proposed building height inclusion (RT-XX1, RT-XX2, RT-XX3 zones) identifies that the parapet wall, et al, shall be disregarded in the calculation of the height of a building. The existing definition of building height indicates that building height is measured to the highest point of the roof surface of a flat roof. The proposed townhouse blocks contain flat roofs and do not contain mechanical equipment. This proposed standard is unnecessary and may be removed from the draft by-law. *TOC – Development, Zoning*
54. The proposed “Dwelling units per townhouse dwelling (maximum)” standard should be changed to “Dwelling units per townhouse block (maximum)” as zoning staff do not typically regulate density in this manner. *TOC – Development, Zoning*
55. The proposed interior side yard standard, sub-sentence (a) is unclear. Recommend changing sub-sentence (a) standard to indicate “end units”, or “to main building. The applicant should review and revise accordingly. *TOC – Development, Zoning*
56. The proposed porch area standard is related to the area of the porch. Zoning staff recommend changing to an easily measured standard of depth, indicated in metres. *TOC – Development, Zoning*
57. Within the draft RT-XX2 zone, the interior side yard standard sub-sentences should begin numbering at (a) as opposed to (c).
58. The applicant should provide draft lot areas for each lot following division into separately conveyable lots.
59. The proposed building heights exceed the maximum permitted height of 10.5 metres as measured from grade to the top of the flat roof. The applicant needs to provide justification for any increase to the height.
60. Further review of the sitings of blocks 1 – 18 will commence following receipt of a revised draft by-law.
61. The review of lots located within the proposed R1-XX and RT-XX3 zones will require siting of buildings on site plans and elevation drawings.
62. Please add the following to the proposed RT-XX1 zone:
  - a. *Accessory Buildings* shall not be permitted in any yard.
  - b. The location of Air Conditioners and Heat Pumps will need to be restricted. This will need to be reviewed in the next submission.
63. Please confirm with the Building Height exception for R1-XX is necessary here; is the single detached dwelling proposed to be a flat roof design?

64. In addition to standard **conditions of draft approval**, please be advised the following conditions will need to be included as part of any draft approval:
- a. The Environmental Site Assessment phase 1 prepared by EXP. dated February 8, 2016, indicates that the pole mounted transformer associated with the former buildings located on the Site can potentially contain PCBs, and were observed to be present in the north central portion of the property, the presence of these substances does not present any threat to human health or the environment. However, it is noted within the report that pole mounted transformer should be properly disposed of prior to future development. Based on the findings of phase 1 ESA, no requirement for a phase II ESA has been identified. We will require confirmation that this has been disposed as per the Occupational Health and Safety Act and Environmental Protection Act – R.R.O. 1990 Reg. 347 and Ontario Regulation 362. *TOC – Development, Engineering*
  - b. Prior to the initiation of grading or stripping of topsoil, 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. Topsoil storage shall be limited to the amount required for final grading, with excess removed from site. In this regard, the Owner shall be required to enter into a grading agreement prior to commencing any grading on site. *TOC – Development, Engineering*
65. **Rogers Communications Canada** have no comments or concerns at this time and is interested in potentially servicing the site and requests to be included in all future correspondence regarding this development. (Rogers Communications – August 8, 2016)
66. **Hydro One** has no objections at this point. Please ensure that all private electrical infrastructure on the property have owner agreements/easements placed on them when impacted by property severances/easements to ensure all land owners/tenants legal rights are maintained. Ensure all industry standard utility separation minimums are maintained. Prior to beginning work please ensure that;
- Underground locates are obtained prior to excavation
  - No open trenching within 1.5m of Hydro poles and/or anchors.
  - Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling.
  - PUC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels
  - Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work
- If you have any questions please feel free to contact: Chad Purdy, Area Distribution Engineering Technician, Bolton Operations, Hydro One Networks Inc., 1-905-893-9326 ext. 3710, [Chad.purdy@hydroone.com](mailto:Chad.purdy@hydroone.com)
67. **Canadian Pacific Railway (CPR)** has commented on the proposed development which is located adjacent to mile 20.43 of our Mactier Subdivision, which is classified as a principle main line. CPR is not in favour of residential development adjacent to our right-of-way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities. However, to ensure the safety and comfort of adjacent residents and to mitigate as

much as possible the inherent adverse environmental factors, we request that the following requirements be included as Conditions of Approval:

- c. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
  - i. Minimum total height 5.5 metres above top-of-rail;
  - ii. Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
  - iii. Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.
- d. No part of the berm/noise barrier is to be constructed on railway property.
- e. A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.
- f. Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.
- g. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
- h. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
  - v. Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
  - vi. Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
  - vii. Other suitable measures that will retain their effectiveness over time.
- i. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway

will not be responsible for complaints or claims arising from the use of its facilities and/or operations.

- j. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
- k. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
- l. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

68. **The Region of Peel** has commented on the proposed development as attached (dated October 17, 2016 re: Zoning By-law Amendment and Draft Plan of Subdivision and Noise Impact Study). Please note the following:

- a. Comments on the Environmental Site Assessment and Site Plan Application will be provided under separate cover at a later date;
- b. Revised technical reports are required, including a Functional Servicing Report and Noise Impact Study to address comments provided therein;
- c. Submission of a small-scale Healthy Development Assessment is required;
- d. Revised plans are needed to show any road widening requirements along Highway 50 and to meet the Region's waste management standards; and
- e. Satisfactory arrangements need to be made for all land dedications related to the closure of 5<sup>th</sup> Sideroad.

The following departments and/or agencies have comments and/or conditions of draft plan approval attached:

- Dufferin-Peel Catholic District School Board - August 19, 2016
- Peel District School Board – August 30, 2016
- Bell Canada – August 29, 2016
- Enbridge – August 11, 2016
- Canada Post – September 9, 2016

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

- York Region – September 29, 2016
- City of Vaughan – August 8, 2016

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

- MPAC
- OPP – Caledon
- GO Transit

## Conclusion

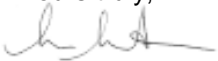
A resubmission is required to address the comments identified herein. In preparing your resubmission, please note the following:

- 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.
- A detailed covering letter outlining how each comment has been addressed is required to accompany the resubmission.
- A recirculation fee is also required, as per the Town's Fee By-law. If the resubmission is received in 2016, the fee will be \$5,300. If the resubmission is received in 2017, the fee will need to meet the 2017 Fee By-law.

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

I trust this information is of assistance to you. Please do not hesitate to contact me at extension 4223 should you have any questions.

Yours truly,



Mary T. Nordstrom, MCIP RPP  
Senior Development Planner  
Community Services – Planning & Development

- c. Regional Councillor Annette Groves  
Area Councillor Rob Mezzapelli  
Casey Blakely, Manager of Development – East  
Judy Bang, Acting Town Solicitor  
Mark Atkinson, Senior Coordinator (Engineering)  
Victoria Cox, Landscape Development Co-ordinator  
Paula Strachan, Senior Planner/Urban Design  
Dean McMillan, Acting Manager of Transportation  
Andrew Hordylan, Zoning Administrator  
Laura Hall, Deputy Clerk  
Sally Drummond, Heritage Resource Officer  
Dave Pelayo, Chief Fire Prevention Officer  
Greg MacNaughtan, Plans Examiner  
Brian Baird, Manager of Parks  
Wayne Koethe, Region of Peel  
Treasure Hill Homes (Attention: Jason Bottoni)



# JOHN G. WILLIAMS LIMITED, ARCHITECT

## Via Email

September 26, 2016

Ms. Mary Nordstrom, MCIP, RPP  
Senior Development Planner  
Development Approval & Planning Policy  
TOWN OF CALEDON  
6311 Old Church Road  
Caledon, ON. L7C 1J6

Dear Mary,

**Re: Architectural Control/ Urban Design Peer Review  
Proposed Site Plan Approval Application  
Villalago Residences Inc.  
9023 5<sup>th</sup> Sideroad (Part of Lot 5 and Part of the Road Allowance between West  
Halves of Lots 5 and 6, Concession 7 and Blocks 118, 152 – 154, 165, 167, 178,  
181 and 182), Registered Plan 43M-1251 (Albion)  
Town File No: 21T-16003C, CDM-16002C, RZ-16-06, SPA 16-042  
Our Ref No.: W-2026**

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As requested, we have conducted a review of the materials sent to us for the above site plan application by Villalago Residences Inc., including:

- Villalago Residences Urban Design Brief prepared by NAK Design Strategies dated May 2016;
- Site Plan, Drawing A1.1, prepared by One Riser Designs revision date June 6, 2016;
- Development Concept Plan, prepared by KLM Planning Partners Inc., dated August 18, 2016;
- Block Plans & Elevations, Blocks 1 – 18 prepared by One Riser Designs, revision date July 15, 2016;
- Planning Justification Report prepared by KLM Planning Partners Inc., dated June 2016;
- Fact Sheet and Location Map
- Covering Letter from KLM Planning Partners Inc., dated June 10, 2016;
- DART Meeting Form;
- Applications Forms for Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Control;
- Draft Zoning By-law dated-stamped June 17, 2016;
- Draft Plan of Condominium prepared by KLM Planning Partners Inc., dated June 3, 2016;
- Draft Plan of Subdivision prepared by KLM Planning Partners Inc., dated June 3, 2016;
- Topographic Survey prepared by Holding Jones Venderveen Inc., dated June 9, 2016;
- Survey prepared by Holding Jones Venderveen Inc., dated June 9, 2016;
- Functional Servicing Report prepared by RAND Engineering Corporation dated May 2016;

- Archaeological Assessment prepared by This Land Archaeology Inc., dated June 15, 2016;
- Phase I Environmental Site Assessment prepared by exp Services Inc., dated February 8, 2016;
- Peel Healthy Development Assessment date-stamped June 17, 2016;

The scope of our work is to provide an urban design / architectural control peer review of the proposed development application. Therefore, we have primarily focused on a review of the Urban Design Brief (including the conceptual landscape plan), the Site Plan, the Development Concept Plan and the Block Plans/Elevations. In the absence of site specific urban design guidelines that apply to the subject lands, our review has been conducted based upon best practices to ensure an attractive, functional development that is appropriate for its location within the community. A key aspect of our peer review of the proposed development will be:

- to ensure a proper interface with the surrounding uses is achieved;
- to ensure appropriate relationships between different building types;
- to promote streetscapes that will support safe and comfortable pedestrian spaces;
- to promote an efficient site design that facilitates connectivity within the site and to surrounding uses, where appropriate; and,
- to ensure the use of high quality built form and landscaping treatments that will complement and support the contemporary design aesthetic proposed for the development.

Outlined below are our concerns / comments for your consideration. We have also included marked up plans that illustrate our comments. For architectural plans we have marked up a sampling of blocks only – our comments are meant to apply consistently for all other blocks.

### **1. Proposed Development**

The proposed Villalago Residences Inc. development is bounded by Queen St. S. (Highway 50) to the west, Sideroad 5 (to be closed) and an existing commercial plaza (Shoppers Drug Mart) to the north, a rail line to the south and an existing residential development and Landsbridge Street to the east.

The built form character of the neighbourhood to the east is comprised primarily of 2-storey single detached and townhouse dwellings with a traditional suburban architectural character and form that includes pitched roofs, front facing projecting garages and brick as the main cladding material. These homes are approximately 15-20 years old. Queen St. S. to the north of the site has a distinctly commercial built form character (including strip malls with large parking lots). On the west side of Queen St. S. are industrial uses, including the Husky Injection Moulding plant. South of the rail line on the east side of Queen St. S is a lumber yard.

Through discussions with Town of Caledon staff, we have been informed that site specific planning policies for the subject lands promote higher density uses within the north portion of the site to serve as a transition to the existing commercial uses to the north. Also, the subject lands are subject to a policy designed to encourage development that will accommodate seniors.

The Villalago Residences Inc. development is situated in a prominent location within the community of Bolton on approach to the downtown core, just north of the Queen St. S. rail

line overpass. Given the importance of this site's location and its high degree of public visibility on the west side of Queen St. S., it is essential that new built form (architectural design quality, building scale / massing, materials, etc) and streetscape treatments contribute positively to this streetscape, while respecting the established built form character of the local area.

The development proposes the extension of the existing stub roads (Queensland Crescent and Stella Crescent) which will provide public road access to the site. Private 6.0m roads will provide internal vehicular access throughout the proposed condominium development. Pedestrian circulation has been accommodated via a network of sidewalks, typically located on one side of the street, which provide access to the front of the townhouses.

In the north portion of the site a mews-type lotting configuration has been proposed, where townhouse units will front directly onto a landscaped common area and will be accessed via a central walkway. A small parkette (approx. 650 sq. m) has been proposed adjacent to Landsbridge Street to provide a recreational feature for future and existing residents of the area. Townhomes in this area are proposed to front directly onto the parkette.

Proposed built form consists of 104 common-element condominium townhouse units (18 blocks). Two types of townhouse units are provided:

- a) Dual-frontage units with 3-storey massing; rear accessed 2-car garages; front elevations facing either a public or private road, a commons (mews) or the parkette; outdoor amenity space located on a balcony / terrace located above the garage.
- b) Front-loaded units with: 3-storey massing; front facing 1-car garages; front elevations facing a private road; outdoor amenity space is located at grade within the rear yard.
- c) The proposed architectural design provides a distinctly urban form characterized by 3-storey, contemporary-style, flat-roofed, townhouses with simplified detailing / massing and repetition / symmetry of design elements.

In addition to the condominium townhouses, the development application also includes 3 townhouse blocks (14 units) and 1 single detached unit which will be freehold, having direct access to the extended public street network. These freehold units will not be part of the SPA process and have not been sent for our review; instead, they will require architectural control review and approval prior to application for building permit.

## **2. Peer Review of Site Plan / Development Concept Plan**

- 1) Given the established street names east of Landsbridge, the planned public road pattern in this area was likely meant to accommodate 2 separate / unconnected crescent roads. The public street pattern as proposed (extensions of Queensland Crescent and Stella Crescent) will result in the need to rename these streets since they can no longer be considered crescents and may lead to wayfinding confusion.
- 2) The location of the proposed access road that runs west from Landsbridge Street results in an offset intersection with Hanton Crescent to the east. Consideration should be given to providing an aligned intersection.
- 3) The private 6.0m roads appear to have sufficient turning radii to facilitate accessibility for larger vehicles (i.e. garage trucks, fire trucks, snow plows) with the exception of the south end of Street '4' (approximately 130m in length) which creates a dead end. Consideration should be given to linking Street '4' to Stella Crescent or providing a cul-de-sac bulb to avoid the need for these vehicles to back-up.
- 4) The use of front-loaded townhouses opposite the dual frontage townhouses results in an undesirable built form interface along Street '2' in which front-loaded dwellings

- will be facing a bank of continuous garages (i.e. Block 10 opposite Block 13; Block 11 opposite Block 14; Block 12 opposite Block 15). Given the planning policies that promote higher density uses in the north portion of the site, consideration should be given to an alternate built form type in the area north of Street '2' that would avoid front-loaded dwellings facing a ground-level streetscape comprised entirely of garage doors.
- 5) Visitor parking is concentrated in the southern portion of the plan adjacent to the rail line berm / noise barrier and opposite a bank of garages (Blocks 2 & 3). This creates two concerns: 1) visitor parking is not equally / conveniently distributed throughout the site; 2) the location is isolated and creates CPTED safety concerns.
  - 6) Proposed fencing treatments (including noise fencing, decorative fencing and privacy fencing) should be identified (location and type) on a plan.
  - 7) It is recommended that additional pedestrian connections be provided in strategic locations (i.e. between Blocks 4/5/6; Blocks 7/8; and Blocks 11/12) to facilitate better accessibility between the private road and the front / main entrances of the dual frontage dwellings. This will also provide a benefit to the streetscape by breaking up continuous runs of driveways and providing additional space between the buildings to accommodate green landscape treatments.
  - 8) The direct interface with the adjacent existing dwellings is unclear since the applicant still needs to submit architectural plans for freehold units that will immediately abut the existing residential uses. It is recommended that the proposed freehold buildings employ design characteristics (such as a pitched roof) to respect the existing built form and act as a transition between the existing dwellings and the proposed condominium dwellings. The applicant should provide this information now.
  - 9) The design and siting of the buildings that will front onto Queen St. S. is appropriate since the proposed design of new built form will create a strong street edge with limited setbacks to the building face, front entrances that directly face this street, garages and driveways located to the rear of dwellings, amenity areas located to the rear of dwellings (away from potential noise sources) and 3-storey building massing.
  - 10) It is noted that these buildings will largely face the side of the elevated bridge that passes over the rail line.
  - 11) The walkway at the north edge of the development provides a linkage between Landsbridge Street and Highway 50. However, it is located between the existing fence associated with the commercial development to the north and a garage-dominated streetscape to the south, with little opportunity for landscaping. This causes concerns for pedestrian comfort and safety in this area of the plan.
  - 12) A number of comments related to our review of the site plan are outlined in our review of the Urban Design Brief and include:
    - a. More detail should be added that illustrates the intent of fencing locations / types.
    - b. Although the public sidewalk extension within Street '1' (Stella Cres.) is not part of the SPA application under review, it should be shown to ensure Blocks 2, 3, 17 & 18 will have direct access to it.
    - c. Additional tree planting opportunities should be explored.
    - d. For continuous driveways, a strip of interlock pavers should be provided to demarcate the property line and visually 'break-up' the expanse of asphalt.

### **3. Peer Review of Urban Design Report (Including the Conceptual Landscape Plan)**

The Urban Design Report (UDR), prepared by NAK Design Strategies, is well-written and provides a sufficient level of detail and guidance to assure appropriate built form and

landscape design quality. The following revisions / clarifications are recommended, including:

- 1) Revise all plans to reflect changes to the Site Plan resulting from comments noted above.
- 2) An expanded description of the existing site context of the local area is recommended together with supporting images.
- 3) On Figure 2.3 it is unclear whether the existing sidewalk on Stella Cres. will be extended. This sidewalk should continue along the west side of the new portion of Stella Cres. to ensure that proposed dual frontage townhouses on Blocks 2, 3, 17 & 18 will have direct access from their front door to a sidewalk.
- 4) Although noted in the text in Section 2.2, pedestrian crossing locations should be shown on the plan.
- 5) A detailed Landscape Plan should be provided, in the meantime we have reviewed the conceptual landscape plan (Figure 3.1) and offer the following comments:
  - a. Opportunities for additional tree planting should be explored, particularly on streets with front-loaded townhouses where the combined front yards appear to have sufficient space for ornamental planting and in close to the street between adjacent mews blocks in the north portion of the plan.
  - b. The mailbox kiosk and the visitor parking area should be connected to the sidewalk network since these areas will generate a lot of pedestrian traffic.
  - c. Will there be a walkway connection provided to Queen St. S.? This would occur within the regional right-of-way and should ultimately connect to the sidewalk in front of the Shoppers Drug Mart.
  - d. A fencing plan that illustrates the intent of Section 3.1.5 and fencing design criteria should be provided. For instance, will there be a decorative metal fence adjacent to the walkway along the Queen St. S. frontage? What height will the noise barrier adjacent to the rail line be? Also, flankage rear yards for corner lot front-loaded townhouses should have privacy fencing.
  - e. Consideration should be given to provision of bicycle racks, such as in the parkette, near the visitors parking areas and/or the mailbox kiosk, in order to assist with active transportation objectives.
  - f. A gateway entry feature / identifier should be provided at the condo road intersection with Landsbridge St.; the design should be coordinated with the pedestrian entry columns in the park.
- 6) A discussion about Priority Lot treatments (i.e. corner units), together with a Priority Lot Plan should be included in the built form guidelines.
- 7) Guidelines for the treatment and design of attached garages should be included in Section 4.3 (indicate how the presence of garages will be minimized in the streetscape; describe setbacks, maximum widths, limitations to projection, treatments to resolve dropped garage conditions, etc.)
- 8) Guidelines for the treatment of about driveways should be added. This should include information on visually “breaking up” the continuous expanse of asphalt for 2-car rear accessed garages. For example, we recommend that a double soldier course of interlock pavers be placed on the property line between each adjacent 2-car driveway. A detail and description for this should be added.
- 9) Provide additional detail explaining how the proposed ‘distinct urban form’ (contemporary architectural character) will be established and maintained with respect to architectural detailing (materials, colours, window styles, rooflines, railing types, lighting, address signage, etc.) Images are usually the best way to convey this.

#### **4. Peer Review of Building Floor Plans / Building Elevations**

- 1) A singular, modern architectural style (based on simplicity of design, straight / rectangular lines and devoid of extraneous detailing) has been proposed for use throughout the site. This architectural design approach is similar to several other recent developments within the GTA for this form of housing.
- 2) Since this is a compact infill site this singular design approach is meant to provide a unified character for this development and create a distinct sense of place within the Queens St. S. streetscape.
- 3) Consideration of alternative building elevations, using a similar but not identical contemporary design vocabulary, should be explored.
- 4) High quality exterior finishes have been specified on the elevation drawings (i.e. brick, stone and stucco). A variety of exterior colour packages (minimum of 3 different packages), including material sample boards and a typed colour schedule, should be provided for our detailed review. The builder shall ensure that these materials / colours support the contemporary / modern aesthetic proposed for the development. Dark brick colours with contrasting stucco and stone elements are recommended.
- 5) The design treatments proposed for all highly exposed facades (including flankage side elevations for corner dwellings and rear elevations for dual frontage dwellings) are well-articulated and appropriate in creating visual interest for these exposed locations.
  - a. Corner units each have two large, 2-storey box-out windows that add fenestration and articulation to enliven these highly exposed side elevations. We recommend that additional ground level glazing be added to the flankage elevations of corner units (in garage for dual-frontage units; in the family room for front-loaded units).
  - b. Rear elevations of the dual frontage dwellings have garages incorporated into the main massing of the dwelling with uncovered balconies extending over a portion of the driveway. High quality railing treatments are proposed for the balconies. Large, 2-storey box-out windows in conjunction with patio doors and a third storey balcony add fenestration and articulation to create an attractive rearscape.
  - c. However, as previously stated above, alternative building façade treatments should be provided to add variety to the streetscape.
- 6) The low-sloped (1:12) roof form with raised parapets will provide the appearance of a flat roof when viewed from the street. It is important that rooftop vents and stacks be prefinished in a colour that blends with the roof colour (i.e. black) so that these elements do not visually stand out. This is particularly important since Queen St. S. is elevated above the rail line and provides a view down into the site.
- 7) We note that site grading has not been accounted for in the block plans / elevations. This should be accurately shown on the next submission as it may impact the number of risers and building proportions.
- 8) Privacy screening should be provided between adjacent units that have an at-grade rear yard (i.e front-loaded units). We note that privacy screening has provided between adjacent units that have a raised balcony.
- 9) Details regarding modern-themed address plaques and coach lamps that support the character of the contemporary architectural style should be provided. Address plaques shall be provided in well-lit locations on the front of the front-loaded towns and on both the front and rear of dual-frontage towns.
- 10) We recommend that glazing be introduced into the double-wide garage doors for the dual-frontage units to lessen their solid wall appearance of garage doors. This is particularly important where these doors face the front elevations of the front-loaded



- townhomes. The design style of the garage doors must support the modern architectural character of the building.
- 11) It is unclear how the design of proposed buildings addresses the Town's policy for this site to accommodate seniors, particularly in light of the large number of stairs at the main entrance (elevated front porches).
  - 12) Given that elevated entrances are proposed, all stairs accessing the main front entrance shall be poured-in-place. High quality railings with a contemporary architectural style shall also be specified.
  - 13) For corner dwellings, where a stone skirt has been provided it should wrap around on the rear wall to the door opening.
  - 14) Utility meters for the most part have been located so they are concealed from public view. However, on front-loaded towns, the gas meters are located in front of the raised porch. These should be screened by recessing into a niche or through provision of landscape treatments.
  - 15) The location of air conditioning units should be clearly identified. These should not be located in the front or flankage yards of units. For dual-frontage units, locating the A/C on the balcony may result in a compromised amenity space. Consideration of small profile A/C units mounted on an elevated shelf within the space in front of the garage should be considered. For front-loaded units, the A/C should be located in the rear yard.
  - 16) For Blocks 2, 3 & 14 provide upgraded side elevations adjacent to wide side yards.

In addition to the above comments, the applicant shall ensure that all Site Plans, Building Floor Plans and Building Elevation drawings comply with the requirements of the Town of Caledon's Site Plan Control Manual. This will include, but not limited to, the following:

- Building Elevations should have a key / legend that accurately describes the proposed materials and colours; window types; door types; etc.
- Show the location of all exterior lights and provide a description / detail of the proposed lighting fixtures.
- Provide details regarding the location and style of municipal address plaques for each dwelling to ensure they are visible and legible from the street.
- Ensure final drawings are stamped and certified by the designer (BCIN).
- Ensure the site address as well as the site plan numbers are provided on each drawing.

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**

A handwritten signature in black ink, appearing to read 'David Stewart', is written over a faint, larger signature that appears to be 'John G. Williams'.

David Stewart, MCIP, RPP

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



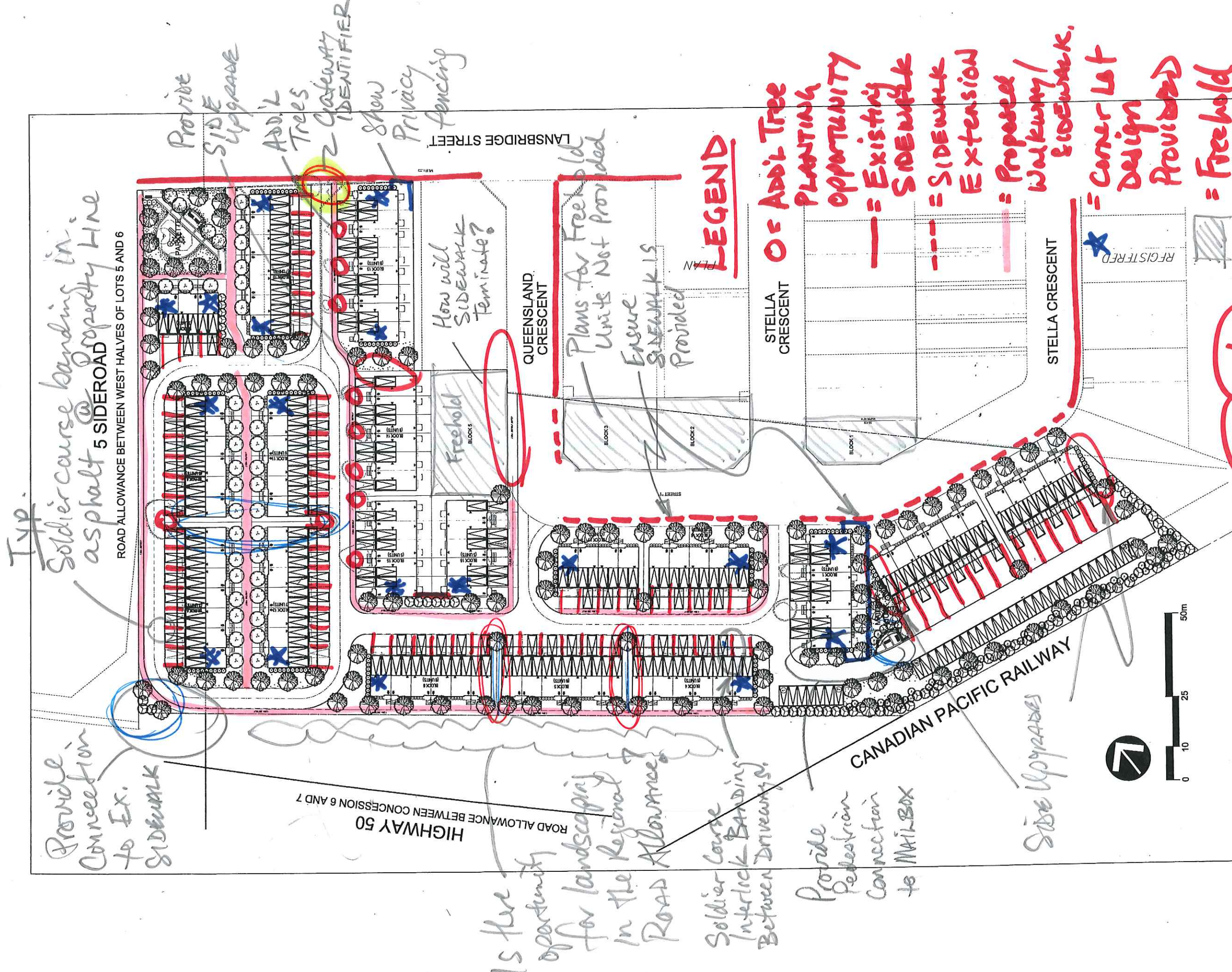


Figure 3.1 - Conceptual Landscape Plan.

# SITE PLAN / LANDSCAPE PLAN

COMMENTS:



ONE RISER DESIGNS

20 RIVERVIEW ROAD UNIT 101  
SCARBOROUGH, ONTARIO M1V 1A7  
TEL: (416) 291-1193  
WWW.ONE-RISER.COM

VILLALAGO RESIDENCES INC.

TREASURE HILL

SITE PLAN

16-33

1:400

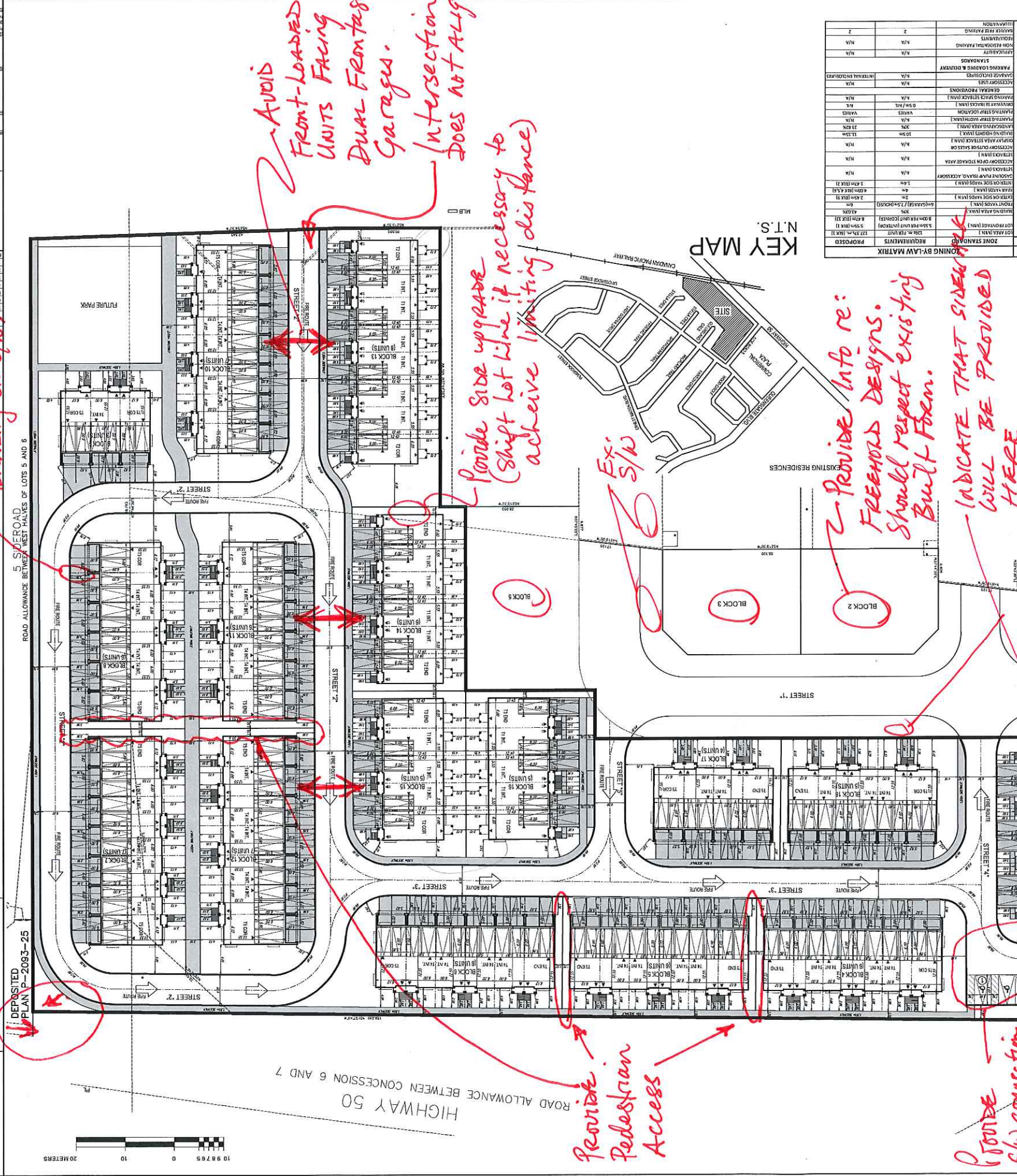
A1.1

DEPOSITED  
PLAN P-2093-25

5 SUPERROAD  
ROAD ALLOWANCE BETWEEN WEST HALVES OF LOTS 5 AND 6

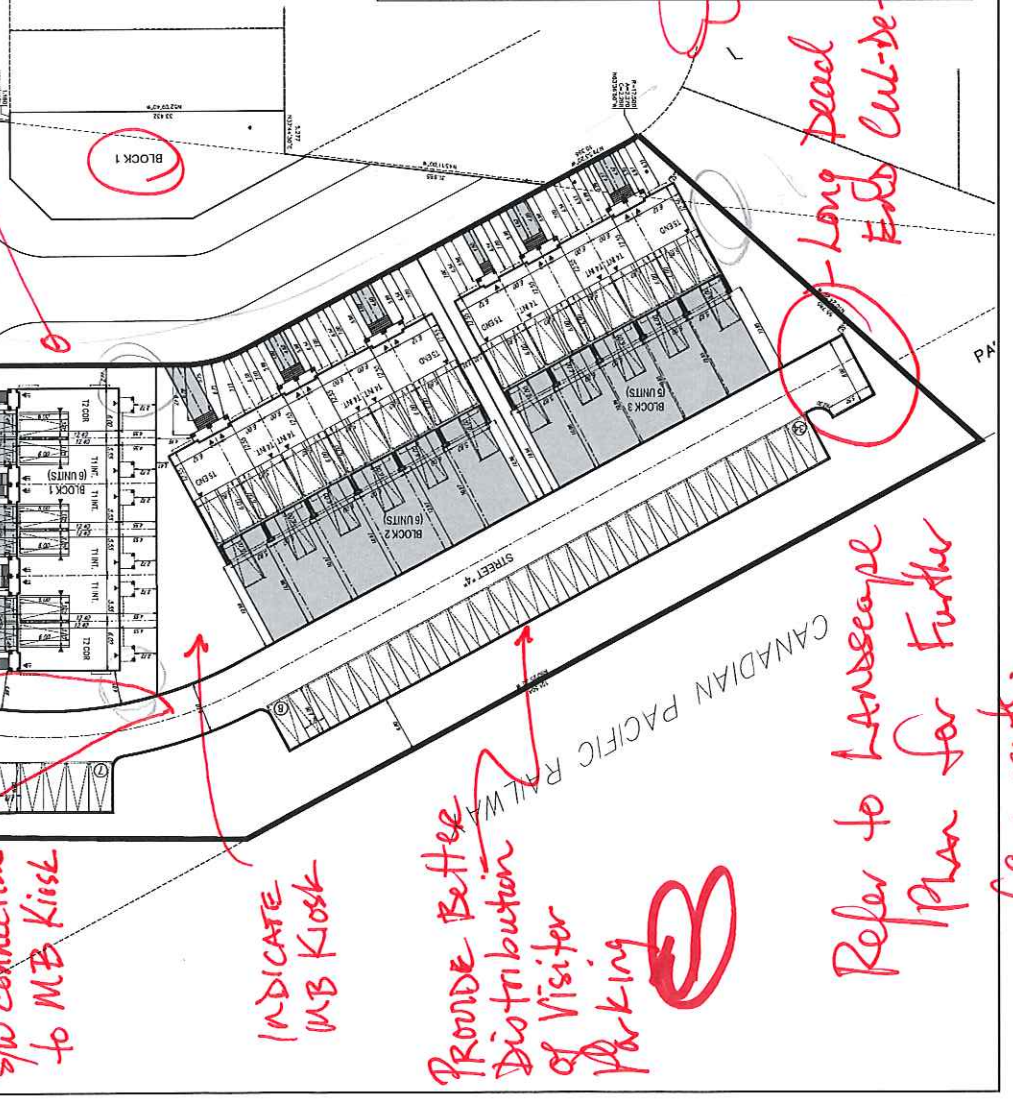
TRUE NORTH

0 10 20 METERS

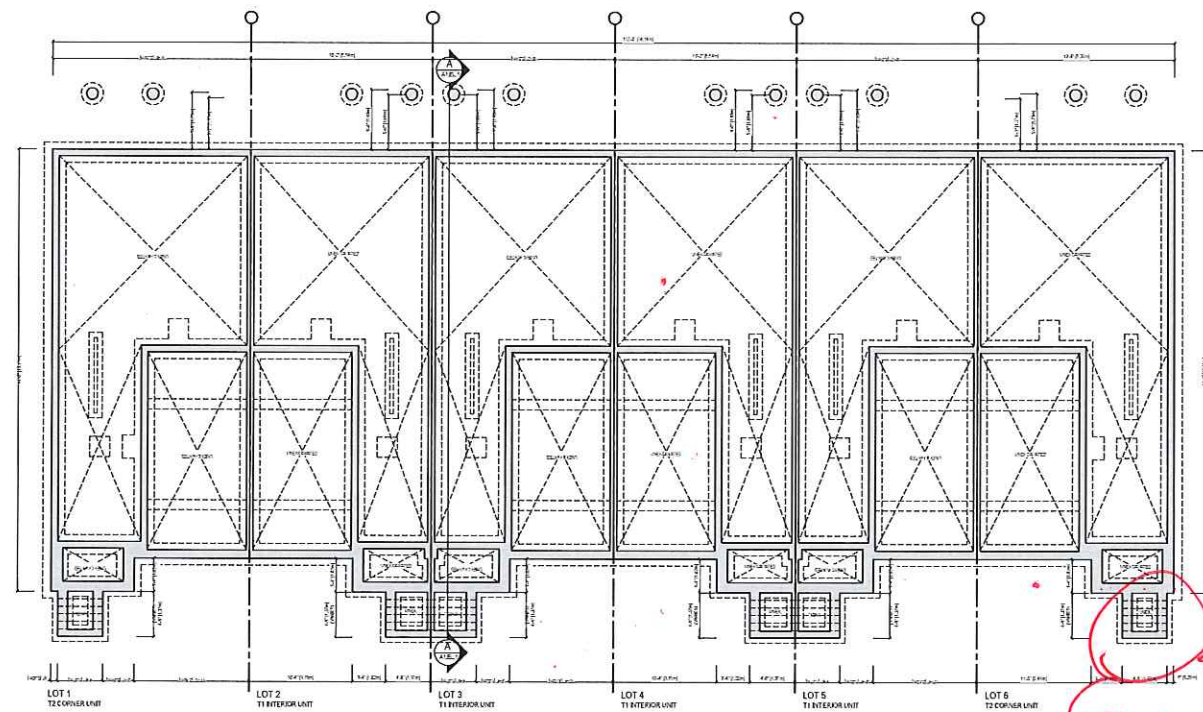


STATISTICS	
1	LOT AREA
2	LOT AREA
3	LOT AREA
4	LOT AREA
5	LOT AREA
6	LOT AREA
7	LOT AREA
8	LOT AREA
9	LOT AREA
10	LOT AREA
11	LOT AREA
12	LOT AREA
13	LOT AREA
14	LOT AREA
15	LOT AREA
16	LOT AREA
17	LOT AREA

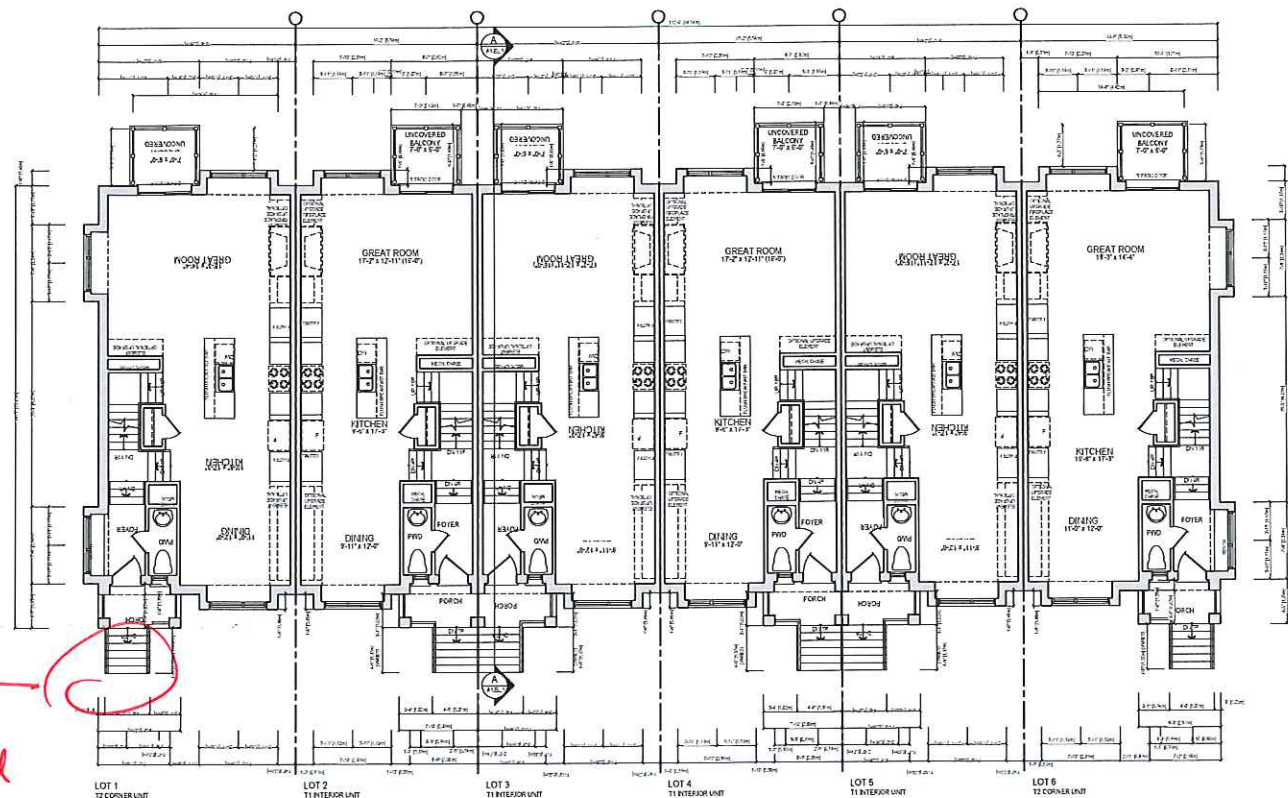
ZONING BY-LAW MATRIX	
1	LOT AREA
2	LOT AREA
3	LOT AREA
4	LOT AREA
5	LOT AREA
6	LOT AREA
7	LOT AREA
8	LOT AREA
9	LOT AREA
10	LOT AREA
11	LOT AREA
12	LOT AREA
13	LOT AREA
14	LOT AREA
15	LOT AREA
16	LOT AREA
17	LOT AREA



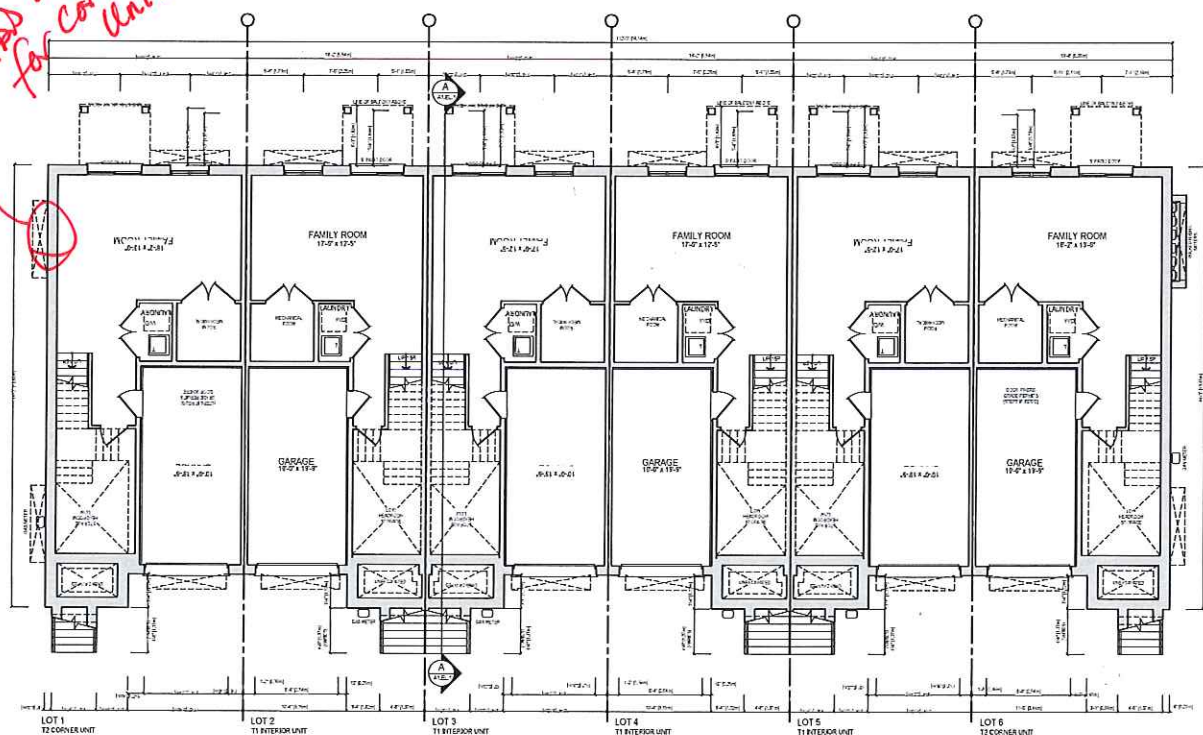




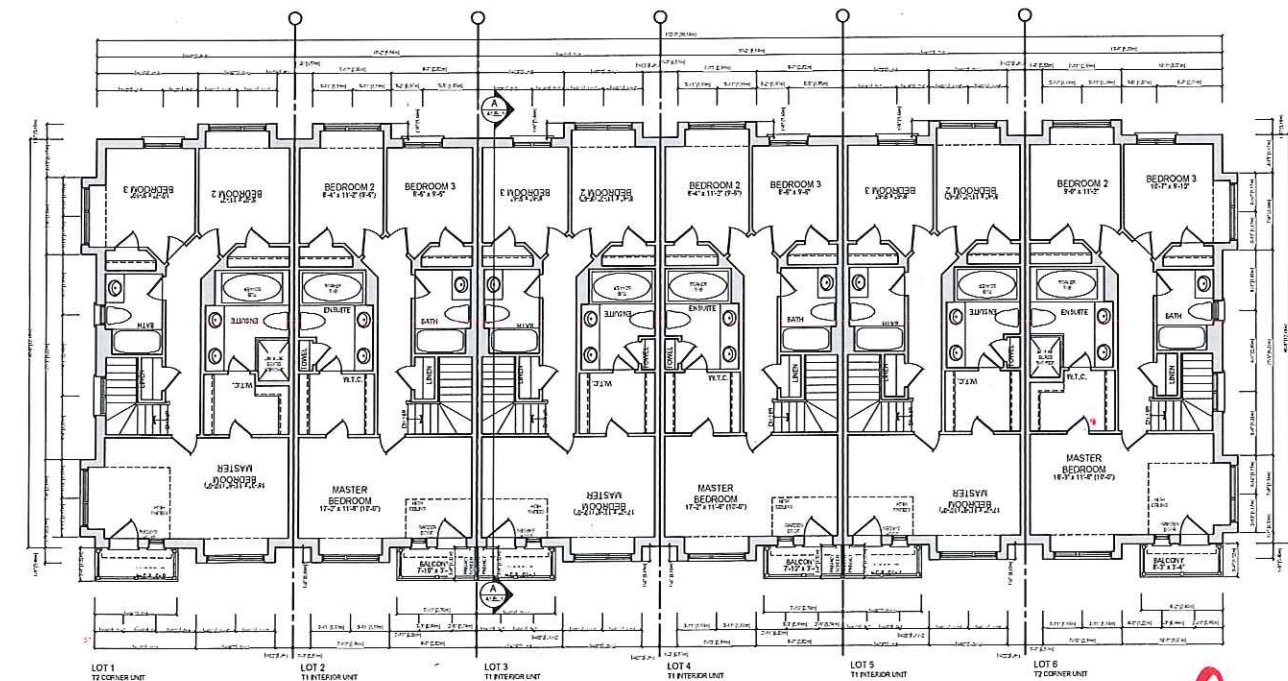
FOUNDATION PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN



THIRD FLOOR PLAN

Typ - All  
Stairs to be  
poured-in-place

Add Windows  
for corner  
units

Typical "Front-Loaded"  
T.H. Block  
(with corner units)

# BLOCK 1

3. REVISED AS PER SPA COMMENTS JULY 15/16 KA  
2. ISSUED FOR CLIENT REVIEW JUN 8/16 KA  
1. ISSUED FOR SPA SUBMISSION 1 APR 28/16 KA

**ONE RISER**  
DESIGNS

30 RIVERMEDE ROAD UNIT 101  
CONCORD, ONTARIO L4M 3K6  
PHONE: (905) 665-2111  
FAX: 1 (800) 602-1183  
www.oneriser.com

VILLALAGO RESIDENCES INC.

TREASURE HILL

PART OF LOTS 5,  
CONCESSION 7  
TOWN OF BOLTON

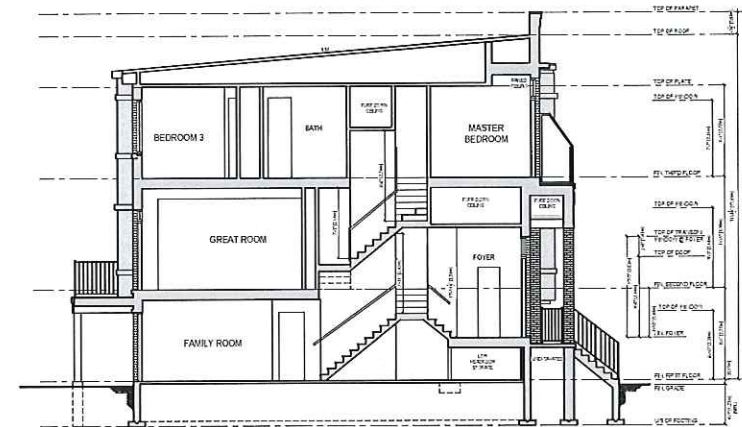
BLOCK 1  
FLOOR PLANS

Drawn by: NL  
Checked by: NL  
Scale: 1:100  
Page: 16-33  
Sheet: A1.FP.1

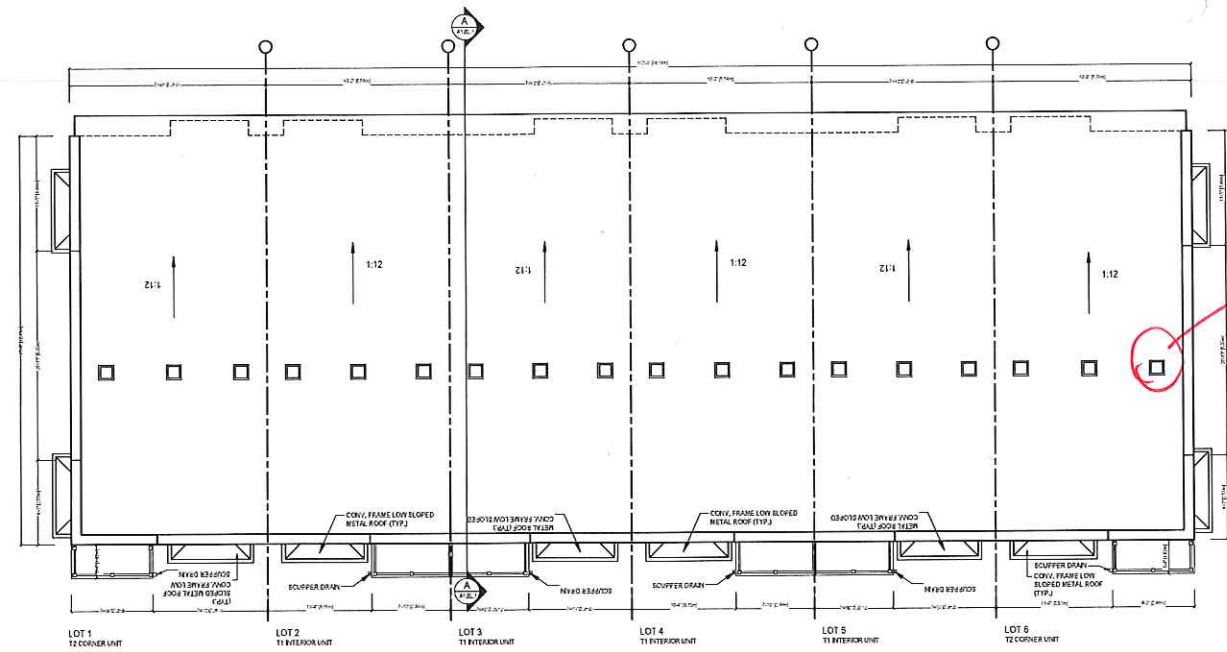


BUILDING AREA (NOT INCL. PORCH)				
LOT #	FIRST FLOOR AREA (SQ. M.)	SECOND FLOOR AREA (SQ. M.)	THIRD FLOOR AREA (SQ. M.)	TOTAL AREA (SQ. M.)
1	38.06	77.55	78.63	194.24
2	35.63	70.15	70.82	176.60
3	35.63	70.15	70.82	176.60
4	35.63	70.15	70.82	176.60
5	35.63	70.15	70.82	176.60
6	38.06	77.55	78.63	194.24
TOTAL				1097.82

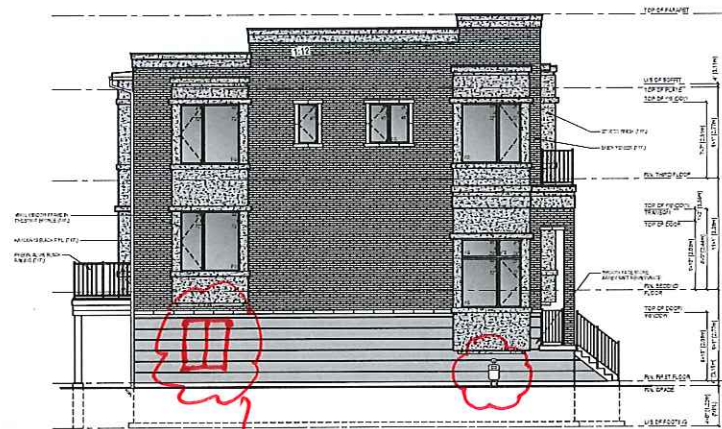
RATIO OF WINDOWS TO WALL COMPLIANCE OPTION: ENERGUIDE 80				
ELEVATION	WINDOW AREA (SQ. FT.)	WALL AREA (SQ. FT.)	WALL AREA (SQ. M.)	%
NORTH	179.36	16.65	1209.83	11.24
EAST	958.66	89.06	3306.00	315.50
SOUTH	179.36	16.65	1209.83	11.24
WEST	796.66	74.03	3487.74	333.98
TOTAL	2114.08	196.40	9302.90	864.27



A CROSS SECTION

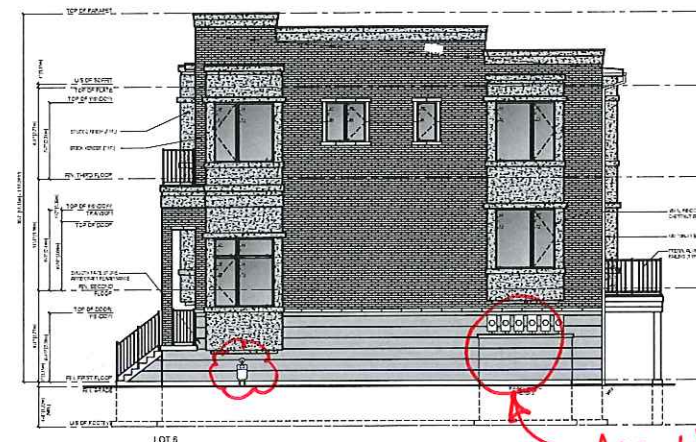


ROOF PLAN



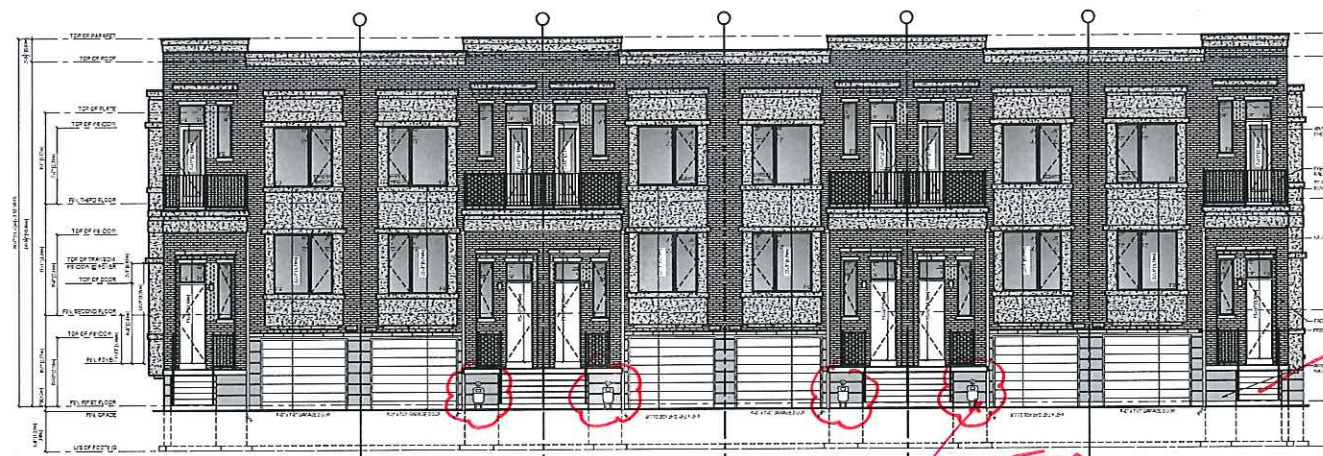
NORTH ELEVATION  
(LEFT SIDE)

ADD WINDOW FOR CORNER UNITS:



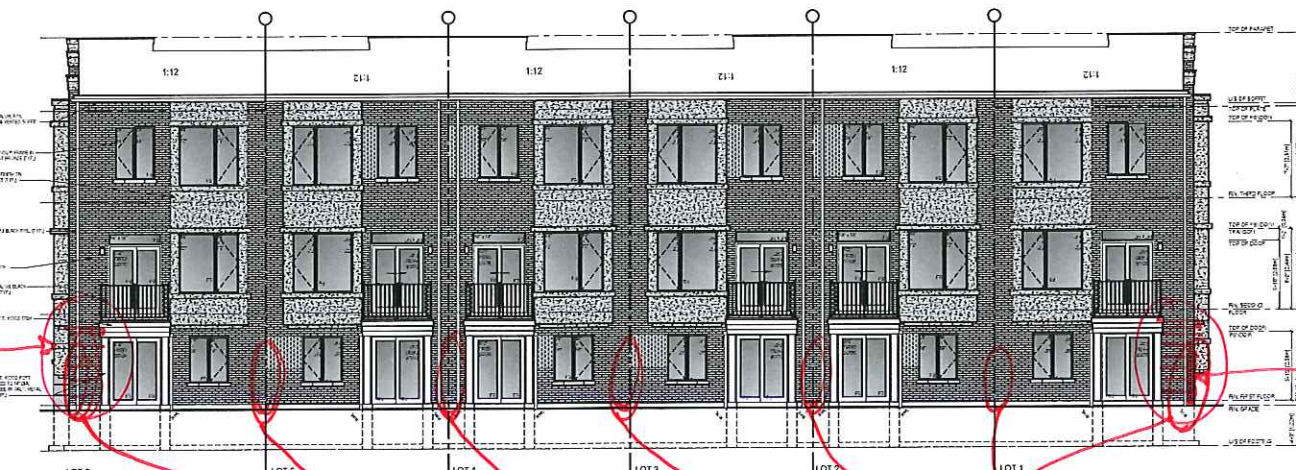
SOUTH ELEVATION  
(RIGHT SIDE)

ADD WINDOW for Corner Units (where gauged meters are located on interior side)



WEST ELEVATION  
(FRONT)

PROVIDE LANDSCAPE SCREENING (TYP.) FOR GAS METERS.



EAST ELEVATION  
(REAR)

Provide privacy Screens (TYP.)

TYP. Ensure all roof vents are prefinished to match roof colour (i.e. Black)

TYP. - Provide AN ALTERNATE ('B') ELEVATION TO ADD VARIETY TO STREETSCAPE.

Poured-in place stairs with stone veneer on sides.

RETURN STONE. ON REAR

COLOUR PACKAGE

TBD

Typical "Front-Leases" T.H. BLOCK

BLOCK 1

3 REVISED AS PER SPA COMMENTS JULY 19/16 KA  
2 ISSUED FOR CLIENT REVIEW JAN 6/16 KA  
1 ISSUED FOR SPA SUBMISSION 1 APRIL 20/16 KA

ONE RISER  
DESIGNS

20 RIVERVIEW ROAD, UNIT 101  
COXSOND, ONTARIO, L4C 3B3  
PHONE: (905) 880-2111  
FAX: (905) 880-1153  
www.onerisr.com

VILLALAGO RESIDENCES INC.

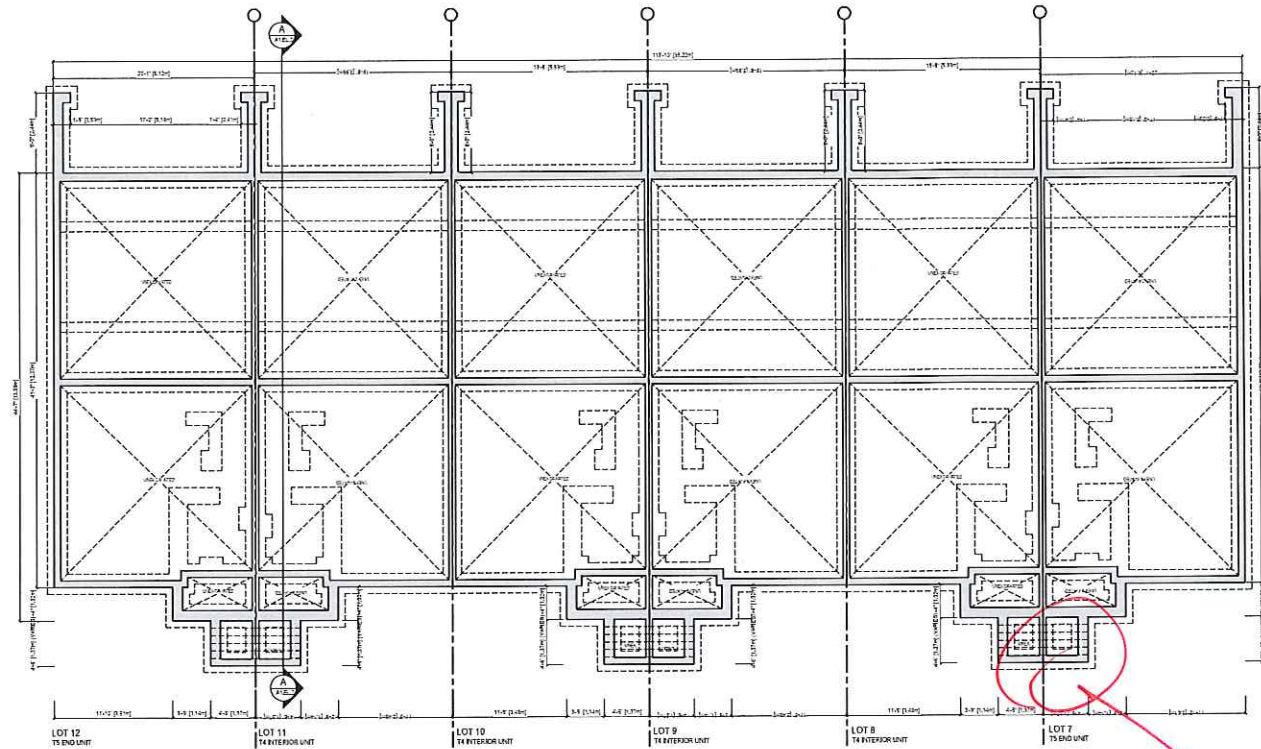
TREASURE HILL

PART OF LOTS 5,  
CONCESSION 7  
TOWN OF BOLTON

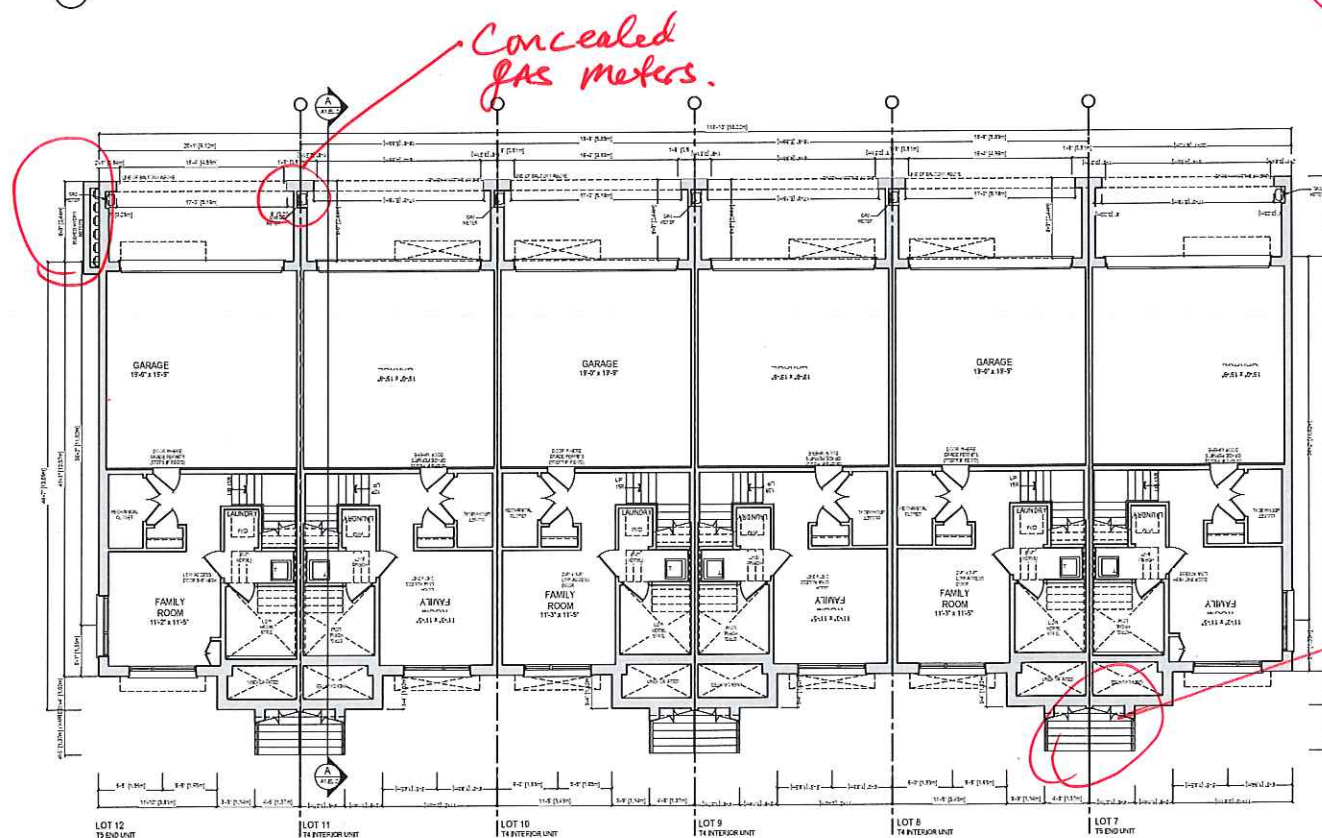
BLOCK 1  
ELEVATIONS, ROOF PLAN &  
CROSS SECTION

Drawn by: NL  
Scale: 1:100  
Page: 16-33  
A1.EL.1





FOUNDATION PLAN



FIRST FLOOR PLAN

ganged hydro meters

concealed gas meters.

Typ- All stairs to be poured-in-place

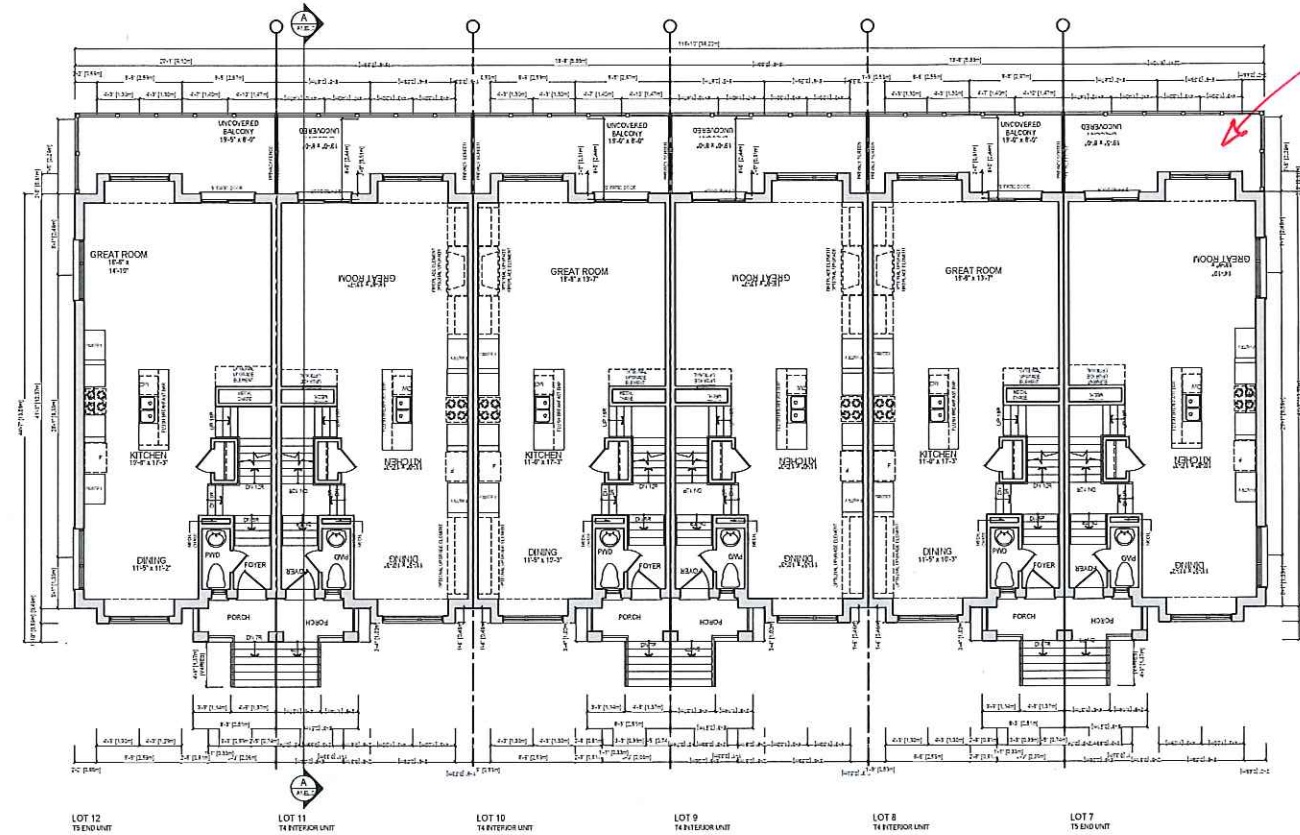
Typical "Dual-Frontage" T.H. Block (INTERIOR UNITS)

# BLOCK 2

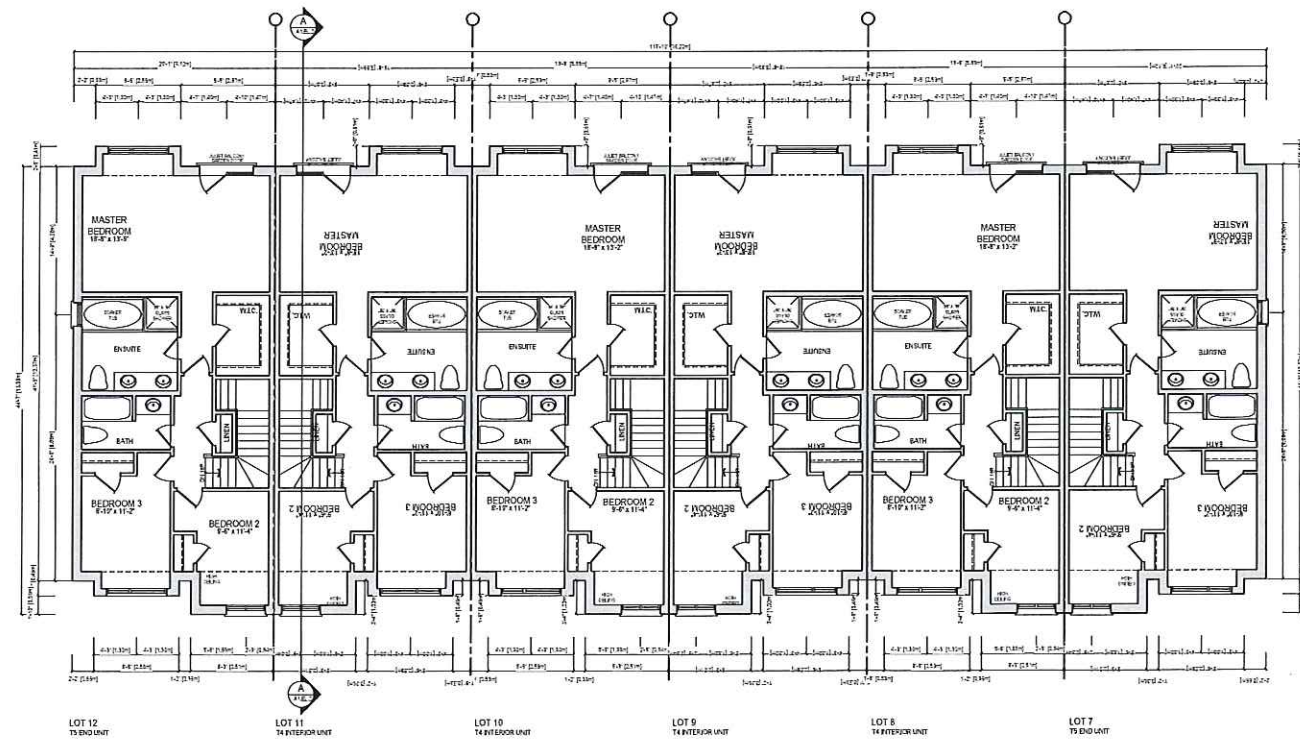
3	REVISED AS PER SPA COMMENTS	JULY 1976	KA
2	ISSUED FOR CLIENT REVIEW	JULY 1976	KA
1	ISSUED FOR SPA SUBMISSION	APR. 1976	KA
REVISIONS			
<b>ONRISER</b> DESIGNS 20 RIVERVIEW ROAD UNIT 101 CONCORD, ONTARIO L4C 3B3 PHONE: (905) 609-2111 FAX: (905) 609-1163 www.onriser.com			
VILLALAGO RESIDENCES INC.			
Site	TREASURE HILL		
Project	PART OF LOTS 5, CONCESSION 7 TOWN OF BOLTON		
Drawn by	NL	Checked by	PK
Scale	16-33	Scale	A1.FP.2
Block	1:100		

Handwritten signature or mark.





SECOND FLOOR PLAN



THIRD FLOOR PLAN

Typ.  
LOCATE AIR CONDITIONING  
UNITS ON REAR DECK AWAY  
FROM PUBLIC VIEWS. (TYP.)

Typical "Dual-  
Frontage" T.H.  
Block

# BLOCK 2

3	REVISED AS PER SPA COMMENTS	JULY 15/16	KA
2	ISSUED FOR CLIENT REVIEW	JAN 6/16	KA
1	ISSUED FOR SPA SUBMISSION 1	APR 29/16	KA

**ORISER**  
DESIGNS  
20 RIVERVIEW ROAD UNIT 101  
CONCORD, ONTARIO L4K 5K3  
PHONE: (905) 662-2111  
FAX: 1 (800) 662-1143  
www.oriser.com

VILLALAGO RESIDENCES INC.

Site	TREASURE HILL
Project	PART OF LOTS 5, CONCESSION 7 TOWN OF BOLTON
Drawings	BLOCK 2 SECOND & THIRD FLOOR PLANS
Drawn by	NL
Checked by	16-33
Scale	1:100
Sheet	A1.FP.2-A

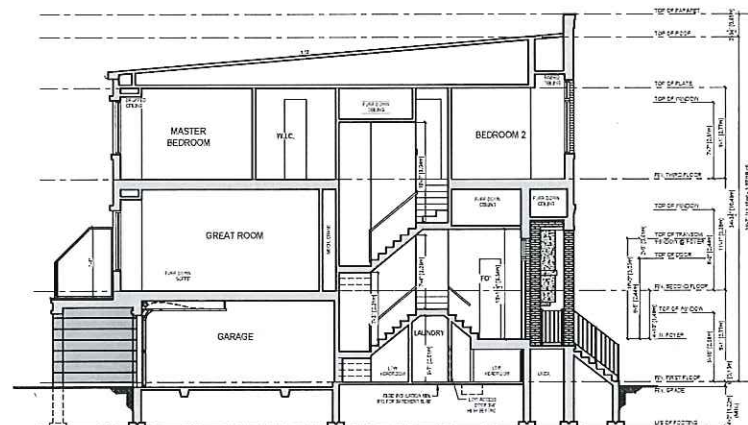
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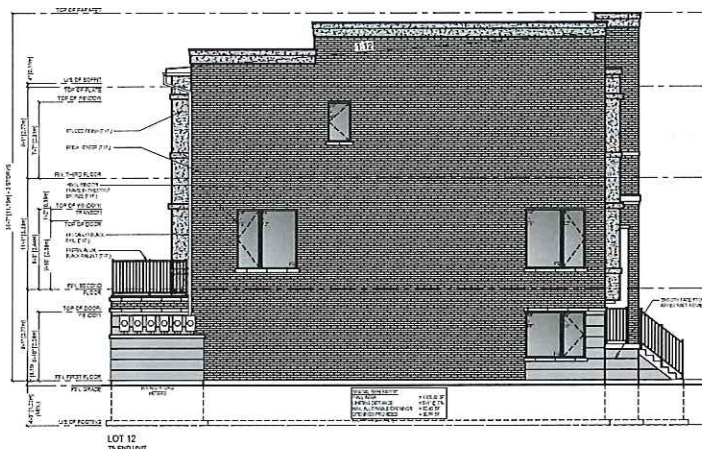
BLOCK 2				
BUILDING AREA (NOT INCL PORCH)				
LOT #	FIRST FLOOR AREA (SQ. M.)	SECOND FLOOR AREA (SQ. M.)	THIRD FLOOR AREA (SQ. M.)	TOTAL AREA (SQ. M.)
7	32.26	77.35	78.43	188.04
8	27.43	77.35	80.53	185.31
9	27.43	77.35	80.53	185.31
10	27.43	77.35	80.53	185.31
11	27.43	77.35	80.53	185.31
12	32.26	77.35	78.43	188.04
TOTAL				1120.52
478.98 FIREWALL NOT REQ'D				

BLOCK 2

RATIO OF WINDOWS TO WALL					
COMPLIANCE OPTION: ENERGUIDE 80					
ELEVATION	WINDOW AREA		WALL AREA		%
	SQ. FT.	SQ. M.	SQ. FT.	SQ. M.	
NORTH	715.90	66.51	3517.25	335.59	19.82%
EAST	90.85	8.44	1120.00	122.63	6.80%
SOUTH	686.42	63.77	3535.25	328.44	19.42%
WEST	90.85	8.44	1120.00	122.63	6.80%
TOTAL	1584.08	147.17	9787.58	909.30	16.18%



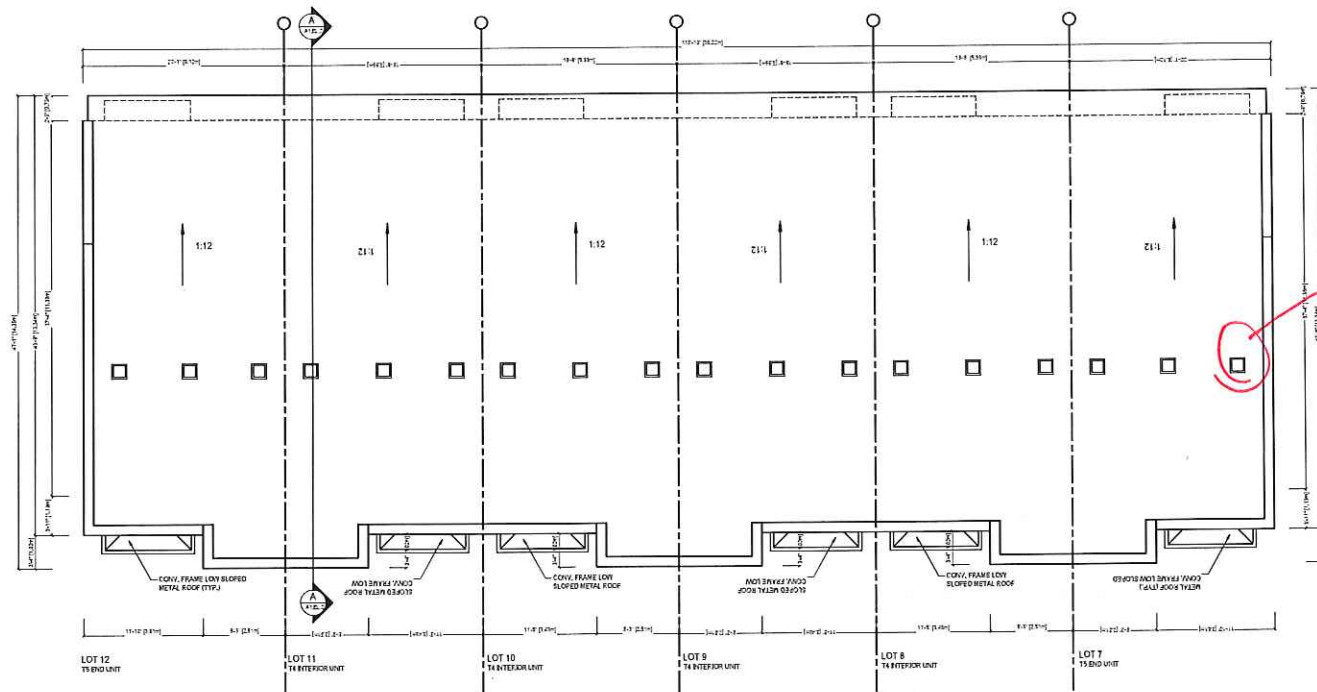
A CROSS SECTION



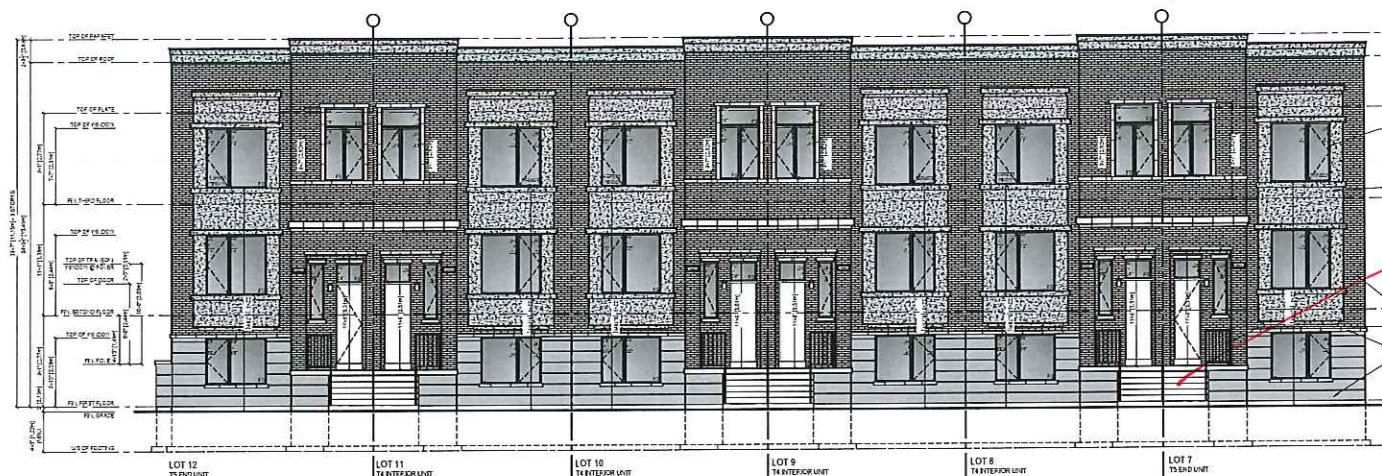
EAST ELEVATION  
(LEFT SIDE)



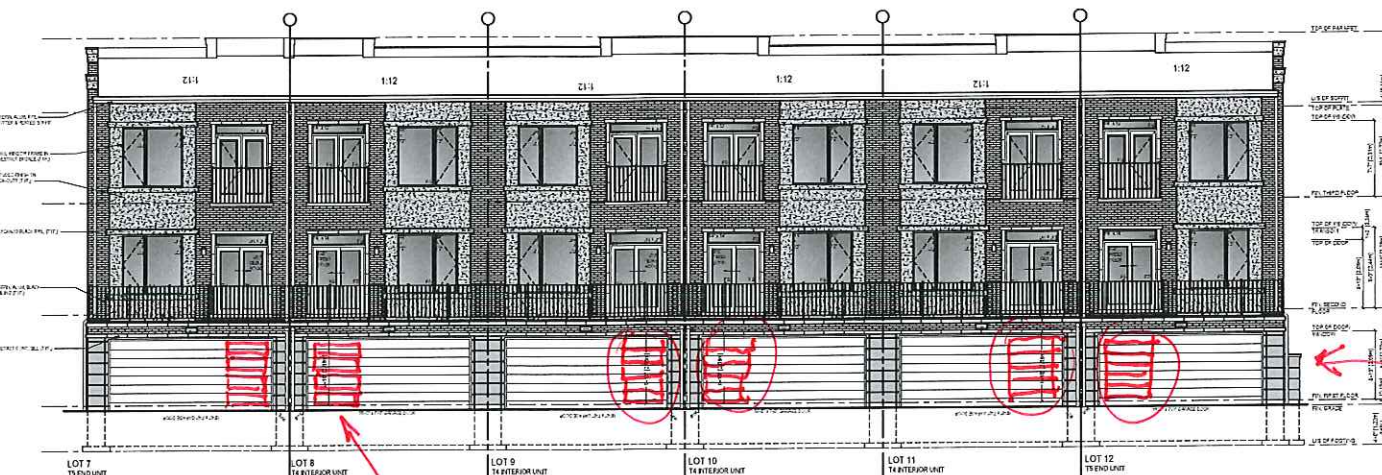
WEST ELEVATION  
(RIGHT SIDE)



ROOF PLAN



NORTH ELEVATION  
(FRONT)



SOUTH ELEVATION  
(REAR)

Typ. Roof vents to match Roof colour

Typ. Provide an alternate ('B') elevation to Add variety to the Streetscape.

Poured-in-place Stairs with stone veneer on sides

INTRODUCE GLAZING IN GARAGE DOORS DUE TO INTERFACE W/ FRONT LOADED UNITS.

\*- SHOW COACH LAMP LOCATIONS (TYP.) (POT LIGHTS?)

COLOUR PACKAGE

TBD

Typical "Dual-Phase" T.H. Block.

BLOCK 2

REVISIONS	DATE	BY	CHK
3 REVISED AS PER SFA COMMENTS	JULY 15/16	KA	
2 ISSUED FOR CLIENT REVIEW	JULY 6/16	KA	
1 ISSUED FOR SFA SUBMISSION 1	APRIL 20/16	KA	

**ONRISER**  
DESIGNS  
20 RIVERVIEW ROAD UNIT 101  
CONCORD, ONTARIO L4C 0A3  
PHONE: (905) 659-2111  
FAX: (905) 659-1153  
www.onriser.com

VILLALAGO RESIDENCES INC.

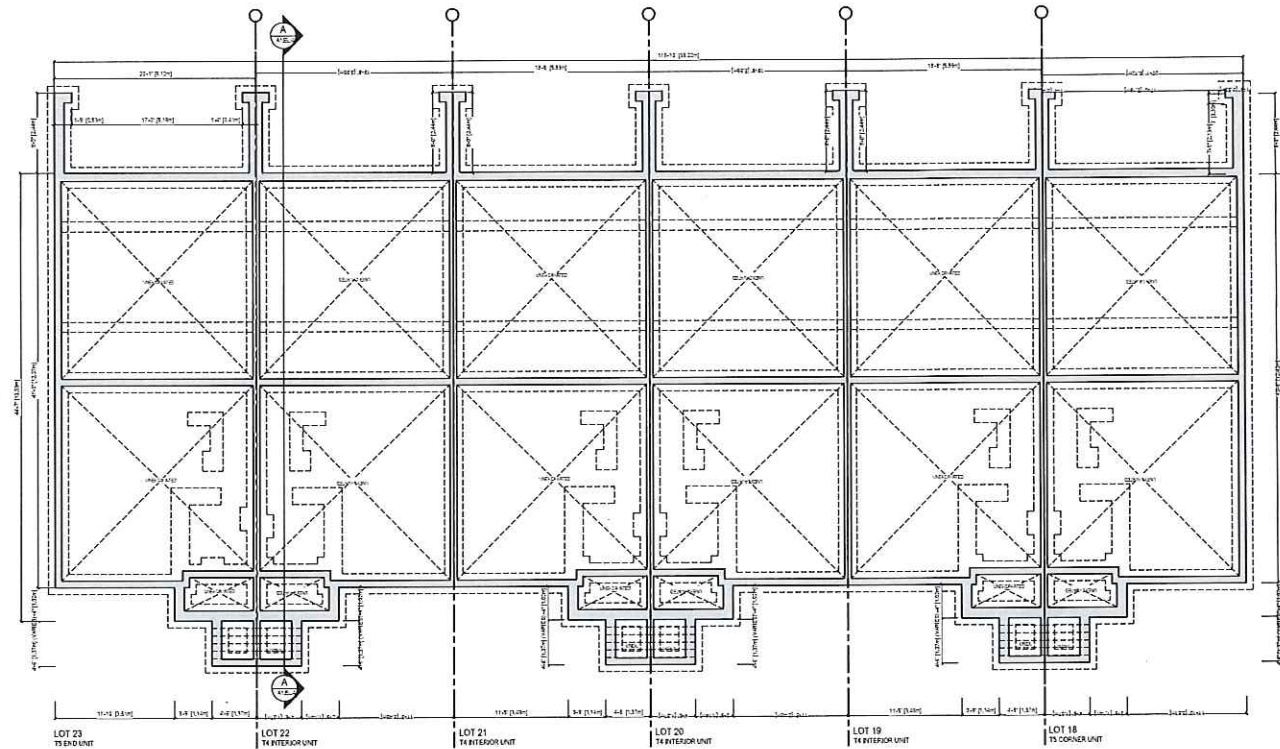
TREASURE HILL

PART OF LOTS 5,  
CONCESSION 7  
TOWN OF BOLTON

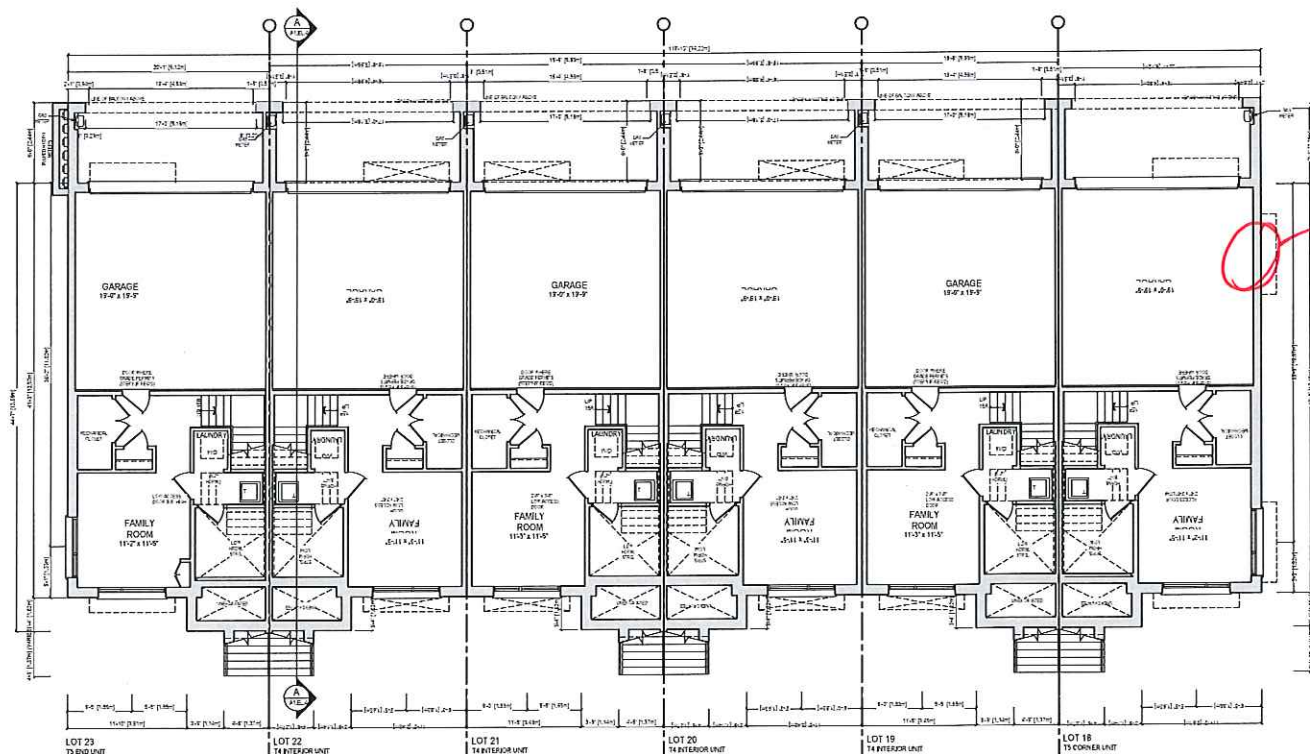
BLOCK 2  
ELEVATIONS, ROOF PLAN &  
CROSS SECTION

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Date	16-33	Page	A1.EL.2
Scale	1:100		





FOUNDATION PLAN



FIRST FLOOR PLAN

ADD WINDOWS  
to garage  
(corner unit)

Typical "DUAL-  
FRONTAGE" T.H.  
BLOCK (WITH  
CORNER UNIT)

# BLOCK 4

3	REVISED AS PER SPA COMMENTS	JULY 1976	KA
2	ISSUED FOR CLIENT REVIEW	JAN 1976	KA
1	ISSUED FOR SPA DESIGN 1	MAY 1976	KA

**ORISER**  
DESIGNS  
20 RIVERVIEW ROAD, UNIT 101  
COXBORO, ONTARIO, L4C 3D3  
PHONE: (905) 609-2111  
FAX: (905) 602-1163  
www.oriser.com

VILLALAGO RESIDENCES INC.

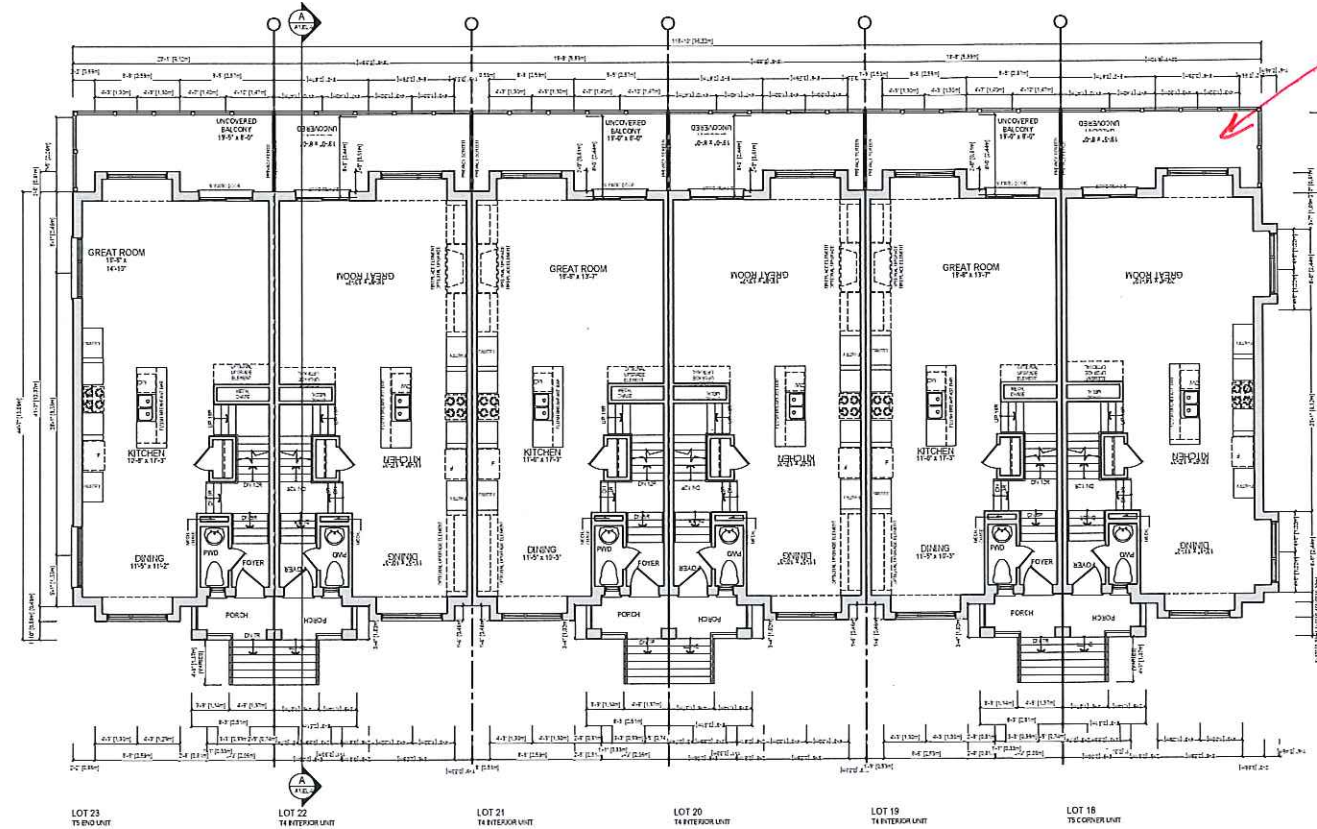
TREASURE HILL

PART OF LOTS 5,  
CONCESSION 7  
TOWN OF BOLTON

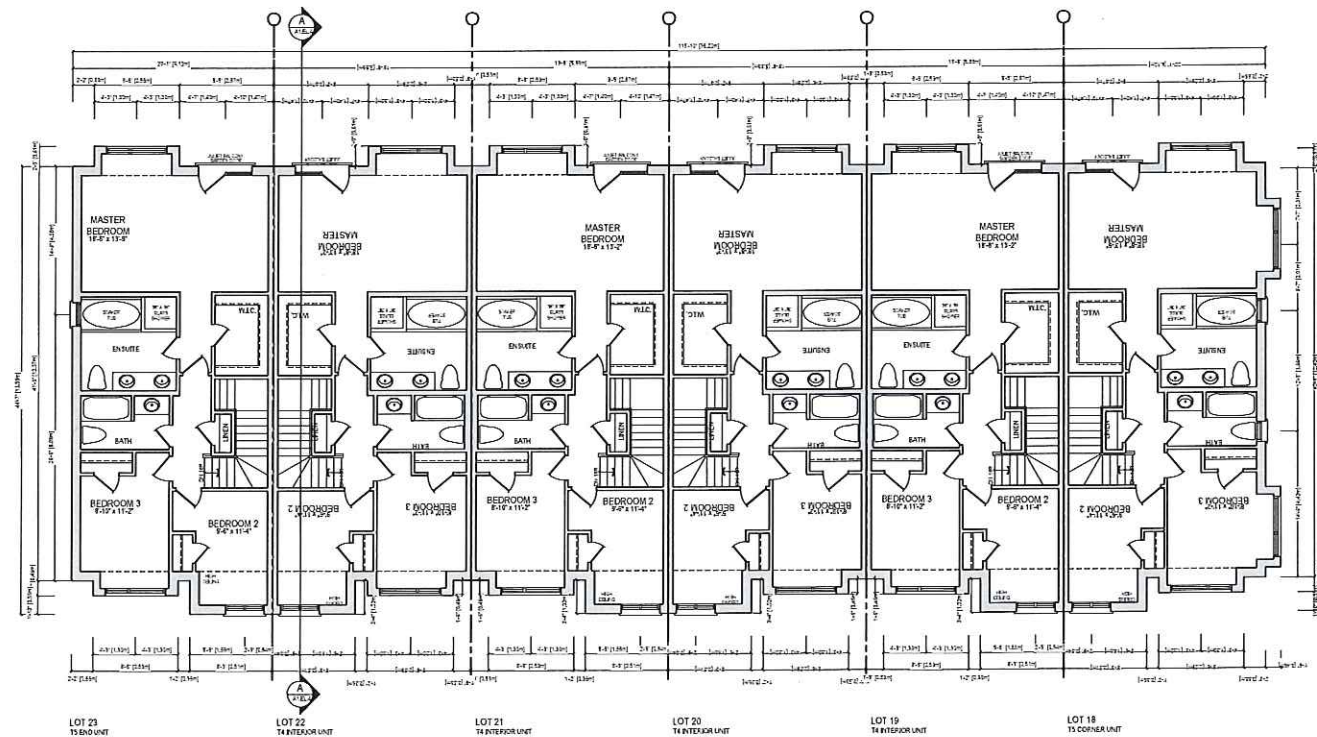
BLOCK 4  
FOUNDATION & FIRST  
FLOOR PLANS

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Date	16-33	Page	
Scale	1:100	Sheet	A1.FP.4





SECOND FLOOR PLAN



THIRD FLOOR PLAN

LOCATE AIR CONDITIONING  
UNITS ON REAR DECKS  
AWAY FROM PUBLIC VIEW (TYP.)

Typical "Dual-Frontage"  
T.H. Block  
(with corner unit)

## BLOCK 4

REVISIONS	DATE	BY
3 REVISED AS PER SPA COMMENTS	JULY 15/16	KA
2 ISSUED FOR CLIENT REVIEW	JUN 6/16	KA
1 ISSUED FOR SPA SUBMISSION 1	APR 29/16	KA

**ONE RISER**  
DESIGNS  
20 RIVERMEDE ROAD UNIT 101  
CONCORD, ONTARIO L4C 0N3  
PHONE: (905) 609-2111  
FAX: (905) 609-1163  
www.oneriser.com

VILLALAGO RESIDENCES INC.

TREASURE HILL

PART OF LOTS 5,  
CONCESSION 7  
TOWN OF BOLTON

BLOCK 4  
SECOND & THIRD  
FLOOR PLANS

Drawn by NL	Checked by NL
Scale 16:33	Page 1
Date 1:100	File A1.FP.4-A

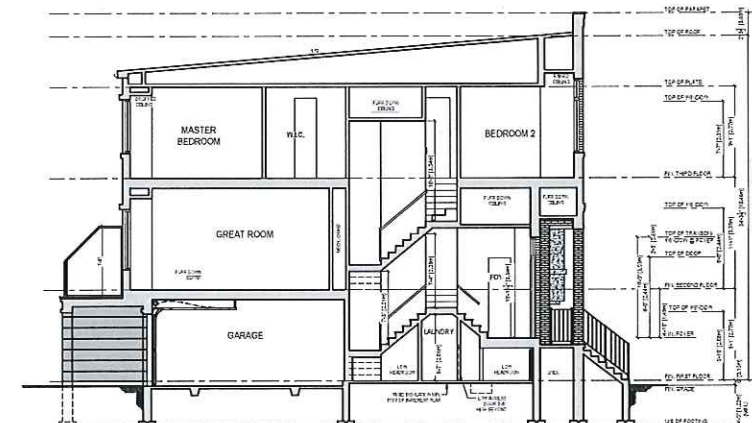


BUILDING AREA (NOT INCL. PORCH)				
LOT #	FIRST FLOOR AREA (SQ. M.)	SECOND FLOOR AREA (SQ. M.)	THIRD FLOOR AREA (SQ. M.)	TOTAL AREA (SQ. M.)
18	32.26	81.33	84.36	197.95
19	27.43	77.35	80.53	185.31
20	27.43	77.35	80.53	185.31
21	27.43	77.35	80.53	185.31
22	27.43	77.35	80.53	185.31
23	32.26	78.55	78.43	189.24
TOTAL				1128.83

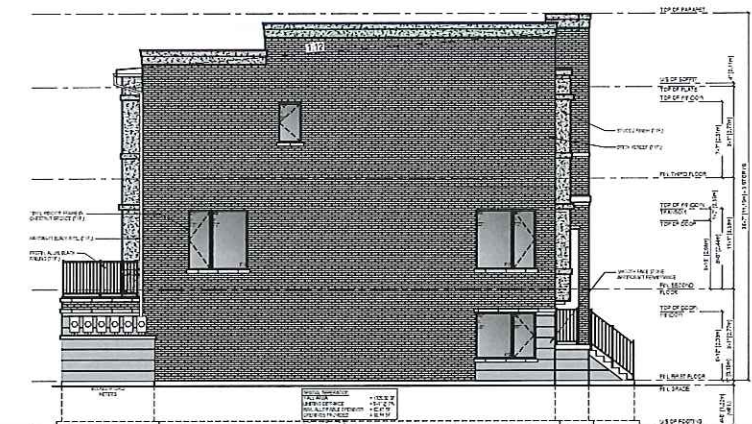
484.91 FIREWALL NOT REQ'D

RATIO OF WINDOWS TO WALL COMPLIANCE OPTION: ENERGUIDE 80				
ELEVATION	WINDOW AREA SQ. FT.	WINDOW AREA SQ. M.	WALL AREA SQ. M.	%
NORTH	658.42	61.77	3567.25	17.32%
EAST	185.31	17.19	1320.00	1.30%
SOUTH	715.01	66.80	3564.25	19.02%
WEST	50.86	4.72	1320.00	0.36%
TOTAL	1609.60	150.48	9811.50	1.53%

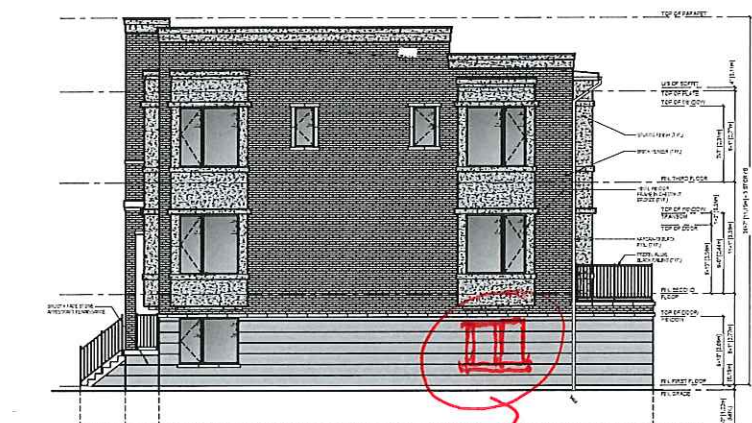
BLOCK 4



CROSS SECTION

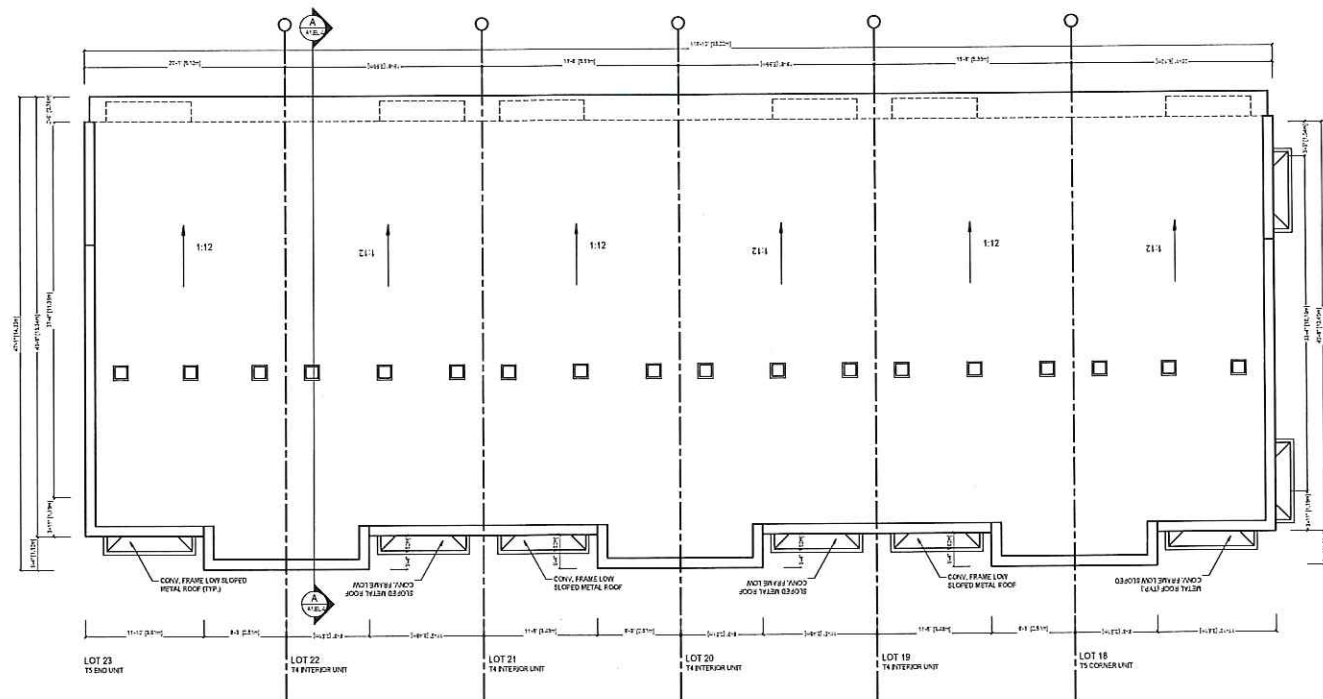


WEST ELEVATION  
(LEFT SIDE)

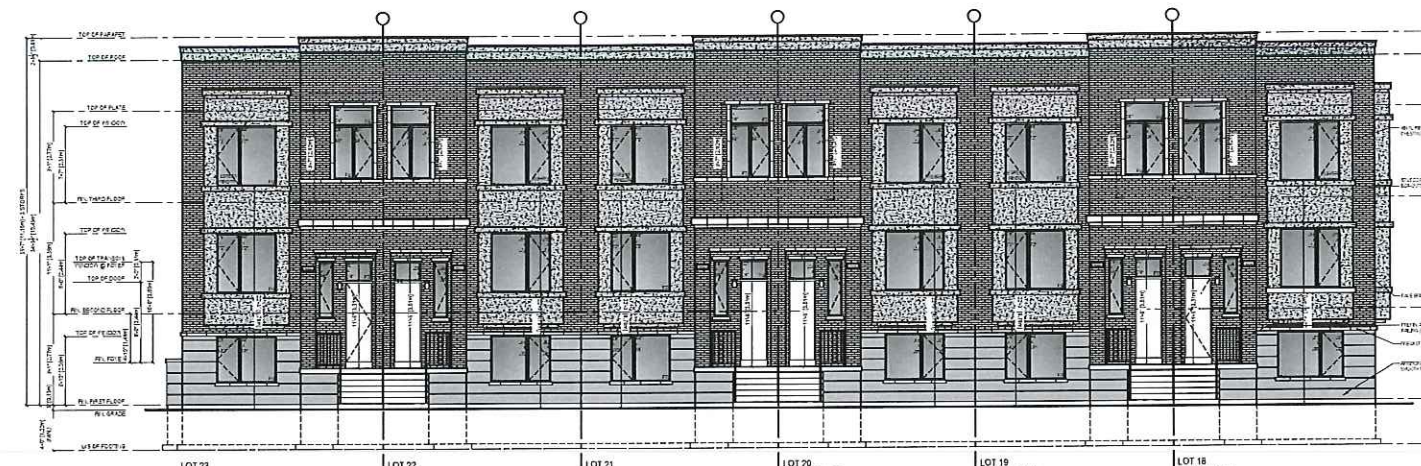


EAST ELEVATION  
(RIGHT SIDE)

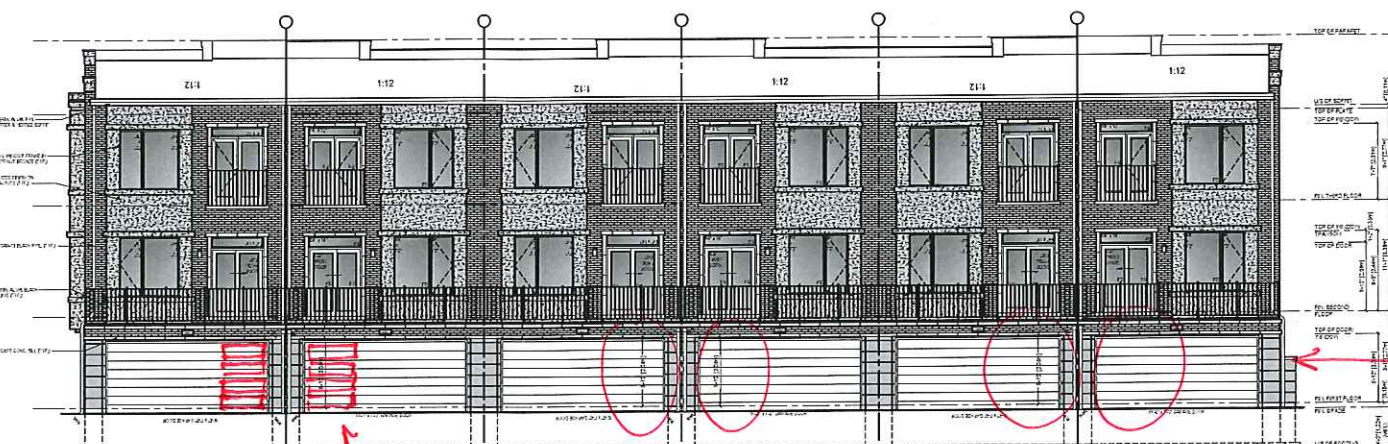
Add window to garage for corner units



ROOF PLAN



SOUTH ELEVATION  
(FRONT)



NORTH ELEVATION  
(REAR)

Provide garage door glazing due to interface w/ front loaded units.

Typ. Provide an alternate (B) elevation to add variety to streetscape.

\*- SHOW COACH LAMP LOCATIONS (TYP.) (or provide pot lights)

COLOUR PACKAGE

TBD

Typical "Duck Fence" T.H. Block (with corner unit)

BLOCK 4

3 REVISED AS PER SPA COMMENTS JULY 15/16 KA  
2 ISSUED FOR CLIENT REVIEW JULY 6/16 KA  
1 ISSUED FOR SPA SUBMISSION 1 APRIL 2016 KA

**ORISER**  
DESIGNS  
20 RIVERVIEW ROAD, UNIT 101  
COVINGTON, ONTARIO L4C 5B3  
PHONE: (905) 605-2111  
FAX: (905) 605-1183  
www.oriser.com

VILLALAGO RESIDENCES INC.

TREASURE HILL  
PART OF LOTS 5, CONCESSION 7  
TOWN OF BOLTON

BLOCK 4  
ELEVATIONS, ROOF PLAN & CROSS SECTION

Scale: 1:100  
Date: 16-33  
Page: A1.EL.4



August 19, 2016

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

Dear Ms. Nordstrom:

**Re: Proposed Draft Plan of Subdivision, Draft Plan of Condominium, Zoning By-law Amendment  
Villa Largo Residence Inc.  
9023 5<sup>th</sup> Sideroad  
Part of Lot 5 and Part of the Road Allowance between West Halves of Lots 5 & 5, Concession 7  
and Blocks 118, 152-154, 165, 167, 178, 181, and 192, Registered Plan 43M-1251 (Albion)  
Files: 21T-16003C, 21CDM-16002C, RZ 16-06, SPA 16-042  
Town of Caledon**

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

The applicant proposes the development of 118 townhouse units which are anticipated to yield:

- 10 Junior Kindergarten to Grade 8 Students; and
- 5 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. John the Baptist	536	720	0
Secondary School	St. Michael	1254	1266	0


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

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.
  - (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 Education Service Area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Keith Hamilton  
Planner  
Dufferin-Peel Catholic District School Board  
(905) 890-0708, ext. 24224  
keith.hamilton@dpcdsb.org

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

August 30<sup>th</sup>, 2016

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

Dear Ms. Nordstrom:

**RE: Applications for proposed Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Approval**  
**File No: 21T-16003C, CDM-16002C, RZ 16-06, SPA 16-042**  
**KLM Planning partners Inc. – Villa Lago Residence Inc.**  
**9023 5<sup>th</sup> Sideroad**  
**East side of Highway 50, south of Queensgate Boulevard**  
**Town of Caledon (Ward 5)**

The Peel District School Board has reviewed the above noted application (1 detached and 118 townhouse units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

22	K-5
10	6-8
12	9-12

The students are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Ellwood Memorial P.S.	444	504	0
Allan Drive M.S.	574	629	0
Humberview S.S.	1,143	1,437	2

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

**Trustees**  
Janet McDougald, Chair  
Suzanne Nurse, Vice-Chair  
Carrle Andrews  
Stan Cameron  
Robert Crocker  
Nokha Dakroub

David Green  
Sue Lawton  
Brad MacDonald  
Kathy McDonald  
Harkirat Singh  
Rick Williams

Director of Education and Secretary  
Tony Pontes

Associate Director,  
Instructional Support Services  
Scott Moreash

Associate Director,  
Operational Support Services  
Jaspal Gill

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

"Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."

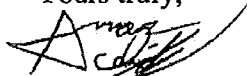
2. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any units in this plan, within a period of five years from the date of registration of the development agreement:

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amiar Singh, BURPI

Planner

Planning and Accommodation Dept.

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

## **Mary Nordstrom**

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**From:** prime@mmm.ca  
**Sent:** Monday, August 29, 2016 11:09 AM  
**To:** Mary Nordstrom  
**Subject:** Request for Comments - 21T-16003C, CDM-16002C, & SPA 16-42 - 9023 5 Sideroad

**8/29/2016**

**Mary Nordstrom**

**Caledon**

,,

Attention: Mary Nordstrom

Re: Request for Comments - 21T-16003C, CDM-16002C, & SPA 16-42 - 9023 5 Sideroad; Your File No. 21T-16003C, CDM-16002C, SPA 16-42

Our File No. 72766

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

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

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

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

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

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

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication

will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

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

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk  
Manager, Municipal Relations  
Access Network Provisioning, Ontario  
Phone: 905-540-7254  
Mobile: 289-527-3953  
Email: [Meaghan.Palynchuk@bell.ca](mailto:Meaghan.Palynchuk@bell.ca)

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

August 11, 2016

Mary Nordstrom  
Senior Development Planner  
Town of Caledon  
Development Approval & Planning Policy  
6311 Old Church Rd  
Caledon, ON L7C 1J6

Dear Mary Nordstrom,

Re: Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval  
& Zoning By-Law Amendment  
9023 5<sup>th</sup> Sideroad  
Part of Lot 5 and part of the Road Allowance between West Halves of Lots 5 and 5,  
Concession 7 and Blocks 118, 152-154, 165, 167, 178, 181 & 192  
Registered Plan 43M-1251  
Town of Caledon  
File No.: 21T-16003C, CDM-16002C, SPA-16-042 & RZ 16-06

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.

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

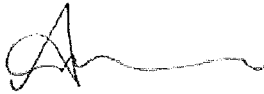
In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer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



The applicant will grade all road allowances to as 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,



**Allison Sadler**

Municipal Planning Advisor  
Distribution Planning & Records

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5763

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

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AS/jh



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

September 9, 2016

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

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

**Re: Notice of Applications and Request for Comments**  
Application to Amend the Zoning By-Law, Draft Plan of Subdivision,  
Draft plan of Condominium and Site Plan Application  
**KLM PLANNING PARTNERS INC**  
**VILLA LAGO RESIDENCES INC**  
Part of Lot 5, Concession 7 (Albion)  
Town File Numbers: **21T-16003C, 21CDM-16002C, RZ 16-06,**  
**SPA 16-042**

Canada Post Corporation appreciates the opportunity to comment on the above noted project and has no objections to the amendment of the Zoning By-Law to permit the development of this proposed subdivision. It is requested however, that the following be included in the Draft Plan conditions.

In order to provide mail service to the proposed 119 +/- 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 Mailboxes and to indicate these locations on appropriate servicing plans.
2. The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Caledon.
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.



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

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
5. The owner/developer further agrees to define, 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 regarding our mail delivery policy, please contact this office.

Regards,

Christopher Fearon  
Officer, Delivery Planning - GTA

October 27, 2016

Mary Nardstrom  
Planning and Development Department  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Application for Zoning By-law Amendment and Draft Plan of Subdivision  
RZ 16-06 – 21T-16-003C  
Villalago Residences  
Town of Caledon**

Region of Peel Public Works, Development Services Planning staff are in receipt of the above noted applications. Regional staff offer the following comments. Prior to recommending approval the following matters must be addressed to the Region's satisfaction.

**Traffic Development**

The Developer shall ensure that sufficient widening along Hwy 50 is gratuitously dedicated as public highway to the Region of Peel free and clear of all encumbrances. The Region's Official Plan road widening requirements for mid-block along Hwy 50 are 45 metres for the Right-of-Way (22.5 metres from the centerline). This is currently not shown on the plans, and must be shown on the revised plans.

Please note that no access will be permitted to Highway 50.

**Waste Management**

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

**Waste Collection Vehicle Access Route Comments:**

The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing.

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. The turning radii must be clearly labelled.

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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)

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

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.

The maximum grade permitted along the waste collection vehicle access route is 8 per cent. Internal roadways must be constructed of a hard surface material such as asphalt, concrete or lockstone and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.

#### 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 neighboring 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).

The set out location should be clearly labelled on a revised drawing.

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>

#### Noise Study

Noise Study comments have been provided under separate cover. The study is currently not satisfactory and the report and plans need to be revised.

#### 5th Sideroad

Satisfactory arrangements with the Region need to be made for all land dedications related to the closure for 5th Sideroad.

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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 daylight at the south side of the intersection is in Regional ownership. It should be investigated if the daylight would be surplus to requirements of the Region as the applicant has included these lands in the limits of the proposed draft plan.

Further to the above, please ensure that there is no Regional infrastructure in 5th Sideroad. Further comments will be provided if there is infrastructure within 5th Sideroad. For location of existing water and sanitary sewer infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at [PWSERVICEREQUESTS@PEELREGION.CA](mailto:PWSERVICEREQUESTS@PEELREGION.CA)

## **Healthy Communities**

Through ROPA 27, the Region is in the process of approving the Healthy Development Framework, a collection of Regional and local, context specific tools that assess the health promoting potential of development applications. The Region's Healthy Development Assessment (HDA) incorporates evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. The six Core Elements of healthy design are interconnected and achievement of any one element alone does not promote healthy outcomes.

The proposed development will enhance the overall health promoting potential of the community by introducing a greater range of affordable housing options within walking distance of existing retail along Highway 50. The compact-style development is also integrated with the existing street network and incorporates generous walkways and sidewalks to connect the residential dwelling units with the proposed community amenity space and the surrounding community.

An attractive, walkable streetscape provides direct and safe connections to community destinations, and are a key component of healthy, complete communities. In order to further enable healthy outcomes through design, the following are recommended:

- the integration of pedestrian-scaled lighting in the design of pedestrian walkways and along internal streets to enhance the safety of proposed pedestrian connections;
- enhanced streetscape treatment with clearly marked crosswalks where the proposed walkway crosses internal streets; and,
- visitor bike parking at select locations, including the proposed community park, to promote the viability of cycling as a means of local transportation.

To assess the health promoting potential of the development application, the Region will require the completion of a small-scale HDA (rather than a large-scale HDA) by the applicant.

---

### **Public Works**

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

## **Functional Servicing Report**

A revised Functional Servicing Report (FSR) showing proposed water servicing plans and sanitary sewer servicing for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.

## **50mm watermain**

Please note that prior to approval of the subdivision the Developer will be required to properly disconnect and abandon the unused 50mm watermain servicing the property as per Region's standards.

## **Site Plan**

Site plan comments will be provided under separate cover.

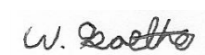
## **Condominium**

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

## **Conclusion**

Further comments will be provided once the requested materials are received. If you require any further information feel free to contact me at any time.

Best Regards,



Wayne Koethe  
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](http://www.peelregion.ca)

October 17, 2016

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

**Re: Noise Impact Study Comments – 1<sup>st</sup> Review**  
**Application for Zoning By-law Amendment/Subdivision/Site Plan**  
**RZ 16-06 – 21T-16-003C – SP-16-042C**  
**Villalago Residences**  
**Town of Caledon**

Regional staff are in receipt of the Noise Impact Study, prepared by Valcoustics, dated May 2016, and we offer the following comments:

Prior to recommending approval of the above the applications, a satisfactory noise study is required. The study is currently not satisfactory. The following revisions, discussed below, are required.

The revised report will be required to show the cross sections for the noise walls and berms in accordance with the Regional guidelines (attached). Please also show the berm slope, and the noise wall in association with the property line. The slope buffer blocks are not shown; these must be shown on the revised plans.

Please note that there is a concern with the proposed noise wall height and berm height as it is above the permitted height in the Regional guidelines (attached). Further comments will be provided when the cross sections are received.

Please clarify further why the Outdoor Living Areas are not considered in the report - further to Paragraph 4.1.3 in the report.

The location and height of the noise reception points should be clarified on the report maps or report text.

The warning clause and table 3 summary sections are required to be revised in accordance with the Regional Guidelines (attached). Clause 'A' and 'B' need to be revised in accordance with the Regions guidelines. For example in Clause 'A' changing the word 'may' to 'will'. Blocks 11, 14, and 17 need their own category as these have higher noise values than the Blocks 10 and 13 and need an appropriate warning clause.

The revised assessment should reference the files numbers.

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.

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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)



Concluding Statement:

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

Sincerely,

*W. Koethe*

Wayne Koethe  
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](http://www.peelregion.ca)

**GENERAL GUIDELINES FOR THE  
PREPARATION OF ACOUSTICAL REPORTS IN  
THE REGION OF PEEL**

**November 2012**

**GENERAL GUIDELINES FOR THE PREPARATION  
OF ACOUSTICAL REPORTS IN THE REGION OF PEEL**

- 1.0 The Ministry of the Environment discontinued its review and clearance functions relating to acoustical reports of Regional and local roads within Peel in 1987 and this function has been delegated directly to the Region of Peel and to the pertinent Area Municipality.

In 1996, the Ministry of the Environment further discontinued its review and clearance functions concerning acoustical reports relating to provincial highways, railways, aircraft and major industrial noise sources, and also delegated this responsibility to the Region of Peel and the pertinent Area Municipality.

The Region of Peel and its constituent Area Municipalities require the applicants of all residential plans of subdivision, rezoning and site plans adjacent to major noise sources in the Region to engage the services of a qualified acoustical specialist (hereafter referred to as the Acoustical consultant) to prepare an acoustical report to be signed and submitted by a professional engineer which will recommend noise control measures to meet the sound level objectives of the Region of Peel, the Area Municipality and the Ministry of the Environment.

- 1.2 Generally, an acoustical report for a plan of subdivision is required only prior to final approval of the plan to clear the conditions of draft approval. However, when it is anticipated that projected noise levels between 7 am and 11 pm will exceed 65 dBA, an acoustical feasibility report will be required prior to draft approval to determine whether the design proposed and layout of the lots will allow the required sound level objectives to be achieved.
- 1.3 Notwithstanding policy 1.2 above, an acoustical feasibility report will be required prior to draft approval for any residential subdivision plan abutting a Provincial or Regional road except in cases where a master acoustical feasibility study has been approved for the area.
- 1.4 The acoustical report must describe the plan of subdivision or the site and its relationship to the major roads and all other major noise sources including industrial, aircraft and rail noise, which may affect future occupants of the subdivision. The report must also identify all future noise sources in consultation with the area municipality and the Region of Peel.
- 1.5 Aircraft and freeway noise shall be considered in accordance with Regional and Municipal Official Plan Policies and the Ministry of Municipal Affairs and Housing's aircraft and freeway noise guidelines.

- 1.6 All other noise sources including industrial activity shall be considered in accordance with the Ministry of Environment criteria and procedures.
- 1.7 The report shall give details of prediction techniques used to determine noise levels (road, rail, aircraft) including all adjustments.

## **2.0 NOISE PREDICTION AND DESIGN CRITERIA**

### **2.1 Sound Level Limits**

- 2.1.1 The road traffic noise study will be based on the following criteria for sound level limits adopted by the Region of Peel, its constituent municipalities, and the Ministry of the Environment.

2.1.2 Outdoor Living Area  
(7am-11pm) Leq (16 hr) = 55dBA

2.1.3 Outside Bedroom Window  
(11pm-7am) Leq (8 hr) = 50 dBA

2.1.4 Indoor (bedrooms, hospitals)  
(11pm-7am) Leq (8 hr) =40 dBA

2.1.5 Indoor (living rooms, hotels, private offices, reading rooms)  
(7am-11pm) Leq (16 hr) =45 dBA

2.1.6 Indoor (general offices, shops)  
(7am-11pm) Leq (16 hr) =50 dBA

### **2.2 Traffic Noise Predictions**

- 2.2.1 With respect to road traffic predictions, only analytical techniques of current methods as approved by the Ministry of the Environment are accepted.
- 2.2.2 Traffic Volumes on arterial roads in the Urban Area (used in predicting noise level calculations) must be based on ultimate lane configuration and posted speed limit with level of service "D" unless otherwise directed, as set out in the table below:

Lanes	Future Traffic Volume	Medium Truck %	Heavy Truck %
2	16,200	Truck percentages are determined from actual counts, where available.	
4	32,400		
6	48,100		

- 2.2.3. Requests for traffic data must be provided to the Region of Peel in writing.
- 2.2.4. All traffic data sources must be identified in the report.
- 2.2.5. Predicted noise level calculations must be included in the report for both daytime (7am-11pm) and night time (11pm-7am) periods.
- 2.2.6. If manual calculations are used, the report must contain the fully completed MOE Traffic Noise Prediction Work Sheet for all sections calculated. If an acceptable computer model is utilized, sample copies of all sections calculated must be included.
- 2.2.7. The report must detail information on all adjustments, where applicable.
- 2.2.8. Where there is more than one source impacting the site, the calculations for each source and the combined noise level calculations must be included.
- 2.2.9. For industrial, aircraft and rail sound predictions, the Ministry of the Environment standard procedures should be employed with the report detailing the method of calculation or measurement.

### **2.3 Noise Barrier Calculations**

- 2.3.1 In addition to noise level calculations, acoustical barrier calculations must also be included in the report and accompanied by a table of comparative barrier heights and barrier cross section drawings, which must comply with the following criteria:
  - a) The comparative barrier heights table must demonstrate attenuation under alternative heights including the sound level objective and the report's recommended level
  - b) Typical and/or worst case cross sections (and additional cross sections as may be necessary) at a vertical and horizontal scale of 1 to 1000 must be provided to clearly illustrate the proposed berm and wall configuration in relation to the future grade at the house based on the proposed Lot Grading Plan. (Existing and proposed future grades at the site must be indicated).

- c) Height of receiver to be used is 1.5 metres above the ground at a point located 3.0 metres from the rear wall of the dwelling unit.
- d) Barrier wall (i.e., fence) shall generally not exceed 2.0 metres in height unless approved by the area municipality in consultation with the appropriate road authority. Consideration may be given to fence heights up to a maximum of 2.4 metres.
- e) A minimum of 6.0 metres depth of rear yard as measured from rear face of the building which contains no slope in excess of 2% will be required by the Region of Peel unless otherwise specified as follows:
  - a. In Brampton, any sloped portion in excess of 2% shall not occupy more than 1/3 of the overall depth of the rear yard.
- f) A maximum berm slope of 4:1 on the right of way side will be required on all local and Regional roads within the Region of Peel unless otherwise specified below. Slopes steeper than 3:1 may be tolerated on the lot side of the earthwork (berm) by the use of retaining walls, etc provided that the Area Municipality is satisfied from a drainage and landscaping standpoint. Back to front drainage should be provided for wherever possible.
  - a. In Mississauga, 3:1 berm slopes on the street side will be permitted.
  - b. In Brampton, 3:1 berm slopes on the street side will be permitted as an option if the developer agrees to full planting with low maintenance cover.
- g) In cases where the attenuation facility is interrupted, barrier returns or parallel screens are required and the detailed design of the treatment in cases will have to be incorporated into the acoustical report.
- h) Barrier walls should generally be located no further than 0.3 metres from the rear lot line or as specified by the Area Municipality. Barrier walls will be located on the private homeowner's side of the lot line.
- i) Boulevard slopes (between berms and the edge of the pavement) will preferably be 2%-4%.
- j) The combined height of berm and barrier over 4 metres will be considered in very exceptional situations. 4 metre barrier height will generally be calculated (in standard situations) from the centre line of the pavement. In non-standard or extreme the barrier heights will be considered on an individual basis. The area municipality shall be consulted on local height restrictions. (The maximum barrier height is generally to be measured from a line joining the centre line of the pavement to the ground level at the rear of the dwelling unit, except in non-standard situations.)

2.3.2. Information on acoustical barriers, berms, berm/wall combinations must include location and height of barriers relative to a fixed point, usually the centreline of the road. Unless otherwise agreed to, no portion of a berm may extend onto a municipal road right of way.

- 2.3.3. Type and surface density (minimum of 4lbs/sqft) of barrier fence should be specified.
- 2.3.4. The report shall be required to prove to the satisfaction of the Region of Peel, the Area Municipality and the Ministry of the Environment that the noise level in outdoor living areas after applying attenuation measures is the lowest level aesthetically, technically, administratively practical. To this end, the reports shall continue to provide a table of comparative barrier heights and show the height required to attenuate sounds to the Ministry of the Environment standards. The sound level objective is 55 dBA.

The report must show that the analysis has been done to meet the planning objectives of the municipality and that every effort has been made to achieve the 55 dBA sound level at a minimum, line of sight from receiver to source must be broken in all cases.

The report will provide an explanation in circumstances where the recommended barrier heights and other attenuation measures will result in the Ministry of Environment guidelines not being met.

(Note: It is preferable, that where possible, residential developments be designed such that the need for barrier type attenuation features, to control outdoor noise levels, is minimized.)

#### **2.4 Other Noise Control Measures for Outdoor Living Areas**

- 2.4.1 Alternative measures (site planning, service road, special type or location of acoustical barriers, etc) should be discussed with the Region and the Areas municipality in advance to receive their acceptance in principle.
- 2.4.2 Front yard attenuation (i.e., outdoor living areas in the front yard) area not an acceptable form of noise attenuation for reversed frontage lots.

#### **2.5 Noise Attenuation for Indoor Living Areas**

- 2.5.1 Central air conditioning is required when the night time noise level is 60 dBA or greater at a bedroom window or when the day time noise level exceeds 65 dBA at the exterior face of a living room. A warning clause note to this effect is to be included in the reports and in the Subdivision Agreement for registration on title.
- 2.5.2 For central air conditions requirements, traffic volumes may be based on a 10 year projection from the estimated date of occupancy of the affected dwellings.



- 2.5.3 If central air conditioning is required, a noise insensitive location or other appropriate means of noise attenuation of the air collected condenser unit should be stipulated in the report and specified in the Subdivision Agreement. If a heat pump is installed, the location of the outdoor unit should be specified as well. In all cases the condenser unit should have a maximum ARI rating of 7.6 Bels for 3.5 tons or less.
- 2.5.4 If the night time outdoor noise level is above 50 dBA and below 60 dBA forced air heating is to be installed with provision for central air conditioning. A warning clause note to this effect is to be included in the report and in the Subdivision Agreement for registration on title. (See wording in 2.6).
- 2.5.5 When the night time outdoor noise level at the bedroom window is 60 dBA or greater, door specifications, outer wall specifications and required window glazing shall be provided. All recommendations shall be based on ultimate traffic volumes and the report shall distinguish between those dwellings where the standard requirements of the Ontario building Code will provide adequate indoor attenuation and those locations where additional measures are required.
- 2.5.6 Noise reports will not be required for industrial/commercial/office developments. In lieu of requiring a noise report the following building component requirements will be imposed as a condition to development:
- “Prior to the issuance of building permits for Blocks (\_\_\_), an acoustical consultant shall certify on the building plans submitted for application approval to the Building Department that the building design for the office and retail areas include double glaze noon-opening windows, brick veneer or its acoustical equivalent, and air conditioning system and a suspended acoustical type ceiling.

## 2.6 Warning Clauses

- 2.6.1 The following minimum wording is to be used in the Subdivision Agreement and in all Offers of Purchase and Sale for the specific lots when noise levels are not being attenuated and the levels exceed the Municipality's and the Ministry of the Environment's noise criteria, but not by more than 5 dBA:

“Purchasers are advised that noise levels due to increasing road (rail) (air) traffic may continue to be of concern, occasionally interfering with some activities of the dwelling occupants.”

- 2.6.2 When noise attenuation measures have been instituted on the site, and resultant noise levels still exceed the Municipality's and the Ministry of Environment's noise criteria by 5 dBA or less, the

following wording is to be used in the Subdivision Agreement and in all Offers of Purchase and Sale for the specific lots:

"Purchasers are advised that despite the inclusion of noise control features in this development area and within the building units, noise levels from increasing road (rail) (air) traffic may continue to be of concern, occasionally interfering with some activities of the dwelling occupants as the noise level exceeds the Municipality's and the Ministry of the Environment's noise criteria."

2.6.3 If the Municipality accepts a noise attenuation solution where the resultant noise level exceeds the Municipality's and the Ministry of Environment's criteria by more than 5dBA, the warning clause in paragraphs 2.6.1 and 2.6.2 must be reworded by replacing the word "may" with "will" or as directed by the Area Municipality.

2.6.4 When forced air heating with provision for central air conditioning is to be installed the following additional paragraph is to be added to the warning clause in 2.6.2:

"This dwelling unit was fitted with a forced air heating system and the ducting, etc sized to accommodate a central air conditioning unit. Air conditioning may be installed at the owner's option and cost.

2.6.5 Where mandatory air conditioning is to be installed, the following additional paragraph is to be added to the warning clause in 2.6.2:

"This dwelling unit was fitted with a central air conditioning system in order to permit closing of the windows for noise control, (Note: locate air cooled condenser unit in a noise insensitive area and ensure that unit has a maximum ARI rating of 7.6 Bels for 3.5 tons or less.)"

2.6.6 Where berms and/or barriers are being installed on the site the following additional paragraph is to be added to the warning clause in 2.6.2:

"That the acoustical berm and/or barrier as installed, shall be maintained, repaired or replaced by the owner. Any maintenance, repair or replacement shall be with the same material, or to the same standards, and having the same colour and appearance of the original."

### **3.0 REPORT FORMAT AND SUBMISSION REQUIREMENTS**

3.1 While the technique or techniques used, the data, calculations, and resulting recommendations are the sole responsibility of the consultant,

it is appropriate that a reasonable standard report format be utilized to minimize processing delay and facilitate the formulation of requirements to be incorporated within the development agreement.

3.1.1 In order to expedite processing and approval, the following format should be used for submission within the Region of Peel:

- a) cover page to clearly identify the Regional and local municipality's file number, the applicant's name and the name of the development if known.
- b) Introduction to identify noise sources and sources of data utilized. This should include a brief description of on site conditions together with analytical techniques used. Listing of criteria for sound level limits would be appropriate as well as alternative methods considered for noise mitigation.
- c) Analysis procedures for on site conditions before barrier to include sample calculations and work sheets for typical and worst case situations. Summary table to include all predicted noise levels with locations identified.
- d) Analysis procedures for on site conditions after barrier to utilize the same typical and worst case situations together with a table of alternative barrier heights. Cross sections of berm barrier configuration to be included for typical and worst case samples.
- e) A table illustrating all recommended attenuation measures including building component specifications to be provided with a sketch illustrating affected lots.
- f) A plan of the affected lots which clearly depicts all information including existing and/or proposed:
  - a. Property boundaries
  - b. Building and/or building envelopes
  - c. Noise walls, berms and sidewalks
  - d. Sample receiver locations with cross sections keyed in
  - e. Other relevant site features



Villa Lago Residences Inc. - Material Distribution Chart (Internal and Total) - 2nd Submission (21T-16003C, CDM-16002C, RZ 16-06, SPA 16-042)

Item	Accessibility	Building	Engineering	Finance	Fire	Heritage	Landscape	Parks & Rec	Planning Law	Policy	PW-Eng	PW-Transp	Urban Design	Zoning	Planning	Total - Int	Total-Ext	Total
Cover Letter	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	17	9	26
Revised Application Forms (Plan of Sub and Condo, Rezoning, Site Plan)										1					2	3	8	11
Elevations	1	1								1			2	1	2	8	1	9
Erosion and Sediment Control Report and Plans			1								1	1			2	5	2	7
Floor Plans	1	1	1							1			2	1	2	9	2	11
Functional Servicing + SWM Report		1	1				1				1	1			2	7	5	12
Grading and Drainage Plan		1	1				1				1	1	2		2	9	7	16
Grading and Servicing Plan	1	1	1				1				1	1	2		2	10	5	15
Detailed Landscape Plan for Park							2	1					2		2	7	4	11
Noise and Vibration Study			2								1	1			2	6	5	11
Ontario Building Code Data Matrix		1													2	3	0	3
Park/Open Space Concept & Pedestrian Circulation Plan							2	1		1	1	1	2		2	10	4	14
Photometrix Plan	1		1								1			1	2	6	3	9
Plan of Condominium	1		1			1	1	1		1	1	1	2	1	2	13	16	29
Plan of Subdivision	1	1	1			1	1	1		1	1	1	2	1	2	14	16	30
Plan for Freehold Dwellings			1				1						2			4	0	4
Planning Justification Report			1				1			2	1	1	2		2	10	2	12
Rough Grading Plan			1				1				1	1			2	6	4	10
Site Plan Drawings	1	1	1	1	1	1	1		1	1	1	1	2	1	2	16	13	29
Survey Plan	1		1			1	1		1	1	1	1	2	1	2	13	5	18
Traffic Impact Study			1				1			1	1	1			2	7	6	13
Tree Preservation Plan							1								2	3	0	3
Urban Design Guidelines	1						1			1			2		2	7	0	7
Zoning Matrix (for each block)	1		1				1			1			2	1	2	9	0	9
Zoning By-law Amendment	1		1				1			1			2	1	2	9	1	10
Copy of Plan 43R-35219									2						2	4	0	4
Construction Plan/Report			1								1	1			2	5	4	9
Digital Copy of Submission															2	2	2	4

Villa Lago Residences Inc. - Material Distribution Chart (External) - 2nd Submission - (21T-16003C, CDM-16002C, RZ 16-06, SPA 16-042)

Item	Canadian Pacific Railway	Dufferin-Peel Catholic DSB	GO Transit	MPAC	OPP (Caledon)	Peel Region	Peel DSB	Rogers Communications	York Region	Total
Cover Letter	1	1	1	1	1	1	1	1	1	9
Completed Application Forms	1	1	1	1	1	1	1		1	8
Elevations							1			1
Erosion and Sediment Control Report and Plans						2				2
Floor Plans						2				2
Functional Servicing + SWM Report						4			1	5
Grading and Drainage Plan	1					4	1		1	7
Grading and Servicing Plan						4	1			5
Detailed Landscape Plan for Park						4				4
Noise and Vibration Study	1		1		1	2				5
Ontario Building Code Data Matrix										0
Park/Open Space Concept & Pedestrian Circulation Plan						4				4
Photometrix Plan						3				3
Plan of Condominium	1	1	1	1	1	8	1	1	1	16
Plan of Subdivision	1	1	1	1	1	8	1	1	1	16
Plans for Freehold Dwellings										0
Planning Justification Report						2				2
Rough Grading Plan						4				4
Site Plan Drawings	1	1	1	1		6	1	1	1	13
Survey Plan	1			1		1	1	1		5
Traffic Impact Study					1	4	1			6
Tree Preservation Plan										0
Urban Design Report										0
Zoning Matrix (for each block)										0
Zoning By-law Amendment	1									1
Construction Plan/Report						4				4
Digital Copy of Submission						1			1	2