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July 31st, 2024

Town of Caledon
Planning Department
6311 Old Church Road
Caledon, ON L7C 1J6

Attn: Mr. Richard Martin, Acting Senior Planner

**Re: Response to 1st Submission Comments
2868577 Ontario Inc.
Proposed Residential Subdivision
15544 McLaughlin Road
Town of Caledon
File No. DART 21T-23002C
Our File No. W22002**

Dear Mr. Mior:

The Town of Caledon's Transportation Team from the Engineering Services Department has provided comments to the Traffic Impact Brief dated July 28th, 2023 that was prepared by Candevcon Group Inc. in a letter dated January 22nd, 2024, which is attached.

This Letter provides a response to the comment provided.

Comment 1:

It is strongly recommended that for future applications, the transportation consultant on file circulate a Terms of Reference outlining the proposed scope of work with Town Staff prior to preparing the study. Items like growth rates, background developments and several other submission details can be agreed upon prior to commenting investigations.

Response:

This comment has been noted.

Comment 2:

A sight distance assessment of the proposed roadways should be included in the report, including but not limited to the proposed access at Victoria Street and McKenzie Street.

Response:

This intersection has been removed in the update to the Draft Plan of Subdivision, which is attached for reference.

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Comment 3:

Given the limited information on the proposed Victoria Street and McKenzie Street connection, including sight distance and pavement markings, Transportation Engineering Staff lack the required information to comment on the proposed connection. Please submit a comprehensive pavement markings and signage plan, aligning with Ontario Traffic Manual Guidelines and Town of Caledon Traffic By-Law 2015-0058. This plan should justify the proposed traffic controls for the proposed Victoria Street and McKenzie Street connection.

Response:

This intersection has been removed in the update to the Draft Plan of Subdivision.

Comment 4:

Town staff requests additional information regarding the proposed parking on site.

- a) The required compared to the proposed parking provisions, as stated in the Town's Development Standards Manual and the Zoning By-Law, should be provided. This includes the expected number of parking spaces in garages, driveway, and on-street.
- b) On-street parking should be illustrated on the pavement markings and signage plan.
- c) Should a parking reduction be proposed please circulate a workplan with Town Staff prior to preparing a justification.

Response:

For single detached homes, the required parking rate is two (2) parking spaces per dwelling unit.¹ For each dwelling unit, the proposed Residential Subdivision will provide a parking space in the private garage and a parking space on the private driveway. Therefore, the proposed Residential Subdivision will meet the minimum parking requirement.

The local road will have a pavement width that is less than 8.6 metres. As a result, on-street parking is prohibited on either side of the roadway².

¹ Comprehensive Zoning By-law 2006-50, Town of Caledon, Revised July 20th, 2023.

² Development Standards Manual Version 5.0, Town of Caledon, 2019.

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July 31st, 2024

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Comment 5:

Please provide an AutoTURN assessment demonstrating snowplow and fire truck maneuverability. Centerline Radii should be provided, including but not limited to the proposed connection with Victoria Street and McKenzie Street.

Response:

A swept path plan for snow removal (**Figure 1**) and fire emergency vehicles (**Figure 2**) is attached.

Comment 6:

Please discuss any options for on-site pedestrian facilities that are proposed and connections that have been explored.

Response:

Although the existing section of Kaufman Road comprises a rural cross-section where pedestrian sidewalks are not provided, Street 'A' has the potential to provide pedestrian sidewalks on both sides of the roadway with a 18.0m ROW. With an open space block immediately adjacent to the Victoria Street at McKenzie Street intersection, a pedestrian connection can be explored, which would provide residents with access to the Caledon Trailway Path via McKenzie Street and McLaughlin Road.

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 July 31st, 2024

Attn: Mr. Richard Martin, Acting Senior Planner
Re: Response to 1st Submission Comments
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Proposed Residential Subdivision
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Town of Caledon
File No. DART 21T-23002C
Our File No. W22002

Comment 7:

Please be advised that the following traffic data has been identified along McLaughlin in the vicinity of the proposed development. The applicant should review the provided data, then make revisions or justify the applicability of the previously assumed growth rates.

64. Mclaughlin between MacDonald Street and West Village Drive

65. a

Year	ADT
2019	1405
2016	1540
2012	871

66. McLaughlin between McDonald Street and McKenzie Street

Year	ADT
2023	1405
2020	1372
2016	2196

67. Mclaughlin Between Maple Avenue and McKenzie Street

Year	ADT
2022	1631
2020	1625
2019	2036

Response:

After reviewing the historical AADT for McLaughlin Road between McDonald Street and Maple Avenue which captures our Study Area, the traffic volumes are decreasing over time. In addition, since McLaughlin Road is classified as a collector road, background traffic growth is not anticipated. Since an annual growth rate of 0.5% for McLaughlin Road is assumed for our Study, we find that our analysis is still conservative.

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July 31st, 2024

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Proposed Residential Subdivision
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File No. DART 21T-23002C
Our File No. W22002

Comment 8:

Please explore the feasibility of a connection to the Caledon railway from the site, please explore the feasibility of a path around the stormwater management pond.

Response:

A single detached lot and part of an agricultural lot is between the Caledon Trailway Path and the proposed Residential Subdivision. Therefore, a connection between the Caledon Trailway Path and the proposed Residential Subdivision is not feasible. With an open space block at the northeast corner of the Subject Property that is immediately adjacent to the Victoria Street at McKenzie Street intersection, a pedestrian connection can be explored, which would provide residents with access to the Caledon Trailway Path via McKenzie Street and McLaughlin Road.

Comment 9:

Transportation Engineering requests that the Traffic Consultant provide a response with the re-submission package clearly reiterating the Town's Transportation Engineering comments in order and including details for how each comment has been addressed.

Response:

This comment has been noted.

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July 31st, 2024

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File No. DART 21T-23002C
Our File No. W22002

We trust that this letter addresses all of the comments provided above. However, if you have any questions please advise.

Yours truly,

CANDEVCON GROUP INC.



Brian Wong, P. Eng.
Intermediate Transportation Engineer



David Lee, P. Eng.
Project Manager

Attachments: Letter dated January 22nd, 2024 that was prepared by the Town of Caledon,
Draft Plan of Subdivision dated May 13th, 2024,
Figure 1 – Snow Removal Swept Path Plan,
Figure 2 – Fire Emergency Swept Path Plan.



January 22, 2024,

Sent via email

Steven Giankoulas c/o Candevcon Limited
9358 Goreway
Brampton
L6P 0M7

Dear Steven,

**Re: Pre-Consultation (DART) Review for Proposed Draft Plan of subdivision
Steven Giankoulas c/o Candevcon Limited on behalf of 2868577 Ontario Inc.
(Manoj Sharma)
0 MacLaughlin Road
East Lot 1 Consession 2, W.H.S.
Our File: DART 21T-23002C
Related PARC File: PRE-2022-0187**

Further to the first submission of complete applications as of September 21, 2023, Planning staff circulated the submission material to commenting departments and agencies for review.

Proposal

The pre-liminary Draft Plan of Subdivision Application to facilitate the development of 13 single detached dwelling lots each with a minimum frontage of 18.3 meters, a stormwater management block, a storm water easement block, an open space and a parkette block. Access to each lot is proposed from a new subdivision road.

Planning Policy Framework

The subject site is located within the Niagara Escarpment Plan, partially within the Escarpment Rural and Protection Areas. The property is designated as Rural System in the Region of Peel Official Plan. In the Town of Caledon Official, the site is designated Residential, New Residential Neighbourhood C, Environmental Policy Area, and Special Policy Area.

The property is zoned Environmental Policy Area 1, Rural Residential within Caledon's Zoning By-law 2006-50, as amended. The property is not within the regulated area of Credit Valley Conservation Authority. The property has potential for archaeological resources, and Heritage staff will have further details in their comment section below.

Comments

Town of Caledon, Planning Department, Development Planning:

1. The Town offers the following comments on the Planning Justification Report
 - a) Section 4.1 needs to be enhanced to review all applicable policies within Section 2 of the Planning Act and provide analysis. Staff note that there are a number of policies which have not been reviewed. Please update this section.
 - b) Section 7.6 needs to be enhanced and speak to all applicable objectives of the Inglewood Village Plan including but not limited to the proposal compatibility with the existing character of the Village. Please update this section.
 - c) Section 4.1 must be enhanced to identify how the criteria of Section 51 (24) and are met.
 - d) For Section 7.6 5.3.4 b) and c) in relation to required minimum lot size of 0.06 hectares and density of 7.7 unit per gross hectare the minimum requirements be satisfied when addressing comments from other departments and agencies reviewers.
 - e) Section 5.2 should be amended to include the correct description of the proposed draft plan of subdivision which should include the proposed open spaces.

General Comment

2. Parkette Block should be labeled as Open Space.
3. Please provide further information with respect to the purpose of Open Space Blocks 1 and 2. Please give consideration to comment # 142 to 144 outlined below.
4. Please provide rationale for the location of the parkette.

Town of Caledon, Planning Department, Heritage:

General Comments

5. As per the Inglewood Village Community Design Guidelines, the development should include a variety of lot sizes and a range of house types compatible with the Village.
6. House designs should be provided to the Town for its review as part of the next submission.

7. A subdivision created with the character of the Village in mind has already been completed in Inglewood. This subdivision, located east of McLaughlin Road just south of the Inglewood Community Centre, should be a point of reference for the proponent, as it is a successful example of how to integrate a new subdivision while maintaining the character of the Village.
8. A site visit with the proponent's team, including Urban Design and Policy staff, and relevant Town staff should be undertaken to give the proponent a more fulsome understanding of the character of Inglewood and how new development should be integrated into it.

Urban Design and Cultural Heritage Brief – Detailed Comments

9. The Urban Design and Cultural Heritage Brief, while referencing heritage resources and community character, illustrates and appears to propose standard house designs that do not reflect the historic character of the Village of Inglewood.
10. Add a Heritage section into the Urban Design and Cultural Heritage Brief with a summary of the Inglewood: Railway Village Cultural Heritage Landscape, and current images and brief backgrounds on the cultural heritage resources in the immediate area of the subdivision, as listed in the PARC Heritage comments.
11. Heritage considerations should be fully considered throughout the Brief and should inform and guide the design of the subdivision.
12. Heritage staff can provide further guidance on Heritage requirements for the Brief in discussion with the Town and proponent's Urban Design staff as the Brief is being revised.
13. Any changes to the overall design of the development may necessitate changes to the Urban Design and Cultural Heritage Brief.

Vision Statement, Section 1.1, pg. 2

14. Include images from Inglewood rather than standard subdivision photographs.
15. Remove 'where feasible' from the last bullet point on the page. The intent should be to provide new housing that seamlessly integrates into the character of the surrounding neighborhood.

Guiding Principles, Section 1.2, pg. 3

16. As with Section 1.1., include images from Inglewood and the surrounding area as context photographs for this section.

Policy Context and Site Analysis, Section 2.

17. Provide a context map showing all designated and listed, non-designated cultural heritage resources, and the Inglewood: Railway Village Cultural Heritage Landscape boundary.

Town of Caledon Official Plan, Section 2.4.2, pg. 15, last paragraph

18. Add word 'to' after 'intends' in the third line.
19. Remove wording 'where feasible' in fifth line. As per previous comments, the intent should be to provide new housing that seamlessly integrates into the character of the surrounding neighbourhood.

Town-Wide Design Guidelines Section 2.4.3, pg. 19

20. The design consideration "a variety of parks and trails with diverse recreational opportunities to support active living" is not a heritage consideration and comes from section in the Town Wide Design Guidelines on Design Considerations for Greenfield Communities. Please replace this consideration with the ones under "Heritage Considerations" on pg. 20 of the Town-Wide Design Guidelines.

Inglewood Village Design Guidelines, Section 2.4.4, pg. 21

21. Replace images with ones more suited to the immediate context of the development. Consider including images of the subdivision on the east side of McLaughlin just south of the community centre.

Site Concept, Section 3.1, pg. 23

22. Remove image to the top right on this page and replace with a more appropriate house example. The house pictured would not fit with the context of the area.
23. Subject to further consideration with Urban Design staff, principle 2 should be reconsidered. As with the rest of Inglewood, while architectural styles should be harmonious, there should be variety in the architectural style and detailing.
24. A principle should be included in this section reinforcing the integration of this new neighbourhood with Inglewood's existing character, specifically that of the Village core and adjacent cultural heritage resources.

Green Space and Open Space System, Section 3.4, pg. 26

25. Respect for topography and existing landscape is a heritage consideration for infill developments (see Section 4.1, pg. 20 of the Town Wide Urban Design Guidelines). Please confirm in the Brief how the topography of the site will be retained.

Building and Architectural Design, Section 4.2, pg. 28

26. Please add wording in this section to capture that the development can contribute to the character of the Village through compatible design. House designs should be varied and of their time, while also reflecting historic designs and elements seen in Inglewood. Elements to be incorporated should include:
- compatible roof designs
 - front porches/verandahs
 - a variety of cladding materials (e.g., brick, fibre cement siding).
 - Appropriate window sizes and openings (e.g., taller than they are wide)
 - Garages set back from the front façade
27. Replace the pictures with more appropriate examples from houses in Inglewood, including the subdivision that on the east side of McLaughlin Road just south of the community centre. The images currently included would not achieve a seamless transition between the new neighbourhood and the existing village.

Archaeological Assessment

28. Heritage staff are in receipt of the Stage 1 Archaeological Assessment for 0 McLaughlin Road, prepared by AMICK Consultants Ltd., dated July 19, 2023, which was included as part of the submission materials.
29. The application submission is **incomplete**, as a minimum Stage 1-2 Archaeological Assessment was required as part of a complete submission, as well as the accompanying Ministry of Citizenship and Multiculturalism (MCM) compliance letters.
30. A Stage 2 archaeological assessment as well as the MCM compliance letters is required as part of a complete application submission
31. Following submission of the Stage 2 archaeological assessment and MCM compliance letters:
- Should any significant archaeological resources be encountered, the proponent shall mitigate any adverse impacts through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of the MCM and the Town of Caledon Heritage staff. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists.
 - No demolition, construction, grading or other soil disturbances associated with the proposed works shall take place on the subject lands prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s) and the MCM compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.

Town of Caledon, Urban Design

Plan

32. Prior to Draft Plan Approval, the owner shall prepare and submit an Architectural Control Guidelines for Urban Design and Heritage staff to review (TWDG 5.2).
33. Strive to pair driveways as much as possible. Flip building plans as needed to maximize adjacencies of garages between different lots.
34. Garages should not occupy more than 50% of the front width of a single-detached dwelling.
35. Ensure there is no repetitive design for adjacent homes. A gap of 3-4 homes is required between similar designs to avoid monotony.
36. Screen utility fixtures (gas and hydro meters, air conditioners, connection boxes for telephone and cable) and located them away from public view, in accordance with the guidance provided in Section 8.3.
37. We have concern for the safety and maintenance of the parkette and would encourage the applicant to consider the design for a simpler pollinator garden or a 14th lot
 - a) Please review CPTED design principles for the parkette and outline within the Urban Design Brief how they are being implemented.
38. We also have concern for the maintenance and safety of the open space block, and the stormwater pond design, and access to the pond.
 - a) We discourage paths around the pond as the area is too secluded and there is no way to monitor activities
39. Elevation and Floor plan drawings are required with the zoning application to ensure the general massing, lot layout, porches, roof style, heights, setbacks, and general architectural style are appropriately matching the surrounding heritage resources within the community
40. The gateway signage noted on the landscape plan off of McKenzie street is not recommended by urban design.
41. As per the Inglewood Village Community Design Guidelines, the development should include a variety of lot sizes and a range of house types compatible with the Village.
42. The Inglewood Community Design Guidelines recommends submitting the housing designs to the Inglewood neighbourhood for review and comment. We would encourage having community approval for the project.

Urban Design Brief

43. Please include a section speaking to CPTED principles and how they are implemented across the entire site.

44. The first guiding principle on page 3 speaks to the character of Inglewood needing to be maintained and strengthened through infill development. We do not feel that the built form design and precedent images included within the Brief reflect this principle.
 - a) Please add more detail and imagery to the overall brief, especially section 4-6.
45. The Inglewood Community Design Guidelines specifies there be a “variety of house forms that are compatible with the range of historic and contemporary house types found within the existing village.” This should be reflected in the imagery of section 4 and the future Architectural Control Guidelines
46. The building setbacks, materials, colours, roof styles, heights etc. should take direct inspiration from Inglewood and include an eclectic mix of homes
 - a) Please seek inspiration from the Inglewood subdivision along Riverdale Dr
 - b) Please refer to heritage comments for further design requirements
47. The Guiding Principles of the Urban Design Brief use principles typically applied to much larger subdivisions and neighbourhood development. The principles should be revised to reflect the smaller character of the development, set within the historic village
 - a) Please refer to the Inglewood Secondary Plan and the Inglewood Community Design Guidelines for guidance.
48. The numbered icons on Figure 2 are not in accurate locations and need to be updated.
49. 7.6.2.1 c of the Inglewood Secondary Plan, “To provide for a range of housing styles where appropriate, that is compatible with the existing character of the Village.” should be added within section 2.4.2 of the brief
50. Section 2.4.3 of the brief should be outlining sections 3.5 and 4.1 of the Town Wide Design Guidelines, and how the design of the site considered and conformed to those sections.
51. On page 19 under ‘Heritage Considerations’ the bullet point mentioned is from the Greenfield Community section, 4.2, of the TWDG and is not applicable to this site.
 - a) The Heritage Considerations from 4.1 of the TWDG should be included instead
52. Section 4.1 of the TWDG also speaks to employing environmentally friendly and sustainable building techniques which we strongly encourage the applicant to add to the brief and the design of the site
53. Please outline in section 4.3 of the brief the requirements from section 6.5 of the TWDG
 - a) Please provide for detail and imagery within the Priority Lot section speaking to the design decisions and requirements that will be implements for these lots.
54. Please see above for concerns on the streetscape and outdoor amenity design

Accessibility

55. Please note that the Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale.
56. Exterior paths of travel, including outdoor sidewalks and walkways, shall have a minimum clear width of 1.5 metres, a surface which is firm, stable and slip resistant and otherwise comply with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA).

Town of Caledon, Engineering Services Department, Transportation

57. It is strongly recommended that for future applications, the transportation consultant on file circulate a Terms of Reference outlining the proposed scope of work with Town Staff prior to preparing the study. Items like growth rates, background developments and several other submission details can be agreed upon prior to commenting investigations.
58. A sight distance assessment of the proposed roadways should be included in the report, including but not limited to the proposed access at Victoria Street and McKenzie Street.
59. Given the limited information on the proposed Victoria Street and McKenzie Street connection, including sight distance and pavement markings, Transportation Engineering Staff lack the required information to comment on the proposed connection. Please submit a comprehensive pavement markings and signage plan, aligning with Ontario Traffic Manual Guidelines and Town of Caledon Traffic By-Law 2015-0058. This plan should justify the proposed traffic controls for the proposed Victoria Street and McKenzie Street connection.
60. Town staff requests additional information regarding the proposed parking on site.
 - a) The required compared to the proposed parking provisions, as stated in the Town's Development Standards Manual and the Zoning By-Law, should be provided. This includes the expected number of parking spaces in garages, driveway, and on-street.
 - b) On-street parking should be illustrated on the pavement markings and signage plan.
 - c) Should a parking reduction be proposed please circulate a workplan with Town Staff prior to preparing a justification.
61. Please provide an AutoTURN assessment demonstrating snowplow and fire truck maneuverability. Centerline Radii should be provided, including but not limited to the proposed connection with Victoria Street and McKenzie Street.
62. Please discuss any options for on-site pedestrian facilities that are proposed and connections that have been explored.
63. Please be advised that the following traffic data has been identified along McLaughlin in the vicinity of the proposed development. The applicant should review the provided data, then make revisions or justify the applicability of the previously assumed growth rates.

64. McLaughlin between MacDonald Street and West Village Drive

65. a

Year	ADT
2019	1405
2016	1540
2012	871

66. McLaughlin between McDonald Street and McKenzie Street

Year	ADT
2023	1405
2020	1372
2016	2196

67. McLaughlin Between Maple Avenue and McKenzie Street

Year	ADT
2022	1631
2020	1625
2019	2036

68. Please explore the feasibility of a connection to the Caledon trailway from the site, please explore the feasibility of a path around the stormwater management pond.

69. Transportation Engineering requests that the Traffic Consultant provide a response with the re-submission package clearly reiterating the Town's Transportation Engineering comments in order and including details for how each comment has been addressed.

Town of Caledon, Finance Department, Finance

70. If the proposed development (which includes a draft plan of subdivision to facilitate a 13-lot residential plan of subdivision) were to proceed as planned, the taxable assessment value of the property would change to reflect any development that would have taken place.

71. Development Charges will be applicable at the Residential rates for single family dwellings, that will be in effect on the dates of building permit issuance

- Town of Caledon: \$55,392.18 per single or semi-detached unit.
- Region of Peel: \$70,576.98 per single or semi-detached unit.
- School Boards: \$4,572 per any residential unit.
- GO Transit: \$792.88 per single or semi-detached unit.

72. Effective February 1, 2016, the Region of Peel began collecting directly for hard service development charges (i.e., water, wastewater and roads) for residential developments, except apartments, at the time of subdivision agreement execution.

The Development Charges comments and estimates above are as at November 9, 2023, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 24 months after application completion date. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.

Town of Caledon Engineering Development

General

73. Based on aerials, it appears that there is an existing hydro service line (hydro line and poles) that traverses through the middle of the proposed DPOS and services the private property at 15544 McLaughlin Road. Please note that all hydro services are to be relocated and addressed through 21T-23002C.
- a) Please demonstrate an acceptable solution for the relocation of the hydro services, along with any other associated works. Confirmation from Hydro One that they are agreeable to the proposed solution is required prior to Draft Approval.
 - b) Additionally, a Draft Plan condition is to be included that the hydro services and any associated works is to be completed prior to registration.

Road Network

74. Development Engineering has concerns with the proposed intersection connection to Victoria Street and McKenzie Street as there is a significant skew and the intersection it does not meet Town Standards Section 1.5.2.1 (all intersection angles should be in the range of 85 degrees to 95 degrees). Additionally, the required and proposed 18.0m ROW does not tie uniformly in with the existing 15.0m ROW and there is a private driveway that would exit directly into the intersection.

The intersection has not been discussed or justified in the TIS to support the proposed intersection configuration. Development Engineer defers to the Towns Transportation on the technical feasibility of the proposed intersection design. However, Development Engineering continues to have concerns regarding the intersection from a high level and consideration should be given for the connection to be omitted and the proposed road to terminate in a cul-de-sac. Please refer to

Transportation Engineering comments for further comments on the proposed intersection. Further discussion is required with Town Staff.

75. Kaufman Road at the limits of the subject development is currently constructed with a turning circle fronting 9 Kaufman. Turning circle is to be removed and Kaufman Road is to be reconstructed as a standard Town cross section as part of the subject development.
- a) 0.3m reserve at the existing limit of Kaufman Road will need to be lifted as part of the subject development.
76. Please note that Kaufman Road has a 20m ROW while the proposed local ROW within the development is 18m. The integration and alignment between the two cross sections will be addressed at detailed design and it appears that the open space block adjacent to the proposed road extension will aid in the proposed transition.
77. The drawings identify a 1.5m sidewalk on each side of the proposed Kaufman Road Extension. Please note there are no existing sidewalks on Kaufman Road, Victoria Street or McKenzie Street directly adjacent to the proposed DPOS and as such sidewalks are not required.
78. Please explore a potential connection from the Caledon Trailway to the site.

Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA)

79. As advised through PARC, the Town of Caledon has recently been granted a Consolidated Linear Infrastructure Environmental Compliance Approval 324-S701 (CLI ECA) which authorizes the Town approve alterations to the municipal stormwater management system. Please see the attached copy of the Town's CLI ECA along with the associated Design Criteria. In order to gain approval, the Proponent will need to meet the stormwater criteria (water balance, water quality, erosion control, water quantity and flood control) presented in Table A1. Performance Criteria. The following comments should be addressed within the Functional Servicing Report:
- b) The Report is to be revised to specifically reference and include the Town's CLI ECA Performance Criteria and identify how the criteria will be met. Any requirements to meet stormwater quality, quantity and/or water balance criteria are to be on public property and under public ownership.
 - a) Please note that as per Table A1. Performance Criteria footnote #3, control for stormwater volumes generated from the 90th percentile rainfall event is to be met in a hierarchical order, with each step exhausted before proceeding to the next:
 1. retention (infiltration, reuse, or evapotranspiration)
 2. LID filtration, and
 3. conventional stormwater management

Conventional stormwater management, should proceed only once Maximum Extent Possible (see footnote #8 - means maximum achievable stormwater volume control through retention and LID filtration engineered/landscaped/technical stormwater practices, given the site constraints has been attained for Steps 1 and 2 for retention and

filtration). Please refer to Table A2 for list of site constraints. Site constraints must be documented, and it must be clearly demonstrated that each step has been exhausted and how the proposal arrived at the ultimate stormwater management strategy.

- b) Please refer to available standards currently utilized by other municipalities (City of Kitchener, City of Toronto, City of Vancouver and City of Connecticut, etc.) as it pertains to retention (infiltration, reuse, or evaporation) or LID filtration within the municipal ROW. It is the responsibility of the applicants consulting engineer to propose how the stormwater management performance criteria is to be met with regard for best engineering practices. A meeting can be arranged with the Town to discuss the proposed stormwater management strategy.

Functional Servicing Report, Storm Water Management/Storm Drainage

80. Revise the SWM strategy to be in compliance with the Towns CLI ECA. Please refer to comments above pertaining to the Towns CLI ECA and requirements.

81. Please use and submit the results of the Treatment Train Tool as per the Sustainable Technologies Evaluation Program Tool.

<https://sustainabletechnologies.ca/lid-ttt/>

82. Please include references and excerpts from the referenced Inglewood Studies to confirm the conclusions/recommendations and that the proposed strategy complies with the referenced studies.

83. Revise the area of 4.02ha in Section 1 – Introduction as this appears to be a typo.

84. Revise Section 5.1 to include the Towns Development Standards (2019).

85. Section 5.1 references the CVCs SWM Guidelines dated July 2002. Confirm if this is a typo as it should reference the CVCs latest SWM Guidelines. Please confirm with the CVC.

86. Please refer to the storm easement block as a drainage block as it is not an easement, and these lands should be dedicated to the Town.

87. Please clearly identify within the report the proposed development site drainage area, external drainage and total drainage area being assessed for SWM design.

88. Identify the orifice invert elevation in Section 5.4.1.

89. Section 5.4.2 identifies generically that a Jellyfish Unit is utilized to meet water quality control and no reference to the dry pond is included. Please refer to comments within this memo as it pertains to the Towns CLI ECA stormwater management requirements. Provide a table and calculations identifying how water quality control is intended to meet Enhanced Protection Level (Level 1 - 80% TSS removal) and in accordance with the Towns CLI ECA Performance Criteria.

- a) Development Engineering acknowledges that the SWM strategy will change due to the requirement to comply with the Towns CLI ECA, however it is important to note that in general, the Town does not support the use of a Jellyfish unit unless absolutely necessary and all other possibilities for meeting quality control have been exhausted. It is also unclear why a jellyfish unit was proposed rather than an OGS in combination with the dry pond to meet water quality.
- b) Please note that where Jellyfish Units are accepted by the Town as part of the Stormwater Management Strategy that the following criteria is to be met:
 - i. They cannot be designed to service an area greater than 2 Ha.
 - ii. The developer is to provide a spare set of cartridges for the unit.
 - iii. The developer will be responsible to provide maintenance funding for 5 years after the Town assumes the infrastructure.
- c) The Jellyfish Design Sheets utilize a total drainage area of 1.51ha which does not correlate with the rest of the SWM Report and attenuated area of 1.68ha. Please clarify and elaborate.
- d) Manufactured treatment devices should be placed upstream of SWM facilities.

90. Section 5.4.3 – Phosphorous Budget, identifies that the Inglewood Village Studies has identified the importance of reducing phosphorus level in the watercourses in these areas. Please provide the specific criteria that is to be adhered to and why. Please provide references from the Studies for these criteria. The Inglewood Village Studies identify that the water quality of the Credit River in the vicinity of Inglewood is classified as Policy 2 (Provincial Water Quality Objectives are currently exceeded and no further degradation will be permitted) on the basis of Total Phosphorus. The studies are from 1999 and the Town has reached out to the CVC for clarification and the current classification of the Credit River in this area. Further discussion and clarification on the Phosphorous Budget and requirements are required:

- a) Please include reference to the MOE Phosphorous Loading Development Tool that was utilized to determine the Pre and Post Development Phosphorus conditions. Is this in reference to the Phosphorus Budget Tool in Support of Sustainable Development for the Lake Simcoe Watershed (March 30, 2012)? Please clarify.
- b) Provide calculations and clearly demonstrate how the pre and post development phosphorus loading values were determined.
- c) Clarify where the % phosphorous removal for the dry pond and the Jellyfish Unit as per MOE was obtained from.
- d) Clarify how the Phosphorous removed (kg/yr) was calculated as it does not appear to be from the post development phosphorus loading (with no BMP) of 2.39kg/yr.

- e) Tables provided on pg. 41 in Appendix C do not appear to be applicable to the proposed development.
 - i. The areas and uses do not correlate with the proposed development. Areas are identified as draining through Underground Storage Treatment (GreenStorm/Stormcon), which is not part of the proposed development.
 - ii. The calculations that follow do not appear applicable to the proposed development and it is unclear why the Lake Simcoe Conservation Authority Phosphorous offsetting Policy (May 2023) is applied or applicable to this scenario. The subject property is not part of the Lake Simcoe Watershed. Please clarify and revise accordingly.

91. Section 5.4.4, the water balance component of the report does not comply with the Towns CLI ECA Performance Criteria. Please revise the water balance component and demonstrate how the water balance criteria is proposed to be met in accordance with the Towns CLI ECA Table A1 Performance Criteria. Please note that a water balance assessment is required demonstrating that the site has controlled the recharge to meet pre-development conditions on the property. Alternatively, where a water balance assessment has not been completed, the site it required to control the runoff from the 90th percentile storm event as per the Towns CLI ECA. Please refer to the attached TOR for water Balance Assessments. The Hydrogeological Assessment Submissions Conservation Authority Guidelines for Development Applications also includes water balance analysis requirements and a water balance example. The water balance should follow these guidelines. Please revise and update all material accordingly, including the Hydrogeological Investigation.

- a) The Preliminary Grading and Servicing Plan (Dwg. No. PG-1 & PS-1) identify that infiltration trenches are proposed on the rear of lots 1 through 7. As previously noted, all requirements to comply with CLI ECA Performance Criteria are to be on public property and under public ownership. All avenues on public property should be explored, including LIDs in front or side yards before rear lot infiltration galleries are utilized as a last resort.
- b) Clearly identify the drainage areas draining to LIDs.
- c) Please ensure the LIDs are designed in accordance with the CVC SWM Guidelines (2022) including a safety correction factor as per Table A-3 in Appendix A2.4.
- d) Provide details and LID sizing calculations, including minimum drawdown times in accordance with MECP SWM Manual (2003).

92. Revise Table 1 in Section 5.4.1 to include the total flows from the site, storage required, storage provided and corresponding water level elevations. It is recommended to format the table similar to that as the Table provided in Appendix C, summarizing how post development flows are equal to or less than pre-development flows. Please include the corresponding areas in the header of each column.

93. Please identify and elaborate on how the erosion control criteria as per the Towns CLI ECA Performance Criteria is intended to be met.
94. The report identifies that the storm sewers have been designed to accommodate the 10 year storm, however please elaborate within the report on how the minor and major (up to the 100yr storm) storm events are accommodated and conveyed to the dry pond. Identify the major flow drainage on a plan and demonstrate how flows are conveyed.
- a) a. As per Town Standards Section 1.4.2.2.4. double catch basins are to be installed at the low point of any road and please refer to the above noted section for further catch basin spacing requirements.
 - b) Please demonstrate that the low point has been designed to capture and convey the 100yr storm event.
 - c) The plans identify a 6.0m municipal easement. Please note that the Town will not take an easement for storm services and a drainage block is required to be dedicated to the Town for any storm conveyance. The Drainage Block is to be sized as per the Standard Easement and or Drainage Block Requirements identified in Town Standards Section 1.4.2.2.2.
95. The following comments pertain to the Storm Sewer Design Sheets:
- a) Revise the Storm Sewer Design Sheets in Appendix B to reference the Town of Caledon not the City of Brampton and to utilize the Town of Caledon IDF curves as per Town Standard No. 103 and not the City of Brampton's. Update calculations and material as required.
 - b) Please clarify how the runoff co-efficients that were selected were determined. For example, a runoff co-efficient of 0.5 was used for catchment area 1, however catchment area 1 consists of both single family residential and the proposed road. Please provide plan identifying how the run-off co-efficients were calculated and update the FSR accordingly. The plan should take into consideration future homeowners increasing the impervious area of the yards.
 - c) Revise the sheets to include MH 5 to MH6 and MH6 to the pond headwall.
 - d) The pipe length from MH5 to Pond is incorrect. Revise accordingly.
 - e) MH4 to MH3 is identified as a 300mm pipe on the storm sewer design sheets, meanwhile the servicing plan identifies a 525mm pipe. Revise accordingly.
 - f) Clarify why MH4 to MH3 identifies 1.0ha of control under the contributing area column.
 - g) Clarify why the cumulative AxC for MH5 to Pond is 0.73 as according to the plan no additional areas or flows were added to the system.

96. Please label the tables in the Appendices (Appendix C) for ease of future reference. The following comments are on the stormwater management calculations and table in Appendix C:
- a) The flow rates identified in the Post Development VO Model Schematic in Appendix C (pg. 38) do not align with the release rates as per the tables provided. Please revise accordingly.
 - b) Confirm the stage storage table in Appendix C (pg. 39) as it identifies that storage is provided in the dry pond at an elevation of 275.35 and 275.45 although the orifice has an invert elevation of 275.45masl. Please revise and update all calculations accordingly.
 - c) Confirm the VO release rate and storage used identified in the table for the VO Results for the Dry Pond in Appendix C (pg. 40) as the numbers appear to be slightly off when compared to all other tables and material provided. Especially for the 2yr storm event.
 - d) The overall flows generated from the site – NHYD 4 identified in the table for Overall Flows from Site (Dry Pond + Uncontrolled Flows) – NHYD 2 + NHYD 3 in Appendix C (pg.40) does not match the other table provided in Appendix C (pg.38). Please revise material accordingly.
97. Please revise the location of CBs on the Storm Drainage Area Plan (STMDR-1) as it is currently shown that there are no CBs within Catchment 2 so it is unclear how drainage is accommodated. The catchment areas should correlate with the grading and drainage design on the Grading Plan (PG-1).
98. Please provided the pre-development storm drainage plan. Please clearly identify the external drainage on both the pre-development and post development storm drainage plan.
- a) According to Town records for the adjacent subdivision (43M-1231) a much greater area of external drainage may be directed to the subject property. Please confirm. Subdivision Plans for 43M-1231 are available upon request.
100. As the site outlets to a CVC regulated area water quality and quantity is to be reviewed and approved by the CVC.
101. Sanitary and water services are the responsibility of the Region of Peel and are to be reviewed and approved by the Region.
102. Revise all references to “Mackenzie Street” to the correct spelling of “Mckenzie Street”.

Grading and Servicing

103. Please identify that the hydro pole at the intersection of Victoria Street and Mckenzie Street is to be relocated. This can be addressed through detailed design should the application proceed with the connection to Victoria Street and Mckenzie Street.
104. Please show the boreholes (greyed out) on the civil plans.
105. Please grey out all existing contours and existing grades.

106. Insufficient details have been provided for the grading of the subdivision and lots. Please include sufficient details and spot elevations demonstrating how the lots are proposed to be graded and drain. Please refer to Town Standards Section 1.3.6 and 1.12.
- a) As per Town Standards back to front grading is preferred where feasible. Where this is not feasible the high point where the drainage is split from back to front should be located at the rear of the dwelling.
 - b) Include sufficient existing elevations externally and far enough to clearly demonstrate the grading and drainage for the surrounding existing residences.
 - c) Include spot elevations at frequent intervals, front and rear of the lots, at the corners of each lot, highpoints, etc. and any other points necessary to give to clearly demonstrate the grading and drainage of the lots and overall drainage scheme. Include slope arrows with percent grades.
 - d) Include sufficient spot elevations demonstrating how the Open Space Block (Block 2A), Parkette Block (Block 1), SWM Pond Block (Block 3), Drainage Block (Block 4) and Open Space Block (Block 2) are graded and drain.
 - I. Please note that the roadway grade adjacent to the Open Space Block (Block 2) at the northeast corner of the subdivision appears to be approximately at an elevation of 279.56 while the grade of the existing property line to the east is approximately 278.36. Please demonstrate how this area is graded and drainage is self-contained.
 - e) Infiltration galleries and RLCBs are identified along the rear of Lots 1 through 7. However, it is unclear how these lots are graded and drain. Based on the existing contours and drainage patterns, it appears that back to front grading is feasible and the RLCBs and infiltration galleries at the rear of the lots are unnecessary.
 - I. Please note as per other comments contained within this memo that all requirements to meet water balance as part of the Towns CLI ECA Performance Criteria is to be located on public property. Therefore, the Town does not support the infiltration galleries at the rear of the lots, unless absolutely necessary and all other avenues for meeting water balance criteria have been exhausted. Explore alternative solutions.
 - f) It is unclear how lots 8 through 14 drain. If there is split lot drainage or if they drain to the rear of the lots. Please provide sufficient elevations demonstrating lot drainage
107. The storm drainage plan identifies that the 3.0m Open Space Block (Block 2), the Drainage Block (Block 4), the rear of lots 8 through 13 and the SWM Block (Block3) are all directed and controlled by the dry SWM pond. Please demonstrate the grading and drainage and how this is facilitated.
108. Include length and %street grades for the roadway. Clearly identify the low point of the roadway.

- a) As per Town Standards Section 1.5.2.1, minimum road grade is 0.75% and maximum road grade is 6.0%. The road grade from 279.60 to 279.50 appears to be less than the Town's minimum road grade standards of 0.75%. Please revise accordingly and please note that a minimum of 0.75% grade at gutters along all bends is required.

109. As per Town Standards Section 1.4.2.2.4. double catch basins are to be installed at the low point of any road. Refer to the above noted section for further catch basin spacing requirements.

110. Include the T/G for MH5.

111. Please ensure the minimum drops across maintenance holes are as follows as per Town Standards Section 1.4.2.2.3.

Change of Direction Minimum Drop (mm)

0°	20
1° to 45°	50
45° to 90°	80

112. The base of the dry pond is identified at 275.25, however the invert of the orifice is identified at 275.45 within the SWM Report which is above the base of the dry pond. Please clarify the proposed design.

113. The elevations identified in Section 'A' and Section 'B' on Dwg. No. PSWM-1 for the 5-year (275.94) and 100yr (276.44) storm event do not correlate with the FSR elevations of 276.11 and 276.66 respectively. Please revise accordingly.

114. Section 'A' and Section 'B' on Dwg. No. PSWM-1 identify 0.3m of freeboard, however according to the SWM Report the 100yr WL is at 276.66, with a top of pond identified on the grading plan of 276.75. Please revise accordingly.

115. Linework on Dwg. No. PSWM-1 identifies an infiltration trench along the rear of lots 8 through 13. However, this is not identified on the Grading or Servicing Plan. Please clarify and revise.

116. Revise the plans to identify an access road for access to the SWM facility and to the inlet and outlet. Refer to Town Standards Section 1.4.10.3.

117. The proposed dry pond inlets and outlets are in very close proximity. Table 4.8 of the MECP SWM Manual (2003) identifies a minimum length to width ratio of 3:1 and a recommended length to width ratio of 4:1 to 5:1. Please revise accordingly.

118. The following comments pertain to Dwg. No. STMDR-1,

- a. The legend identifying the linework (shown as a red dashed line) for the drainage area boundaries has not been utilized on the plan. Please revise accordingly and ensure drainage areas can be clearly interpreted.

- b. Clearly identify the drainage areas that are to be uncontrolled on the plan.
119. Please identify the major overland flow path on the plans for all lots, parkette, drainage blocks, SWM Block, etc.
120. Clarify and confirm the NE invert of 275.04 for MH2 as it appears to be significantly lower than the downstream invert elevation of Drop MH3 of 277.43. Please note that where the difference in elevation between the obvert of the inlet and outlet pipes exceed 0.6m, a drop pipe as indicated on OPSD 1003.010 shall be placed on the inlet pipe.
121. Confirm the pipe slope from MH5 to MH6 as it appears to be incorrect.
122. Clearly identify the invert for the headwall into the dry pond.
123. Clearly identify the invert for the outlet structure and the headwall outlet from the SWM Pond and clearly identify how the outlet headwall ties into existing grades.
124. Include a detail for the outlet of the dry pond.
125. Please identify the vertical clearance for all pipe crossings. A minimum clearance of 0.5m is required.

Environmental Noise

126. The Noise Study that was provided is for a completely different development in the City of Brampton. Please provide the correct Noise Study in support of the proposed DPOS. Please note that the Noise study will be peer reviewed at the applicant's expense.
127. Please note that should the Noise Study identify that warning clauses are required, this will be captured through conditions of Draft Approval.

Geotechnical Report

128. Revise drawing No. 2 in both the Geotechnical and Hydrogeological Reports to reflect the latest proposed draft plan of subdivision, including any open space, drainage and SWM pond blocks.
129. A minimum of one borehole/monitoring well is required in the location of proposed SWM facilities to inform the design recommendations of the proposed facility. Please update report accordingly.
130. The Geotechnical and Hydrogeological Report should discuss and elaborate on the design considerations and recommendations for the developments proposed stormwater management design (including dry pond – if proposed). The highest ground water level in the area and separation distance from the base of the facility should also be discussed.
131. The Geotechnical Investigation should be updated to include a table of the groundwater level measurements as per the Hydrogeological Report.

132. Shale appears to have been encountered in a number of boreholes. Please elaborate and discuss the depth to shale within the report and any potential implications (if any) with the construction of underground services and basement foundations.
133. The hydrogeological report identifies high groundwater in several boreholes in April 2023, that when compared to the servicing plans will exceed the future storm sewer and sanitary. The hydrogeological and geotechnical reports are to speak specifically to the high ground water level and any special construction methods to ensure the ground water does not infiltrate the pipe both during and post construction and to avoid creating potential groundwater pathways.

Hydrogeological Report

134. Revise the typo/reference to BH/MH 5 in Section 5.7 as it references BH/MH 55.
135. Revise Section 7.1.1 to reference the correct lot for the dewatering assessment for Test Pit 3 (TP3) and Test Pit 4 (TP4) as they reference the incorrect lots. TP3 should reference lot 4 and TP4 should reference lot 10 in accordance with Figure 2.
136. Section 7.1.2 should be revised based on the preliminary grading and servicing plan rather than estimating depths.
137. The Hydrogeological Report is to be reviewed and approved by the Region of Peel and the CVC.

Environmental Site Assessments

138. Section 7.2 (pg. 23) identifies that the subject site is adjacent to Mayfield Road. This appears to be a typo as the site is nowhere near Mayfield Road. Please revise accordingly.
139. The Phase One ESA is to be completed as per O.Reg. 153/04 as a record of Site Condition is required. The Phase One ESA Recommends that a Phase Two ESA is required to investigate the items of environmental concern. Please provide the Phase Two ESA completed as per O.Reg. 153/04. Please note that a record of site condition will be required and will be captured through a condition of Draft Plan Approval.

Traffic Impact Study

140. The TIS submitted appears to be for the incorrect property and for a completely different development application in the City of Brampton. Please submit the correct TIS applicable to the proposed Development. Development Engineering defers review and approval of the Traffic Impact Study (TIS) to the Towns Transportation Engineering Department.

Town of Caledon Parks

141. The subject parcel is located in Inglewood and is identified as 15544 McLaughlin Road (Roll Number: 2124 030 005 13200 0000), parkland conveyance requirement has been fulfilled for

the severed land at consent (B 016-19).

142. The parkette proposed on the draft plan is approx. 0.09 ha (0.22 acre) which does not meet the minimum requirement on park block size for parkland dedication.
143. The nearest park is Lloyd Wilson Park with a distance of approx. 300m to the subject site, Town has no interest to develop this park block and will not compensate for any over dedications of Parkland requirement.

Town of Caledon, Landscape

144. The Tree Preservation, Engineering and Landscape plans are not coordinated. Please coordinate the drawings and resubmit for a more fulsome review and comments.
145. The Town is not requesting a park in this subdivision.
146. Please provide a Soil Test for all soils to be stored on site, including nutrients, contaminants, and composition, and any amendments required for the soil to be suitable for planting use on the site. [Terms of Reference: Planting Medium \(caledon.ca\)](#)
147. Previous comments requested a full set of Landscape Plans. The Landscape Plans provided is conceptual and needs to be technical, and coordinated with the Tree Preservation and Engineering drawings to provide a fulsome review. The applicant can refer to the Town's Terms of Reference for Landscape Plans to better understand the requirements.
148. Previous comments requested a cost estimate. Please provide a Landscape Cost Estimate as per the Town's Development Standards Manual.
149. Please provide a Letter of Conformance from the project Landscape Architect.

Draft Plan of Subdivision

150. The Town is not requesting a park in the proposed location. If the applicant would still like to provide a seating amenity, then the following comments are provided:
 - 2.1.1. Reduce the size of the paved area and include more open space with plantings
 - 2.1.2. Remove the lighting and bike racks.
 - 2.1.3. This area can be suggested as a pollinator rain garden using a combination of seeded areas and plantings.
 - 2.1.4. Additional requirements may be provided by Operations on next submission.
151. The Storm Easement in its proposed location may significantly impact mature trees along the property line. It may be better to relocate the easement to between Lot 8 and Lot 9.

152. If the Storm Easement is to be retained in its proposed location then it may require additional area to avoid the storm sewer from crossing private property.

Arborist Report & Tree Inventory and Protection Plan (TIPP)

153. There is a conflict between the Arborist's Report and TIPP and the Engineering drawings. Please confirm and coordinate that all trees proposed for retention can be retained and update the Arborist Report and TIPP accordingly.
154. Trees on adjacent properties will need to be protected unless written consent is provided by the adjacent landowner.
155. Inventory of existing trees needs to include surveyed elevations at root flare as necessary to confirm grading requirements.
156. Include Town of Caledon standard Tree Preservation notes #710 on the TIPP.
157. Include trees that may be impacted by the proposed stormwater outfall and drainage ditch.

Preliminary Grading Plan (PG-1)

158. Proposed grading changes appear to be in conflict with the Arborist Report/TIPP recommendation to preserve trees in these areas. Please confirm and coordinate that all trees proposed for retention can be retained and update the Grading Plan accordingly
159. Topsoil stockpiles are not to exceed 1.5m in height. Only the amount of soil to be reused on site can be stored on site.
160. Please provide fencing in accordance with the Town's Development Standard's Manual.
161. Please provide the Erosion and Sediment Control information.

Preliminary Servicing Plan (PS-1)

162. There are infiltration trenches features proposed where trees are proposed to be retained. Please show the existing trees from the Tree Preservation on the Engineering drawings and coordinate the Tree Preservation Plan with the current lot plan, engineering features and SWM Pond configurations and demonstrate how trees will be retained.
163. All trees on adjacent properties will need to be adequately preserved and protected.
164. Please consider using bioswales/rain garden as part of the SWM pond and overflow into the natural tributary (to be confirmed through Engineering).

Landscape Plan

165. Please show the existing trees from the tree preservation on the Landscape Plan Engineering drawings and ensure they are all coordinated..
166. The Landscape Plan provided is conceptual and does not comply with the Town's Terms of Reference for Landscape Plans. Please show all above ground design features on the Landscape Plan in accordance with the Town's Terms of Reference for Landscape Plans. [Terms of Reference: Landscape Plans \(caledon.ca\)](https://www.caledon.ca/terms-of-reference-landscape-plans)
167. Please add a tree quantities summary and canopy cover calculations to the cover page L-1.
168. Please provide soil volume calculations for each tree or grouping of trees. Tree selection should be according to the available volume of soil available to it and select appropriate species by stature from the Town of Caledon's preferred street tree list.
169. Please provide additional street trees where possible. Trees should be spaced 8 – 10m on center where possible
170. Tree plantings around the SWM Pond should also be adjacent to the private property lines.
171. Please provide fencing in accordance with the Town's Development Standard's Manual.
172. How does the proposed tree selection compare and complement the existing trees in the community and adjacent woodland?
173. Note that for detailed design, compensation trees determined through the approved Tree Preservation Plan will need to be noted separately on the Landscape Plan. Compensation trees cannot be trees that are already required.
174. The tree species list will need to conform to the Town of Caledon's preferred street tree list. Tree selection should be based on tree stature relative to the volume of soil available to each tree. Here's the link for the Town's current Preferred Street Tree List : https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Plans_of_Subdivision/Town-of-Caledon_PREFERRED-Street-Tree-List_updated-ACCESSIBLE.pdf
175. Are there separate specifications for this project? If so, please provide with next submission
176. Please add note: THE TOWN LANDSCAPE ARCHITECT IS TO INSPECT AND APPROVE STAKED TREE LOCATIONS PRIOR TO TREE DELIVERY. TREES ARE TO BE INSPECTED AND SIGNED OFF BY THE PROJECT LANDSCAPE ARCHITECT UPON DELIVERY AND UNACCEPTABLE TREES RETURNED TO THE NURSERY. PLEASE PROVIDE A MINIMUM 7 DAYS NOTICE TO COORDINATE INSPECTIONS WITH THE TOWN'S LANDSCAPE ARCHITECT RELATED TO THE APPLICATION. THE PROJECT LANDSCAPE ARCHITECT AND CONTRACTOR TO BE PRESENT.
177. Please provide a note requiring all seed mixes to adhere to the CVC Seed Mix Guideline V.2.0

(January 2022) and update seed mixes accordingly as necessary. Please ensure mycorrhizal fungi is part of all seed mixes.

178. Please show street lighting on the plan.
179. Please consider adding a sidewalk along the street to help achieve walkability in the community. Coordinate with Engineering.

Details (D-1 to D-3)

180. Comments will be provided when additional information is provided at next submission.

Town of Caledon Environment and Energy

181. At this stage before the [GDS](#) is approved by Council we are requiring that applicants submit a 'Green Development Standards Brief' outlining how the development is incorporating sustainability features related to the GDS draft. Meeting specific metric targets is encouraged but not required at this time. The metrics list starts on page 14 of the draft. Energy and Environment staff are available for any questions or discussion on the GDS

Town of celadon Municipal Numbers

182. The property address is confirmed as 0 McLaughlin Road.
183. Should the application be approved, the existing municipal address will cease to exist and new municipal numbers shall be issued in accordance with the Municipal Numbering By-law and Guidelines. These numbers will be issued in accordance with these documents, based on approved driveway locations and a new street name.
184. Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Plan Approval.
185. Upon issuance of Final Plan Approval, the Lead Planner will forward a copy of the approval package to municipal numbering staff to work with the owner to issue the required numbers and post any required signage of the numbers in accordance with the Town's Municipal Numbering By-law and Guidelines.
186. In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The owner is advised to post the number (once issued) on the townhouses in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff

at municipalnumbers@caledon.ca or 905-584-2272 x. 7338.

Town of Caledon, Fire Department

187. Hydrants and fire flow to meet OBC and Region of Peel Standards

The following departments/agencies have no concerns:

- Town of Caledon, Fire and Emergency Services
- HydroOne
- Rogers
- Town of Caledon, Economic Development

The following department/agencies have not provided comments and will be forwarded to you upon receipt:

- Niagara Escarpment Commission (NEC)
- Ontario Provincial Police (Caledon Detachment)
- Bell Canada
- Canadian Pacific Railway

Comments from the following departments and agencies are attached:

- Region of Peel – November 9, 2023
- Credit Valley Conservation Authority- November 15, 2023
- Dufferin Peel Catholic District School Board- October 25, 2023
- Peel District School Board – May 23, 2023
- Enbridge – October 18
- Town of Caledon, Zoning – November 7, 2023

Next Steps

Town staff will coordinate a Comment Review Meeting to discuss the comments enclosed within this letter to assist in the processing of your application. Please review all comments contained within this letter and forward an agenda at least 3 days prior to the meeting. Staff will follow up with a proposed meeting date and time.

The Town of Caledon has implemented new electronic submission requirements for planning applications at the Town. When you are ready to resubmit, please visit <https://www.caledon.ca/en/town-services/development-applications.aspx> and navigate to the heading 'Existing Applications' and then select 'Draft Plan of Subdivision.' This will link to you the online form. Please complete the online form and attach pertinent documents for a formal re-submission.

Please submit the following items in a revised digital submission:

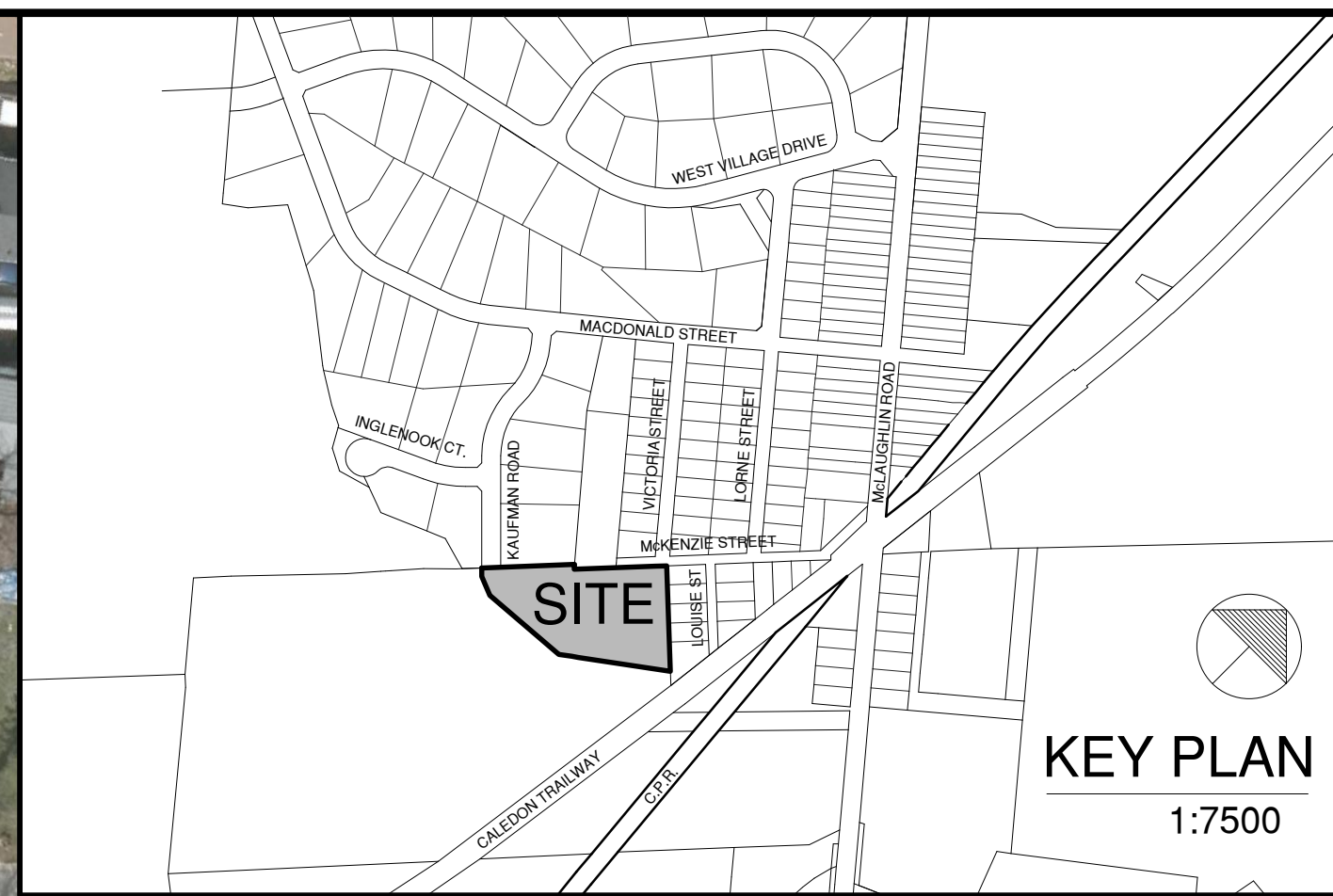
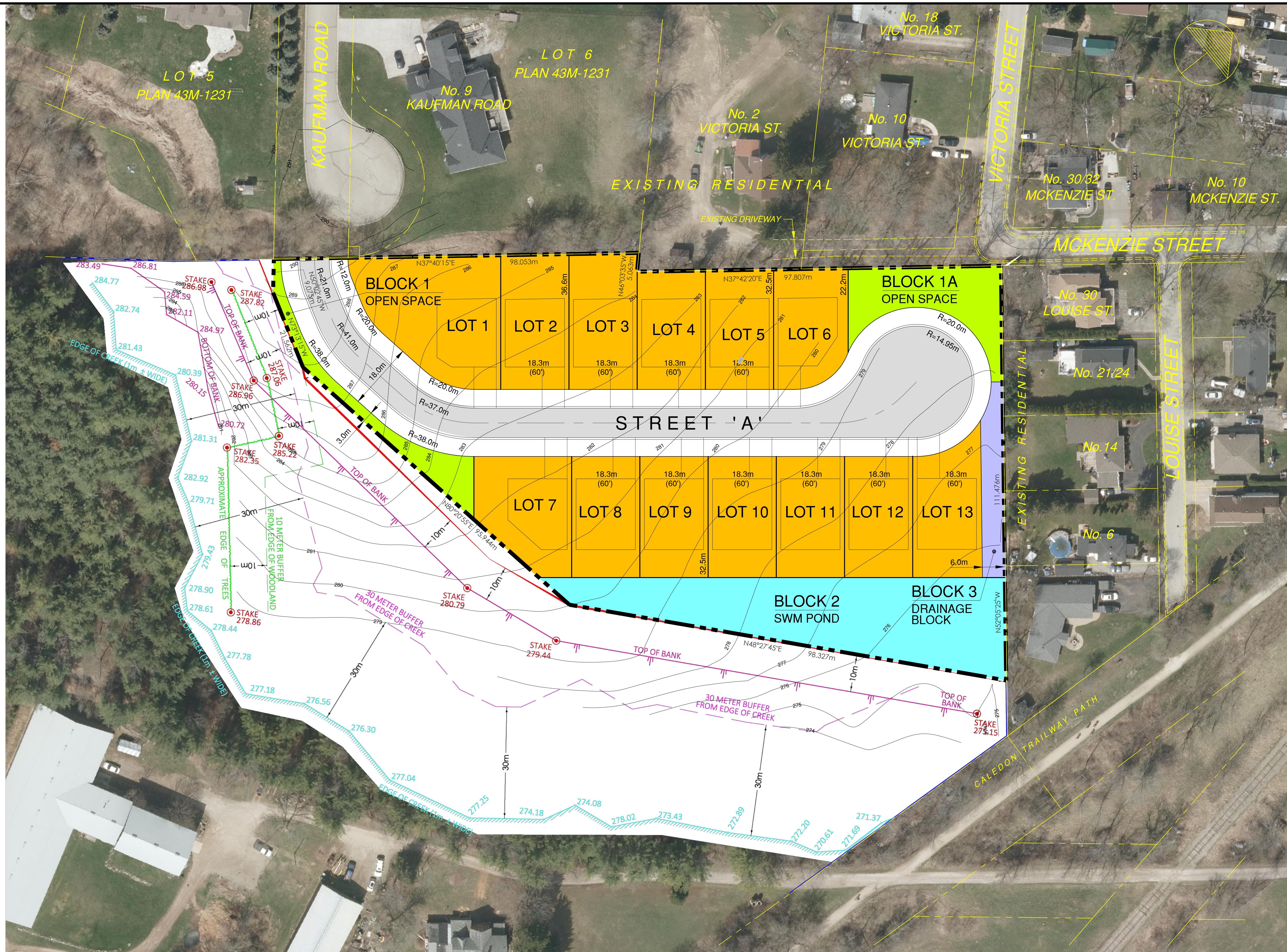
- Cover Letter
- Planning Justification Report
- Draft Plan of Subdivision Re-Circulation Fee (\$20,600 + \$3,090/gross ha)
- Detailed Response Matrix
- Archaeological Assessment
- Draft Plan of Subdivision
- Draft Zoning By-law Amendment
- Site Plan
- Landscape Plans
- Urban Design and Cultural Heritage Brief
- Transportation Impact Study
- Functional Servicing Report, Storm Water Management/Storm Drainage
- Grading and Servicing
- Geotechnical Report
- Environmental Site Assessments
- Hydrogeological Report
- Landscape Plan
- Erosion and Sediment Control Plans
- Site Grading and Servicing
- Any additional materials requested in the comments above.

I trust that this information is of assistance. For further information or status updates please contact the undersigned at (905) 584-2272 ext. 4283 or Richard.martin@caledon.ca.

Yours truly,



Richard Martin
Acting Senior Planner, Development Review Services
Planning Department
TOWN OF CALEDON



LOTS / BLOCK AREA SCHEDULE		
LAND USE	LOT / BLOCK	AREA
RESIDENTIAL	LOTS 1-13	0.86ha. 2.13Ac.
OPEN SPACE	BLOCKS 1-1A	0.10ha. 0.25Ac.
SWM POND	BLOCK 2	0.21ha. 0.52Ac.
DRAINAGE BLOCK	BLOCK 3	0.03ha. 0.07Ac.
ROADS	STREET 'A'	0.43ha. 1.06Ac.
TOTAL		1.63ha. 4.03Ac.

LOT SCHEDULE					
DESCRIPTION	TYPE	MINIMUM FRONTAGE	MINIMUM DEPTH	NUMBER OF LOTS	NUMBER OF UNITS
SINGLE DETACHED	X1	18.3m (60.0')	32.5m (106.6')	13	13
TOTAL				13	13

ADDITIONAL INFORMATION
 AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT (R.S.O. 1990 C.P. 13)

A) AS SHOWN ON DRAFT PLAN.
 B) AS SHOWN ON DRAFT AND KEY PLAN.
 C) AS SHOWN ON KEY PLANS.
 D) AS SHOWN IN LAND USE SCHEDULE.
 E) AS SHOWN ON DRAFT PLAN.
 F) AS SHOWN ON DRAFT PLAN.

G) AS SHOWN ON DRAFT AND KEY PLANS.
 H) MUNICIPAL SERVICES TO BE PROVIDED.
 I) SOIL IS CLAYEY SILT.
 J) AS SHOWN ON DRAFT PLAN.
 K) MUNICIPAL SERVICES TO BE PROVIDED.
 L) NONE.

OWNER'S AUTHORIZATION:
 THE UNDERSIGNED, BEING THE OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZE CANDEVCON LIMITED TO ACT ON OUR BEHALF AS AGENTS AND TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE _____ 2868577 ONTARIO INC.
 (MANOJ SHARMA)

SURVEYOR'S CERTIFICATE:
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE _____ MATT DE JAGER O.L.S.
 VAN HARTEN SURVEYING INC.

DRAFT PLAN OF SUBDIVISION
 PART OF LOT 1, CONCESSION 2, W.H.S.
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL
 PRE-2022-0187

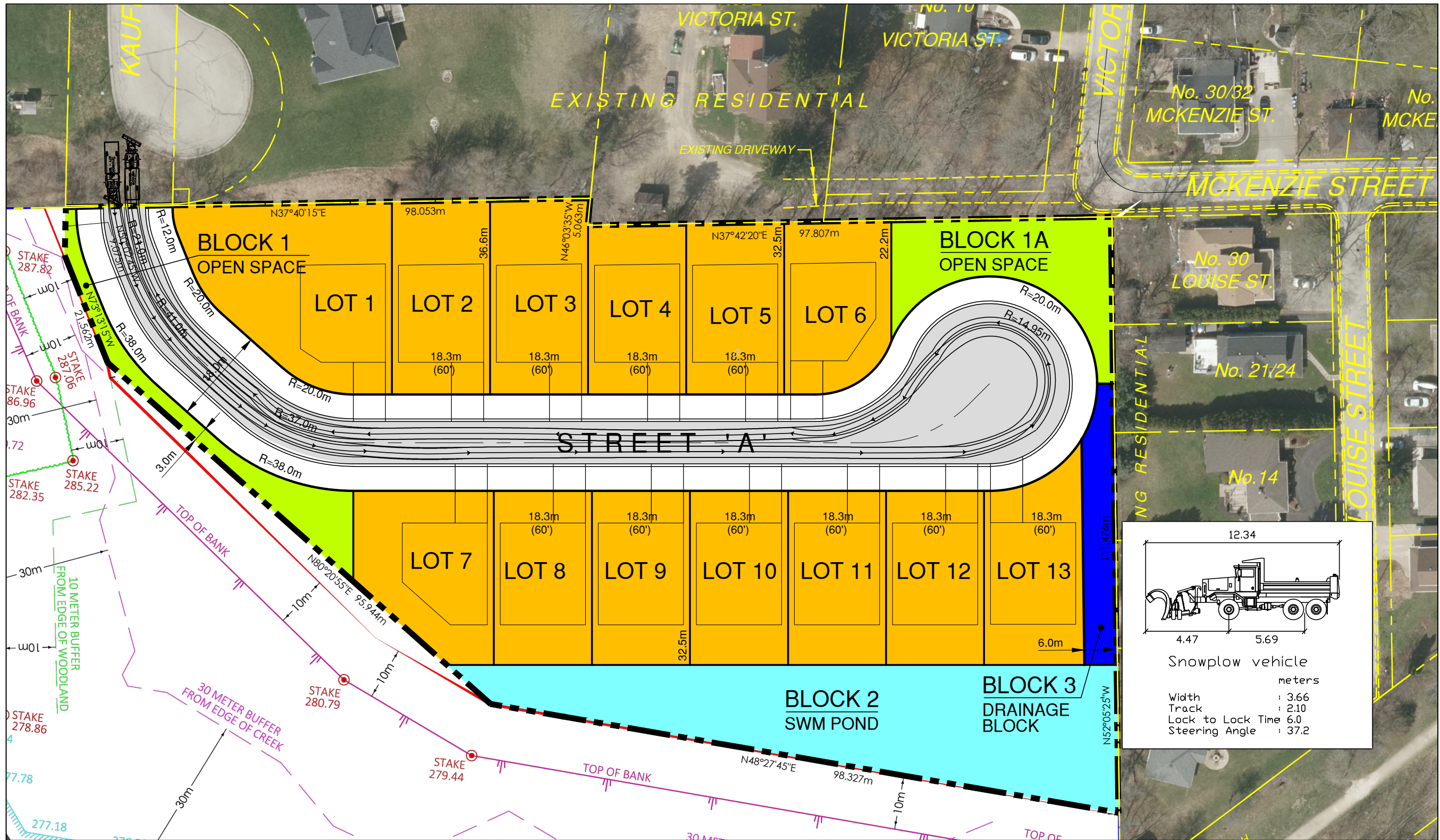
STREET TO STREET	CURB RADIUS	DAYLIGHT ROUNDING	DAYLIGHT TRIANGLE
MINOR LOCAL TO MINOR LOCAL	7.5m	5.0m	-
LOCAL TO LOCAL	7.5m	5.0m	-
MINOR LOCAL / LOCAL TO MINOR COLLECTOR	10.5m	-	7.5m
MINOR LOCAL / LOCAL TO MAJOR COLLECTOR	10.5m	-	15.0m
MINOR LOCAL / LOCAL TO ARTERIAL	15.0m	-	15.0m
MINOR LOCAL / MINOR COLLECTOR	15.0m	-	10.0m
MINOR / MAJOR COLLECTOR TO MAJOR COLLECTOR	15.0m	-	15.0m
INDUSTRIAL STREET TO INDUSTRIAL STREET	15.0m	-	10.0m
MINOR / MAJOR / INDUSTRIAL COLLECTOR TO ARTERIAL	18.0m	-	15.0m
ARTERIAL TO ARTERIAL	18.0m	-	15.0m

NO.	DESCRIPTION	DATE	BY

CANDEVCON LIMITED
 CONSULTING ENGINEERS AND PLANNERS

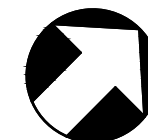
TEL. (905) 794-0600 FAX (905) 794-0611

SCALE: 1:500 DWG. No. PL-1
 DATE: FEB., 7th 2024 PROJECT No. W22002



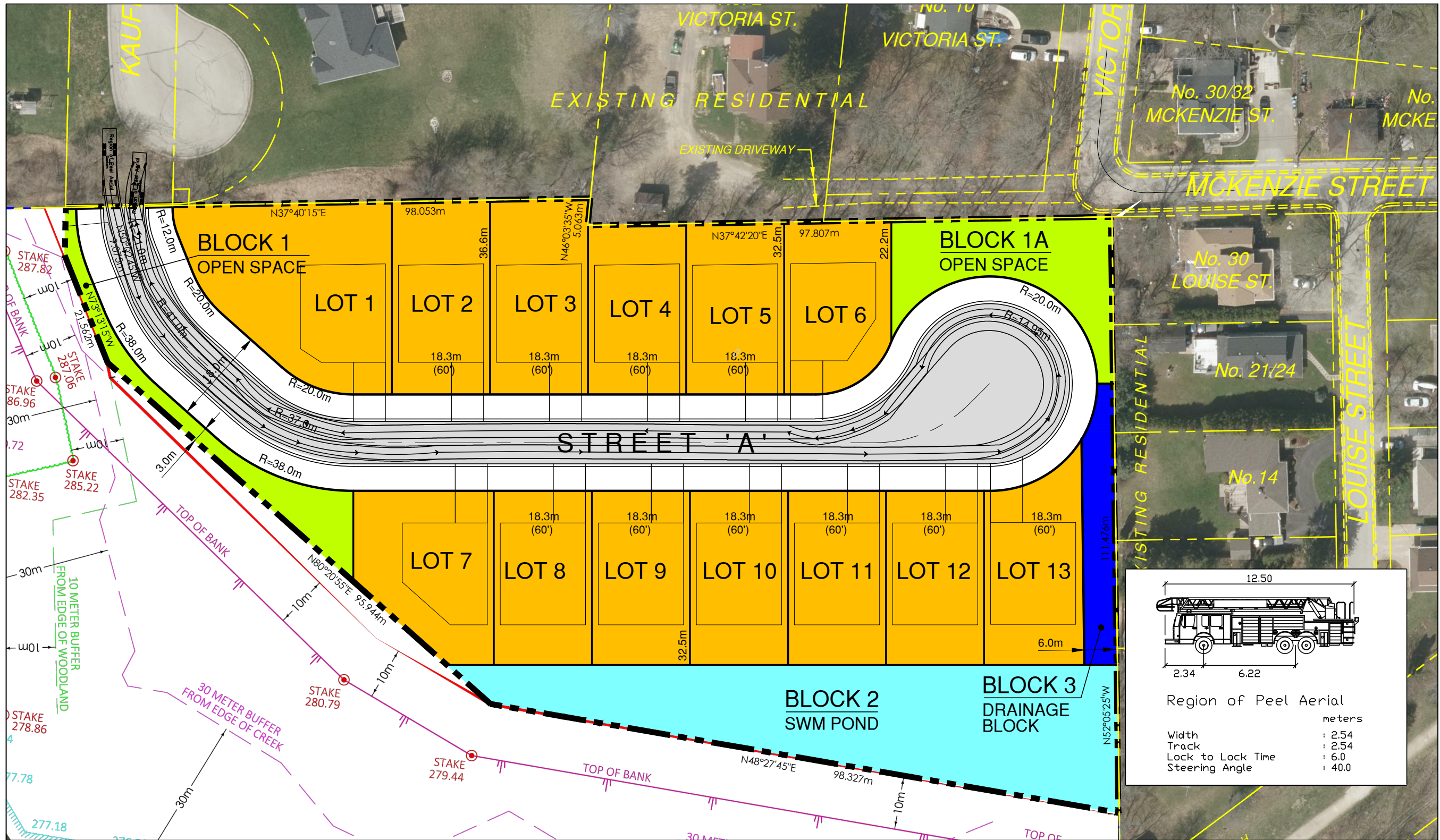
**TRAFFIC IMPACT BRIEF
PROPOSED RESIDENTIAL SUBDIVISION
15544 MCLAUGHLIN ROAD
TOWN OF CALEDON**

SNOW REMOVAL SWEEP PATH PLAN



CADEVCON GROUP INC.
CONSULTING ENGINEERS AND PLANNERS
9358 COREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7
TEL. (905) 794-0600 FAX. (905) 794-0611

DATE:	JULY 25th, 2024	JOB No.	W22002
DESIGN:	B.W.	FIG. No.	1
SCALE:	1:750		

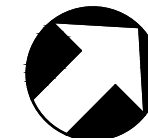


Region of Peel Aerial

	metres
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

**TRAFFIC IMPACT BRIEF
PROPOSED RESIDENTIAL SUBDIVISION
15544 MCLAUGHLIN ROAD
TOWN OF CALEDON**

FIRE EMERGENCY SWEEP PATH PLAN



CDP CANDEVCON GROUP INC.
CONSULTING ENGINEERS AND PLANNERS
9358 COREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7
TEL. (905) 794-0600 FAX. (905) 794-0611

DATE:	JULY 25th, 2024	JOB No.	W22002
DESIGN:	B.W.	FIG. No.	2
SCALE:	1:750		