

FIRST SUBMISSION COMMENT RESPONSE MATRIX

MAY 1, 2023

12148 ALBION-VAUGHAN ROAD
File # – POPA 2021-0001, RZ 2021-0003 & SPA 2021-0004
TOWN OF CALEDON

Future action to be addressed after Town Council approval of the development applications.

COMMENT NUMBER	COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
Peel Region Noise - December 16, 2021				
Dylan Prowse - Dylan.prowse@peelregion.ca				
	1.	The combined noise level of the transportation noise sources (Highway 50) and stationary noise sources must be presented. Please include a table summarizing the unmitigated and mitigated resultant DBA sound levels for the Units.	HGC Engineering	Noted. Comment was later clarified with the Region. Stationary noise assessment of nearby noise sources are to be included in the updated report.
1.	2.	Please ensure that the Warning Clauses recommended in the study are consistent with the Region’s guidelines. Once a table summarizing the unmitigated and mitigated resultant combined DBA sound levels is included, the warning clauses may need to be revised.	HGC Engineering	Noted. Warning clauses are revised accordingly.
	1.	At this time staff are unable to support the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan applications, for reasons detailed within this letter and summarized briefly below:		
	2.	The proposed Official Plan Land Use Designation is not appropriate and further analysis is required to properly justify the proposed height and density on the subject lands. Further analysis of the Town’s Settlement Area policies as well as a housing study to determine how this development will be supported by the market is required within the Planning Justification Report.	KLM	The Planning Justification Report attached to the formal 2 nd submission has been revised to redesignate the net developable lands to a “High Density Residential” designation and the natural heritage feature and 10 m wide buffer lands to an “Environmental Policy Area” designation together with supporting planning rationale. A Housing Brief has also been prepared and is being submitted to the Town.

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3.	The site plan must identify a road widening along the frontage of the development to ensure a 18.0m distance from the centre-line of Albion Vaughan Road. The Owner will be required to convey the road widening to the Town, free of charge and encumbrances.	Fausto; Owner (note)	The site plan is updated to show 18m Road Widening from the CL of Albion Vaughan Road.	
4.	Amendments are required to various material to address comments contained in this letter.	ALL	Comment Acknowledged and all materials to address public sector comments received to date.	
General (Advisory) Comments				
2.	1.	Various letters, emails and telephone calls have been received from members of the public raising their concerns with the proposed applications. Attached to this letter are comments that have been received, please prepare a document with your resubmission that addresses these comments. There may be additional comments received in the future at a Public Meeting or otherwise which will also require a response. Those future comments will be provided under separate cover and will require responses prior to a staff report being brought forward for consideration by Planning and Development Committee and Council.	KLM	Comment Acknowledged. This Comment Response Matrix includes and responds to all public comments contained in the Town's August 2021 letter. Any additional comments received from the Town will be addressed in an updated matrix under separate cover.
Town of Caledon, Corporate Services Department, Accessibility August 6, 2021				
3.	1.	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. This will be included in any potential Site Plan Agreement.	Owner; Fausto (note)	A Total of 40 units are designed with Accessibility requirements as per OBC requirements. Site chart updated with the breakdown.
Bell Canada August 6, 2021 Ryan Courville Planninganddevelopment@bell.ca				
4.	1.	The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/ telecommunication infrastructure needed to service the development. Please refer to the attached comments from Bell Canada for further details.	Utility Consultant; Owner	Future action to be undertaken by the utility consultant at the detailed utility design stage.
5.	2.	The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. This will be included in any potential Site Plan Agreement.	Utility Consultant; Surveyor; Lawyer; Owner	Comment Acknowledged – to be included in the future Site Plan Agreement.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION	
6.	3.	The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost. This will be included in any potential Site Plan Agreement.	Utility Consultant; Surveyor; Lawyer; Owner	Comment Acknowledged – to be included in the future Site Plan Agreement.
7.	4.	It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Utility Consultant; Masongsong; Owner	Comment Acknowledged – to be included in the future Site Plan Agreement.
Town of Caledon, Development Engineering August 6, 2021 Daniel Oh, Senior Coordinator Daniel.oh@caledon.ca				
8.	1.	Highway 50 is under the jurisdiction of the Region of Peel. Town defers review and approval of the proposed grading detail fronting Highway 50 to the Region of Peel.	Masongsong	Comment Acknowledged. No Action Required.
9.	2.	Town Development Engineering defers to the TRCA regarding the adequacy of the channel realignment calculation provided in the report. Please refer to the attached comments from the Engineering Department at the Town of Caledon for further details.	Masongsong; Palmer	Comment Acknowledged. No Action Required.
Hydro One August 6, 2021 Scott McCabe				
10.	1.	Hydro One does not have any conflicts with the proposed development provided the following comments are addressed:		
11.	a)	No open trenching within 1.5m of Hydro poles and/or anchors.	Utility Consultant; Masongsong	This comment is acknowledged.
12.	b)	Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.	Utility Consultant; Masongsong	This comment is acknowledged.
13.	c)	PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels	Utility Consultant; Masongsong	This comment is acknowledged.
14.	d)	Ensure all industry standard utility separations and clearance minimums are maintained.	Utility Consultant; Masongsong	This comment is acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
15.	e) Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work	Utility Consultant; Masongsong	This comment is acknowledged.
16.	f) Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.	Utility Consultant; Masongsong	This comment is acknowledged.
17.	g) 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 separations and clearance minimums are maintained.	Utility Consultant; Masongsong	This comment is acknowledged.
18.	h) Please be advised that existing Hydro One O/H primary and O/H secondary is in vicinity of proposed works.	Utility Consultant; Masongsong	This comment is acknowledged.
19.	i) See attached rough sketch of the approximate locations of Hydro One plant where Hydro One overhead is represented by a blue line. This sketch is for approximation purposes only and is not the exact location of HONI plant. https://klmplanning-my.sharepoint.com/personal/awoods_klmp_lanning_com/_layouts/15/onedrive.aspx?ga=1&id=%2Fpersonal%2Fawoods%5Fklmp_lanning%5Fcom%2FDocuments%2F12148%20Albion%20Vaughan%20Road%20%28P%2D2623%29%20First%20Submission%20Comment%20Matrix%20Revised%2FRedlines%2F13%2E%20Location%20Map%20HONI%20Marku p%2Epdf&parent=%2Fpersonal%2Fawoods%5Fklmp_lanning%5Fcom%2FDocuments%2F12148%20Albion%20Vaughan%20Road%20%28P%2D2623%29%20First%20Submission%20Comment%20Matrix%20Revised%2FRedlines	Utility Consultant; Masongsong	This comment is acknowledged.
Dufferin-Peel Catholic District School Board March 26, 2021 Krystina Koops krystina.koops@dpcdsb.org (905) 890-0708, ext. 24407			
20.	1. Please refer to the attached Dufferin-Peel Catholic District School Board letter (#3 in this comment matrix)		

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION															
21.	2.	That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots:	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.															
22.	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; and	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.															
23.	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. This will be included in any potential Site Plan Agreement.	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.															
24.	3.	The following comments are from the Dufferin-Peel Catholic District School Board Letter:																	
25.	a)	The applicant proposes the development of 240 apartment and 10 townhouse units which are anticipated to yield: <ul style="list-style-type: none"> • 24 Junior Kindergarten to Grade 8 students; and • 6 Grade 9 to Grade 12 students 	KLM	Comment Acknowledged. The proposal has changed to reflect 265 apartment units only.															
26.	b)	The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions: <table border="1" data-bbox="424 980 1112 1114"> <thead> <tr> <th>Catchment Area</th> <th>School</th> <th>Enrolment</th> <th>Capacity</th> <th># of Portables / Temporary Classrooms</th> </tr> </thead> <tbody> <tr> <td>Elementary School</td> <td>St. John the Baptist</td> <td>351</td> <td>720</td> <td>0</td> </tr> <tr> <td>Secondary School</td> <td>St. Michael</td> <td>1037</td> <td>1266</td> <td>0</td> </tr> </tbody> </table>	Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms	Elementary School	St. John the Baptist	351	720	0	Secondary School	St. Michael	1037	1266	0	KLM	Comment Acknowledged.
Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms															
Elementary School	St. John the Baptist	351	720	0															
Secondary School	St. Michael	1037	1266	0															
27.	c)	The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.	KLM	Comment Acknowledged.															

Peel District School Board
June 28, 2021
Nicole N. Hanson
nicole.hanson@peelsb.com
905-890-1010, ext. 2217

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION						
28.	1. Please refer to the attached Peel District School Board letter. (#3 in this comment matrix)								
29.	2. The following conditions must be included in the Development Agreement as well as the Engineering Agreement:	Owner	Comment Acknowledged.						
30.	a) Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.						
31.	b) The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.						
32.	i. "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."	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.						
33.	ii. "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.						
34.	c) The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy. This will be included in any potential Site Plan Agreement.	Owner	Comment Acknowledged. Future action to be addressed after Town Council approval of the development applications.						
35.	3. The following comments are from the Peel District School Board Letter:	KLM							
36.	a) The anticipated yield from this plan is as follows: <table border="1" data-bbox="424 1287 1419 1349"> <thead> <tr> <th>Kindergarten to Grade 5</th> <th>Grade 6 to Grade 8</th> <th>Grade 9 to Grade 12</th> </tr> </thead> <tbody> <tr> <td>19</td> <td>9</td> <td>6</td> </tr> </tbody> </table>	Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12	19	9	6	KLM	Comment Acknowledged.
Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12							
19	9	6							
37.	b) The students are presently within the following attendance areas:	KLM	Comment Acknowledged.						

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
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	Public School	School Enrolment	School Capacity	Number of Portables
	Ellwood Memorial P.S. <i>(Kindergarten to Grade 5)</i>	324	504	0
	Allan Drive Middle P.S. <i>(Grade 6 to Grade 8)</i>	444	643	0
	Humberview S.S. <i>(Grade 9 to Grade 12)</i>	1,293	1,437	4

Town of Caledon – Finance Department
Glendon Turner
Glendon.turner@caledon.ca

38.	1.	The property at 12148 ALBION-VAUGHAN ROAD is currently assessed as Residential (\$841,000 CVA). The Town's share of taxes levied, based on current value assessment is approximately \$4,600. As at April 30, 2021, the property tax account is determined to be current. The subject applications were determined to be complete on March 17, 2021.	Owner	Comment Acknowledged.
39.	2.	If the proposed developments (to include multi-storey apartment and townhouse blocks for 250 residential dwellings) were to proceed as planned, the taxable assessment value of the property may change, to reflect the development that would have taken place.	Owner	Comment Acknowledged. The proposal has changed and now includes 265 apartment dwelling units only.
40.	3.	The proposed project would be subject to Residential Development Charges, which are currently:	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.
41.	a)	Town of Caledon: \$24,100.85 per townhouse dwelling unit; \$18,392.97 per apartment > 70 m ² ; and \$10,794.83 per apartment < = 70 m ² .	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.
42.	b)	Region of Peel: \$47,594.15 per townhouse dwelling unit; \$43,589.82 per apartment > 70 m ² ; and \$23,053.40 per apartment < = 70 m ² .	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.
43.	c)	Region of Peel: 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.	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.
44.	d)	School Boards: \$4,572 per any residential unit.	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
45.	e)	Go-transit: \$587.64 per townhouse dwelling unit; \$419.78 per apartment > 70 m ² ; and \$217.54 per apartment < = 70 m ² .	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.
46.	4.	The Development Charges comments and estimates above are as at April 30, 2021 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; and are payable at the time of building permit issuance. 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.	Owner	Comment Acknowledged. To be addressed prior to the issuance of a building permit.
Town of Caledon – Heritage Staff Cassandra Jasinski Cassandra.jasinski@caledon.ca				
47.	1.	Heritage staff have the following comments related to the Heritage Register:		
48.	a)	The subject lands are not listed or designated on the Town of Caledon's Heritage Register.	-	Acknowledged. No action required.
49.	b)	The subject lands are not adjacent or near to any properties listed or designated on the Town of Caledon's Heritage Register.	-	Acknowledged. No action required.
50.		The following comments are to be addressed prior to the approval of the Official Plan Amendment application:		
Town of Caledon, Information Technology, GIS and Planning Departments, Development Review Services GIS@caledon.ca				
51.	1.	A Digital submission is required from the applicant in accordance with the Town's Digital Submission Standards: https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Electronic-Submission-Requirements---Planning.pdf	ALL; KLM	All drawings and reports with the 2 nd Submission will be submitted digitally in accordance with Town standards.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
John G. Williams Ltd. Architect, Urban Design April 21, 2021 David Stewart - Dstewart@williamsarch.com			
52.	1.	ALL	Comment Acknowledged.
53.	2.	ALL	Comment Acknowledged.
54.	3.		Site Plan / Landscape Plan
55.	a)	Fausto	Comment Acknowledged.
56.	b)	Fausto; MSLA	Pedestrian walkway is added linking the developable lands to Highway 50 at the southwest corner of the property.
57.	c)	Fausto; MSLA; KLM	Children's play area with an area of 136.92 m2 is introduced along the front property line on the revised site plan.
58.	d)	Fausto	Snow storage has been added to the site plan and min. 2% of site achieved.
59.	e)	Fausto; MSLA	Bicycle racks relocated on the updated site plan.

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60.	f)	Fausto	The townhouse blocks have been eliminated. As such, this comment is no longer applicable.
61.	g)		
62.	i.	MSLA	A green roof plan has been added that indicates the proposed green roof system.
63.	ii.	MSLA	The townhouse blocks have been eliminated. As such, this comment is no longer applicable. The new landscape treatment along this road will include tree planting, shrub planting beds, playground amenities and a future multi-use pathway.
64.	iii.	MSLA	Fencing not required between TRCA lands and condo, per TRCA messaging. There is an existing fence on the self-storage building property that has been shown on the plans.
65.	iv.	Fausto	The townhouse blocks have been eliminated. A central mailroom is included within the central amenity area of the apartment building servicing both towers.
66.	v.	Fausto; MSLA	An entry feature is added on the main entrance. The other two service entrances have dedicated signage showing "Service Entry".
67.	4.		
68.	a)	Fausto	Comment Acknowledged. The south tower has increased to 7-stories, and the base of each tower has been elongated

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	contemporary/modern design aesthetic that is supported through balcony and window placement, wall articulation, vertical punctuation / recessing and a variety of the exterior cladding materials that help to define the base, middle and upper portions of the buildings.		towards Albion-Vaughan Road with the removal of the townhouses.
69.	b) Overall, we are supportive of the mid-rise building design, however, the follow items should be addressed by the applicant:	Fausto	Comment Acknowledged.
70.	c) As previously mentioned, the floor plans should identify where the mailroom / mailboxes are located;	Fausto	A central mailroom included within the central amenity area for the apartment building servicing both towers
71.	d) As previously mentioned, ensure bicycle parking rings do not conflict with service door locations (Tower A);	Fausto; MSLA	Drawings updated; bike racks relocated.
72.	e) A detail of the proposed privacy screen used between adjoining units should be supplied for review with the next submission;	Fausto	Privacy screen detail added on pageA1.1
73.	f) Currently, the common amenity areas have not been programmed. Once the design of the common amenity features is established, proper screening measures should be applied for the residential units on the third floor that will abut the terrace outdoor space. This may include landscape buffer treatments or privacy panels along balconies;	Fausto / MSLA	The rooftop over the central lobby is revised to only be Green Roof, and amenities are removed from this location. A service access is provided for maintenance.
74.	g) On the elevation drawings, ensure all proposed exterior cladding materials are specified and ensure all materials are of high-quality and low- or zero-maintenance. A detailed exterior finishes legend should be added to the drawings with number coordinated annotations. Once the materials are finalized, the applicant should submit a material sample board and a detailed exterior finishes schedule specifying the manufacturer and product name/ code;	Fausto	Materials on elevation have been tagged and a legend provided. A sample board is provided too.
75.	h) All exterior lighting and signage locations should be noted on the elevation drawings. All proposed signage shall comply with the Town of Caledon signage by-laws;	Fausto; MSLA; TriStar	Wall lighting added on the elevations.
76.	i) Where spandrel glass is to be used, identify this material on the elevation drawings using a different colour or hatching;	Fausto	Spandrel glass has been tagged and shaded on elevations.
77.	j) Drawing No. A3.1 – East Elevation – Tower A; please show a canopy above the main entrance doors similar to Tower B;	Fausto	Canopy shown at all main entrances on the elevations.
78.	k) The stairwell structure located immediately west of Townhouse Block No.2 should be designed in a consistent manner as the mid-rise or townhouse buildings (i.e. utilizing similar architectural expression and cladding materials).	Fausto	Townhouse blocks have been removed.

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79.	5.	Architectural Drawings - Townhouse Buildings	Fausto
			The proposed road widening along Albion-Vaughan Road has resulted in the elimination of the townhouse blocks.
80.	6.	The proposed townhouse buildings are designed in a complementary manner to the mid-rise buildings, however, further design consideration is recommended as follows:	Fausto
			The townhouse blocks have been eliminated.
81.	a)	The applicant should verify if utility meters are to be placed within the underground parking structure, or to be located aboveground and fixed to the townhouse buildings. Where located on the townhouse unit, proper screening measures should be applied (i.e. recessed within architectural niche or ganged together in a visually discreet/screened location).	Fausto
			The townhouse blocks have been eliminated.
82.	b)	Air conditioning unit locations should be specified on the floor plans. We recommend that these elements be placed on the rooftop terrace screened from public view.	Fausto
			The townhouse blocks have been eliminated.
83.	c)	Show privacy screening between the private rooftop terraces;	Fausto; MSLA
			The townhouse blocks have been eliminated.
84.	d)	On the typical second floor plans, show the full extent of the private balcony at the rear of the units.	Fausto
			The townhouse blocks have been eliminated.
85.	e)	Window locations should avoid conflicts with the interior layouts. For example, the window proposed in the kitchen is situated over the stove and upper level cabinets, please ensure this can be accommodated.	Fausto
			The townhouse blocks have been eliminated.
86.	f)	In addition to the above comment, the internal staircase should be repositioned to accommodate the window location (i.e. Ensure stair stringer and railing does not conflict with / tie into window).	Fausto
			The townhouse blocks have been eliminated.
87.	g)	Since these units will be highly visible on all four sides, opportunities for additional glazing or enlarged windows should be explored to occupy blank wall space. In addition, the flankage elevations require further enhancement. The applicant should refer to section 6.5.3 corner lots of the Caledon TWDG for further details and update elevations and floor plans accordingly.	Fausto
			The townhouse blocks have been eliminated.
88.	h)	To assist in creating more visual interest to the façade treatments, we recommend the following design considerations to the front facades (facing Albion Vaughan Road):	Fausto
			The townhouse blocks have been eliminated.
89.	i.	Create more definition to the roofline, we suggest creating an overhang/canopy detail over the stone portion of the façade.	Fausto
			The townhouse blocks have been eliminated.
90.	ii.	Adjust the window layouts/design to create more continuity on the façade and interest; refer to marked up elevation drawings.	Fausto
			The townhouse blocks have been eliminated.
91.	iii.	To better define the main building entrance, consider adding a stone pier.	Fausto
			The townhouse blocks have been eliminated.

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92.	iv.	Exterior lighting locations are to be shown.	Fausto / TriStar	The townhouse blocks have been eliminated.
93.	7.	Urban Design Brief		
94.	a)	Overall, the Urban Design Brief (UDB) is well-written and provides a detailed overview of the development proposal in relation to site context, background policy, landscape design and built form design. Furthermore, the document clearly describes and references the design objectives found within the Town of Caledon Comprehensive Town-Wide Design Guidelines.	KLM	Comment Acknowledged.
95.	b)	However, a section dealing with “sustainability” should be added and should include a brief description of proposed sustainability measures being applied within the development in terms of site design, green roof, active transportation/ walkability and building construction practices.	KLM	A section addressing “sustainability” initiatives has been added to the Urban Design Brief.
96.	8.	Marked-up Plans		
97.	a)	Please also refer to our comments on the marked-up plans attached to this report.	ALL	Comment is Acknowledged.
Toronto Region Conservation Authority Anthony Syhlonyk - Anthony.Syhlonyk@trca/ca				
98.	1.	That the applicant is required to provide the \$2,950.00 Official Plan Amendment – Minor review fee to the TRCA.	Owner	The Owner sent a cheque dated April 5, 2023, in the amount of \$3,355.00 (2023 fee) to the TRCA, which was acknowledged by the TRCA. A scan of the cheque forms part of the current submission materials.
Town of Caledon, Planning Department, Development Review Services				
99.	1.	Planning Justification Report (“PJR”) and Official Plan Amendment (“OPA”) Comments:		
100.	a)	Section 1.0 should be revised to provide context for Figures 2, 3a and 3b.	KLM	Section 1.0 in the revised PJR has been amended to provide context to now refer to Figures 1 (Context Map), 2 (Site Plan) and 3 (Building Elevations).
101.	b)	Section 1.0 should be revised to properly reference the Town of Caledon “DART” process, “PAC” is not a Caledon application.	KLM	The PJR now refers to “DART”.
102.	c)	Section 3.0 should be revised to include the development’s density based on units per hectare. Gross Floor Area is typically only used for Commercial Development within Caledon’s Official Plan.	KLM	The PJR now refers to “units/ha”.
103.	d)	Section 4.3 should be updated to include the development’s density based on units per hectare. Floor Space Index is not commonly used in Caledon’s Official Plan Policies.	KLM	The PJR now refers to “units/ha”.

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104.	e)	KLM	The PJR now refers to “accessible parking”.
105.	f)	KLM	The date of the Scoped EIS Report has been corrected to show “December 23, 2020” in the revised PJR.
106.	g)	KLM	<p>The correct date of the Soil Engineers Geotechnical Investigation Report is “January 2017” however, this report was in reference to an earlier conceptual proposal for a townhouse complex and was inadvertently submitted by KLM in the original complete submission for the 6-storey apartment and 10 townhouse unit proposal.</p> <p>The correct soils report for a 6-storey building with 2 underground parking levels was prepared by Davroc Testing Laboratories Inc. dated December 17, 2020, and is included in the 2nd Submission package for municipal review. Other consultants on this project originally used the Davroc report in their analysis and finalization of the 1st Submission documents. KLM apologizes for any confusion this may have caused with municipal staff.</p>
107.	h)	KLM	<p>The date of the initial Noise Impact Study has been corrected to show “January 20, 2021” in the revised PJR.</p> <p>An updated Noise Impact Study dated December 9, 2022 will form part of the Second Submission.</p>
108.	i)	KLM	The date of the Arborist Report and Tree Preservation Plan has been corrected to show “December 23, 2020” in the revised PJR.
109.	j)	KLM	The Landscape Plan set of drawings dated November 2020 (with an issued for submission date of December 2020) was prepared by Marton Smith Landscape Architects, and includes

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
			the Pedestrian and Trail Link Plan. There is no error, and the above response is reflected in the revised PJR.
110.	k) Section 5.13 should be revised to include the correct study date. If revised shadow studies were completed for September 21st as referenced in this section, they should be submitted with the application, otherwise the corrected date of September 22 should be referenced.	KLM	The Fall Equinox has been corrected to show "September 22" in the revised PJR.
111.	l) Section 5.14 references an Urban Design Guidelines document, but an Urban Design Brief was submitted. Please update this study name, date and content in accordance with the submitted Urban Design Brief, or submit the Urban Design Guidelines Document.	KLM	The revised PJR now refers to an "Urban Design Brief".
112.	m) Section 5.15 should be revised to properly reference the date that the Healthy Development Assessment was completed.	KLM	Section 5.15 now includes the date of "January 2021" in the revised PJR.
113.	n) Section 6.1.1 of the Report should include further discussion of the range of units proposed on the subject lands, and how these units support and improve land use mix in the surrounding area.	KLM	Section 6.1.1 in the revised PJR now refers the reader to a new Section 6.1.1.1 that discusses the range of unit types proposed within the development, and how these units support and improve the mix of unit types within the community in light of the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan.
114.	Discussion of unit size variety should be included, ie. Number of bedrooms per unit.	KLM	Section 6.1.1 in the revised PJR now refers the reader to a new Section 6.1.1.1 that discusses the number of bedrooms per unit within the development, and how this supports and improves the mix of unit types within the community in light of the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan.
115.	Discussion of Unit tenure should be included.	KLM	Section 6.1.1 in the revised PJR now refers the reader to a new Section 6.1.1.1 that discusses the tenure of the proposed apartment units as a "standard condominium", the benefits of this tenure type, and how this tenure improves the mix of unit types within the community in light of the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan.

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
116.	o)	Section 6.1.1 requires further discussion of how surrounding land uses can support the proposed development, specifically relating to public service facilities, active transportation and transit. If only one form of tenure is proposed, provide justification for how this fills the community's needs.	KLM	Section 6.1.1 in the revised PJR now refers the reader to a new Section 6.1.1.1 that discusses the tenure of the proposed apartment units as a "standard condominium", the benefits of this tenure type, and how this tenure improves the mix of unit types within the community in light of the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan. This section also identifies the types of public and private services, facilities, parks and open spaces, and transit, pedestrian and cycling opportunities that are available within the community and in reasonable proximity to the future condominium residents to access.
117.	p)	Section 6.1.2 should be updated to reference the August 2020 A Place to Grow: Growth Plan for the Greater Golden Horseshoe.	KLM	Section 6.1.2 of the revised PJR has been updated to refer to the "August 2020" Growth Plan.
118.	q)	Section 6.1.2 should be revised to include discussion relating to access to publicly-accessible open spaces, parks, trails and other recreational facilities.	KLM	Section 6.1.2 of the revised PJR has been updated to include a discussion regarding access to publicly-accessible open spaces, parks, trails and other recreational facilities.
119.		Further discussion should be included to explore how the proposed development provides for a more vibrant public realm, including public open space.	KLM	Section 6.1.2 of the revised PJR has been updated to include a discussion regarding the protection and enhancement of the natural heritage feature and buffer on the property, and trails and linkages to public open space in proximity to the site.
120.	r)	Section 6.1.2 should discuss the proposed unit sizes and how they satisfy Section 2.2.6.3 of the Growth Plan. Specific reference to the number of bedrooms per unit should be included.	KLM	Section 6.1.2 in the revised PJR now discusses the number of bedrooms per unit and the size of units available within the development, and how this supports and improves the mix of unit types within the community in light of the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan.
121.	s)	Section 6.2.1 should include further analysis of how the proposed development will enhance the village atmosphere and character of Bolton.	KLM	Section 6.2.1 of the revised PJR now indicates that the proposed development will enhance the village atmosphere and character of Bolton by transforming towards becoming a complete community that includes all types of residential housing, a compatible mix of heights, and places to shop,

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
			work, and recreate with access to nearby community centres, conservation areas, trails and parks.
122.	t) Section 6.2.1 should include more detailed discussion of unit mix including unit sizes, number of bedrooms, and how this proposed mix of units is appropriate in Bolton, specifically south Bolton.	KLM	Section 6.2.1 in the revised PJR now discusses the number of bedrooms per unit and the size of units available within the development, and how this supports and improves the mix of unit types within the community in light of the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan.
123.	u) Section 6.2.1 references that the proposed 6-storey apartment building is low-scale, this should be revised. Within the Bolton context, 6-stoey is not low-scale and further analysis of how the proposed height is appropriate in the local context should be included.	KLM	Section 6.2.1 of the revised PJR now refers to a "mid-rise scale of development", and identifies the heights of other residential and non-residential buildings within close proximity to demonstrate the local context.
124.	v) Section 6.3.1 should include discussion of the specific unit sizes proposed.	KLM	This discussion is now included in Section 6.3.1.4 of the revised PJR.
125.	w) Section 6.3.1, page 36 identifies that the intent of the Official Plan Amendment is to retain the Special Residential Area designation and to include site specific exemptions. The Special Residential Area designation is intended to be an interim land use designation and the Official Plan Amendment should instead redesignate the lands to a residential designation, such as High Density Residential.	KLM	The revised PJR and draft OPA now refer to the proposed land use designation of the net developable area of the property as "High Density Residential".
126.	Once a residential land use designation is determined, analysis should also be included to determine if exceptions from the High-Density Residential Designation are required.	KLM	Sections 6.3.1.2 and 7.0 in the revised PJR now include an analysis and site-specific exceptions to the High-Density Residential designation, respectively.
127.	x) Section 6.3.1 of the Planning Justification Report referenced section 5.10.6.3.1 of the Official Plan, this section should be removed as it does not apply to the subject lands.	KLM	Reference to Section 5.10.6.3.1 of the Town's Official Plan has been removed from the revised PJR.
128.	y) Section 6.3.1 of the Planning Justification report needs to include analysis of section 5.10.3.27.8 a) and b) of the Town of Caledon Official Plan.	KLM	The analysis is now included in Section 6.3.1.2 of the revised PJR.
129.	i. Discussion of the site's density measured in units per hectare must be included	KLM	The revised PJR now refers to "units/ha" only.
130.	ii. Discussion of how the proposed density falls in the Town's standards for low, medium and high-density development must be included	KLM	The discussion is now included in Section 6.3.1.2 of the revised PJR.
131.	iii. Analysis for how the proposed density meets the locational criteria of section 5.10.3.27.8.b) must be included	KLM	The analysis is now included in Section 6.3.1.2 of the revised PJR.

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132.	z)	KLM	The analysis for a 7-storey building height is now included in Section 6.3.1.3 of the revised PJR.
133.	aa)	KLM	The analysis is now included in Section 6.3.1.4 of the revised PJR.
134.	bb)	KLM	Figure 6 in the revised PJR has been corrected to remove the "Environmental Policy Area" designation from the subject lands and show the entire property as "Special Residential" (ie. Current Town OP designation).
135.	cc)	KLM	The townhouse blocks have been eliminated from the site, and this comment no longer applies.
136.	dd)	KLM	The Town's zoning by-law requires the number of privacy yards and the depth of the privacy yards at grade, which is identified in this section of the Planning Justification Report. These at grade areas are exclusive use outdoor patios for the at grade units and are consistent in size with the balconies for units located above grade (approximately 1.8 m deep x 3.6 m wide).
137.	ee)	KLM	The revised PJR and draft OPA now refer to the land use designation of the developable area of property as "High Density Residential".
138.	ff)	KLM	The revised PJR now refers to "units/ha" throughout the document.
139.	gg)	KLM	The revised PJR addresses the items listed below by the Town.
140.	i.	KLM	The revised PJR now refers to "units/ha" and removes mention of a maximum number of permitted dwelling units on the property.

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	this site, this wording should be removed. If a maximum is required, this should be explained.		
141.	ii. The development density based on units per hectare should be included	KLM	The revised PJR now refers to “units/ha”.
142.	iii. The use of the property as a single development unit should be removed from the Official Plan Amendment Site Specific Provisions	KLM	The revised PJR no longer references the use of the property as a “single development unit”.
143.	iv. FSI is not typically used for residential development in Caledon and should be removed	KLM	The revised PJR now refers to “units/ha”.
144.	hh) Section 8.0 requires further justification for why the proposed site-specific zoning provisions should be permitted.	KLM	Section 8.0 now includes justification for the proposed zoning exceptions.
145.	i. Further justification for the high lot coverage proposed should be provided	KLM	Section 8.0 now includes justification for this proposed zoning exception.
146.	ii. Justification for not providing a play structure must be provided. Given the distance to neighbouring parks, a play structure should be provided.	KLM; Fausto; MSLA	A play area and play equipment are shown along Albion Vaughan Road.
147.	iii. All proposed zone exceptions need additional analysis	KLM	Section 8.0 now includes justification for the proposed zoning exceptions.
148.	ii) Section 9.0 includes discussion of specific unit mix, this specific unit mix should also be discussed in previous sections.	KLM	The revised PJR now includes a discussion of the unit mix throughout the document.
149.	i. The proposed unit mix appears that it is not diverse, with only 1 and 2 bedroom units provided. Additional unit mix is recommended.	KLM; Fausto	13 three-bedroom units have been added to the unit mix.
150.	ii. Townhouse unit mix including bedroom count should be provided.	KLM	The townhouse blocks have been eliminated from the site.
Town of Caledon, Engineering Services Department, Transportation Engineering Arash Olia - Arash.Olia@caledon.ca			
151.	1. Transportation Engineering staff have the following concerns related to the Traffic Impact and Parking Study:		

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152.	a) The traffic analysis has applied an annual growth rate of 2% to all turning movements under existing and future background conditions. Typically, annual corridor growth is applied to through movements or major flow of through traffic only unless sufficient justification is provided to support growth on all turning movements. The application of growth to all movements at the Highway 50 and Mayfield Road/Albion Vaughan Road intersection should be confirmed with the Region.	Paradigm	<p>Traffic forecasts have been revised accordingly. Please refer to the updated Traffic Impact and Parking Study dated December 2022.</p> <p>The 2.0% annual growth rate advised by Town staff has only been applied to through movements, rather than to all turning movements.</p> <p>It is further noted that Peel Region staff did not comment on the application of the growth rate. We have assumed they had no issue with the previous, and subsequently it is assumed that the Town will have no issue with the revised forecast methodology.</p>
153.	b) The study applied a 2% growth rate for Albion Vaughan Road and Kirby Road, which is under Town jurisdiction. The applicable growth rates on Mayfield Road and Highway 50 should be confirmed with the Region.	Paradigm	<p>Aforementioned, Peel Region staff did not comment on the 2.0% annual growth rate applied on the Regional Roads.</p> <p>Regardless, it is noted that historical ADT volumes along Regional Road 50 and Mayfield Road were reviewed. It was determined the growth along this Regional Roads were found to be less than 2.0%. (ranging from 1.1% to -0.1%)</p> <p>As a conservative approach (I.e., errs on the high side), 2.0% was applied on Regional Road 50 and Mayfield Road.</p> <p>Please refer to the updated Traffic Impact and Parking Study dated December 2022.</p>
154.	c) The study should provide detailed trip distribution calculations and confirm the mode share and distribution calculations based on TTS data, as per the terms of reference.	Paradigm	<p>Detailed trip distribution calculations per TTS data have been provided in the revised study. Please refer to Section 4.3.2 of the updated Traffic Impact and Parking Study dated December 2022.</p> <p>Existing mode share as extracted from TTS data is detailed and provided in the revised study. Please refer to Section 3.4 of</p>

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
			the updated Traffic Impact and Parking Study dated December 2022.
155.	d) The study recommends dual left-turn lanes for the westbound approach at the Highway 50 and Mayfield Road/Albion Vaughan Road intersection and signal timing plan modifications to accommodate future background traffic. Please outline the signal timing plan improvements.	Paradigm	To accommodate future background traffic, signal timing plan modifications have been outlined as requested. Please refer to Section 5.1 and Table 5.1 of the updated Traffic Impact and Parking Study dated December 2022.
156.	e) Please also provide an analysis of operations of base future background conditions without the proposed intersections improvements after adjusting the corridor growth application.	Paradigm	Operational analyses with and without the intersection improvements have been undertaken. Please refer to Section 5.3.2 of the updated Traffic Impact and Parking Study dated December 2022.
157.	f) Table 5.4 concludes that an auxiliary left-turn lane is not warranted for the northbound approach. However, the paragraph directly following Table 5.4 states that an auxiliary left-turn lane is warranted. Please confirm if an auxiliary left-turn lane is warranted for the northbound approach at the proposed site access on Albion Vaughan Road.	Paradigm	Based upon the revised traffic forecasts reflective of the new site plan development statistics. A northbound auxiliary left-turn lane is warranted from a volume perspective following the MTO & TAC Supplement methodology. However, from an operational perspective at the site access intersection and Albion-Vaughan Road under a shared northbound left/through configuration, the movement is found to operate at LOS A and well within capacity. Furthermore, the anticipated 95 th percentile queue will not encroach anywhere close to the adjacent intersection. It is recommended that based upon the operational assessment results, a northbound auxiliary left-turn lane is NOT necessary. Regardless that it is warranted for consideration from a volume perspective. Please refer to Section 5.3.2 of the updated Traffic Impact and Parking Study dated December 2022.

Region of Peel – Development Services, Public Works
camila.marczuk@peelregion.ca
905-791-7800, ext. 8230

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
158.	1.		
159.	a)	Masongsong	Acknowledged
160.	b)	Masongsong	Acknowledged
161.	c)	Masongsong	Acknowledged; population revised as per the Region of Peel 2020 DC Study guidelines in the following comment.
162.	d)	Masongsong	PPU's revised as requested
163.	i.	Masongsong	0 townhouses
164.	ii.	Masongsong	187 units larger than 750 sqft
165.	iii.	Masongsong	78 units smaller than 750 sqft
166.	e)	Masongsong	Acknowledged; see comments and responses below.
167.	2.		Comments below are from the email that was sent to Masongsong:
168.	a)	Masongsong	Acknowledged
169.	b)	Masongsong	This will be included in the next submission (following winter snow thaw).
170.	c)	Masongsong	Acknowledged; sanitary calculations shown in Section 4.
Town of Caledon, Engineering Services Department, Development Engineering			
Drew Haines- Draw.haines@caledon.ca			
171.			Development Engineering has concerns relating to the Functional Servicing Report:
172.	1.	Masongsong	Acknowledged

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
173.	2.	Please clarify the following statement in Section 2.2 of the FSR as this information could not be located in Appendix B: "0.118 Ha of the developable area will be remain as per pre-development conditions consisted of uncontrolled area drained into the south side of the site."	Masongsong	Section has been reworded for clarity, it is referring to the TRCA protected floodplain lands to the west of the site, which will remain as a creek and not be developed. There will be no hard surfaces within this area.
174.	3.	Section 5 of the FSR indicates that the proposed quantity control criteria for the development is to control the 100-year post development release rates to the 5-year pre-development level. However, Section 5.4.1 and Appendix C of the FSR demonstrate that the proposed SWM methodology is to control the peak flows for each event (2-year to 100-year storm) to pre-developments levels in accordance with the TRCA criteria. Please revise accordingly.	Masongsong	Text has been revised to show that the peak flows will be controlled for each storm event (2 year to 100 year) to pre-development levels.
175.	4.	The IDF curves used in Section 5.4.1 are for the Town of Caledon. As stated in the previous comment, the consultant should use the Humber River Storm Management Quantity Control Release Rates, provided in Table E.1 of the TRCA Stormwater Management Criteria.	Masongsong	The IDF curve now uses the Humber River Storm Rates.
176.	5.	Table 5.2 only shows the developable site area (1.136 Ha), not the entire site area (1.538 Ha). The water balance is to be achieved for the entire site area and not the entire developable site area. Accordingly revise this section.	Masongsong	The entire site area has been added, the undevelopable area is entirely landscape.
177.	6.	The Town of Caledon does not have a 5mm site retention target and the water balance criteria is to be provided by the conservation authority. Therefore, revise the following paragraph accordingly: "A total of 47.21 m3 of additional on-site storage is required to meet the Town's 5 mm site retention targets." However, the Town, in conjunction with conservation authority, will review and approve any proposed water balance measures such as infiltration trenches and green roof.	Masongsong	The statement has been revised to a general 5mm target retention instead of the Town's.
178.	7.	In Section 5.2, the FSR recommends to separate roof runoff from street and parking runoff. While the Town agrees with the statement, the proposed water quantity design shows that the roof drains will ultimately exit the roof via roof drains and get collected in the underground cistern with runoff from street and parking. While OGS can be very effective at removing sediments, it is the Town's opinion that further quality treatment	Masongsong	The cistern has been separated from tank and will only collect roof water (clean) and overflow into the SWM tank when full. Only roof water will be used for rainwater harvesting purposes.

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	may be required to safely use the collected water in the cistern for rainwater harvesting purposes.		
179.	8. The header for Appendix C is incorrect.	Masongsong	Acknowledged and corrected.
180.	9. Please clarify in the report that the proposed Total Suspended Solid (TSS) calculation is based on 100% of the total runoff volume resulted from all storm event that occur in an average year. Also, the 80% TSS removal target is to be achieved for the entire site area and not the entire developable site area. Accordingly revise this section.	Masongsong	The western portion of the site is a TRCA protected creek with no hard surfaces, only vegetation and landscaping, and thus does not need TSS treatment. It is a natural water course that is not intended to be captured nor treated as it will be a landscaped area that achieves 80% TSS removal naturally. Thus, we can consider just the developable site, which we can achieve 80% TSS removal using the Jellyfish Filter.
181.	10. Baseline TSS removal rate for pavement should be 0% and 80% for Landscape in Table 5.3.1. Based on the correct weighted TSS removal rate, the baseline aver TSS removal for the site is 35.22%. Please confirm and revise accordingly.	Masongsong	Acknowledged
182.	11. Revise the quantity control section to reflect the entire site area and not the entire developable site area. All the calculations in the report shall be based on the total site area.	Masongsong	The TRCA protected lands should be considered separate from the developable area as it is not an area that we can capture nor control. This area consists only of vegetation and landscaping, so the post-development and pre-development runoff coefficient and therefore flow rates will not change. Thus, we are only concerned with the developable area, which will now have a much higher runoff coefficient and therefore needs to be controlled.
183.	12. Although the proposed Oil and Grit Separator (OGS) has been sized using a TSS removal target of 80%, it should be noted that the TRCA will credit only 50% TSS removal	Masongsong	The OGS has been replaced by a jellyfish system.

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	efficiency. Given that the site is outletting to the watercourse directly, additional TSS removal measure or a filter system such as a Jellyfish system might be required.		
184.	13. In Section 5.4.1, the runoff coefficient for 100-yr post run off calculation is incorrect.	Masongsong	Revised
185.	14. The report shall indicate that any proposed area drain, catchbasin, trench drain, etc., proposed on-site will be designed to capture the flow from a 100-year storm event and be directed into the internal mechanical plumbing system.	Masongsong	Report now states that all area drains on site will be sized to capture the 100-year storm event.
186.	15. Please revise the following sentence in Section 5.3.1: "The overall baseline TSS removal efficiency is presented in the following Table 4.3" This should read Table 5.3.1.	Masongsong	Acknowledged
187.	16. Functional Servicing Report - In Section 5.3.1, the report mentions the targeted 80% long-term average rate required by the WWFMG policies. WWFMG is for the City of Toronto.	Masongsong	Mentions to WWFMG policies have been removed.
188.	17. In Section 6, please note that the Town requires a daily street sweeping and cleaning program.	Masongsong	Note added.
189.	Should the Official Plan Amendment be approved, the following comments are to be addressed prior to the approval of the Zoning By-law Amendment:	ALL	Comment Acknowledged.
Town of Caledon, Information Technology, GIS and Planning Departments, Development Review Services - GIS@caledon.ca			
190.	1. A Digital submission is required from the applicant in accordance with the Town's Digital Submission Standards.	ALL; KLM	All drawings and reports will be submitted digitally to the Town in accordance with Town standards.
Town of Caledon, Engineering Services Department, Transportation Engineering Arash Olia - Arash.Olia@caledon.ca			
191.	1. Transportation Engineering has the following concerns related to the Traffic Impact and Parking Study:		
192.	a) The study includes a review of parking requirements based on the Town's zoning by-law. The study should also include a review of the accessible parking requirements contained within Schedule K of the Town's Traffic By-Law 2015-058.	Paradigm	Noted. Please refer to Section 6.3 of the updated Traffic Impact and Parking Study dated December 2022.
193.	b) The proposed bicycle parking provisions should be noted within the Traffic Impact and Parking study.	Paradigm	Noted. A total of 156 bicycle parking spaces (84 long-term and 72-short term) are proposed to serve the site. Please refer to Section 2 of the updated Traffic Impact and Parking Study dated December 2022.
Town of Caledon – Zoning			

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
Brandon Bell - Brandon.bell@caledon.ca			
194.	1.	Fausto; KLM	Developable Lot area (after road widening) is 13,333.83 m2. All stats refer to this number. A breakdown of lot area included on page A1.0
195.	2.	Fausto; KLM	The townhouse blocks have been eliminated from the site. The required and provided lot area requirements are identified on the Site Plan Statistics Chart. The zoning review is to be based on the 265 proposed apartment units.
196.	3.	KLM	The definition of "Lot" is no longer necessary as the RM Zone will only be occupied by the condominium apartment building, given the two previous townhouse blocks have been eliminated, and there will not be any future division of the current lot to separate the uses.
197.	4.	Fausto; KLM	The building areas shown on OBC Matrix do not include porches, decks, balconies and other elevated platforms as per definition of Building Area in OBC. Total GFA and a breakdown (including the mentioned spaces) is included in the site stats on page A1.0
198.	5.	Fausto; KLM	The townhouse blocks have been eliminated from the site. All front yard setbacks will be from Albion-Vaughan Road to the apartment building. Front yard setback indicated on site plan.
199.	6.	Fausto	Pavers are located above grade and all setbacks are labelled on site plan.
200.	7.	KLM / Fausto	The setbacks are taken to the pilasters at grade and the balconies above are flush with the pilasters so there are no yard encroachments.
201.	8.	KLM / Fausto	The townhouse blocks have been eliminated from the site.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
202.	9.	Fausto / KLM	Updated Landscaping areas shown on the chart meet the definition of landscaped area in the ZBL.
203.	10.	Fausto	The site has 1 main entrance and 2 service entrances which are only intended for periodic service and garbage pickup. The distance between these entrances is provided on the updated site plan and meets requirements of section 4.3.
204.	11.	Fausto; KLM	The townhouse blocks have been removed. The HVAC equipment will be on the rooftop for the two towers. Provisions of ZBL 4.4 are not applicable.
205.	12.	Fausto	Site plan updated to meet entrance regulations of the ZBL.
206.	13.	Fausto; KLM	4.35 is not applicable. No railroad is within 50 metres of the subject site.
207.	14.	Fausto	Visitor parking is labelled and provided in a designated area.
208.	15.	Fausto; KLM	All parking stall dimensions have been provided. Parking spaces are revised to meet the Zoning requirements.
209.	16.	Fausto	Barrier-free accessible spaces have been labelled.
210.	17.	Fausto	All parking stalls and aisle dimensions have been provided.
211.	18.	Fausto; KLM	Notation added on the site plan.
212.	19.	KLM	The draft zoning template has been populated and forms part of the 2 nd submission.

Town of Caledon, Corporate Services Department, Accessibility
Adam Wendland - Adam.Wendland@caledon.ca

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
213.	1. The AODA requires that where an odd number of accessible parking spaces are required, an equal number of Type A and Type B accessible spaces shall be provided but the last accessible parking space may be Type B. Site plan shall indicate whether accessible parking spaces are Type A or Type B to confirm compliance.	Fausto	The correct number of barrier-free type A & B stalls have been provided.
214.	2. Type A accessible parking spaces shall be 6 metres in length with a width of 3.4 metres. Type B accessible parking spaces shall be 6 metres in length with a width of 2.75 metres. The dimensions for each accessible parking space shall be depicted on the site plan to confirm.	Fausto	Dimensions of the accessible parking spaces have been provided.
215.	3. All accessible parking spaces shall include an accessible aisle on each side with a minimum width of 1.5 metres and length of 6 metres. Where more than one accessible parking space is placed side by side, the spaces may share one access aisle. Site plan shall be updated to include accessible aisles for each accessible parking space.	Fausto	Drawings have been updated to show 1.5m x 6m aisles.
216.	4. Site plan shall indicate the location of snow storage on the exterior of the property to confirm that it will not be adjacent to any accessible parking.	Fausto	Snow storage has been added to the site plan and min. 2% of site achieved.
217.	5. On the site plan for the P2 Level (A2.1) there are 6 accessible spaces indicated. Please update the parking matrix on A1.1 from 5 accessible spaces for the P2 Level to 6 as required by the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA) for 139 parking spaces. For between 101-200 parking spaces, in addition to one accessible space, three percent rounding up are further required to be accessible spaces.	Fausto	The stats and drawings updated to meet the requirements of accessible parking spaces.
218.	6. 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 IAS within the AODA.	Fausto	Site Plan updated with notes and dimensions to show minimum 1.5m pathway with firm, stable and slip resistant surface.
219.	7. An accessible aisle that directly leads to an access route or walkway shall contain a curb ramp which complies with Section 80.26 of the IAS.	Fausto	Curb ramps added on the site plan.
220.	8. Where a curb ramp connects to an exterior path of travel a minimum clear width of 1.2 metres beyond the curb ramp shall be provided to serve as a turning space.	Fausto	Detail 4 on A1.1 is added regarding curb ramps.
221.	9. All exterior paths of travel shall be accessible by inclusion of features such as a curb ramp or depressed curb.	Fausto	Curb ramps added on the site plan.


Town of Caledon, Planning Department, Landscape
Simon Latam
Simon.latam@caledon.ca

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
222.	1.	Please confirm if EPA1 and RM area are separated by the proposed 10m setback flood line.	KLM	The minimum 10 m wide buffer / setback is contained entirely within the EPA1 Zone.
223.	2.	Please provide a minimum 6.0m <i>planting strip</i> width along front yard to permit placement of trees.	MSLA; Fausto	A 6 m wide landscaping strip is provided along the front yard. The children's play area encroaches into this area, however trees have been maintained as feasible.
224.	3.	Please provide a minimum 3.0m <i>planting strip</i> width along all interior side yard to permit placement of trees.	MSLA; Fausto	3 m width can't be provided. A 2 m wide landscaping buffer is provided on the south side. On the north side, a minimum of 1.35 m buffer is provided.
Town of Caledon, Engineering Services Department, Development Engineering Daniel Oh Daniel.oh@caledon.ca				
225.	1.	Development Engineering has the concerns relating to the Environmental Site Assessment:		
226.	a)	The Phase 1 ESA, prepared by Palmer, identified multiple potential contributing activities on the property corresponding to nine areas of potential environmental concern at the site. Given the potential environmental concerns identified, a Phase 2 ESA was recommended. The scope of the Phase Two ESA should entail the analysis of representative soil and groundwater samples from the Phase One Property for the contaminants of potential concern identified; including PHCs, VOCs, and Metals & Inorganics. No Phase 2 ESA has been submitted in support of the current application.	Palmer (Sarah Sipak)	A Phase Two Environmental Site Assessment (ESA - Draft Report), prepared by Palmer Environmental dated April 3, 2023, forms part of the submission. Note: Palmer has kept this report in draft as additional information will need to be added in the future related to the conveyance parcel and the stockpiled material that was observed to be present on-Site during their initial fieldwork program. Palmer has advised that the draft report can be submitted to the municipality and they can commence their review on the attached report. They further advise that the Town's comments will likely request a final copy of the report, which Palmer will be able to provide once the additional scope for the conveyance parcel has been completed. Palmer advises that If the municipality has any issues with receiving a draft report for the resubmission, Palmer can finalize upon their request.
227.	2.	Development Engineering has concerns relating to the Road Network:		
228.	a)	Roads - Schedule "K" of the Town's Official Plan designates Albion Vaughan Road as a 36 m wide collector right of way (ROW). Accordingly, the Owner will be required to convey	Surveyor; Lawyer; Owner;	The required road widening along Albion-Vaughan Road will be conveyed from the Owner to York Region (the owner of this road) prior to the registration of the implementing Site

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
	a road widening along the frontage of the development to ensure a 18.0m distance from the centre-line of Albion Vaughan Road to the Town, free of charge and encumbrances.	Fausto	Plan Agreement. The proposed road widening is shown on the revised site plan for re-submission.
Town of Caledon, Fire and Emergency Services Dave Pelayo Dave.Pelayo@caledon.ca			
229.	1.	Fire and Emergency Services has the following comments:	
230.	a)	An adequate water supply for firefighting shall be provided as per 3.2.5.7., please revise the OBC Data Matrix	OBC Matrix updated to show adequate water supply for firefighting.
231.	b)	The site plan shall indicate the location of the required fire department access route as per Building Code and shall be designed in accordance with 3.2.5.6. (OBC)	Site plan updated to show location of the Fire department access route.
232.	c)	Fire department access route signage shall be provided and indicated on the site plan as required by Town of Caledon By-law 2015-058	Fire Route signage added to the site plan.
233.	d)	Site plan to indicate the location of the firefighter entrance and shall be located within 3 - 15 metres of the fire department access route	Firefighter entrance is added on the site plan is within 9.5m of the fire department access route.
234.	e)	Site plan to indicate the location of the Fire Department Connections (FDCs), FDCs shall be located within the fire department access route	Fire Department Connection added on the site plan.
235.	f)	Pressurized fire hydrants shall be provided and located as required by the Ontario Building Code.	Fire hydrant proposed at the site entrance.
Town of Caledon, Engineering Services Department, Transportation Engineering Arah Olia Arash.Olia@caledon.ca			
236.	1.	Please provide site dimension and specification figures for the ground floor and all parking levels identifying the following:	Comment Acknowledged and addressed on the architectural drawings.
237.	a)	Site driveway spacing (including spacing to the nearest adjacent intersection/driveway);	Comment Acknowledged and addressed on the architectural drawings.
238.	b)	Driveway, parking ramp, drive aisle and layby widths;	Comment Acknowledged and addressed on the architectural drawings.
239.	c)	Curb radii;	Comment Acknowledged and addressed on the architectural drawings.

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
240.	d)	Parking space dimensions for typical and barrier-free accessible spaces;	Fausto	Comment Acknowledged and addressed on the architectural drawings.
241.	e)	Loading space dimensions;	Fausto	Comment Acknowledged and addressed on the architectural drawings.
242.	f)	Sidewalk widths; and	Fausto	Comment Acknowledged and addressed on the architectural drawings.
243.	g)	Number of short-term and long-term bicycle parking spaces.	Fausto	Comment Acknowledged and addressed on the architectural drawings.
244.	2.	Please include the full extent of Albion Vaughan Road in all applicable Vehicle Maneuvering Diagrams clearly identifying the centerline of the road, and include titles outlining what is being illustrated in each diagram.	Paradigm; Fausto	Please refer to Appendix I of the updated Traffic Impact and Parking Study dated December 2022.
245.	3.	Barrier-free accessible spaces should be designed according to the requirements contained within Schedule K of the Town's Traffic By-Law 2015-058. Please refer to the redline markup of the Parking Plans attached. https://klmplanning-my.sharepoint.com/personal/awoods_klmplanning_com/_layouts/15/onedrive.aspx?ga=1&id=%2Fpersonal%2Fawoods%5Fklmplanning%5Fcom%2FDocuments%2F12148%20Albion%20Vaughan%20Road%20%28P%2D2623%29%20First%20Submission%20Comment%20Matrix%20Revised%2FRedlines	Fausto	Comment Acknowledged and addressed on the architectural drawings.
246.	4.	Visitor spaces should be designated on the surface and P1 plans.	Fausto	Comment Acknowledged and addressed on the architectural drawings.
247.	5.	An AutoTURN assessment should be provided for critical parking spaces in P1 and P2 such as adjacent to walls, parking barriers and dead-end drive aisles.	Paradigm; Fausto	Acknowledged. Please refer to Appendix I of the updated Traffic Impact and Parking Study dated December 2022.
248.	6.	Diagram 6 of Appendix F, passenger vehicle circulation of the surface level, is difficult to review. Please provide circulation assessments of each component on a separate drawing for easier review.	Paradigm	Acknowledged. Please refer to Appendix I of the updated Traffic Impact and Parking Study dated December 2022.

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
249.	7.	Please illustrate a complete circulation assessment for the fire truck entering and exiting the site in one drawing. Likewise, please illustrate a complete circulation for passenger vehicles entering and exiting the layby.	Paradigm / Fausto	Acknowledged. Please refer to Appendix I of the updated Traffic Impact and Parking Study dated December 2022.
250.	8.	The minimum width of a parking space must be increased by 0.3 metres for each side of the parking space that is obstructed by a wall, column, bollard, fence or pipe that is situated more than 1.0 metres from the front or rears of the parking space. Please refer to the redline markup of the Parking Plans attached. https://klmplanning-my.sharepoint.com/personal/awoods_klmp_lanning_com/_layouts/15/onedrive.aspx?ga=1&id=%2Fpersonal%2Fawoods%5Fklmplanning%5Fcom%2FDocuments%2F12148%20Albion%20Vaughan%20Road%20%28P%2D2623%29%20First%20Submission%20Comment%20Matrix%20Revised%2FRedlines	Paradigm / Fausto	Comment Acknowledged and addressed on the architectural drawings. The width of parking spaces obstructed by wall or column are increased.
251.	9.	Please illustrate circulation of passenger vehicles in the underground parking levels.	Paradigm / Fausto	Acknowledged. Please refer to Appendix I of the updated Traffic Impact and Parking Study dated December 2022.
252.	10.	Please refer to the attached marked-up PDF copy of the Site Plan, P1 Level Plan and P2 Level Plan for detailed Transportation Engineering comments.	Paradigm / Fausto	Acknowledged.
York Region, Corporate Services Department, Planning and Economic Development Justin Wong Justin.wong@york.ca				
253.	1.	Provide interconnections with adjacent developments in order to consolidate and reduce the number of accesses onto Regional roads (as per the Regional Official Plan Policy 7.2.53), where appropriate.	KLM	Highway 50 is a Region of Peel Road under Peel's jurisdiction (not York Region). The Town of Caledon's Official Plan does not permit direct vehicular access onto Highway 50. KLM contacted Justin Wong at York Region to rescind this comment. On October 7, 2021, Justin Wong at York Region emailed KLM and advised: "Our Transportation Planning group has indicated that these comments can be eliminated and are no longer applicable".

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
254.	2. Provide proposed development access via local streets, shared driveways and interconnected properties to maximize the efficiency of the Regional street system (as per the Regional Official Plan Policy 7.2.53), where appropriate.	KLM	KLM contacted Justin Wong at York Region to rescind this comment as it is inappropriate for the subject residential development to share driveways with the commercial storage facility to the south and the single detached dwelling to the north along Albion-Vaughan Road from a compatibility and safety issue. On October 7, 2021, Justin Wong at York Region emailed KLM and advised: "Our Transportation Planning group has indicated that these comments can be eliminated and are no longer applicable".
255.	3. The Traffic study should be consistent with the format and recommendations of the York Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS should include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.	Paradigm	KLM has confirmed that since Highway 50 is a Region of Peel Road under Peel's jurisdiction (not York Region), York Region has further confirmed that the comments initially provided by their Transportation Planning Group can be eliminated and are no longer applicable.
OPP, Caledon Detachment Marcus Sanderson Marcus.sanderson@opp.ca			
256.	1. The Traffic Study completed for this application by PTSL indicates that at present the Regional Road 50/Albion Vaughan Rd-Mayfield Road intersection is already operating at or near capacity. This intersection has been identified as a "high" collision intersection by Caledon OPP based on analysis of police records and Ministry of Transportation collision data. It is recommended that any intersection engineering enhancements required to increase intersection capacity be completed prior to occupation of the proposed development in order to mitigate exacerbation of the existing capacity issues.	Paradigm	Comment Acknowledged.
			
257.	1. Prior to Final Site Plan Approval, the Official Plan Amendment and Zoning By-law Amendment must be in effect.	KLM	Comment Acknowledged.
Town of Caledon, Planning Department, Heritage Cassandra Jasinski Cassandra.jasinski@caledon.ca			

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
258.	1.	Heritage Staff have the following comments relating to the Stage 1-2 archaeological assessment, prepared by Archeoworks Inc., dated November 17, 2016, submitted as part of the application:		
259.	a)	The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) compliance letter associated with the archaeological assessment was not submitted. The proponent is required to submit this compliance letter along with the archaeological assessment.	Archeoworks	Acknowledged. Please refer to Ministry compliance letter.
260.	b)	The proponent shall follow through on MHSTCI and Town of Caledon Heritage staff recommendations to the satisfaction of the MHSTCI and the Town of Caledon Heritage staff prior to development approval. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists.	Archeoworks	Comment acknowledged.
261.	c)	No demolition, construction, grading or other soil disturbances shall take place on the subject lands prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s), in both hard copy and PDF format, and the MHSTCI 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.	Archeoworks	Comment acknowledged.
Town of Caledon, Corporate Services Department, Accessibility Adam Wendland Adam.Wendland@caledon.ca				
262.	1.	Each accessible parking space shall be identified with an accessible parking sign which shall be depicted on the site plan to confirm compliance with the following:	Fausto	Parking signs added for the accessible parking spaces.
263.	a)	the sign shall be erected on a post anchored securely to the ground or on a platform which cannot be moved by muscular power alone and which is capable of holding the sign erect during all weather conditions;	Fausto	Comment Acknowledged. Required notes added to the signage details.
264.	b)	the sign shall be located at the far end of the accessible parking space from where the vehicle enters and it shall be centered at the end of the accessible space;	Fausto	Comment Acknowledged. Required notes added to the signage details.
265.	c)	the maximum height of the sign shall be no greater than 2.0 metres and the minimum height shall be no less than 1.0 metre measured from the surface of the parking lot;	Fausto	Comment Acknowledged. Required notes added to the signage details.

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
266.	d)	for all Type A accessible spaces, signage shall be included to identify the spaces as "Van Accessible"; and	Fausto	Comment Acknowledged. Required notes added to the signage details.
267.	e)	the accessible parking sign shall be in accordance with the design, size and any other specifications required by Section 11 of Reg. 581: Accessible Parking for Persons with Disabilities within the Highway Traffic Act	Fausto	Comment Acknowledged. Required notes added to the signage details.
268.	2.	Site plan shall include a note to indicate that the main entrances to Tower A, Tower B and the Amenity Area shall each be fully accessible to persons with disabilities by inclusion of a power door operator or automatic sliding door.	Fausto	Site Plan updated with the required note.
269.	3.	Site plan shall indicate that lighting features adjacent to the accessible parking spaces and at the main entrances to Tower A, Tower B and the Amenity Area shall be a minimum lighting level of 35 lux.	Fausto; Tristar	Site Plan updated with the required note.
Town of Caledon, Engineering Services Department, Development Engineering Daniel Oh Daniel.Oh@caledon.ca				
270.	1.	Development Engineering has concerns relating to the Grading and Servicing Drawings:		
271.	a)	The south entrance ramp does not show a culvert. This is not acceptable as a suitable outlet for the existing ditch is not provided.	Masongsong	A culvert is now provided for all ramps
272.	b)	Please provide more information of the proposed culverts (type, inlet/outlet inverts etc.).	Masongsong	200mm CSP culverts shown. Grades at the inlet and outlet also shown, and should be confirmed on site to match existing ditch elevations.
273.	c)	The Town requires that municipal sidewalk be constructed in the Highway 50 ROW fronting the property as part of the site plan works. Sidewalk requirements to be confirmed with the Region of Peel. Sidewalk is to conform to all Town and Regional standard. It should be noted that sidewalk is to be constructed from the north property limits to the south property limits within the Highway 50 ROW and connect to the existing sidewalk at the south limit of the property. Site and engineering drawings are to be updated to show the proposed sidewalk including all required details and specifications. A pedestrian connection from the sidewalk to the site is to be provided. Also, the existing sidewalk on the south side of the development must be shown on all drawings.	Masongsong; Fausto; MSLA	<p>An August 2022 meeting to determine the details of this sidewalk along Highway 50 was coordinated by Dylan/Peel with the Town, TRCA, and Client/consultant team.</p> <p>On November 10, 2022, Dylan/Peel sent KLM an email confirming there will be no sidewalk along the east side of Highway 50 or through the open space area. Instead, the Owner is to submit a security to post signage directing pedestrians to cross at the future signalized intersection</p>

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
				(likely 2025 capital project) just south of the property to access a multi-use pathway on the west side of Highway 50.
274.	d)	Please show the locations of details of the proposed roof drains. Also, the location of the green roof system and other structures such as mechanical buildings should be shown on the drawings.	Masongsong; MSLA	Detailed information shown for the number of roof drains, and flow rates provided. It will be up to the mechanical engineer to design the drains and location in the building.
275.	e)	Please provide more information and sizing calculation on the proposed outlet pipe, headwall and riprap.	Masongsong	Outlet pipe is 300mm, headwall and riprap as per OPSD 804.030 and 810.10 Type B.
276.	f)	Please show the emergency overflow spillway location for the underground stormwater cistern. It should be noted the spillway shall not be located directly above the outlet control structure and a minimum clearance of 3.0 m shall be provided.	Masongsong	An opening has been added on top of the tank on the exterior of the building. As the tank is located underground, this is the only suitable location for the spillway. Water overflowing from this outlet will discharge directly into the channel along Regional Road 50.
277.	g)	Please show all proposed area drains on the servicing drawing and specify the RIM and Inlet/outlet elevations.	Masongsong	Top elevations for all Area drains shown. Outlet elevations will be designed by the mechanical engineer during detailed design to be directed into the SWM tank on P1.
278.	h)	The grading plan does not show any detail on how the area identified as 'Non-Developable Area' in Figure 3 will be graded. Please provide cross-sectional drawings along the 10m buffer.	Masongsong	As there are many grades, sections and, details related to the creek realignment, I have attached our approved TRCA submission in Appendix D, including the supporting engineering drawings. Additional grades have been added to the buffer area on the grading plan.
279.	i)	Proposed underground tank information shown in Figure 6 is missing from the servicing drawing in Appendix D. The RIM information for the overflow outlet shown in Figure 6 is incorrect.	Masongsong	Acknowledged
280.	2.	Development Engineering has concerns relating to the Erosion and Sediment Control Plan:		
281.	a)	Please provide additional ESC plan for topsoil stripping and earthworks. The sediment trap, swales and outlet location must be shown.	Masongsong	Topsoil stockpile (temporary) shown, it will be hauled off site. The sediment traps are shown as well. Swales are not required as almost the entire site will be excavated for underground

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			parking. Dewatering note added to ES2 for the excavated underground area.
282.	b) The maximum side slopes for topsoil stockpiles shall be 1.5 horizontal to 1.0 vertical or at the angle of repose whichever is less, and the maximum height shall not exceed 5.0 meters.	Masongsong	Acknowledged
283.	c) Please show the ESC measures for works required within the Town ROW.	Masongsong	Shown, the ESC works related to the channel realignment on the public ROW are shown in the erosion plans for the TRCA submission, attached in Appendix D.
284.	3. Development Engineering has concerns relating to the Road Network:		
285.	a) Roads - Schedule "K" of the Town's Official Plan designates Albion Vaughan Road as a 36 m wide collector right of way (ROW). Accordingly, the Owner will be required to convey a road widening along the frontage of the development to ensure a 18.0m distance from the centre-line of Albion Vaughan Road to the Town, free of charge and encumbrances.	Surveyor; Lawyer; Owner; Fausto	The required road widening along Albion-Vaughan Road will be conveyed from the Owner to York Region (the owner of this road) prior to the registration of the implementing Site Plan Agreement. The proposed road widening is shown on the revised site plan for re-submission.
286.	4. Development Engineering has concerns related to the Geotechnical and Hydrological Investigation:		
287.	a) Monitoring wells indicate that the water levels in the well were determined to be dry at depths of 6.4 to 6.7 mbgs. Based on boreholes drilled by Soil Engineers Ltd., boreholes were found to be dry upon completion at depths ranging from 5.0 to 8.1 mbgs. These findings confirmed the absence of groundwater at the proposed footing depth of the underground parking, which is estimated to be approximately 7 mbgs.	Palmer	Comment Acknowledged.
288.	b) During construction, it is estimated that dewatering up to 10,000 L/day is expected which can be effectively managed using sump pumps. Therefore, no long-term dewatering is expected to be required.	Palmer	Comment Acknowledged.
289.	c) Town Development Engineering defers to the Region of Peel and the TRCA regarding the adequacy of the Hydrogeological Investigation provided in the report.	Palmer	Comment Acknowledged.
290.	5. Development Engineering has comments related to the Noise Feasibility Study:		
291.	a) The Noise Study shall be reviewed and approved by the Region of Peel in addition to Town Development Engineering.	HGC	Comment Acknowledged.

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292.	b) The Noise Feasibility Study prepared by HGC Engineering dated July 20, 2021 will require a peer review, at the sole cost of the Owner. All noise requirements must meet MECP and Town criteria. However, it is the Town's opinion that it is too early for this to occur as there are many unknowns at this time.	HGC; Owner (note)	Comment Acknowledged. Please advise the applicant as to when the Town will peer review the Noise report.
293.	6. Development Engineering has concerns related to Street Lighting:		
294.	a) Street lighting will be required throughout the development. Street lighting design is to confirm to the Town of Caledon Outdoor Lighting Standard Manual dated September 19, 2019. Submission of detail design and photometric drawings for the street lighting system shall form a condition of draft approval of the subdivision.	TriStar	To the Town: this will need to be done as a condition of Site Plan Approval as we do not have a subdivision application in process.
295.	7. Development Engineering has concerns related to the Engineering Cost Estimate and Securities:		
296.	a) There is a discrepancy between the FSR and cost estimate. According to the FSR, a EF06 Stormceptor has been selected while the cost estimate shows a stormfilter system such as a Jellyfish. Please confirm.	Masongsong	The stormceptor has been revised to the Jellyfish in all plans and reports.
297.	b) Be advised that engineering securities will be required as part of site plan approvals. Town engineering securities will be based on 50% of the cost estimate for the internal site works. Final security amounts will be confirmed upon receipt of an acceptable engineering cost estimate.	Masongsong; Owner	Acknowledged
Town of Caledon, Planning Department, Landscape Simon Latam Simon.Latam@caledon.ca			
298.	1. Please refer to the attached marked-up PDF copy of the Landscape Master Plan, Pedestrian and Trail Link Plan, Landscape Notes, and Landscape Details for detailed Landscape comments. https://klmplanning-my.sharepoint.com/personal/awoods_klmplanning_com/_layouts/15/onedrive.aspx?ga=1&id=%2Fpersonal%2Fawoods%5Fklmplanning%5Fcom%2FDocuments%2F12148%20Abion%20Vaughan%20Road%20%28P%2D2623%29%20First%20Submission%20Comment%20Matrix%20Revised%2FRedlines	MSLA	The comments and marked-up plans have been reviewed, with responses outlined below.
299.	2. Please include the correct SPA number (SPA 2021-0004) within the heading of the Landscape Cost Estimate.	MSLA	The correct SPA number has been added to the Landscape Cost Estimate

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
300.	3.	Please include the correct SPA number (SPA 2021-0004) within the heading of the Landscape Letter of Conformance.	MSLA	The correct SPA number has been added to the Landscape Letter of Conformance
301.	4.	Please include the correct SPA number (SPA 2021-0004) within the title bar of all Landscape Drawings.	MSLA	The correct SPA number has been added to the Landscape Drawings
302.	5.	The drawing scale applied to L1-02 & L1-03 is shown incorrectly, please revise it.	MSLA	The drawing scales have been corrected.
303.	6.	Please update the provided arborist report per Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal compensation.	Palmer	The Arborist Report has been updated per the Caledon Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal compensation.
304.	7.	Please be advised that the total new planted trees in the landscape plan should be more than the replacement trees as requested in the finalized arborist report above. Otherwise, please provide a separated tree compensation plan.	Palmer	Compensation and restoration plantings are included in Drawing ESC-3, and general landscaping shown on the landscape drawings prepared by MSLA that form part of the current submission. Note – the compensation trees are to be included in the restoration area. Thus, they are in excess of the general landscaping requirements, and are presented in separate plans.
305.	8.	Please provide separate plant material lists for the proposed condominium area and naturalized restoration area. Please only include the landscape items within the propose condominium area in landscape cost estimates. A separate cost estimate for landscape items on EPA1 area shall be conveyed to the applicable Conservation Authority.	MSLA / Palmer	The proposed plant lists have been divided into two separate lists, as requested.
306.	a)	Please note the planting list and plan within naturalized restoration area of EPA1 shall be reviewed and approved by TRCA.	MSLA / Palmer	Noted
307.	9.	Landscape has concerns related to the Landscape Plan, Pedestrian Trail Link Plan and Landscape Notes and Details:	MSLA	Noted (see responses below).
308.	a)	Please demonstrate the Road Widening line for Albion Vaughan Road on the plan.	MSLA	The road widening line has been indicated on the Landscape Plans
309.	b)	Please indicate clearly on all landscape drawings and within the legend of the title bar, the extents of the underground parking area.	MSLA	The underground parking area has been indicated with a blue dashed line on the drawings and within the legend
310.	c)	Please indicate all existing fences and the proposed fences along the perimeter of the condominium area, indicating fence type and height.	MSLA	TRCA email of March 11, 2022: no fence between 10 m buffer and condo lands.

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			Existing and proposed fencing has been shown on the landscape plans.
311.	d) Please note Chain link fencing is required along the severance line between the proposed condominium land and EPA areas.	MSLA	TRCA email of March 11, 2022: no fence between 10 m buffer and condo lands.
312.	e) Please keep the proposed concrete sidewalk within the condominium land and provide 1.0m wide sod strip outside the concrete sidewalk.	MSLA	TRCA email of March 11, 2022: concrete sidewalk can be along the periphery of the 10 m buffer.
313.	f) Please reflect the location of all light standards, illuminated bollards and/or light fixtures on the landscape plan and provide details for surface mount.	MSLA; Tristar	Lighting has been overlaid onto the landscape plan – please refer to lighting plan for specifications and details.
314.	g) Please specify make, model, colours and paving patterns for the unit pavers proposed.	MSLA	A paver material list has been added to L1-01
315.	h) Please identify the proposed snow storage area with dashed line and show it in legend on landscape plan.	MSLA; Fausto	Snow storage area added on the site plan and the landscape plan. A snow storage note has also been added to the landscape plans that indicates that excess snow is to be trucked off-site.
316.	i) Please provide a pedestrian connection to the sidewalk along Highway 50.	MSLA; Fausto	FCA: Pedestrian connection to Highway 50 provided.
317.	j) Please provide consultant landscape architect name within Landscape Standard Notes on LD-01.	MSLA	The consultant landscape architect name has been provided in LD-01
318.	k) Please be advised that the species selected for the plants in courtyard should be shade tolerant.	MSLA	Understood.
319.	l) Please verify the number of the proposed plantings to be correct.	MSLA	The proposed planting list has been updated to reflect the recent changes
320.	m) Please verify all details are labeled with proper reference number.	MSLA	The proposed detail reference keys and detail sheets have been updated to reflect the recent changes
321.	n) Please provide sections for the courtyard areas to demonstrate the all the key landscape elements above and under finished grades (Refer to markups on L1-03).	MSLA	Sections have been provided on LS-01
322.	o) Please provide a layout plan in scale for the proposed hard landscape including pavement areas, signage walls, planters, arched Bench, Pergola and arbour structure with dimensions.	MSLA	A Layout Plan has been provided on L2-01
323.	p) Please specify locations for trash cans at main entrance within the L1-03 Landscape Plan, providing an appropriate detail such as make/model.	MSLA	A trash receptacle has been located and specified.

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324.	q) Please label with directional arrows on all landscape plans, showing the entrance and exit from the proposed building and the underground parking garage.	MSLA	Direction arrows have been shown on the landscape plan, however please refer to the site plan and transportation study for traffic related items.
325.	r) Please indicate the exterior outlet location of water supply if a separate irrigation plan is not necessary for landscape requirement.	MSLA	A watering note has been added to the landscape plans on L1-01
326.	s) Please indicate garbage pickup areas for both Tower A & B and provide relevant details as to how the outdoor garbage pickup area would be screened.	MSLA; Fausto	Garbage pick up has been identified on the site plan, and overlaid onto the landscape plan
327.	t) Please note the depth of planting soil should be minimum 900mm for canopy trees and 600mm for large shrubs in the area above the underground parking garage.	MSLA	Noted. This minimum depth of soil will be provided (please see sections on LS-01 for more information)
328.	u) Please provide two rows of street trees along Albion Vaughan Road, which one row is on the right of way and the other one is within the property line.	MSLA	Two rows of trees have been proposed.
329.	10. Cash-in-lieu of parkland dedication ('CIL') is a requirement of the site plan process. The applicant must pay CIL prior to the issuance of a building permit. In order to determine the amount of CIL payment, the applicant shall have a market value appraisal completed for the subject property. The long form appraisal must be prepared by an AACI certified appraiser. The Town will review the appraisal and if there is a concern about the value of the appraisal then a peer review of the report may be required. The peer review shall be done at the cost of the applicant. An appraisal is only valid for six months so the applicant should ensure that an appraisal is done at an appropriate time in the site plan process so as to not 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 subject lands.	Owner (need to retain an Appraiser)	The Owner will retain the services of an Appraiser in order to calculate the CIL of Parkland Dedication amount owing to the Town, prior to the registration of the implementing Site Plan Agreement.
330.	11. Please revise and re-submit a cost estimate based on the proposed landscape materials and comments provided above. The cost estimate needs to be originally stamped, signed and dated by an OALA licensed landscape architect. The amount of landscape securities the Town requires is based on 100% of the total cost of the landscape works.	MSLA	The cost estimate has been revised per the latest changes.
331.	12. As part of the next submission, please provide a detailed letter from the landscape architect summarizing how each of the above items has been addressed.	MSLA	All landscape responses are provided in this Comment Response Matrix.

Town of Caledon, Engineering Services Department, Transportation Engineering
Arash Olia
Arash.Olia@caledon.ca

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
332.	1.	The proposed site accesses should be designed according to the Town's Development Standards Manual; loading accesses and spaces should be designed and assessed according to the Region's Waste Management Guidelines.	Fausto; Paradigm; Masongsong	The site accesses, and loading accesses and spaces have been designed to Town and Regional standards.
York Region, Corporate Services Department, Planning and Economic Development Adam Wendland Adam.Wendland@caledon.ca				
333.	1.	As per the Region OP, a basic 45 metre right-of-way is planned for this section of Highway 50. However, as Highway 50 is a boundary roadway the planned ROW shall meet both Region of York and Region of Peel OP requirements. Any lands required for additional turn lanes at the intersections will also be conveyed for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.	Surveyor; Lawyer; Owner; Fausto	<p>The required road widening along Highway 50 will be conveyed from the Owner to the Region of Peel (not York Region), prior to the registration of the implementing Site Plan Agreement. It should be noted that the road widening lands are proposed to consist of a portion of the open space lands containing the re-channelization of the valley and re-naturalization of planting that the Owner has been working with the TRCA, and which the TRCA has approved the associated documents in the west part of the overall site.</p> <p>(Note: Albion-Vaughan Road is the boundary road between Peel and York Region's - not Highway 50.)</p>
334.	2.	Provide a drawing to show the layout of active transportation facilities and connections internal to the site and to the boundary roads.	Fausto; MSLA;	Refer to the Pedestrian Linkages Plan, L4-01
335.	3.	Provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways to support active transportation and public transit, where appropriate.	Fausto; MSLA;	Refer to the Pedestrian Linkages Plan, L4-01
Region of Peel July 20, 2021 Dylan Prowse Dylan.prowse@peelregion.ca				
336.	1.	The Region of Peel has the following comments related to Development Planning:		
337.	a)	A revised Phase 1 ESA and additional Phase 2 ESA are required for review and approval prior to conveyance of the required Road Widening, and Site Plan Approval	Palmer (Sarah Sipak)	Completion of a revised Phase 1 ESA and additional Phase 2 ESA for the conveyance lands is underway and will be provided as part of the subsequent submission

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION		
338.	b)		A satisfactory noise report is required prior to Site Plan Approval. We have received the submitted noise report and will provide comments under separate cover.	HGC	KLM received the noise comments from the Region of Peel under separate cover on November 16, 2021 and on December 16, 2021. They are addressed further down in this matrix.
339.	2.		The Region of Peel has the following comments related to Traffic Engineering:		
340.	a)		Prior to Site Plan Approval the required land dedication must be completed, and the lands transferred to the Region. Please submit a Draft R-Plan per the criteria laid out in the below comments.	Surveyor; Lawyer; Owner	A draft R-Plan will be prepared by the Surveyor and will identify the lands for the road widening and 0.3 m reserve along Highway 50, which will be submitted by KLM to the Region following approval of the development applications by the Town.
341.	3.		The Region of Peel has the following comments related to Development Servicing Requirements:		
342.	a)		Grading and Drainage approval by the Region is required prior to Site Plan Approval. A satisfactory SWMR must be completed as part of this approval.	Masongsong	Comment is acknowledged. Revised FSR including SWM and grading plan forms part of the current submission.
343.	4.		The Region of Peel has the following comments related to the ESA:		
344.	a)		APEC 6, APEC 7 and APEC 9 are present along the Highway 50 frontage. The applicant should ensure to advance boreholes/monitoring wells within the land to be conveyed. We will require environmental testing in the conveyed lands to ensure the land is free and clear of any contamination.	Palmer (Sarah Sipak)	Completion of a revised Phase 1 ESA and additional Phase 2 ESA for the conveyance lands is underway and will be provided as part of the subsequent submission
345.	b)		These APECs need to be investigated to prove to the Region that it is free and clear of encumbrances.	Palmer (Sarah Sipak)	Completion of a revised Phase 1 ESA and additional Phase 2 ESA for the conveyance lands is underway and will be provided as part of the subsequent submission
346.	c)		A Phase Two ESA including sampling in the conveyed lands would be required for a full review and acceptance of the lands	Palmer (Sarah Sipak)	Completion of a revised Phase 1 ESA and additional Phase 2 ESA for the conveyance lands is underway and will be provided as part of the subsequent submission
347.	d)		Please confirm whether or not the Town is requiring a Record of Site Condition	Palmer (Sarah Sipak)	The Town will advise whether a Record of Site Condition is required or not upon review of the 2 nd submission materials, and the Region of Peel will be advised accordingly.
348.	5.		The Region of Peel has the following comments related to the Hydrogeological Study:		
349.	a)		The Region has received and reviewed the submitted Hydrogeological Study. The following comments must be addressed via a future submission.	Palmer	N/A
350.	i.		Report has to be updated to include a door-to-door survey as well as a monitoring and contingency plan.	Palmer	As door-to-door water well survey can be completed as part of the Draft Plan conditions. Based on the MECP water well

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
			screening provided in Section 2.4 and Figure 5 of the hydrogeological report, the average well depth is 31.3 m with a water level of 23.4 m, which indicates a low risk from project development.
351.	ii. The report makes no mention of whether residents within 500m were contacted to determine if private wells can be monitored in case of complaint. Please clarify this in the revised study.	Palmer	Residents can be contacted during a future water well survey.
352.	6. The Region of Peel has the following comments related to Water Servicing:		
353.	a) An existing 375 mm diameter sanitary sewer is located on Highway 50	Masongsong	Existing sewer shown on SS1
354.	b) An existing 900 mm diameter sanitary sewer is located on Albion Vaughan	Masongsong	Existing sewer shown on SS1
355.	c) Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.	Masongsong	Acknowledged
356.	d) Please review the Region's Sanitary Sewer Design Criteria found on-line	Masongsong	Acknowledged
357.	7. The Region of Peel has the following comments related to Sanitary Sewer Servicing:		
358.	a) An existing 375 mm diameter sanitary sewer is located on Highway 50	Masongsong	Existing sewer shown on SS1
359.	b) An existing 900 mm diameter sanitary sewer is located on Albion Vaughan	Masongsong	Existing sewer shown on SS1
360.	c) Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.	Masongsong	Acknowledged
361.	d) Please review the Region's Sanitary Sewer Design Criteria found on-line	Masongsong	Acknowledged
362.	8. The Region of Peel has the following comments related to Regional Roads and Storm Water Requirements:		
363.	a) We have received the SWMR dated 2020-12-01 and prepared by Masongsong Associates Engineering Limited. The Report will be forwarded to a Site Servicing Technician for review. Comments will be provided to the Engineering Consultant.	Masongsong	Comment Acknowledged. No action required.
364.	b) Prior to SP approval, the non-refundable Report Fee of \$515 is required as per current Fees By-law 67-2019	Owner	An email dated April 13, 2023 from Camila Marczuk of the Region of Peel to the client advised that the total amount

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
			owing to Peel is \$2,920.25. The client has submitted information to Peel for electronic payment for processing by Peel. See also Line 429 below.
365.	c) A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval	Masongsong	Acknowledged
366.	d) Grading and Drainage approval by the Region is required prior to Site Plan Approval	Masongsong	Acknowledged
367.	e) The Region of Peel has an Environmental Compliance Approval (9582-B9TRLW) for the Regional Municipality of Peel Stormwater Management System. Certain restrictions apply with respect to compliance with this approval and with respect to accepting drainage from external lands.	Masongsong	Acknowledged
368.	f) As per the Region of Peel Public Works Stormwater Design Criteria and Procedural Manual, the Region of Peel shall require the use of Low Impact Development (LID) approaches where no site specific soil, groundwater, infrastructure or policy constraints exist.	Masongsong	Acknowledged
369.	i. Stormwater Management techniques shall be implemented to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies (4.0)	Masongsong	Acknowledged
370.	ii. Post development flows must be equal to pre-development flows (4.3)	Masongsong	Acknowledged
371.	g) The Region of Peel Shall require stormwater quantity control to reduce stormwater peak flow run off from developing sites. Post development flows shall not adversely affect the performance of downstream Region of Peel infrastructure, negatively impact adjacent properties and exacerbate or increase the downstream flood or erosion risk (4.3)	Masongsong	Acknowledged
372.	h) Where possible, flows from outside the Regional Road allowance are to be directed to the local municipality's storm sewer system (5.1)	Masongsong	Acknowledged
373.	i) No grading will be permitted within any Region of Peel ROW to support adjacent developments (5.1)	Masongsong	Acknowledged, there is no other grading besides the creek realignment, which is something that the TRCA approved to get the creek closer to its original configuration. This creek

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
			was filled in by the previous land owner without a Permit, which negatively affected its environmental features as well as the floodline in all directions.
374.	j)	Masongsong	Acknowledged
375.	9.		
376.	a)	Masongsong; (Fausto – note)	The watermain this is referring to is now within the Albion-Vaughan Widened ROW and will no longer need an easement.
377.	b)	Masongsong	Acknowledged
378.	c)	Shoring Firm; Owner (note)	Acknowledged. Once the building layout has been confirmed by the Town, shoring drawings will be provided in a future submission.
379.	10.		
380.	a)	Mechanical	Acknowledged. Once the building design is confirmed by the Town, mechanical drawings will be prepared for submission to the Town and Region.
381.	b)	Masongsong	Acknowledged
382.	c)	Masongsong	Acknowledged
383.	d)	Masongsong	Acknowledged
384.	e)	Masongsong; Owner; (KLM-note)	Comment Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
	siteplanservicing@peelregion.ca for the process to submit an Electronic Fund Transfer for your servicing application fees. (<i>Region of Peel</i>)		
385.	11. The Region of Peel has the following comments related to General Servicing:		
386.	a) For location of existing water and sanitary sewer Infrastructure please contact Records by e-mail at PWSERVICEREQUESTS@PEELREGION.CA	Masongsong	Acknowledged
387.	b) For Underground Locate Requests please go to the following link: https://www.peelregion.ca/pw/locaterequest/step1.asp#:~:text=Locate%20Request%20Form&text=1%2D800%2D400%2D2255,One%20Call%20e%2DTicket%20Form.	Masongsong	Acknowledged
388.	c) Our design criteria, standards, specifications, procedures and report and submission requirements are found on-line.	Masongsong	Acknowledged
389.	d) Please refer to Section 3 of our Site Plan Procedure document found on-line. Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws.	Masongsong	Acknowledged
390.	e) Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval.	Owner	Comment Acknowledged.
391.	f) Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.	Masongsong	Acknowledged
392.	g) If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at siteplanservicing@peelregion.ca	Masongsong	Acknowledged
393.	h) Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards.	Masongsong	Acknowledged
394.	i) The Site Servicing drawings have been received and they will be assigned to a Site Servicing Technician for review. Detailed engineering comments will be sent directly to the consultant.	Masongsong	KLM has yet to receive the detailed engineering comments from the Region of Peel on February 15, 2022. Those comments are addressed further down in this matrix.
395.	12. The Region of Peel has the following comments related to Traffic Development/Land Dedication:		
396.	a) As identified in Peel Region Official Plan, Highway 50 has a designated right-of-way as per the table below:	Fausto; Owner	Comment Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION						
	<table border="1"> <tr> <td>R.O.W. Designation</td> <td></td> </tr> <tr> <td>Mid-Block</td> <td>45 m</td> </tr> <tr> <td>Within Intersection - Single Left Turning Lane</td> <td>50.5m</td> </tr> </table> <p><i>*Within Intersection refers to within 245 metres of an intersection</i></p>	R.O.W. Designation		Mid-Block	45 m	Within Intersection - Single Left Turning Lane	50.5m		
R.O.W. Designation									
Mid-Block	45 m								
Within Intersection - Single Left Turning Lane	50.5m								
397.	b) The Region requires 25.25 metres measured from the centreline of Highway 50 along the frontage of the property to meet the right-of-way width of 50.5 metres;	Fausto; Owner	Site Plan updated to show required road widening.						
398.	c) The Region requires 0.3 metre reserve along the frontage behind the property line;	Fausto; Owner	0.3m reserve is shown on the updated site plan.						
399.	d) The applicant is required to gratuitously dedicate the lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;	Surveyor; Lawyer; Owner	A draft R-Plan will be prepared by the Surveyor and will identify the lands for the road widening and 0.3 m reserve along Highway 50, which will be submitted by KLM to the Region following approval of the development applications by the Town. The Regional road widening and reserve will be identified on the revised site plan for re-submission.						
400.	e) Reference plan(s) and transfer document(s) must be completed prior to granting execution of the site plan agreement and/or final site plan approval.	Surveyor; Lawyer; Owner	A draft R-Plan will be prepared by the Surveyor and will identify the lands for the road widening and 0.3 m reserve along Highway 50, which will be submitted by KLM to the Region following approval of the development applications by the Town.						
401.	13. The Region of Peel has the following comments related to Traffic Development/Landscaping and Encroachment:								
402.	a) Landscaping, signs, fences, gateway features or any other encroachments are NOT permitted within the Region's easements and/or right-of-way limits.	MSLA; Fausto (note)	FCA: Comment Acknowledged.						
403.	14. The Region of Peel has the following comments related to Traffic Development /Engineering:								
404.	a) Clarification is required to identify if any work will be conducted within Region's right-of-way.	Masongsong	Nothing related to the site plan will be conducted in the Region's ROW; the creek realignment, which was approved by TRCA will take place partially within the Region's ROW, but will not negatively impact the floodplain onto the Regional road.						

COMMENT ID		COMMENT	CONSULTANT	RESPONSE / ACTION
405.	15.	The Region of Peel has the following comments related to Healthy Planning:		
406.	a)	Through ROPA 27, the Region is implementing the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.	ALL; KLM	Comment Acknowledged.
407.	b)	A key policy of ROPA 27 is to inform decision-makers, in this case Caledon Council, of the health promoting potential of planning applications. As such, Town Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.	ALL; KLM	Comment Acknowledged.
408.	c)	The HDA submitted in support of the application has scored a 54% meeting a pass on the tool. While there are some healthy elements to the design of the site, there are opportunities to increase the score and further the health promoting attributes of the site.	ALL; KLM	A revised Healthy Development Assessment is provided as part of the current submission with a new score of 56 %.
409.	d)	Please consider the following:		
410.	i.	Where any paving or parking is proposed on site, it should be designed to minimize negative aesthetic and environmental impacts. This can include porous/permeable surfaces, light coloured materials instead of asphalt, landscaping and tree plantings.	MSLA	Light coloured paving, concrete paving and large shade trees have been proposed to mitigate the urban heat island effect.
411.	ii.	If not already considered, including pedestrian amenities such as shading, benches, and pedestrian lighting in the open green spaces and pathways.	Fausto / MSLA	Furniture, planting and lighting have been proposed in the landscape areas.
412.	16.	The Region of Peel has the following comments related to Waste Management:		
413.	a)	There is no landfill site within the vicinity of the subject property.	Owner	Comment Acknowledged.
414.	b)	Front-end collection of garbage and Semi-automated collection of recyclable materials will be provided for apartment residential units by the Region of Peel subject to meeting the requirements of the Waste Collection Design Standards Manual, specifically Sections 2, 4, and 5.	Fausto; Owner	Site Plan updated with the required note.
415.	c)	The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard wastes for the proposed Townhouse Units.	Fausto; Owner	The townhouse blocks have been eliminated from the site.
416.	d)	At the site plan stage, the site plan drawing must include all waste collection related details including but not limited to: vehicle access route, indoor waste storage, outdoor	Fausto; Owner	The requested information regarding waste collection is added on the site plan and first floor plans.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
	storage/collection point, number and size of bins/carts, as applicable. The relevant details must be clearly shown and labeled.		
417.	1. The following agencies and departments have no concerns: <ul style="list-style-type: none"> • City of Vaughan Development Planning Department – April 30, 2021 • City of Vaughan Development Engineering Department – May 5, 2021 • City of Vaughan Infrastructure and Planning Corporate Asset Management – May 5, 2021 • Ministry of Transportation Ontario – March 19, 2021 • Rogers Communications Canada – June 25, 2021 	ALL	Acknowledged. No action required.
Conclusion			
418.	1. A comment review meeting will be arranged with the appropriate internal and external commenting agencies to discuss the comments in this letter, assisting you in ensuring that the next submission will be complete and address all comments as required. I ask that you provide an agenda a minimum of three (3) days prior to the comment review meeting.	KLM	KLM submitted an Agenda for the Meeting and attended the Comment Review Meeting held on August 26, 2021. A follow-up meeting was held on September 14, 2021.
419.	2. Partial resubmissions, which do not address all deficiencies listed in the letter, will not be accepted for processing. In preparing your resubmission, please provide the following with your next submission meeting the Electronic Submission Standards: <ol style="list-style-type: none"> 1. Cover Letter Addressing All Comments Contained in this Letter and Attachments 2. Response Matrix to Members of the Public comments, questions, concerns etc. 3. Revised Draft Zoning By-law Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD) 4. Revised Draft Official Plan Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD) 5. Revised Planning Justification Report 6. Revised Urban Design Brief 7. Revised Site Plan, OBC Matrix, Zoning Matrix, Excavation and Forming Phases Plan 8. Revised Elevations 9. Letter from Consulting Engineering addressing all Engineering Comments 10. Revised Erosion and Sediment Control Plan 11. Revised Functional Servicing and Stormwater Management Report 12. Revised Engineering Cost Estimate 13. Revised Grading Plan 	ALL	The materials listed form part of the current submission.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
	14. Revised Servicing Plan 15. Revised Channel Design and Modelling 16. Revised Detailed Design Brief 17. Letter from Landscape Architect addressing all Landscape Comments 18. Revised Arborist Report 19. Revised Landscape Cost Estimate 20. Revised Landscape Master Plan, Pedestrian and Trail Link Plan and Landscape Notes and Details 21. Revised Landscape Letter of Conformance 22. Phase Two Environmental Site Assessment 23. Revised Hydrological Investigation 24. Revised Geotechnical Investigation 25. Revised Noise Impact Study, if required by Peer Review Comments 26. Revised Traffic Impact Study and Parking Study 27. Revised Lighting Photometric Plan 28. The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) compliance letter associated with the archaeological assessment. 29. TRCA <i>Official Plan Amendment – Minor</i> Review fee of \$2,950.00 30. Any other applicable materials		
420.	3. Note: An Appraisal for Cash in Lieu of Parkland is required. However, this is only valid for 6 months, please submit the appraisal at an appropriate time in the process.	Owner	Comment Acknowledged (Same as L332). The Owner will retain the services of an Appraiser in order to calculate the CIL of Parkland Dedication amount owing to the Town, prior to the registration of the implementing Site Plan Agreement.
421.	4. The Town is only accepting electronic submissions. To assist, the Town has created a document which identifies how material is to be submitted.	KLM	Comment Acknowledged. The 2nd Submission will be submitted electronically.
422.	5. To submit a revised submission, please visit the Town’s website and complete the additional information form online at https://www.caledon.ca/en/town-services/development-applications.aspx under the heading “For Existing Applications” and click on either Official Plan Amendments, Zoning By-law Amendments or Site Plans. All of these links will bring you to the same form to complete. As the resubmission will be of a substantial file size, all supporting documents will be required to be uploaded to a secure Planning FTP site.	KLM	Comment Acknowledged. The current submission will be uploaded to the Town’s re-submission portal.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
	Should you not have access to the folder, please let me know. Once a submission has been made as per above, please advise me for efficient processing.		
423.	6. The latest Town of Caledon's Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: https://www.caledon.ca/en/town-services/standards-policies-and-guidelines.aspx Please ensure all future engineering drawings are designed in accordance with the latest Town's engineering standard.	ALL + Masongsong	Acknowledged.
424.	7. The Town's Fees By-law requires recirculation fees for Official Plan Amendment and Zoning By-law Amendment and Site Plan Approval (fees subject to change) for any resubmission after the 3rd submission. You are encouraged to address all comments in the next submission.	Owner / ALL; KLM	Comment Acknowledged.
425.	Regional staff are in receipt of the Noise Impact Study, prepared by HGC Engineering, dated January 2021. Please note that, the following comments are preliminary technical comments only. Regional staff are not in position to recommend approval until all matters are addressed to the Region's satisfaction. As the study is currently not satisfactory the following revisions, discussed below, will be required.	HGC Engineering	Comment acknowledged
426.	The combined noise level of the transportation noise sources (Highway 50) and stationary noise sources must be presented. Please include a table summarizing the unmitigated and mitigated resultant DBA sound levels for the units.	HGC Engineering	Noted. Comment was later clarified with the Region. Stationary noise assessment of nearby noise sources are to be included in the updated report – December 2022.
427.	Please ensure that the Warning Clauses recommended in the study are consistent with the Region's guidelines. Once a table summarizing the unmitigated and mitigated resultant combined DBA sound levels is included, the warning clauses may need to be revised.	HGC Engineering	Noted. Warning clauses are revised accordingly.
428.	Please find the attached Red-Lined drawing for the subject property. It is important to note that the \$410 First Submission and \$515 Report Review fees are still outstanding and payment must be received along with the submission of the revised stormwater management report, site servicing and grading plans. Please address our comments and submit a PDF copy of the revised site servicing plan for review and acceptance along with a Summary of Revisions Letter demonstrating how each comment was addressed.	Masongsong; Owner	An email dated April 13, 2023 from Camila Marczuk of the Region of Peel to the client advised that the total amount owing to Peel is \$2,920.25. The client has submitted information to Peel for electronic payment for processing by Peel. See also Line 365 above.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
	Submission to be made at: siteplanservicing@peelregion.ca and Cc dereston.christy@peelregion.ca		
429.	Servicing Plan Redline Revisions	Masongsong	Acknowledged.
430.	Grading Plan Redline Revisions	Masongsong	Acknowledged.
431.	<p>The Town has reviewed your request to locate the development’s play facility on a portion of the building’s roof. A rooftop play facility will be considered; however, additional requirements will need to be met in the next submission to support the rooftop play facility. These submission requirements are listed below.</p> <p>Rooftop Play Facility Submission Requirements:</p> <ul style="list-style-type: none"> • Updates are required to the Urban Design Brief to identify the rooftop play facility design <ul style="list-style-type: none"> ○ Provide Precedent Images ○ Identify how the facility will meet the Playground Safety Standards (CSA Z.6.14) ○ Provide substantial plantings ○ Ensure universal design elements are incorporated to accommodate various demographic groups ○ Provide facilities for children and caregivers ○ Provide a non-immersive water feature ○ Provide adequate fencing ○ Provide adequate wind breaks • The Landscape plans must be revised <ul style="list-style-type: none"> ○ Include an enlargement and details for the play facility • Ensure all relevant supporting plans and studies are revised to accommodate the play facility including the Planning Justification Report and engineering drawings. <p>At this time, all the outstanding questions for planning staff have been resolved with the exception of the question relating to ownership of the EP lands. This item remains outstanding and it is unlikely that we will be able to answered this question prior to your next submission.</p>	KLM, MSLA, FC Architects	We’re no longer pursuing the rooftop play area and the play area is located on the east side of the building, per the site plan.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE / ACTION
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