



February 22, 2016

Weston Consulting  
201 Millway Avenue, Suite 19  
Vaughan, ON  
L4K 5K8

**Attention: Ryan Guetter, Vice President**

Dear Mr. Guetter:

**RE: Proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision  
Weston Consulting (Ryan Guetter) on behalf of 2031818 Ontario Inc.  
0 Airport Road (McKee Drive) - Part of Lot 22, Concession 1 (ALB)  
File Numbers: POPA 12-04, RZ 06-18, 21T-06006C**

Planning staff received revised submission material for the Official Plan and Zoning By-law Amendment Applications as well as a complete application for Draft Plan of Subdivision on September 11, 2015. The submission package received by the Town included the following:

- Cover Letters, prepared by Weston Consulting, dated September 3, 2015 and September 11, 2015;
- 1<sup>ST</sup> Submission Comment Response Table, prepared by Weston Consulting, updated September, 2015;
- Draft Official Plan and Zoning By-law Amendments, prepared by Weston Consulting, received on September 11, 2015;
- Draft Plan of Subdivision (Dwg. D1), prepared by Weston Consulting, dated October 23, 2014
- Planning Justification Report Addendum, prepared by Weston Consulting, dated September 2015;
- Functional Servicing and Stormwater Management Report, prepared by Masongsong Associates Engineering Limited, dated June 2015;
- Engineering Comment Response Letter, prepared by Masongsong Associates Engineering Limited, dated June 30, 2015;
- Revised Environmental Impact Study, prepared by Azimuth Environmental Consulting Inc. dated October 2013, Revised July 2015;
- Conceptual Trail Plan, prepared by Weston Consulting, dated August 8, 2015
- Landscape Master Plan, prepared by Strybos Barron King, dated October, 2014
- Design Brief – Architectural Guidelines, prepared by VA3 Design Inc., dated July 8, 2015;
- Overall Site Plan (Dwg. 1), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;

- Site Plan – Estate Lot (Dwg. 2), prepared by VA3 Design Inc., dated September 2013, revised July 7, 2015;
- Site Plan – Single Detached Lots Dwg. 3), prepared by VA3 Design Inc., dated September 2013, revised July 7, 2015;
- (Colour) Overall Site Plan (Dwg. 4), prepared by VA3 Design Inc., dated July 2013, revised July 7, 2015;
- Floor Plans and Elevations(Dwg. 5), prepared by VA3 Design Inc., dated June 2015, revised July 7, 2015;
- Floor Plans – Estate Lot (Dwg. 6), prepared by VA3 Design Inc., dated June 2015, revised July 7, 2015;
- Elevations – Estate Lot (Dwg. 7), prepared by VA3 Design Inc., dated June 2015, revised July 7, 2015.

### **Proposal**

The subject property is located at 0 Airport Road, east side of Airport Road, north of McKee Drive South and south of Huntsmill Drive. The Town of Caledon Official Plan (“TCOP”) designates the front portion of the site Special Study Area A in the Caledon East Land Use Plan, Schedule “D” and the rear portion is Environmental Policy Area (“EPA”) and Rural on the Town of Caledon Land Use Plan, Schedule “A”. The Oak Ridges Moraine Conservation Plan (“ORMCP”), Schedule “P” identifies the front portion of the lands as Rural Settlement and the rear portion Natural Linkage Area and Countryside Area. Schedules “O”, Wellhead Protection Area and “P-1”, Aquifer Vulnerability further identify the lands within the 25 Year Protection Area and High Aquifer Vulnerability. The subject lands are currently zoned Estate Residential (RE) and Environmental Policy Area 2 – Oak Ridges Moraine (EPA2-ORM) by Zoning By-law 2006-50, as amended.

The applications are in support of a proposal for 21 single detached dwellings accessed via a private (future condominium) road from McKee Drive South and a single estate residential lot accessed from McKee Drive North.

### **Executive Summary of Comments**

The following is a brief summary of the detailed comments outlined below. Please refer to and ensure that all detailed comments from staff and agencies are addressed.

- Staff are supportive of the revised housing form of single detached dwellings as it is more compatible with the existing land use pattern in the area (OP 5.10.3.10)
- Applications for Plan of Condominium and Site Plan Control (for the condominium element) remain outstanding and need to be submitted concurrently with the next submission and prior to scheduling the applications for a consolidated public meeting.
- As noted in the attached comments from TRCA, the viability of the subdivision has not been established and conformity with the ORMCP and Provincial Policy Statement (“PPS”) has not yet been established. A number of technical studies are outstanding. The next submission must include a letter detailing how each of the TRCA’s comments has been addressed.
- A resubmission is required to address technical updates to a number of reports and plans as well as revised Draft Plan of Subdivision, Official Plan Amendment and Draft Zoning By-law Amendment. Please ensure the resubmission package includes all outstanding reports (Edge Management and Enhancement Plan, Tree Inventory and Preservation Plan, MDS Calculation for estate dwelling lot), a cover letter explaining how each comment has been addressed and the resubmission fee of \$5300, as per our current Fee By-law.

### General Comments

- 1) The proposal currently consists of applications for Official Plan Amendment, Rezoning and Plan of Subdivision. The applications refer to a common element condominium for a portion of the subject lands and propose zoning standards that rely on a condominium tenure; however, Town staff have not received applications for the Plan of Condominium and Site Plan (Full Stream). Please submit the outstanding applications concurrently with the next submission. See refer to the current Fee By-law on the Town's website for applicable fees. *(Town of Caledon, Development, Planning)*
- 2) The timing of a Public Meeting will be determined upon receipt and review of the outstanding Planning Act applications noted above in an effort to consolidate the applications being considered at the Public Meeting. *(Town of Caledon, Development, Planning)*
- 3) The internal road design will need to meet the requirements of the Town and Region's Emergency Services (i.e. fire route, turnarounds). *(Town of Caledon, Development, Engineering)*
- 4) Architectural review and approval by the Town's Control Architect is required for Site Plan Approval and/or prior to building permit issuance. Please note that house elevations will be required showing materials, colours and details consistent with the requirements of the applicable urban design guidelines (i.e. approved Design Brief, Architectural Guidelines). It is the developer's responsibility to make satisfactory arrangements for the review and approval by the Town's Control Architect at the developer's cost. *(Town of Caledon, Development, Urban Design)*
- 5) There are conflicting statements in the reports regarding servicing of the proposed single estate dwelling (Block 2). The Environmental Impact Study (page 18) describes the proposed block as being serviced by municipal water and the Functional Servicing and Stormwater Management Report (Section 2.2) describes this Block as being serviced by private water to avoid extending the watermain system under the creek. Please confirm the proposed servicing arrangements for this block will be private servicing; if not, please provide a justification for partial servicing, including a review of the PPS (2014) servicing policies. *(Town of Caledon, Development, Planning)*
- 6) There is population allocation for the proposed development. *(Town of Caledon, Policy)*

### The Following Comments Must be Addressed Prior to Draft Approval:

- 7) The Region of Peel has comments that need to be addressed prior to draft plan approval, specifically the plan needs to be revised to include more detail and dimensions with respect to the widening of Airport Road and clarification of proposed future access to Block 3, Future Development (see attached).
- 8) Block 3 on the Draft Plan is labelled as Future Development. Please identify the intended use, i.e. added to an existing lot? *(Town of Caledon, Development, Engineering, Landscape & Planning)*
- 9) Please comment on the process for creating the single detached condominium units:
  - a) If the units will be created through a series of part lot control applications following registration of the subdivision, then please confirm in the application for Plan of Condominium (covering letter).
  - b) Is it the intent to create the lots through the subdivision process? If so, the Plan of Subdivision needs to be revised to show each lot as well as the common areas in a separate block. *(Town of Caledon, Development, Planning)*
- 10) Generally, the snow storage area should accommodate 10% of the total private road and visitor parking areas. Based on this, please confirm if the centre island provides sufficient capacity for snow storage and

label the snow storage location on both the Landscape Masterplan and the Site Plans. Section 4.1 of the Planning Justification Report may need to be updated as well. (*Town of Caledon, Development, Planning*)

- 11) The hammerhead turnaround facility at the end of the development must be a minimum of 15 metres in length with a minimum width of 6 metres and the entire fire access route shall be maintained year round, including clear of snow. The hammerhead facility cannot be used for storage of snow or other items (garbage/recycling bins). (*Town of Caledon, Fire & Emergency Services*)
- 12) Please confirm whether existing residents outside the proposed development will be granted access to the proposed new and existing pathways via the private road, sidewalk and trail connection within the developable (condominium) area. If so, the private sidewalks and trail connection must be placed within a separate block for the purpose of a trail easement. (*Town of Caledon, Planning Law & Development, Planning*)
- 13) The Conceptual Trail layout includes a proposed path leading to a viewing area.
  - a) It is recommended that path continue along the south limits of the development (eastwardly) to create a looped system connecting to the existing Town owned Open Space block and walkways connecting to Marilyn Street and Oceans Pond Court. (*Town of Caledon, Parks & Recreation*)
  - b) Please comment on if and how this viewing area will impact existing residential properties directly to the south. (*Town of Caledon, Development, Planning*)
- 14) Please submit an environmental constraints map showing each and every distinct Key Natural Heritage Feature (KNHF), Hydrologically Sensitive Feature (HSF) and their associated Minimum Vegetative Protection Zones (MVPZs) and confirm these features will be dedicated to the TRCA.

*Site Plans (Town of Caledon, Development, Planning)*

- 15) The legend does not match the drawing, for example the legend indicates a dashed line to represent a retaining wall whereas the drawing uses a hatched line to indicate the flood line. Please revise the legend to remove items not displayed on the overall site plan. (*Town of Caledon, Development, Planning*)
- 16) The Scales are incorrect (i.e. Overall Site Plan is not 1:500, Site Plan for Singles is 1:250, not 1:100).
- 17) Please clarify what is represented by the dashed line that loosely follows the property boundary on the Overall Site Plan (cuts through Viewing Area). (*Town of Caledon, Development, Planning*)
- 18) Please include and label the 30 metre setback requirements on the Overall Site Plan (*Town of Caledon, Development, Planning & Landscape*)
- 19) The open space amenity area is limited in size and further limited by parking spaces on most sides. Please identify the size of the amenity area and provide justification for its size and intended purpose (i.e. could it accommodate a play structure?) (*Town of Caledon, Development, Planning*)
- 20) What is the intended purpose/use of the open space area in the southern portion of the Developable Area for Single Detached Lots? (*Town of Caledon, Development, Planning*)
- 21) The entire driveway, including hammerhead for the single estate residential must be included within the developable area. (*Town of Caledon, Development, Planning & Landscape*)
- 22) Drawing No. 2 (Site Plan\_Single Detached Units) needs to be revised as Lot 21 is missing from the table (*Town of Caledon, Development, Planning*)

*Planning Justification Report ("PJR") (Town of Caledon, Development, Planning)*

- 23) The PJR is unsigned. Please ensure a revised PJR is submitted that addresses the comments herein and provides a name, qualifications and signature of the author.
- 24) Section 5, Supporting Studies omits a number of completed studies, including urban design, archaeology, hydrogeology, and geotechnical. Notably, the urban design brief is referenced in Section 12 of the PJR. This should be moved to Section 5.
- 25) Section 6.1, Provincial Policy Statement, 2014 ("PPS") omits several sections, including 1.1.5, 1.4.3, 1.6.6.2, 2.1.7, 2.6. Please address.
- 26) The existing policy context encourages the restoration or improvement of natural features, where possible (PPS, ORMCP, TCOP). Staff believe there is an opportunity to enhance identified natural features on the property through new plantings in the buffer areas. Such enhancements are also encouraged to compensate for proposed encroachments into these features and their minimum buffers to accommodate access to the proposed developments (driveway to estate lot and private lane to cluster singles). This should be explored and discussed in both the PJR and Environmental Impact Study ("EIS").
- 27) Section 6.2, Growth Plan, does not provide a discussion with respect to Section 2.2.7 (designated greenfield areas) nor is the concept of complete communities addressed.
- 28) Section 6.4, Oak Ridges Moraine Conservation Plan, please note that Section 7.10 of the TCOP, the secondary plan for the ORMCP brought the TCOP into conformity with the ORMCP and provides the framework for ensuring municipal planning decisions conform to the ORMCP. The PJR should provide its review of the ORMCP within the context of Section 7.10 of the TCOP.
- 29) Section 6.4.1, 3<sup>rd</sup> paragraph (page 8) provides a discussion of the proposed access road. Please note the MNR evaluated the wetland as locally significant and references to this wetland should be "locally significant" instead of "MNR wetland". This section should be further revised as follows:
  - a) References to stormwater management infrastructure should be removed to reflect the current proposal.
  - b) Highlight findings of the EIS, including minor in scale (2%) and existing and future function of SWT2-5.
  - c) Section 5.7.3.5.1 of the TCOP requires new essential infrastructure to demonstrate that all reasonable alternatives to locating outside the EPA have been explored and appropriate mitigation and restoration measures are provided. The EIS and the PJR should be revised provide this assessment, noting that restoration measures should include compensation plantings for the proposed encroachments.
  - d) Further to the resident's meeting, please provide a discussion on whether access to Airport Road is a viable alternative.
- 30) Section 6.4.1:
  - a) 4<sup>th</sup> paragraph (1<sup>st</sup> paragraph on page 9) describes the developable area as including the 30m buffer of the MVPZ – please clarify if the encroachment into the 30m MVPZ is limited to the private road.
  - b) 5<sup>th</sup> and 6<sup>th</sup> paragraphs (page 9) discusses the reports undertaken as per the Major Development policies - Please include a conclusion as to the findings of the reports and whether these policies have been met.
  - c) Last paragraph (page 10) – Please confirm calculation that both the net developable area and impervious cover comprise 3% of the total land area and if this includes the proposed single estate dwelling lot.
- 31) Section 6.4.2, last paragraph (page 11) – both the Draft Zoning By-law Amendment and Official Plan Amendment should propose an EPA zone/designation for the Natural Linkage Area.
- 32) Section 6.4.3:

- a) 2<sup>nd</sup> paragraph (page 11) – the Site Plan for the proposed single estate dwelling indicates a ground floor area of 434.84 m<sup>2</sup>, which is below the 500 m<sup>2</sup> threshold for considering a development to be major.
  - b) 3<sup>rd</sup> paragraph (page 11) – please expand on the relevant sections
  - c) 4<sup>th</sup> to 6<sup>th</sup> paragraphs (page 12) – appear to be providing justification for the findings in the EIS for woodlots to the south and southwest not being considered significant. If this is provided in the EIS, then a statement about which woodlots were found to be significant and which were not significant will suffice. These paragraphs do not discuss the woodlot to the north that will be traversed by the proposed driveway. The developable area for the single estate dwelling must include the driveway in its entirety (including hammerhead). The encroachment of the developable area (including driveway) into the woodlot should be compensated by additional new plantings elsewhere and discussed in this report.
- 33) Section 6.5 (TCOP)
- a) 2<sup>nd</sup> paragraph omits the designation of the lands on Schedule P – ORMCP.
  - b) 3<sup>rd</sup> paragraph speaks to the draft Official Plan Amendment (“OPA”). Please see comments 76) to 88) herein and revise to incorporate all proposed changes to the OPA.
- 34) Section 6.5.1: Please enhance the discussion on whether there is a need to extend the road by:
- a) Describing the features that would be impacted by a through road and how these features were identified (i.e. staking with TRCA, MNR)
  - b) Assessing whether the scale of the proposed development necessitates/warrants a municipal road? Has the need for a road been established in your submission?
- 35) Several sections of the TCOP were omitted from this review, including 7.7.4 (Community Design), 7.7.5 (Residential Policies), 7.7.12 (Open Space & Recreation), 7.7.15 (Transportation), 7.7.16 (Servicing) and 5.7 (Environmental Policy Area).
- 36) Section 7 (Proposed Zoning By-law Amendment) will need to be amended to reflect the zoning comments provided herein, see comments 58) to 75) below.
- 37) Sections 9 and 10 should be combined into one section.
- 38) Section 11 should be incorporated into the ORMCP review section and the following clarified:
- a) There is reference to a Landform Conservation Plan being submitted; however, one cannot be located in the submission package.
  - b) There is reference to Azimuth providing an environmental analysis of the landform disruption; however, no analysis can be located within the EIS.

*Landscape Master Plan Comments:*

- 39) The Landscape Masterplan shall illustrate the planting within limits of developable area and private property. Planting within the Public Open Space blocks shall be addressed through the edge management and restoration/enhancement plan. (*Town of Caledon, Landscape*)

*Tree Inventory and Preservation Plan and Report (Town of Caledon, Development, Landscape):*

- 40) A Tree Inventory and Preservation Plan (and Report) remain outstanding. It should include an edge management plan illustrating areas of restoration and appropriate locations for transplanting of rare species as referenced in the updated EIS Report.
- 41) The EIS refers to TRCA's recommendations suggesting removal of hazard ash trees with confirmed infestation. The Tree Inventory and Preservation Plan should identify and inventory any trees, including Ash

with confirmed EAV, over 20cm DBH (Diameter at Breast Height) proposed to be impacted by the development, or those that present an imminent hazard for development of any new paths. Those trees should be noted for removal. Where agreed upon between the applicant and Town that three removal is acceptable, the applicant shall provide compensation for loss of native vegetation.

*Design Brief Comments:*

- 42) Section 1.2.2 describes access of the condominium development to both Airport Road and McKee Drive South. The Draft Plan of Subdivision does not propose any access to Airport Road and the Region's comments establish that no residential lots or blocks shall have direct access to Airport Road. Please revise. (*Town of Caledon, Development, Planning*)
- 43) The Design Brief does a good job describing the overall vision and principles for the proposed development. A final approved Design Brief, Architectural Design Guidelines document is required that satisfactorily addresses the following comments (*Town of Caledon, Development, Urban Design*):
- a) Page 16, 3.2.1 Condominium Single Family Residences:
    - i) Introductory Paragraph: For clarity, change the second sentence of the introductory paragraph to say that the concept for this community relates to a good understanding of the market factors that will make this isolated development successful.
    - ii) Third Bullet: Show how the 90 degree garage orientation can be achieved on a corner lot in the subdivision.
    - iii) Sixth Bullet: Clarify by adding to the guideline how models will relate to grade. For instance, by utilizing a maximum of 3 steps leading from the existing grade in front of the porch onto the porch.
    - iv) Add a guideline addressing how the proposed 2 models with one alternative elevation each will be applied to ensure variety along the streetscape.
    - v) Add to the appropriate guideline a reference to Figure 3.2.1
  - b) Page 17, 3.2.2 Custom Estate Residential:
    - i) The design guidelines suggest that lower rooflines give a bungalow appearance to the house. Staff suggests based on the conceptual building drawings that a 1½ storey appearance at the front of the house is more accurate and recommend that the guideline be revised accordingly.
    - ii) Add design guidelines to address how it is intended that the building will fit into the existing landscape. What will you see from the surrounding properties? Confirm the number of storeys in the guidelines.
  - c) Page 20, Corner Lots/Lots Abutting Pedestrian Links and Open Space: Figures 3.3.1 and 3.3.2 do not appear to relate to the houses as proposed on the lots shown on the site plan. Please revise the figures to be consistent with the site plan and include the boulevard on the typical corner lot plan drawing for clarity.
  - d) Is it noted in the Design Brief has been submitted to demonstrate how the proposed development will meet the intent of the Caledon East Community Design and Architectural Guidelines (CDAGs); however the following clarification is needed:
    - i) The Design Brief does not address architectural control review and approval. The Design Brief needs to be revised to include a section on implementation or by referring to Section 6.0 (Review and Approval Procedures) of the CDAG's as applying to this development.

- ii) The Design Brief does not provide the same detail of housing design as the CDAGs. The Design Brief needs to be revised to add further detail or by referring to Section 5.0 (Individual Home Architectural Guidelines) as applying to this development.
- 44) The Design Brief, Section 2.1.3.2 (Page 12) states that the proposed driveway to the single estate lot (Block 2) will be installed over the existing trail. The public use path shall be within Open Space Block 4 and the driveway within Residential Block 2 so that the public are not directed towards private property. (*Town of Caledon, Parks & Recreation*)

*Revised Environmental Impact Study Comments (Town of Caledon, Development, Planning)*

- 45) As per the TRCA comments attached, the EIS has not satisfactorily identified the full extent of all KNHFs/HSFs on the property. Figure 2, Environmental Constraints needs to be revised to clearly indicate the boundaries of each feature and their associate MVPZ. As well, an enhancement planting plan is required that clearly labels all areas of encroachment (i.e. hammerhead for single estate residence, loss of wetland for condominium access road) and areas of compensation for encroachments (i.e. additional reforestation). This planting plan will also show improvements within the MVPZs.
  - a) An analysis of encroachments and appropriate compensation should be provided in the Impact Assessment (Section 7) of the EIS and revisions to Table 10, as needed.
- 46) Please confirm if environmental blocks 4, 5 and 6 will be dedicated to the TRCA. This should be discussed in the EIS. Presently, the only reference to public ownership appears to be in the response letter.
- 47) Section 3.5 speaks to the Landform Conservation policies of the ORMCP. Please see Section 7.10 of the TCOP, specifically 7.10.5.6.10. Please provide an analysis from an impact assessment perspective.
- 48) The EIS should address Section 7.7.6.1.2 of the TCOP by exploring the environmental implication of extending a road between McKee Drive South and McKee Drive North.
- 49) The EIS should address Section 5.7.3.5.1 of the TCOP, demonstrating that all reasonable alternatives to locating the access lane outside the EPA has been explored and appropriate mitigation and restoration measures (i.e. compensation plantings) are being recommended.

*Functional Servicing & Stormwater Management Comments (Town of Caledon, Development, Engineering)*

- 50) The size, slope, capacity, etc. of the existing Ditch Inlet Catch Basin (DCIB) needs to be investigated and confirmed as this infrastructure is not shown on the Town's record drawings.
- 51) The 100 year event is being captured; however, in the event of failure and/or a plugged DICB, the applicant needs to clearly identify in the FSR report all major overland flow routes and ensure that all proposed downstream receiving systems have the appropriate capacity to safely convey the noted major flows. All major overland flows must be accommodated within either a municipal right of way or a publicly owned block and demonstrate no impacts to existing homes.
- 52) Confirmation is needed that the proposed inlet system is capable of conveying the 100 year event into the superpipe.
- 53) Please confirm that all avenues to eliminate sump pumps have been explored, including whether it is possible to extend the superpipe further downstream to avoid the use of sump pumps or if the groundwater limits that option. Please confirm that groundwater infiltration will not affect any storage capacity within the superpipe.
- 54) Section 3.1 refers to Lots 20 to 26, please modify the lot numbers.
- 55) In Section 2.1.4 Quality Control, please clarify what is meant by 'equal to'.



- 56) It is noted the superpipe is proposed under the central open space area and conformation should be provided this will not conflict with any proposed landscaping/use of this space.

*Grading Comments (Town of Caledon, Development, Engineering)*

- 57) The proposed grading needs to meet the grading criteria established in the Development Standards. Specifically, we note concerns with respect to the following:
- a) Slope drainage crossing into the rear yard of Lot 14;
  - b) Extreme grade change proposed within the rear yard of Lots 14 and 19;
  - c) How will useable rear yard standard be met for Lots 7 – 14, 19 and 21 given location of proposed swale in close proximity to rear of home;
  - d) Slopes of 3:1 are being proposed, which are not acceptable and does not meet the Town's minimum criteria for 4:1 slopes; and
  - e) Slope drainage draining onto future road at hammerhead.
- To properly assess grading, Site Plan Drawing 3 should indicate all proposed/existing grades and retaining walls. Additional cross-sections perpendicular to new slope are required as well to determine the impact on the existing slope and proposed lots. See attached Drawing No. 3.

**Detailed Comments to be Addressed Prior to Approval of the Zoning By-law**

*Town of Caledon, Development, Zoning comments:*

- 58) Staff cannot confirm compliance with Section 3.43.3 (Minimum Distance Separation). An MDS calculation is required for the proposed lot outside of the settlement area (estate dwelling) and shall be submitted in accordance with the MDS Implementation Guidelines.
- 59) The zoning matrix illustrated on Drawing 1 Overall Site Plan is incomplete and should contain all zone standards.
- 60) The draft Zoning By-law has been submitted to amend Zoning By-law 87-250, as amended. This by-law is no longer in effect. All reference to Zoning By-law 87-250, as amended should be revised to reflect Zoning By-law 2006-50, as amended. The content and formatting of Zoning By-law 2006-50, as amended is significantly different than that of Zoning By-law 87-250. Please review the content and formatting of the draft by-law against Zoning By-law 2006-50, as amended and update the By-law accordingly. Staff has attached a template to be utilized for the submission of a revised draft Zoning By-law Amendment.
- 61) As the property is located within the Oak Ridges Moraine, all zones should have the "Oak Ridges Moraine (-ORM)" suffix.
- 62) The second paragraph of the recitals identifies "for residential and amenity purposes". Reference to "amenity purposes" should be removed and reference to other primary uses (i.e. open space) should be added.
- 63) Please remove reference to Number 3, 4 and 5 of the Zoning By-law.
- 64) Please update number 6 of the Zoning By-law to include reference to all zones.
- 65) Block 1 (Residential Condominium)
- a) Block 1 (Residential Condominium) is proposed to be zoned R-XX. The Zoning By-law does not contain a "R" zone. Staff are of the opinion that the lands should be zoned R1-XXX-ORM. A review has been completed based on this opinion, using the R1 zone standards.
  - b) Block 1 (in its entirety) will meet the minimum lot area but will not meet the minimum lot frontage.

- c) The draft Zoning By-law contains an amendment to Section 2 Definitions. Please review the definition of “Lot” within Zoning By-law 2006-50, as amended. Staff do not believe that a site specific definition is required. If one is determined to be required, an amendment to the Definitions Section of the By-law would not occur, but rather a site specific zone standard would be inserted in the R1-XXX-ORM zone.
  - d) A standard is required to identify that “For the purpose of this zone, a “Street” shall also include a *private road*”.
  - e) Apartment Units, Secondary Suites and Senior Housing Units are not defined terms within the By-law. These terms should be deleted from the draft By-law or site specific definitions included in the By-law.
  - f) The clauses referencing that semi-detached dwellings and townhouse dwellings be subject to provisions of Section 6 of Zoning By-law 2006-50 is not necessary, provided that the draft By-law continues to identify that the proposed site specific clauses are for single detached dwellings only.
  - g) The By-law refers to a nil maximum lot coverage. The term used in the Zoning By-law is maximum building area. The R1 zone requires a maximum building area of 25%, which is being exceeded on the site plan. Staff are concerned with the unlimited building area proposed.
  - h) The By-law refers to a front yard setback of 2.5 m. The applicant is reminded that Section 4.24 of the Zoning By-law identifies circumstances for permitted encroachments. See comment 73) below.
  - i) Lots 15 and 21 on Drawing No. 3 Site Plan – Single Detached Lots, may not meet the minimum exterior side yard requirement contained within the Zoning By-law, being 6 m.
  - j) The applicant is reminded that two parking spaces (2.75 m x 6 m) are to be provided per lot. Staff request confirmation of the size of each parking space within the interior of the garage (clearance). In addition, the driveway should be a minimum length of 6 m to ensure that visitor parking is accommodated in the driveway. It appears that some lots may not be able to achieve this. Please dimension the width and length of each driveway. Current length dimensions are not between the closest point of the dwelling and the street.
  - k) Please review Section 5.2.15 of the Zoning By-law which discusses maximum driveway widths to ensure compliance with this provision.
- 66) Block 2 (Residential)
- a) Block 2 (Residential) is proposed to be zoned RE.
  - b) Drawing No. 2 entitled Site Plan –Single Estate Lot is to be revised to clearly identify the limits of the block.
  - c) The drawing is not scalable.
  - d) The following deficiencies have been identified:
    - i) Minimum Lot Area (0.8 ha required): 0.308 ha proposed
    - ii) Minimum Lot Frontage (45 m required): 6 m proposed
    - iii) Maximum Building Area (8% or 246.4 m<sup>2</sup>): 477.64 m<sup>2</sup> proposed
    - iv) Minimum Rear Yard Setback (15 m): 0.71 m proposed
    - v) Minimum Driveway Setback (4.5 m): 0 m proposed
    - vi) Minimum Parking Space Setback (10 m): Approximately 5 m proposed
    - vii) Section 5.2.15 Driveway Width (Maximum 6 m at its widest point): More than 30 m proposed
  - e) The following potential deficiencies have been identified:
    - i) Minimum Backyard Amenity Area
    - ii) Minimum Landscape Area

67) Block 3 (Future Development)

- a) Block 3 (Future Development) is proposed to be zoned RE. This block will not meet the minimum lot area or minimum lot frontage of this zone.
- b) If the block is to remain as a separate conveyable parcel, staff are of the opinion that this block will be undevelopable/usable for residential development given the constraints of the orientation of the block and the zone standards which must be complied with.
- c) If the block is to be added to the adjacent lot to the north (3 Huntmill Drive), it should be noted that building area is calculated as a percentage of the zone and not the lot. If an applicant were to construct within Block 3 (proposed RE zone), the maximum building area is 8% of the zoned area or 15.2 m<sup>2</sup> (163.6 ft<sup>2</sup>).

68) Block 4, 5 and 6 (Open Space)

- a) Blocks 4, 5 and 6 (Open Space) are proposed to be zoned EPA-X, but there are no site specific provisions identified in the By-law.
- b) This zone should be revised to be EPA1-ORM. The “X” suffix should be removed as it will not be a site specific zone. Blocks dedicated to the Toronto and Region Conservation Authority are typically zoned EPA1-ORM. Please review the permitted uses identified within the Zoning By-law. The EPA1-ORM zone does not contain a minimum lot area or minimum lot frontage.

69) With your next submission please submit:

- a) A cover letter which explains how all comments have been addressed.
- b) A revised version of the draft Zoning By-law Amendment
- c) The draft plan of subdivision in both .dwg and .cad formats on a USB.

*Town of Caledon, Legislative Services – Accessibility comments:*

70) As per By-law 2015-058, accessible parking space #7 shall be 3.4 metres wide with a 1.5 metre wide access aisle on each side, including signage indicating “van accessible”.

- a) It is preferred that the accessible parking space be in #6 so that the accessible parking space is not on a curve.
- b) Alternatively, space #7 shall have 1.5 metre access aisles on each side with a curb depression at the access point of the sidewalk.
- c) Hatched areas at the base of each parking area shall be included to clearly indicate the route of travel from/to each sidewalk.

*Town of Caledon, Development – Planning comments:*

71) All Key Natural Heritage Features and Hydrologically Sensitive Features and their Minimum Vegetative Protection Zones, to the satisfaction of the TRCA, are to be placed in an EPA1 Zone.

72) Please include standards pertaining to:

Parking Requirements (minimum): Common visitor *parking area* (i.e. 0.25 per *dwelling unit*)

73) The Landscape Masterplan shows tree plantings along the private road. The following standards should be included in the Draft Zoning By-law Amendment:

**Yard, Front** (minimum)

- i) From wall of attached *garage* 6m
- ii) From wall of *main building* 4.5m

**Yard, Exterior Side** (minimum)

- i) From wall of attached *garage* 6m
- ii) From all of *main building* 3m

Please note that permitted encroachments for decks and stairs is 2 metres, therefore a total depth of at least 2.5 metres will be available for tree plantings.

- 74) The Zoning By-law requires a minimum backyard amenity area of 56 m<sup>2</sup> within the R1 Zone, please confirm whether this has been achieved.
- 75) Staff are concerned with the proposed zone standards. The development consists of single family dwellings (i.e. R1 Zone) but the proposed zone standards are more typical of recently constructed linked and semi-detached developments (i.e. R2-503). Staff encourage the applicant to review the zoning standards for recently constructed single detached dwellings in Caledon East (i.e. R1-502) and/or provide additional justification to support significantly reduced interior yard setbacks, frontage, landscaped area and building areas (coverage) for single detached dwellings in this location.
- a) The proposed landscaping area minimum of 10% represents a significant departure from the R1 standards of the Zoning By-law that requires a minimum of 30%. Please revise to require additional landscaping area.

**Detailed Comments to be Addressed Prior to Approval of the Official Plan Amendment:**

The following comments are provided by: *Town of Caledon, Development – Planning*

- 76) The scope of the proposed OPA is currently limited to the proposed residential development area, which would result in the remainder of the site being designated Special Study Area A. The OPA (Details of the Amendment, Paragraph 2 and Schedule B) must apply to the entire Special Study Area A, including redesignating the remainder of the Special Study Area A to EPA. (*Planning & Policy*)
- 77) In addition, refinements to the Rural and EPA designations to accommodate the single estate dwelling developable area (including the entirety of the driveway) need to be incorporated into the text (Purpose of Amendment) and Schedule.
- 78) Relabel Schedule “B” to “Schedule A” and revise Legend to include EPA, and refinements to Rural and EPA.
- 79) Part A: The Purpose of the Amendment needs to be revised to reflect the updated proposal (single detached) as it still references cluster housing. As well, common element is misspelled.
- 80) Part A: Basis is missing a number of reports, including Planning Justification Report and the Design Brief.
- 81) Part B, 1a): Section 7.7.5.3.1 (Net Density) to permit a density of 35 units/hectare is not reflective of the proposal. Based on the site statistics provided on Drawing No. 3, Site Plan\_Single Detached Lots, a site specific amendment to maximum density may not be required.
- 82) Part B, 1b): A site specific Section 7.7.5.3.2 is not required nor does it reflect the Overall Site Plan, which proposes single detached units only. Please note that apartments-in-house are permitted by Section 5.10.3.24.
- 83) Part B, 1d): A site specific amendment to Section 7.7.5.3.3 is not required as it does not apply to this proposal. This section applies to single detached units fronting onto a public road, whereas the single detached units proposed within the proposed designation front onto a private road.
- 84) Based on the comments above, no site specific sections should be required.
- 85) Part B, 2: Revise to include EPA designation
- 86) Add a new Part B, 3: Revise “Schedule A” to refine the Rural and EPA designations

- 87) Part B, 2: renumber to 4
- 88) For the By-law adopting the OPA, please revise the mayor signature line to "Allan Thompson, Mayor"
- 89) The compact form of the development does not warrant or support a road connection. *(Town of Caledon, Policy)*

**Detailed Comments to be Addressed as a Condition of Draft Approval:**

- 90) Cash in lieu of parking dedication will be required and is payable by the applicant prior to issuance of any building permits. In order to determine the amount of CIL payment, the applicant shall have a market value appraisal completed for the subject property. The appraisal must be prepared by an AACI certified appraiser. The Town will review the appraisal and if there is a concern about the value, then a peer review of the report may be required, at the cost of the applicant. An appraisal only valid for six months so the applicant should ensure the appraisal is done at an appropriate time in the development process so as not to delay the issuance of a building permit or cause an updated appraisal to be done. CIL payment shall be based on 5% of the approved appraised value of the developable area of the subject lands. *(Town of Caledon, Parks & Recreation & Landscape)*
- 91) Detailed Landscape Plans shall be submitted to the Town for review and approval.
  - a) Detailed Plans shall be dominated by native species. Invasive species will not be accepted.
  - b) Interpretative signage will be required. *(Town of Caledon, Landscape)*
- 92) The Owner will be required to design, secure and construct the trails, as well as any necessary bridges. *(Town of Caledon, Landscape)*
- 93) The Owner is required to fence the limits of property lines between public and private ownership. The fencing shall be located on private residential property. *(Town of Caledon, Landscape)*
- 94) The community mailbox area shall be well lit via a light standard and a curb depression from the sidewalk to the mail box landing area. *(Town of Caledon, Accessibility)*
- 95) Lighting on exterior routes of travel shall be:
  - a) Evenly distributed over the accessible route.
  - b) Positioned not to cause any obstruction, protrusions or tripping hazards.
  - c) Illuminated to at least 100 lx. *(Town of Caledon, Accessibility)*
- 96) A hard surface sidewalk of 1.5 metres shall be installed. Curb depressions from sidewalk to asphalt for each sidewalk section shall be provided. Hatched markings shall be provided at all crossings. *(Town of Caledon, Accessibility)*
- 97) At least one of the models available for purchase should reflect universal flex design housing concepts. The Town will require as a condition of approval that, prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchases within the development prior to offering units for sale. *(Town of Caledon, Accessibility)*

- 98) The single residential block (Block 2) has a proposed driveway from McKee Drive North. There is an existing 0.3 metre reserve at the end of McKee Drive North. This reserve will have to be lifted and named as a public highway to provide frontage. (*Town of Caledon, Public Works, Engineering Services*)
- 99) The proposed road access for the development will remain private and as a result the applicant or subsequent condominium corporation will be responsible for all future maintenance and reconstruction costs. The final design of the road access will be reviewed and approved at the detail design stage. (*Town of Caledon, Development, Engineering*)
- 100) All works within the McKee Drive right of way will require reinstatement to its original condition or better, all to the satisfaction of the Town. A road occupancy permit will be required from Public Works Department for any works required in the Town's right of ways. (*Town of Caledon, Development, Engineering*)
- 101) The Phase One Environmental Site Assessment conducted by Terraprobe on July 15, 2013 concludes that a Record of Site Condition can be filed based on the Phase One ESA alone. The report notes that the surficial debris should be removed from the property. This is will be required as a condition of draft approval and prior to any grading on the site. (*Town of Caledon, Public Works, Engineering Services*)
- 102) Prior to any grading or site disturbance, the Owner shall submit an Erosion and Sediment Control Plan including a topsoil drainage plan detailing the location, size, side slopes, stabilization methods and time period, for approval by the Town. Topsoil drainage shall be limited to the amount required for final grading, with excess remove from site. (*Town of Caledon, Public Works, Engineering Services*)
- 103) The report prepared by Terraprobe Inc. is dated October 24, 2014; however, boreholes were drilled in January, 2001. As a condition of draft approval, additional boreholes will need to be drilled to confirm water levels and update the report accordingly. The report will need to include the approved design. (*Town of Caledon, Development, Engineering*)
- 104) Planning Law requests the following conditions be included as part of the draft approved conditions. These conditions are to be cleared by Planning Law prior to final approval and registration of the M-Plan:
- a) The Owner shall enter into a Town of Caledon Subdivision Agreement or any other necessary agreements executed by the Owner, the Town and the Region or any other appropriate authority prior to any development within the plan to satisfy all financial, legal and engineering matters including land dedications, grading, easements, fencing, landscaping, provision of roads, stormwater management facilities, installation of municipal services, securities, parkland and cash contributions, and other matters of the Town and the Region respecting the development of these lands in accordance with the latest standards, including the payment of Town and Regional development charges in accordance with their applicable Development Charges By-laws.
  - b) Prior to the preparation of any agreement, the Owner shall pay to the Town all fees set out in the Fees By-law for the preparation and registration of the agreement and all documents necessary to give effect to the approval of the Plan of Subdivision.

- c) Prior to registration, the Owner shall provide evidence of compliance with all of the conditions of draft approval, at its sole cost and expense.
- d) That a clause be included in the subdivision agreement stating that the subdivision agreement is made for business purposes and is a 'business agreement' as defined under the Limitations Act, 2002, as amended. Further, no limitation periods set out in the Limitations Act, 2002 other than the ultimate limitation period set out in section 15 of the Act shall apply to this subdivision agreement and the obligations imposed therein.
- e) That a clause be included in the subdivision agreement stating that the Owner shall convey/dedicate, gratuitously and free and clear of all encumbrances, any required parks, open space, trails, road or highway widenings, 0.3m (1 ft.) reserves, walkways, daylight triangles, buffer blocks, stormwater management facilities, maintenance blocks and utility or drainage easements or any other easements as required to the satisfaction of the Town, the Region or other authority.
- f) That a clause be included in the subdivision agreement stating that the Owner shall provide the Town with postponements of any outstanding encumbrances in favour of the Subdivision Agreement.
- g) That a clause be included in the subdivision agreement stating that prior to assumption, the Owner shall provide evidence of compliance with all terms and conditions of the subdivision agreement and any other applicable agreement, at its sole cost and expense.

**The following agencies have comments that are attached for your review:**

- Region of Peel – February 3, 2016 (Comments to be Addressed and Conditions of Draft Approval)
- TRCA – January 13, 2016 (Comments to be Addressed)
- Canada Post – November 20, 2015 (Conditions of Draft Approval)
- Dufferin-Peel Catholic District School Board – October 28, 2015 (Conditions of Draft Approval)
- Peel District School Board – October 23, 2015 (Conditions of Draft Approval)
- Hydro One – October 22, 2015 (Information)

**The following agencies have no comments or concerns:**

- Ontario Provincial Police – November 23, 2015
- Town of Caledon, Policy and Sustainability, Heritage – January 7, 2016

**Comments from the following remain outstanding and will be forwarded to you once received:**

- Bell Canada

**Conclusion**

As per the comments provided herein, the Proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications cannot be supported as presently proposed and a resubmission is required to address the comments contained in this letter.

Staff would be happy to arrange a meeting with you and your team of consultants to discuss the comments and revisions required in the next submission. Staff would appreciate receiving an agenda to assist in the discussion at least 3 days prior to the meeting.

A Resubmission Checklist will be forwarded to you under separate cover. Please note that as the applicant it is your responsibility to sort the packages as outlined in the Resubmission Checklist. Staff will not accept or review incomplete submission or submissions received via email. The resubmission is to include a cover letter explaining how all comments have been addressed and the applicable fee (recirculation fee).

Once the next submission has been received, staff will work with you to schedule a Public Meeting.

If you have any questions please do not hesitate to contact me anytime at 905-584-2272 ext. 4223 or [mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)

Sincerely,



Mary Nordstrom, MCIP RPP  
Senior Development Planner  
Development Approval and Planning Policy  
**TOWN OF CALEDON**

Enclosure

c: Casey Blakely, Manager of Development – East  
Mark Atkinson, Senior Development Engineering Coordinator  
Nick Pirzas, Landscape Architect  
Lucius Maitre, Manager, Engineering Services  
Sally Drummond, Heritage Resource Officer  
Paula Strachan, Senior Planner/Urban Design

Dave Pelayo, Chief Fire Prevention Officer  
Bill Klingenberg, Chief Building Official  
Andrew Hordylan, Zoning Administrator  
Brian Baird, Manager of Parks  
Anant Patel & Quentin Hanchard, TRCA  
Wayne Koethe, Region of Peel





February 3, 2016

Mary Nordstrom  
Development Approval & Planning Policy Department  
Town of Caledon - Town Hall  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: 2nd Submission: Official Plan and Zoning By-law Amendment Applications  
and 1st Submission: Draft Plan of Subdivision  
Weston Consulting Group Inc. on behalf of 2031818 Ontario Ltd.  
Part Lot 22, Concession 1 (Albion)  
0 Airport Road, Caledon East  
Town of Caledon  
Town Files: POPA 06-08, RZ 06-18, 21T-06006C  
Region Files: OZ-06-008C, 21T-06006C**

**Comments:**

Prior to draft plan approval, the following must be addressed:

- With respect to the proposed Airport Road widening and reserve, the plan needs to be revised to include more detail and dimensions with respect to the widening. The plan must reference the centreline of the road allowance, and must include satisfactory dimensions at both the south and north limit of the property.
- Clarification as to the proposed future access with respect to Block 3 (Future Development) must be provided.

Prior to the first engineering submission the following must be addressed:

- Functional Servicing Report - The developer shall ensure that residential Condominium Block #1 has a check valve at the property line as per the Region's 1-8-2 Standard Drawing. The consultant must revise the report and the water servicing plan to include Region's requirements. Regional Staff does not have any significant concerns with respect to sanitary sewer and water servicing for the proposed development. However, the FSR must to be revised to accommodate Regional requirements.

**Conditions of Draft Approval:**

Should the above be addressed to the Region's satisfaction, Regional Staff would have the following conditions:

1. Prior to execution of the Subdivision [Development] Agreement by the Region, the Developer shall:
  - a) obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan;

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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)

- b) pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
- 2. Provision shall be made in the Subdivision Agreement with respect to:
  - a) payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
  - b) collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks);pursuant to the Region's Development Charges By-law, as amended from time to time.
- 3. Provision shall be made in the Subdivision Agreement that the Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominium (Block 1).
- 4. Provision shall be made in the Subdivision Agreement that sufficient widenings along Airport Road are gratuitously dedicated as public right-of-way to the Region. The Region's road widening requirements are 18.0 metres from the centreline of Airport Road R.O.W. Additional property over and above the Official Plan requirement (20.75 metres from the centreline of Airport Road right-of-way) will be required within 245 metres from the intersection of Airport Road and Huntsmill Drive. Prior to the registration of this Plan or any phase thereof, the Developer shall demonstrate, to the satisfaction of the Region, that Airport Road widening was dedicated as required.
- 5. Provision shall be made in the Subdivision Agreement that prior to final approval, 0.3m reserve behind the frontage of the property along Airport Road shall be gratuitously dedicated to the Region as public highway on the owner's certificate.
- 6. Provision shall be made in the Subdivision Agreement that any existing driveways/accesses along Airport Road frontage not approved as part of this subdivision must be closed and removed as part of the subdivision works. All costs associated with the works shall be 100% borne by the Developer.
- 7. Provision shall be made in the Subdivision Agreement that the Owner acknowledges that no residential lots or blocks shall have direct access to Airport Road, and that any future access shall be in accordance with the Region's Controlled Access By-law, being By-law Number 59-77, as amended or replaced from time to time.
- 8. Provision shall be made in the Subdivision Agreement that the Developer is required to obtain from the Region's Public Works Department a road occupancy permit and construction access permit for all works within the Region's road right-of-way, including access works, and to obtain such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities will be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region's right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region of Peel.

9. Provision shall be made in the Subdivision Agreement that prior to final engineering approval; a noise abatement report is required for lots adjacent to Airport Road.
10. Provision shall be made in the Subdivision Agreement that the Region will not permit any changes to grading within Airport Road ROW along the frontage of proposed development.
11. Provision shall be made in the Subdivision Agreement that prior to final engineering approval; a drainage study report shall be completed, to the satisfaction of the Region, by the applicant's engineer to determine the effect of the proposal on the existing structures and drainage along Airport Road.
12. Provision shall be made in the Subdivision Agreement that landscaping, signs, fences, gateway features or any other encroachments will not be permitted within the Region's easements and/or Right-of-Way limits.
13. The Developer will be required to enter into a Subdivision Agreement with the local Municipality and the Region for the construction of municipal sewer and water associated with the lands. These services will be in accordance with the latest Region's standards and requirements.
14. Provision shall be made in the Subdivision Agreement that prior to the first engineering submission the Developer must submit a Functional Servicing Report to the Region for review and approval; showing the proposed sanitary sewer and water servicing plans for the development.
15. Prior to construction the applicant's engineer shall submit all engineering drawings in MicroStation and pdf format, pursuant to the latest requirements of the Region's Development Procedure Manual.
16. Within (60) days of issuing the Preliminary Clearance Certificate the applicant's engineer is required to submit to the Region all Engineering Drawings in Micro-Station Format as set out in the latest version of the Region of Peel "Development Procedure Manual". The Region shall hold back additional 10% on the Letter of Credit until the "as-constructed" drawings have been received.
17. The Developer is responsible for cleaning, flushing, pressure testing and shall maintain adequate chlorine residuals in new watermains within the subdivision from time the watermains are connected to the municipal system until such time as the Region issues final acceptance. Sampling hydrants may also be required and will be determined at the engineering review stage.
18. Provision shall be made in the Subdivision Agreement that the Developer pay the Region's costs for updating its electronic "as constructed" information for the infrastructure installed by the developer. The cost will be based on a "per kilometre" basis for combined watermains and sanitary sewers installed as per Regional User Fee By-law.
19. Provision shall be made in the Subdivision Agreement that a suitable amount will be held back on the Letter of Credit to cover the costs of services completed by the Region that

are covered under time and material basis as noted in the Region's current Development Procedure Manual. The holdback amount will be up to \$15,000.00 for each occurrence.

20. Provision shall be made in the Subdivision Agreement with respect to construction and looping of watermains within and outside of the Plan to the satisfaction of the Region.
21. Provision shall be made in the Subdivision Agreement that the Developer acknowledges that all costs associated with the relocation of existing Regional services to accommodate this development shall be at the Developer's expense. The Developer shall make appropriate arrangements with the Region regarding financing and relocation of the Region's services.
22. Provision shall be made in the Subdivision Agreement that the Developer acknowledges that an amount shall be held back on the Letter of Credit to cover the costs of services completed by the Region that are covered under time and material basis as noted in the Region's current Development Procedure Manual.
23. Provision shall be made in the Subdivision Agreement that The Developer acknowledges and agrees that location and off-sets for the Region's infrastructure such as watermains and sanitary sewers must be acceptable to the Region.
24. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that prior to the issuance of building permits for all lots and blocks within the Plan, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges, including water meters.
25. Provision shall be made in the Subdivision Agreement that the applicant's engineer is required to submit to the Region's Public Works Department, ties to all main line valves prior to preliminary acceptance.
26. Provision shall be made in the Subdivision Agreement that the applicant's engineer is required to submit to the Region's Public Works Department, ties to all individual water service boxes prior to final acceptance.
27. Provision shall be made in the Subdivision Agreement that the applicant's engineer is required to submit to the Region's Public Works Department, linear ties to sanitary sewer services either at the "Y" connection for double services or at the property line for single services prior to preliminary acceptance and swing ties to the building prior to final acceptance.
28. Provision will be required in the Subdivision Agreement for the following clause:

"An amount shall be held in the Letter of Credit until final acceptance of the subdivision by the Municipality to serve as protection for the private wells in the zone of influence of the subdivision plan. The amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the developer will provide temporary water supply to the residents upon notice by the Region and it will continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original

condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit."

29. Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
- a) Base line well condition and monitoring report shall be submitted to the Region prior to the preservicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
    - i. Bacteriological Analysis - Total coliform and E-coli counts
    - ii. Chemical Analysis - Nitrate Test
    - iii. Water level measurement below existing grade
  - b) In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
  - c) Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records.
30. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region of Peel prior to final acceptance.
31. The owner shall grant/obtain (at no cost to the Region) all necessary easements for Regional infrastructures, as may be required by the Region to service the proposed development and/or external lands.
32. Provision shall be made in the Subdivision Agreement that all property requirements shall be gratuitously dedicated by the owner to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the owner. The owner must provide the Region with the necessary title documents and reference plans to confirm the Region's right-of-way.
33. All streets shall be named to the satisfaction of the Town of Caledon and the Region of Peel. In this regard, proposed street names must be submitted as soon as possible after draft approval has been granted so that finalization of the plan is not unduly delayed.
34. Prior to final approval by the Town of Caledon, a copy of the proposed final plan must be forwarded to the Region of Peel.
35. Prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following must be forwarded to the Region's Legal Services Division:
- i) A copy of the final M-plan;
  - ii) A copy of the final R-plans; and,
  - iii) The documents required as per Schedules of the Subdivision Agreement.



If you require any further information feel free to contact me at any time.

Best Regards,

*W. Koethe*  
Wayne Koethe  
Development Services



Toronto and Region  
**Conservation**  
for The Living City

January 13, 2016

CFN 48895.03, 55045, X-Ref CFN 50167

**BY EMAIL AND MAIL: Brandon.ward@caledon.ca**

Mr. Brandon Ward, Senior Development Planner  
Development Approval and Planning Policy Department  
Town of Caledon  
6311 Old Church Road  
Caledon, ON  
L7C 1J6

Dear Mr. Ward:

**Re: Draft Plan of Subdivision Application – 21T-06006C  
Official Plan & Zoning By-law Amendment Applications - POPA 06-08, RZ 06-18  
0 Airport Road, Caledon East  
Part Lot 22, Concession 1 (Albion)  
Town of Caledon  
20312818 Ontario Limited (Agent: Weston Consulting Group Incorporated)**

Further to our letter dated March 10, 2014, this letter will acknowledge receipt of the revised Official Plan and Zoning By-law Amendment applications and the complete submission for the above noted Draft Plan of Subdivision (received on October 14, 2015). Thank you for the opportunity to review and provide comments on the above noted circulation. As per the "Living City Policies for Planning and Development within the Watersheds of the Toronto and Region Conservation Authority" (LCP), staff provides the following comments as part of TRCA's commenting role under the *Planning Act*; the Authority's delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2014); TRCA's Regulatory Authority under the *Conservation Authorities Act* and Ontario Regulation 166/06, *Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses* (as amended); and our Memoranda of Understanding (MOU) with the Region of Peel and Town of Caledon, wherein we provide technical environmental advice.

**Purpose of the Application**

It is our understand that the purpose of the above noted Draft Plan of Subdivision application is to develop a residential Draft Plan of Subdivision consisting of 21 single detached dwelling units within a 2.3 ha (5.7 acre) development area. The dwelling units will be developed through a future Condominium Plan which will include visitor parking and amenity areas and a private road connection to McKee Drive South. Also, the Draft Plan of Subdivision includes a Block for a proposed estate residential dwelling located on the northeast corner of the property, as well as various Blocks for the 14.1 ha (35 acre) of Open Space lands outside of the proposed development areas of the site.

It is our understanding that the purpose of the above noted Official Plan and Zoning By-law Amendment (OPA/ZBLA) applications is to re-designate a portion of the property from "Special Study Area A" to a



"site-specific Medium Density Residential" designation and rezone portions of the property from "Estate Residential" (RE) to "site-specific Residential Zone" (R-XX) and "Environmental Protection Area" (EPA-X) zones.

There are wetlands on the site that are part of the Locally Significant Caledon East Wetland Complex (LSW), as well as several other Key Natural Heritage Features (KNHFs) and Hydrologically Sensitive Features (HSFs). These include significant wetlands; significant portions of habitat of endangered species; fish habitat; significant valleylands; significant woodlands; significant wildlife; permanent and intermittent streams; and, seepage areas and springs.

#### **Recommendation**

With the recent submission, TRCA staff is of the opinion that a number of the previous issues identified in our previous correspondence have not been addressed. The applicant has not established the viability of this subdivision as of yet, and has not established that the proposed plan is consistent with the Oak Ridges Moraine Conservation Plan (ORMCP) and PPS. Fundamental feasibility questions remain with respect to the ability of the proposed subdivision, in its current configuration, to demonstrate conformity with Town of Caledon, TRCA and Provincial standards. Further, it has not been established that all KNHFs/HSFs, and associated MVPZ are being adequately protected, in accordance with the ORMCP. TRCA staff continues to be of the opinion that the technical studies, which have been requested by the Authority, and have not been completed to date, are necessary to determine whether the proposed subdivision is viable, as currently proposed. In order for TRCA staff to be in position to make a recommendation on the subject applications, staff's comments attached in Appendix I, need to be addressed to TRCA staff's satisfaction.

The following points summarize TRCA staff's key comments:

- KNHFs/HSFs and MVPZ have not been fully assessed and/or accurately delineated, including significant woodlands, significant valleylands and permanent and intermittent streams;
- An accurate consolidated constraints map is required;
- Revisions may be required to the draft plan to protect the KNHFs/HSFs and MVPZ portions of the subject lands;
- Revisions are required to the implementing OPA/ZBLA to place the KNHFs/HSFs and MVPZ portions of the subject lands in separate EPA blocks to be conveyed into public ownership;
- A flood study is required to ensure the residential block (Block 2) at the eastern portion of the site and its access road are located outside of the Regulatory Floodplain;
- More information is required to confirm habitat connectivity along with an analysis of the ecological impacts related to the disconnect in hydrology for both the road location and stormwater management strategy for the residential condominium block (Block 1);
- Additional hydrogeology and geotechnical investigations are required confirming the feasibility of stormwater infiltration;
- An enhancement planting strategy must be submitted to provide for improved ecological conditions within the MVPZ and compensation for the proposed road access encroachment;
- Written confirmation from Ministry of Natural Resources & Forestry (MNRF) staff is required to confirm the potential for Species at Risk (SAR) and permit and/or reforestation requirements under the *Endangered Species Act* (ESA).

To assist staff with reviewing the next submission, please ensure the applicant, including each technical discipline, provides a cover letter detailing how the entire previous and additional comments have been addressed. The previous submissions only provided a cover letter and response for certain technical disciplines. We are available to meet with the Town and the applicant in a collaborative effort to resolve our outstanding comments.

**Applicable TRCA Policies and Regulations****Ontario Regulation 166/06**

TRCA regulates development within and adjacent to watercourses and valley corridors, and wetlands. As such, a significant portion of the subject lands are located within the Regulated Area of the Humber River Watershed and are subject to Ontario Regulation 166/06 (as amended), and TRCA's LCP. The proposed development is located within the Regulated Area and a TRCA permit will be required prior to any works commencing within the Regulated Area of the Humber River Watershed. Should the project advance to the permitting stage, staff will advise on TRCA's permitting review and fee requirements.

**Oak Ridges Moraine**

The subject property is located on the Oak Ridges Moraine (ORM) and is subject to the provisions of the ORMCP. It appears that the site is partially located within the Settlement Area, Countryside Area and Natural Linkage Area land use designations of the ORMCP.

It is recognized that the Town of Caledon is the designated approval authority under the *Oak Ridges Moraine Conservation Act*, and the TRCA is the technical advisor to the Town of Caledon with respect to the ORMCP and assists the municipality to ensure that this development proposal conforms to the provisions of the ORMCP.

**Fees**

By copy of this letter, please advise the applicant that the TRCA has implemented a fee schedule for our planning and development review services. Please note that this application is subject to a \$45,935.00 review fee (Draft Plan of Subdivision – Major – 5 ha to 25 ha) and a \$15,040.00 clearance fee. Please advise the applicant to submit payment to TRCA as soon as possible.

**Conclusion**

We thank you for the opportunity to review the circulation and provide our comments as per our commenting and regulatory role. Further, we trust these comments are of assistance. TRCA will continue to work closely with Town staff, the applicant and their consultants to ensure that TRCA's expectations for meeting the attached comments are met.

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

Yours truly,



Anant Patel  
Acting Planner II  
Planning and Development  
Ext. 5618

/ap

Encl.: APPENDIX I: TRCA Comments on the October 14, 2015 Submission

cc: Ryan Guetter, Weston Consulting: [rguetter@westonconsulting.com](mailto:rguetter@westonconsulting.com)  
Brennan Paul, Senior Planning Ecologist, TRCA  
Jairo Moreilli, Water Resources Analyst, TRCA  
Don Ford, Senior Manager, Hydrogeology, TRCA

**Appendix I – TRCA Comments on the October 14, 2015 Submission**

The following materials were received by the TRCA:

- Cover Letters, prepared by Weston Consulting, dated September 3, 2015 and September 11, 2015;
- 1<sup>st</sup> Submission Comment Response Table, prepared by Weston Consulting, last updated September, 2015;
- Draft Official Plan and Zoning By-law Amendments, prepared by Weston Consulting, received September 11, 2015;
- Draft Plan of Subdivision (Dwg. D1), prepared by Weston Consulting, dated October 23, 2015;
- Planning Justification Report, prepared by Weston Consulting, dated September 2015;
- Revised Environmental Impact Study, prepared by Azimuth Environmental Consulting Inc., dated July 2015;
- Functional Servicing and Stormwater Management Report, prepared by Masongsong Associates Engineering Limited, dated June 2015;
- Engineering Comment Response Letter, prepared by Masongsong Associates Engineering Limited, dated June 30, 2015;
- Conceptual Trail Plan, prepared by Weston Consulting, dated August 6, 2015;
- Landscape Master Plan, prepared by Strybos Barron King, dated October 2014;
- Overall Site Plan (Dwg. 1), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;
- Site Plan – Estate Lot (Dwg. 2), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;
- Site Plan – Single Detached Lots (Dwg. 3), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;
- (Colour) Overall Site Plan (Dwg. 4), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;
- Floor Plans and Elevations (Dwg. 5), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;
- Floor Plans – Estate Lot (Dwg. 6), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015;
- Elevations – Estate Lot (Dwg. 7), prepared by VA3 Design Inc., dated September 2013 and last revised July 7, 2015.

To assist staff with reviewing the next submission, please ensure the applicant provides a cover letter detailing how our previous and additional comments have been addressed. As noted, we are available to meet with the Town and the applicant in a collaborative effort to resolve our outstanding comments.

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
<b>Natural Heritage Evaluation (NHE) / Planning Ecology</b>				
<b>Previous Comments</b>				
1.	A plan illustrating the various Key Natural Heritage Features (KNHFs) and Hydrologically Sensitive Features (HSFs) and Minimum Vegetation Protection Zones (MVPZs) in relation to the proposed development has not been submitted. Although the Natural Heritage Evaluation (NHE)/Environmental Impact Study (EIS) appear to identify the features, MVPZs and development on separate plans, a consolidated plan should be submitted illustrating all layers. As noted below, the extent of the significant valleylands has not been verified.	This has been confirmed and is provided in the revised EIS dated July 2015.	<p>A number of KNHFs and HSFs have been identified on the site, including significant wetlands; significant portions of habitat and endangered species; fish habitat; significant valleylands; significant woodlands; significant wildlife; permanent and intermittent streams; and seepage areas and springs. Based on our review of the revised EIS dated July 2015, it continues to remain unclear if all KNHFs/HSFs and associated MVPZs are being adequately protected, in accordance with the ORMCP. For assistance, we provide comments below on specific KNHFs and HSFs that remain an issue:</p> <p><b>Permanent and Intermittent Stream</b> As noted in our previous letter, another tributary of the Humber River Watershed branches off of Boyce's Creek to the east. Figure 2 – Environmental Constraints, Figure 3 – Environmental Features, and Figure 5 – Consolidated Plan of the revised EIS dated July 2015 do not identify this watercourse feature. Based on ORMCP Technical Paper #12 – Hydrological Evaluations for HSFs, a permanent and/or intermittent stream is considered to be a HSF. Please identify this HSF on all applicable plans.</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Delegated Provincial Interest</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
			<p><u>Significant Valleylands</u> In addition to the above, and as noted in our previous letter, significant valleylands are considered to be a KNHF. Based on Section 4.5: Significant Valleylands of the OMRCF Technical Paper #1 – Identification of KNHFs, a significant valleyland must consider the floodplain. The applicant's response notes that this has been confirmed and is provided in the revised EIS dated July 2015. Based on our review, the significant valleylands on this site have not been identified.</p> <p>To assist in identifying the significant valleylands on site, TRCA has estimated floodplain mapping and modeling for Boyce's Creek. As noted previously, given that TRCA's estimated floodplain mapping and modeling for this reach of Boyce's Creek is relatively conservative, TRCA staff has no concerns with the applicant utilizing the estimated floodline for Boyce's Creek. Please note that the Regulatory Floodplain is only illustrated on the draft plan and is not illustrated on the figures included in the EIS. Also, it is unclear how this floodline was delineated on the draft plan. Specifically, there are significant gaps in the floodline on the west side of Boyce's Creek. In order to obtain the applicable estimated HEC-RAS cross-sections and floodline elevations necessary to accurately delineate the Regulatory Floodline for Boyce's Creek, please contact Jairo Morelli, TRCA Water Resources Analyst, at <a href="mailto:jmorelli@trca.on.ca">jmorelli@trca.on.ca</a> or 416-661-6600 ext. 5351.</p> <p>Also, another tributary of the Humber River Watershed branches off of Boyce's Creek to the east. This tributary conveys flows from 86.3 ha of upstream drainage areas. As such, we previously advised the applicant to submit a flood study to ensure the boundary of the significant valleyland is accurately identified, including the MVPZ. As part of this resubmission, the applicant has noted that a Floodplain Management Report has been submitted for review. As noted below, this report has not been submitted to TRCA. Please provide this report to TRCA for our review. This study is required in order to verify the boundary of the significant valleylands for the tributary that branches off of Boyce's Creek to the east.</p> <p>Once the boundary of the significant valleylands has been verified, please identify the KNHF and its MVPZ on revised plans (i.e., Figure 2, 3 and 5).</p> <p><u>Significant Woodlands</u> Based on our review of the draft plan, Block 3 has been identified for future development. It is unclear if this is a viable development block once the KNHFs and MVPZ</p>	

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
			<p>have been accurately identified and delineated.</p> <p>Specifically, significant woodlands are identified in the nearby proximity of Block 3. The environmental constraint mapping included in the EIS has identified the KNHF but not the MVPZ.</p> <p>In addition, On Figure 2 – Environmental Constraints of the revised EIS, an "other Woodland Feature" has been identified off-site adjacent to the proposed future development block near Huntsmill Drive. It appears this feature was not assessed as part of the Ecological Land Classification (ELC) System as illustrated on Figure 3 – Environmental Feature. Also, the EIS does not appear to provide an analysis of the off-site woodland. The EIS should be revised to include an assessment of this off-site feature. It should be clear whether or not this feature qualifies as a Significant Woodland as per ORMCP Technical Paper #7 – Identification and Protection of Significant Woodlands and whether or not this would impact the proposed draft plan. Please clarify whether or not the off-site woodland qualifies as a KNHF and revise the draft plan accordingly.</p> <p><u>Consolidated Plan</u> Based on the revised EIS dated July 2015, five (5) KNHFs are present on site, including significant woodlands; fish habitat; significant habitat for endangered species (butternut); significant valleylands; and significant wildlife habitat. Also, three (3) HSFs are present on site, including seepages and springs; permanent and intermittent streams; and wetlands.</p> <p>Based on our review of Figure 5 – Consolidated Plan, dated November 2014, prepared by Azimuth Environmental Consulting Incorporated, found in the updated EIS, a number of KNHFs/HSFs are illustrating including the significant woodlands; permanent and intermittent streams; and wetlands. As noted above, the boundary of the significant valleylands is not illustrated. Also, the full extent of significant woodlands and permanent and intermittent streams have not been verified and identified through this submission.</p> <p>On the additional technical analysis has been finalized, please submit a consolidated plan illustrating the full extent of the following KNHFs/HSFs:</p> <ul style="list-style-type: none"> <li>• Significant woodland;</li> <li>• Significant valleylands;</li> <li>• Permanent and intermittent streams;</li> </ul>	

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
			<ul style="list-style-type: none"> <li>• Wetlands;</li> <li>• Furthest inland KNHF/HSF limit;</li> <li>• MVPZ and recommended EPA boundary.</li> </ul>	
2.	<p>Based on Section 4.5: Significant Valleylands of the ORMCP Technical Paper #1 – Identification of KNHFs, a significant valleyland must also consider the floodplain. As noted in our letter dated January 10, 2014, it is unclear how the Regulatory Floodplain elevation was verified or plotted. Currently, TRCA has estimated floodplain mapping and modeling for this reach of Boyce's Creek. However, the floodplain mapping and modeling has not been fully engineered to meet TRCA's standards. Given that TRCA's estimated floodplain mapping and modeling is relatively conservative, and given the fact the edge of the vegetation dripline that is contiguous to the valley feature is significantly further inland than the estimated Regulatory Floodplain, TRCA staff has no concerns with the delineation of the floodplain for Boyce's Creek. However, another tributary of the Humber River Watershed branches off of Boyce's Creek to the east. This tributary conveys flows from 86.3 ha of upstream drainage areas. At present time, TRCA has not completed a flood study for this tributary. As such, please advise the applicant to submit a flood study to ensure the boundary of the significant valleylands is accurately identified, including the MVPZ. We also require the flood study to ensure the proposed development and access road for the proposed development is located outside of the Regulatory Floodplain. Please note that the estimated HEC-RAS model cross-sections and depths for Boyce's Creek were provided to the consultant on February 12, 2013 via email. Should the applicant have any questions or comments completing the flood study, please contact Dilnesaw Chekol, TRCA Water Resources Analyst, at <a href="mailto:dchekol@trca.on.ca">dchekol@trca.on.ca</a> or 416-661-6600 ext. 5746.</p>	A Floodplain Management Report has been submitted for review.	<p>As noted above, this report has not been submitted to TRCA. Please provide this report to TRCA for our review. As noted in Comment #1, this study is required in order to verify the boundary of the significant valleylands.</p> <p>In addition, we also require the flood study to ensure the proposed development and access road for the proposed single detached dwelling (Block 2) is located outside of the Regulatory Floodplain.</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Delegated Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
3.	<p>The proposed road off McKee Drive and the stormwater management pond will require the removal of a portion of the SWT2-5 (Red-oiser Dogwood Mineral Thicket Swamp Type) Vegetation Community. The direct impacts are related not only to a road access but also to the creation of the stormwater management pond block. The portion of the wetland community that is not directly impacted will likely see a significant indirect impact as a result of the alteration. It is unlikely that the wetland will persist under post-development conditions. While it accounts for a 0.23 ha loss of wetland community, the NHE/EIS does not appear to account for the indirect impacts to the SWT2-5 community along with strategies to mitigate those impacts. The discussion should include an analysis of the possible benefits of relocating the stormwater management pond outside of the wetland community.</p>	<p>Given the proposed placement of the access road and the current function of the SWT2-5 community, we do not foresee any indirect impacts to the natural heritage functions of this community. Section 7.1.1 (Page 20) of the updated EIS (July 2015).</p>	<p>While the stormwater management pond block has been removed from the most recent submission, the access road continues to provide a barrier that isolates a portion of the wetland. While the existing function maybe limited, the road would seem to represent a further limitation when considering the future function of the wetland and possibility that the function of the wetland could improve in the future or be enhanced. A further concern is that the road could impair the hydrologic connection of the isolated parcel of the larger parcel to the north having a detrimental impact on the larger wetland community beyond the development limits. Please advise the applicant to provide further discussion related to opportunities to maintain habitat connectivity through road design techniques (such as ensuring road embankments are at an appropriate slope to accommodate potential wildlife movement), along with an analysis of the ecological impacts of the change and disconnect in hydrology related to both the road location and the stormwater management strategy. As noted previously, strategies to mitigate these impacts should be provided. For example, as compensation for encroachment, restoration could be provided in addition to the planting for the MVPZ.</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
4.	<p>The discussion related to the impacts to the Ministry of Natural Resources &amp; Forestry (MNRF) evaluated Locally Significant Wetland (LSW) area should also include an analysis of the habitat function of the specific area that will be isolated by the road and how that function will be maintained post-development. This should include an analysis of accessibility for species that may be using this portion of the feature.</p>	<p>Based on the current site plan, a portion of the SWT2-5 unit will be isolated from the remainder of the wetland feature. The isolation of a portion of the feature will not impede the overall form or function of the wetland. Accessibility to this feature post-development is not an issue since it does not provide amphibian breeding habitat (i.e., no amphibian movement through area) nor does it provide high quality habitat for a large number of species but rather general habitat for more urban adept species. Section 7.1.1 (Page 19 to 20) of updated EIS (July 2015).</p>	<p>See above.</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
5.	<p>The NHE/EIS does not provide a discussion related to the impacts to the adjacent wetland communities as a result of the change in drainage patterns. While a bypass pipe has been proposed in the above noted Functional Servicing Report (FSR), it is unclear to what extent it will mimic pre-development conditions. Please provide an analysis of how drainage patterns and water quality will affect nearby wetland communities.</p>	<p>See submitted revised FSR.</p>	<p>Section 3.1 of the FSR indicates that 223.28 L/s will be directed to the wetland feature to maintain it. Please clarify what the appropriate quantity of water discharging to the wetland community should be based on existing conditions and how the stormwater management strategy will provide that. This should be done in consultation with the ecological consultant to ensure that the data can be used to establish thresholds which the ecological communities could tolerate and that the solutions are feasible for maintaining or improving ecological functions.</p> <p>A storm sewer bypass is proposed for maintaining flows to the isolated wetland. However, it does not appear to discharge directly to the wetland. Additionally, it is unclear how the storm sewer bypass maintains flows to the portion of the wetland north of the road. Please clarify how the</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
			<p>design and discharge location for the storm sewer bypass was determined while considering the ecological requirements.</p> <p>It is noted on Page 9 of the above noted Planning Justification Report that a Feature Based Water Balance Analysis is currently being prepared by Terraprobe Limited for the MNRF wetland feature that is planned to be traversed by the proposed access road for the proposed development. Please submit the Feature Based Water Balance Analysis for our review and comments.</p>	
6.	<p>A figure was provided outlining a trail alignment for the subject property. No supporting documentation has been provided for this trail. Please provide an analysis of the impacts of the trail along with a strategy for mitigating those impacts. Among other points to be discussed, the analysis should also include a discussion related to appropriate watercourse crossing and the need for the various trail sections when weighed against the ecological impacts of these sections. For example, two (2) trail heads occur approximately 100 m apart near the townhouse proposal, a public trail connection leads to the proposed private residence, and a trail head is proposed at Airport Road, which is not a pedestrian friendly road and does not appear to have a location for parking. A discussion should also be included outlining how this trail fits into the broader Town of Caledon trail strategy.</p>	<p>The proposed pathways will connect to the existing established trail system and will be utilized primarily for foot traffic. Impacts of proposed system are minimal. Regarding the watercourse crossing, the integrity of the existing footbridge should be inspected to ensure the safe use. Any upgrades and/or replacement (if required) should not have a footprint below the high water level (i.e., clear span) and should follow the standard mitigation measures outlined in the report. Section 7.1.2 (Page 21 to 22) of the updated EIS (July 2015).</p>	<p>A site visit was conducted on September 8, 2014 to refine the trail alignment. This comment has been addressed. However, Section 7.1.2 of the EIS indicates that the fisheries construction timing window is June 1 to September 30. The timing window should be July 1 to September 15, unless otherwise specified by MNRF.</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
7.	<p>As part of satisfying TRCA's future conditions of draft approval, it is our expectation that an extensive enhancement planting plan is developed for the MVPZ and natural features to achieve an ecological net gain for this reach of the Humber River Watershed.</p>	<p>An Enhancement Planting Plan should be prepared that will include native plantings within the MVPZ and natural features. Section 8.2 (Page 24) of the updated EIS (July 2015).</p>	<p>Please note that the submitted Landscape Master Plan does not identify enhancement plantings within the MVPZ. It is expected that the recommendations to provide enhancement plantings outlined in Section 8.2 of the EIS will be implemented at the detailed design stage.</p>	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
8.	<p><u>Additional Comments</u></p> <p>Written confirmation from MNRF staff is required to confirm the potential for Species at Risk (SAR) and permit and/or reforestation requirements under the Endangered Species Act (ESA)</p>			<ul style="list-style-type: none"> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>



No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
<b>Planning and Development</b>				
<b>Previous Comments</b>				
9.	The implementing Official Plan Amendment (OPA) must recognize the KNHFs, HSFs, and MVPZ in a suitable designation which has the effect of prohibiting development and structural encroachment, and ensuring the long-term preservation of the lands in perpetuity. Based on Schedule "B" of the draft OPA, it appears the lands to be designated are not reflective of the environmental and hazard constraints identified in the supporting technical studies. Specifically, the significant woodland; wetlands; significant valleylands; and permanent and intermittent streams including their recommended MVPZ as prescribed by the ORMCP have not been accurately reflected in the Schedule. Please ensure the environmental and hazard constraints are designated in an EPA designation and resubmit a revised Schedule "B".	A revised Schedule "B" has been submitted.	<p>As noted previously, based on the Official Plan, the western portion of the subject property is currently designated "Special Study Area A" as illustrated on Schedule D, while the eastern portion of the site is designated "Environmental Policy Area" (EPA) on Schedule A and "Natural Linkage Area" and "Countryside Area" on Schedule P (ORMCP). We understand the intent of the amendment is to re-designate the area of the property designated "Special Study Area A" to a site specific "Medium Density Residential" designation.</p> <p>As noted previously, the implementing OPA must recognize the KNHFs/HSFs and their MVPZ in a suitable designation which has the effect of prohibiting development and structural encroachment, and ensure the long-term preservation of the lands in perpetuity. Based on Schedule "B" of the draft OPA, it appears that this comment has not been addressed. Although the response notes that the Schedule "B" has been revised, it does not appear that all environmental and hazard constraints are proposed to be designated EPA (i.e., areas will remain designated Special Study Area A). Please advise the applicant to submit a revised Schedule "B" to ensure that the KNHFs/HSFs and MVPZ are designated in an EPA designation.</p>	<ul style="list-style-type: none"> <li>Public Commenting Body (Planning)</li> <li>Service Provider</li> </ul>
10.	The lands to be rezoned "Hazard Land" on Schedule "B" of the draft Zoning By-law Amendment (ZBLA), do not accurately reflect the environmental and hazard constraints identified in the supporting technical studies and/or additional work to be completed. Please revise Schedule "B" of the ZBLA to accurately reflect the environmental and hazard constraints as determined by the supporting technical studies.	A revised Schedule "B" has been submitted.	<p>Based on the review of the revised draft ZBLA and Schedule "B", we understand the proposed amendment will rezone the subject property from Estate Residential (RE) to a site specific Residential Zone (R-XX). In addition, the proposed amendment will rezone the subject property from RE to the Environmental Protection Area (EPA-X).</p> <p>As noted previously, the implementing zoning by-law must recognize the KNHFs/HSFs and their MVPZ in an EPA1 zone, which has the effect of prohibiting development and structural encroachment. Although the response notes that the Schedule "B" has been revised, it does not appear that all natural features and their associated buffers are proposed to be zoned EPA1. Please advise the applicant to submit a revised Schedule "B" to ensure that the KNHFs/HSFs and MVPZ are zoned EPA1.</p>	<ul style="list-style-type: none"> <li>Public Commenting Body (Planning)</li> <li>Service Provider</li> </ul>
11.	TRCA encourages the transfer of valley corridors and other natural features into public ownership to reduce and/or eliminate the risk to life and property and to foster local and regional environmental linkages. Once the boundaries of the KNHFs/HSFs and MVPZ have been	This is reflected in the Draft Plan of Subdivision.	It is unclear where this is reflected in the Draft Plan of Subdivision. Nevertheless, once the boundaries of the KNHFs/HSFs and MVPZ have been verified, as part of satisfying TRCA's future conditions of draft approval, it is our expectation that the valley lands will be placed into	<ul style="list-style-type: none"> <li>Public Commenting Body (Planning)</li> <li>Resource Management Agency</li> <li>Service Provider</li> </ul>

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
	verified, as part of satisfying TRCA's future conditions of draft approval, it is our expectation that the valley lands will be placed into public ownership.		public ownership.	
<b>Additional Comments</b>				
12.	As noted above, a flood study is required to determine the viability of Block 2, and an additional environmental assessment and accurate mapping is required to determine the viability of Block 3. Based on our review of the proposed implementing zoning by-law, these blocks are proposed to be zoned RE. Once the boundaries of the KNHFs and MVPZ have been verified, these blocks may require revisions and/or be zoned EPA1.			<ul style="list-style-type: none"> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
<b>Stormwater Management</b>				
<b>Previous Comments</b>				
13.	Please note that TRCA staff defers the review of the quantity control requirements for the subject property to Town staff. Based on the proposed drainage plan, the site will tie into an existing municipal storm sewer along McKee Drive. As such, municipal requirements will dictate the quantity control criteria applicable to the site. It should be noted that in the event the current plan changes, the site is required to drain to the existing watercourse, then the Humber River Unit Release rates will be the quantity control requirements for the site. If required, please contact Nick Lorrain, TRCA Senior Project Manager, at <a href="mailto:nlorrain@trca.on.ca">nlorrain@trca.on.ca</a> or 416-661-6600 x. 5278 to obtain the appropriate Unit Release Rates.	Acknowledged.	Addressed.	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Delegated Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Resource Management Agency</li> <li>• Service Provider</li> </ul>
14.	TRCA staff has concern with the water quality control measures proposed for the site. Specifically, the Ministry of Environment (MOE) 2003 Stormwater Management Planning and Design Manual notes that wet ponds need contributing drainage areas greater than 5 ha to support a permanent pool. The 5 ha limit is approximately double the drainage area contributing to the proposed stormwater management pond (2.5 ha identified in the report).	Review of Section 3.3 Water Balance/Erosion Control within the FSR for low impact design features and Section 3.4 Stormwater Quality for Stormceptor (Oil and Grit) details.	We understand the stormwater management pond originally proposed has now been removed. Please see Comment #15.	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Resource Management Agency</li> <li>• Service Provider</li> </ul>
15.	Given the concerns noted above, please examine the opportunity to implement additional water quality control measures, such as Low Impact Development (LID), oil-grit separators (OGS), etc. with the intentions of removing the permanent pool and implementing a dry pond to provide quantity control.	Review of Section 3.3 Water Balance/Erosion Control within the FSR for low impact design features.	A STC 1000 OGS unit is proposed to provide quality control for the 21 detached dwellings. TRCA staff note that this unit has been sized assuming the site is comprised of sand only (AK-11). However, the Hydrogeological Evaluation, dated October 24, 2013, prepared by Terraprobe Incorporated indicates soils for this property consist of silty sands. As the infiltration rate for sandy soils may be up to ten times greater than that of the underlying soils, the proposed OGS may be undersized. Please advise the applicant to confirm the existing soils characteristics or adjust the OGS calculations accordingly.	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Resource Management Agency</li> <li>• Service Provider</li> </ul>
16.	Please note that as per Section 4.2: Erosion Control Criteria (Page 18) of TRCA's Stormwater Management Criteria document, the applicable erosion control requirement for this site is to retain a rainfall depth of 5mm	Review of Section 3.3 Water Balance/Erosion Control within the FSR for low impact design features.	Staff note an initial abstraction of 1mm was deducted from the 5mm, which is the minimum retention target set out by the Authority. It should be noted, the 5mm retention requirement should be above the initial abstractions as	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Delegated Authority</li> <li>• Public Commenting Body (Planning)</li> </ul>

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
	on-site. The retention target can be achieved through infiltration, evapotranspiration, or rain water re-use. Please note the required level of erosion control in the FSR and provide measures to address the criteria. Please note that the 5mm retention target may be independent of the global water balance target, depending on the results from the hydrogeological assessments.		outlined in Section 4.3 of TRCA's Stormwater Management Criteria. Please adjust the calculations and provide details (cross-section) of the proposed infiltration trench. Please confirm the water table elevation to ensure the seasonably high water level is at least 1 m below the invert of the proposed infiltration facility.	<ul style="list-style-type: none"> <li>Resource Management Agency</li> <li>Service Provider</li> </ul>
17.	In addition to the above, the FSR needs to speak to the results from the Hydrogeological Evaluation, dated October 24, 2013, prepared by Terraprobe Incorporated and outline measures required to achieve the overall water balance criteria (i.e., the component of the water balance which addresses recharge). The report notes that the site will include provisions to achieve the 5mm retention target, but given the hydrogeological conditions, specific guidance is required to inform the design of LIDs to ensure that both the erosion control and overall water balance targets are achieved.	As requested, further details of the hydrogeological results are included in Section 3.1 Development Constraints of the FSR. Detailed calculations for low impact design measures have been provided in Section 3.3 Water Balance/Erosion Control. Please note that by the PSW there is a shallow groundwater table and therefore LID proposal for the driveway entrance is a surface porous paver system and up on the hillside where the townhouse buildings will be situated there is no groundwater table issue and therefore based on LID infiltration granular trench calculations for this feature can be used and easily constructed for the development.	The FSR addresses the 5mm retention target. However, results from the hydrogeological assessments and measures required to achieve the overall water balance criteria (i.e., the component which addresses recharge) have not been discussed. Please provide results from the hydrogeological assessment and a discussion on how the water recharge for the proposed development will be maintained under post-development conditions. Please note that the 5mm retention target may be independent of the global water balance target, depending on the hydrogeological characteristics of the site.  Also, there is no discussion of the strong upward gradients found in this area. It does not appear that any monitoring wells were installed. TRCA staff is still concerned that infiltration measures will be ineffective in this hydrogeologic setting.	<ul style="list-style-type: none"> <li>Regulatory Authority</li> <li>Delegated Authority</li> <li>Public Commenting Body (Planning)</li> <li>Resource Management Agency</li> <li>Service Provider</li> </ul>
18.	Please revise the FSR to include more detail related to the proposed LID strategy. Specifically, the FSR should provide enough detail to ensure that the recommended measures are appropriate for the intended use, are located in appropriate areas, and include preliminary sizes. Please consult TRCA's LID Stormwater Management Planning and Design Guide for more information related to the design requirements for LID measures.	Review of Section 3.3 Water Balance/Erosion Control within the Functional Servicing and Stormwater Management Report for low impact design features.	Addressed.	<ul style="list-style-type: none"> <li>Regulatory Authority</li> <li>Public Commenting Body (Planning)</li> <li>Service Provider</li> </ul>
<b>Hydrogeology</b>				
<b>Previous Comments</b>				
19.	TRCA has been working in this area with staff and consultants from the Region of Peel regarding a long-standing issue with flowing wells. Based on this work, the groundwater discharge to Boyce's Creek noted by the consultants is believed to be from the confined aquifer system and not local recharge.	Acknowledged.	Addressed.	<ul style="list-style-type: none"> <li>Regulatory Authority</li> <li>Public Commenting Body (Planning)</li> <li>Service Provider</li> </ul>
20.	There are known strong upward groundwater flow gradients in this area that were not considered in the assessment of aquifer vulnerability under the ORMCP. Based on these gradients, the municipal aquifer is not considered to be vulnerable in this location. Also, extreme caution is warranted for the construction of any new water	Acknowledged.	The TRCA concern about upward groundwater flow is "acknowledged" in the comment matrix, but is not considered in the supporting documentation.	<ul style="list-style-type: none"> <li>Regulatory Authority</li> <li>Public Commenting Body (Planning)</li> <li>Service Provider</li> </ul>

No.	TRCA Comments – dated March 10, 2014	Applicant's Response to TRCA Comments	TRCA Comments – October 15, 2015 Submission	TRCA Commenting Role
	well in this area. The risk of flowing well conditions with positive heads in the order of 5 to 10 m above grade is high. TRCA staff is willing to meet with the consultants to discuss this issue if required.			
21.	Given the strong upward gradients, TRCA staff caution against most groundwater infiltration measures, with the exception of extra topsoil depth, and discharge of roof runoff to pervious areas. Other LID options such as rainwater harvesting should therefore be considered.	Please note that by the PSW there is a groundwater table and therefore LID proposal for the driveway entrance is a surface porous paver system and up on the hillside where the townhouse buildings will be situated there is no groundwater table issue and therefore based on LID infiltration granular trench calculations this feature can be used and easily constructed for the development.	As noted above, infiltration measures may not be effective on this property. As such, other LID strategies should be considered.	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
22.	The applicant should prepare mapping that illustrates the development in relation to the wellhead protection areas (scored for vulnerability) for Caledon East Municipal West #2, #3, and #4. TRCA and Region of Peel GIS staff has GIS layers with this information that can be provided to the consultants.	Revised mapping has been created and is provided as part of this resubmission for review.	Addressed.	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Service Provider</li> </ul>
<b>Erosion and Sediment Controls</b>				
<b>Previous Comments</b>				
23.	As part of satisfying TRCA's future conditions of draft approval, please ensure that the detailed design submission includes a detailed erosion and sediment control plan. The erosion and sediment control plan should be based on the design guidance and recommendations as provided in TRCA's Erosion and Sediment Control Guideline for Urban Construction (dated December 2006).	A detailed erosion and sediment control plan will be submitted as part of the Site Plan Approval application process.	Addressed. We look forward to reviewing the detailed erosion and sediment control plan as part of the detailed design submission.	<ul style="list-style-type: none"> <li>• Regulatory Authority</li> <li>• Public Commenting Body (Planning)</li> <li>• Resource Management Agency</li> <li>• Service Provider</li> </ul>

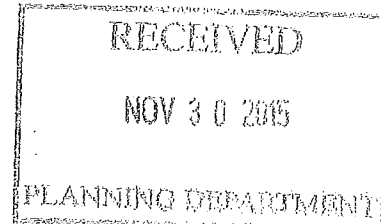




Delivery Planning  
200 - 5210 Bradeo Blvd.  
Mississauga, ON L4W 1G7  
905-206-1247 x 2027  
905-206-0627 (fax)

November 20, 2015

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



**Attention: Brandon Ward**

**Re: Notice of Application and Request for Comments**  
Proposed Draft Plan of Subdivision & Rezoning Applications  
**WESTON CONSULTING**  
**2031818 ONTARIO INCORPORATED**  
Part of Lot 22, Concession 1 (ALB)  
East side of Airport Road, North of McKee Drive and South of Huntsmill Drive  
Town File Numbers: **21T-06006C & RZ-06-18**

Canada Post has no objections to amendment of the zoning classification to facilitate the development of this subdivision. Should this application be approved, it is requested that the following be included in the conditions of draft approval for the associated draft plan of subdivision and/or draft plan of condominium as the case may be.

In order to provide mail service to the proposed 21 +/- residential units Canada Post requests that the owner/developer:

- 1 Consult with Canada Post to determine a suitable location for the placement of a Community Mailbox and indicate this location on the appropriate servicing plans;
- 2 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 Canada Post's Community Mailbox site;
- 3 Agrees to provide the following for the 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;
- 4 Agrees to determine, provide and maintain a suitable and safe temporary Community Mailbox location 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.

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

Regards,

  
Christopher Fearon  
Officer, Delivery Planning - GTA



October 28, 2015

Brandon Ward  
Senior Development Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

Dear Mr. Ward:

**Re: Proposed Official Plan Amendment, Rezoning and Draft Plan of Subdivision Applications  
Weston Consulting on behalf of 2031818 Ontario Inc.  
0 Airport Road, Caledon East  
East side Airport Rd, North of Old Church Rd  
Files: 21T-06006C, POPA 06-08, RZ 06-18  
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 21 townhouse units which are anticipated to yield:

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

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

Catchment Area	School	Enrolment	Capacity	# of Portables/ Temporary Classrooms
Elementary School	St. Cornelius	677	537	6
Secondary School	Robert F Hall	801	1293	0

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

1. That the applicant shall agree to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.



2. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.

(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

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

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

Yours sincerely,



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

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



October 23, 2015

Mr. Brandon Ward  
Senior Development Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

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

Dear Mr. Ward:

**RE: Proposed Official Plan Amendment, Rezoning, and Draft Plan of Subdivision Applications: RZ 06-18, OPA 06-08, 21T-06006C  
Weston Consulting on behalf of 2031818 Ontario Ltd.  
0 Airport Road, Caledon East  
Part Lot 22, Concession 1 (Albion)  
Town of Caledon**

The Peel District School Board has reviewed the above noted application (21 single detached residential units on a private road) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

6	K-8
3	9-12

The students generated are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Caledon East P.S.	256	254	1
Humberview S.S.	1,092	1,437	2

For the Draft Plan of Subdivision application:

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

1. 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.

Trustees  
Janet McDougald, Chair  
Suzanne Nurse, Vice-Chair  
Carrie 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



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

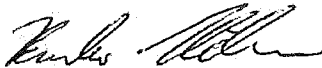
“Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according 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.”

For the Rezoning and Official Plan Amendment application:

The Board has no comments as any requirements will be met through the draft plan of subdivision application.

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

Yours truly,



Branko Vidovic  
Intermediate Planning Officer  
Planning and Accommodation Dept.

- c. D. Dundas, Peel District School Board  
S. Cox, Dufferin-Peel Catholic District School Board (email only)

**From:** [Chad.Purdy@HydroOne.com](mailto:Chad.Purdy@HydroOne.com)  
**To:** [Brandon Ward](#)  
**Cc:** [Kyle.Regan@HydroOne.com](mailto:Kyle.Regan@HydroOne.com)  
**Subject:** RE: Circulation Notice: 2nd Submission POPA 06-08, RZ 06-18 and 1st Submission 21T-06006C (0 Airport Road, Caledon East)  
**Date:** Thursday, October 22, 2015 1:33:49 PM  
**Attachments:** [2nd Circulation Letter - 0 Airport Road \(POPA 06-08, RZ 06-18 & 21T-0600....pdf](#)  
[2nd Submission Applicant Cover Letters.pdf](#)  
[2nd Submission Overall Site Plan \(Jul.7,2015\).pdf](#)  
[300820358 Airport Road McKee Drive.pdf](#)

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Hi Brandon,

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. Please call for locates for exact location of Hydro One underground equipment prior to digging.

Kyle please claim VSA (SKF 126).

If you have any questions please feel free to contact me,

Thanks,

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)

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**From:** REGAN Kyle  
**Sent:** Wednesday, October 21, 2015 9:03 AM  
**To:** PURDY Chad  
**Subject:** FW: Circulation Notice: 2nd Submission POPA 06-08, RZ 06-18 and 1st Submission 21T-06006C (0 Airport Road, Caledon East)

Issued To: Chad Purdy

Notif.#: 300820358

Time has been scheduled in PCAD for: 10/22/2015

Please return completed notification to my attention.

**From:** Brandon Ward [<mailto:Brandon.Ward@caledon.ca>]

**Sent:** Tuesday, October 13, 2015 10:28 AM

**To:** ZONE 2 SCHEDULING; [rowcentre@bell.ca](mailto:rowcentre@bell.ca); Cox, Stephanie ([Stephanie.Cox@dpcdsb.org](mailto:Stephanie.Cox@dpcdsb.org)); Vidovic, Branko <[branko.vidovic@peelsb.com](mailto:branko.vidovic@peelsb.com)> ([branko.vidovic@peelsb.com](mailto:branko.vidovic@peelsb.com)); [mike.mobbs@opp.ca](mailto:mike.mobbs@opp.ca); [Andrea.Warren@peelregion.ca](mailto:Andrea.Warren@peelregion.ca); 'Quentin Hanchard' ([qhanchard@trca.on.ca](mailto:qhanchard@trca.on.ca)) ([qhanchard@trca.on.ca](mailto:qhanchard@trca.on.ca)); 'Koethe, Wayne'

**Cc:** Laura Hall; David Hurst; Victoria Cox; Patricia De Sario; Dave Pelayo; Lucius Maitre; Brian Baird; Paula Strachan; Haiqing Xu; Allan Thompson; Jennifer Innis; Nick DeBoer; Douglas Barnes; Mary Hall; Casey Blakely

**Subject:** Circulation Notice: 2nd Submission POPA 06-08, RZ 06-18 and 1st Submission 21T-06006C (0 Airport Road, Caledon East)

Good Morning,

Please see the attached content regarding revised Official Plan Amendment (POPA 06-08) and Zoning By-law Amendment (RZ 06-18) application submission as well as a complete application for a Draft Plan of Subdivision (21T-06006C). This submission has been made in response to comments received from the previous Official Plan and Zoning By-law Amendment application circulation on December 17, 2013.

Hard copies of submission documents (with material not included in this email) have been sent to those providing comments.

**Your comments are required by Friday November 6, 2015.**

Please contact me if you have any questions about these applications.

Regards,

Brandon Ward, MCIP, RPP  
Senior Development Planner  
Development Approval and Planning Policy Department

Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6  
1.888.225.3366  
905.584.2272 x. 4283  
[Brandon.Ward@caledon.ca](mailto:Brandon.Ward@caledon.ca)

[www.caledon.ca](http://www.caledon.ca)

[www.visitcaledon.ca](http://www.visitcaledon.ca)

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