

SECOND SUBMISSION COMMENTE RESPONSE MATRIX

TOWN OF CALEDON  
PLANNING  
RECEIVED  
June 17, 2024

12148 Albion-Vaughan Road  
File # – POPA 2021-0001, RZ 2021-0003 & SPA 2021-0004  
Town of Caledon

Last Updated: June 14, 2024

COMMENT #	COMMENT ID	COMMENT	CONSULTANT	RESPONSE	
Town of Caledon Consolidated Comment Letter – For 12148 (Ontario) Inc. (Town Files: POPA 2021-0001, RZ 2021-0003, and SPA 2021-0004); 12148 Albion-Vaughan Road, Town of Caledon (KLM File: P-2623)					
Town of Caledon – General (Advisory) Comments					
Engineering Services Department, Development Engineering					
1.	1.	Development Engineering has the following general comments: shoring			
2.	a.	Please ensure that there is no text overlap and that the text is not in conflict with proposed features on all the engineering drawings for legibility reasons.	Masongsong	Acknowledged, drawings have been revised, no texts overlapping.	
3.	b.	Please ensure that all proposed texts and features are darker. Additionally, please ensure that all the existing texts and features are greyed out and send back to the background on all the engineering drawings.	Masongsong	Acknowledged, the text has been made darker, existing structures and trees in the middle of the property have been removed for legibility.	
4.	c.	Please provide separate engineering drawings on subsequent submissions that are not appended to the Functional Servicing and Stormwater Management Report.	Masongsong	Acknowledged, separate engineering drawings provided.	
5.	2.	Development Engineering has the following advisory comments:			
6.	a.	Comments have been provided qualified with the understanding that there will be a new official plan and a secondary plan for the area, both of which have the potential to change our comments.	KLM	There should be grandfathering of development applications submitted prior to Council approval of a new Town Official Plan. Cannot change the development proposal after 2 years. As of October 2023, the Town OPA has not yet been adopted, and further, the draft new OPA indicates continue to use 1976 OPA for Bolton Area until a Secondary Plan is undertaken by the Town to establish land use, policies for this area, which was just initiated recently. This matter was discussed with Town staff at the Comments Review Meeting on Oct 2, 2023, and was acknowledged. Town staff advised that if there were some items that could be addressed from the new Town OPA then these could be accommodated, however, KLM will respond that this will be considered on a case-by-case manner.	
7.	b.	Please be advised that a Haul Permit will be required to be obtained by the applicant prior to hauling on Town roads. For more information on the Haul Permit please contact Town of Caledon Finance and Infrastructure Services at 905-584-2272 ext.4226.	Client; KLM	Acknowledged, permit will be acquired prior to hauling.	
8.	c.	ROW Occupancy Permit will be required from the Town of Caledon for all works in the Town ROW. ROW Permit is required to be obtained a minimum 48 hours prior to the commencement of works in the ROW. For more information regarding the ROW Permit see <a href="https://www.caledon.ca/en/town-services/road-permits.aspx">https://www.caledon.ca/en/town-services/road-permits.aspx</a>	Client	Acknowledged, permit will be acquired for all works in the Town ROW.	

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9.	3.	Development Engineering reserves the right for additional comments on any of the current or future submission documents submission documents. Development Engineering requests that the Engineer provide a response letter with the re-submission package clearly reiterating the Towns comments in order and include details for how each of the above comment is addressed. Should you require any further clarification or additional information, please do not hesitate to contact this department directly.	Masongsong	Acknowledged.	
<b>Bell Canada</b>					
10.	4.	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.	Client, Utility Consultant, Surveyor, Lawyer	Acknowledged. Email correspondence with Erik Camarena, Implementation Manager, Peel North Cell department of Bell Canada dated April 3, 2024, confirms that this information can be provided at detailed design.	
11.	5.	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.	Client, Utility Consultant	Acknowledged. Email correspondence with Erik Camarena, Implementation Manager, Peel North Cell department of Bell Canada dated April 3, 2024, confirms that this information can be provided at detailed design.	
12.	6.	Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.	Utility Consultant	Acknowledged. Email correspondence with Erik Camarena, Implementation Manager, Peel North Cell department of Bell Canada dated April 3, 2024, confirms that this information can be provided at detailed design.	
13.	7.	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.	Utility Consultant	Acknowledged. Email correspondence with Erik Camarena, Implementation Manager, Peel North Cell department of Bell Canada dated April 3, 2024, confirms that this information can be provided at detailed design.	
14.	8.	If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Client	Acknowledged no action required.	
15.	9.	To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.	KLM	We acknowledge all future materials will be circulated.	
<b>Enbridge Gas Inc.</b>					

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16.	10.	Enbridge Gas has no changes to the previously identified conditions for these revised applications.	Client	Acknowledged. No action required.	
17.	11.	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. <i>(Enbridge Gas Inc.)</i>	Client	Acknowledged. No action required.	
18.	12.	This response does not constitute a pipe locate, clearance for construction or availability of gas.	Client	Acknowledged. No action required.	
19.	13.	The applicant shall contact Enbridge Gas Inc.’s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.	Client	Acknowledged. No action required.	
20.	14.	In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.	Client	Acknowledged. No action required.	
<b>City of Vaughan – Development Planning</b>					
21.	15.	The City of Vaughan Development Planning Department has reviewed the applications and can provide the following comments pursuant to the City of Vaughan Official Plan 2010 (VOP 2010) policies and development criteria:			
22.	a.	The Subject Lands are located on the west side of Albion Vaughan Road across from lands designated “Agricultural” within VOP 2010.	KLM	Acknowledged. No action required.	
23.	b.	Although the lands located within the vicinity are currently designated “Agricultural” by VOP 2010, the York Region Official Plan 2022 (ROP 2022) has identified the lands as part of the “Urban Area” and designates the area “Employment Areas”. It is the City of Vaughan’s intention to ensure any proposed future land uses are consistent with both VOP and ROP policies and guidelines.	KLM	The client is developing their lands within the Town of Caledon and in accordance with the policies contained in the in-effect 1976 Caledon Official Plan, which designates the site as “Special Residential” and subject to a site-specific OPA to justify the proposed residential development.	
24.	c.	Schedules 9 and 10 of VOP 2010 identify future road and transit infrastructure within the City of Vaughan. There are no planned transportation networks that would directly impact the proposed residential development. However, the proposal may be located within	KLM	Acknowledged.	

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		the vicinity of the proposed Provincial Highway 413 pilot project. Ministry of Transportation (MTO) approval may be required.			
25.	d.	The applicant to contact York Region for confirmation on whether the proposed development would have any conflicts with planned land uses under York Region’s Official Plan (ROP).	KLM	York Region’s Official Plan designates Vaughan as “Urban Area” that permits urban development, and there is no land use conflict in this regard.	
26.	16.	Please be advised that while the City makes every effort to ensure that their comments are as comprehensive and complete as possible, there may be items that are missed or discovered during the review of subsequent submissions – the City reserves the right to provide these comments and/or require additional information and materials during the approval process and prior to final approval by the applicable Approval Authority.	KLM	Acknowledged. Both Vaughan and Caledon have the right to approve development within their own jurisdiction, and comment on development applications in each other’s jurisdiction near the border that may negatively impact their respective municipality. However, there are no negative impacts from this proposed residential development that would affect Vaughan. Residential has always been contemplated at this site, and only the type, density and other particulars are required to be identified and reviewed for appropriateness as per the “Special Residential” policies contained in Caledon’s 1976 Official Plan.	
<b>Town of Caledon – Planning Department- Heritage</b>					
27.	17.	The proponent has provided the requested Ministry compliance letter, as well as an updated version of the archaeological assessment. There are no further archaeological concerns with the property.	KLM	Completed. No further action.	
<b>Town of Caledon – Planning Department- Parks</b>					
28.	18.	Payment of money in lieu of conveyance of parkland will be required for the development land according to the Town of Caledon’s Parkland Conveyance By-law – 2022-042 or any successor thereof, prior to issuance of any building permits.	Client	Acknowledged	
29.	19.	Payment of money in lieu of conveyance of parkland will be required at equivalent market value of <b>0.53 ha</b> (1 ha per 500 dwellings proposed to be added by development) of the development land, according to the sections 9 (b) and 17 (b) of the Town’s Parkland Dedication By-law - 2022-042 or any successor thereof.	Client, KLM	Per email correspondence with Aleah Clarke, MHBC and Eva Li, Town of Caledon Parks and Natural Heritage Planning, dated November 13, 2023, the following has been agreed that CIL calculation will be on the owner’s property that is left over after all of the dedications (ie. open space valley lands, road widenings, and 0.3 m reserves) have been conveyed to the City and Region  Parkland Conveyance requirement is determined as of the day a building permit is issued. The payment of money in lieu of conveyance of parkland will be required for the development land, prior to issuance of any building permits.  CIL of Parkland calculation will exclude the lands that have been conveyed to the Town/ Region (no longer owner’s property), prior to apply the first building permit.  Such lands will be included in the calculation if the conveyance occurs after issuance of any building permits.	

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30.	20.	For the purpose of determining the amount of payment the value of the land shall be determined as of the day a day before the first building permit is issued.	Client	Acknowledged.	
31.	21.	Prior to submission of the first building permit application, the owner will provide a narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount of payment in lieu of conveyance of parkland. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Director of Community Services or their designate.	Client, Appraiser, (KLM)	Acknowledged. Future action item prior to the issuance of a Building Permit.	
32.	22.	Appraisals are considered valid for a maximum period of six months and staff recommends providing the appraisal to Parks staff at least 2 months prior to submission of the first building permit application to avoid delays.	Client, Appraiser	Acknowledged. Future action item prior to the issuance of a Building Permit.	
<b>Hydro One</b>					
33.	23.	Hydro One has provided a screenshot from their GIS map, showcasing the relevant information within the investigation area. Please refer to the attached Hydro One map.	Utility Consultant	Acknowledged. There appears to be a hydro line on east side of Albion-Vaughan Road. No impacts are anticipated on the Proposed Development or on the Hydro Line. No action required.	
<b>Town of Caledon – Engineering Services Department – Transportation Engineering</b>					
34.	24.	Please note that comments have been provided qualified with the understanding that there will be a new official plan and a secondary plan for the area, both of which have the potential to change Transportation Engineering's comments	KLM	There should be grandfathering of development applications submitted prior to Council approval of a new Town Official Plan. Cannot change the development proposal after 2 years. As of October 2023, the Town OPA has not yet been adopted, and further, the draft new OPA indicates continue to use 1976 OPA for Bolton Area until a Secondary Plan is undertaken by the Town to establish land use, policies for this area, which was just initiated recently. This matter was discussed with Town staff at the Comments Review Meeting on Oct 2, 2023, and was acknowledged. Town staff advised that if there were some items that could be addressed from the new Town OPA then these could be accommodated, however, KLM will respond that this will be considered on a case-by-case manner.	
<b>Town of Caledon – Finance Department</b>					
35.	25.	If the proposed development (to include 2 multi-storey apartments for 265 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.	Client	Acknowledged.	

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36.	26.	The proposed project would be subject to Residential Development Charges, which are currently:	Client, KLM	Acknowledged.	
37.	a.	Town of Caledon: \$30,857.91 per apartment > 70 m <sup>2</sup> ; and \$18,109.04 per apartment < = 70 m <sup>2</sup> .		Acknowledged.	
38.	b.	Region of Peel: \$53,617.24 per apartment > 70 m <sup>2</sup> ; and \$28,356.60 per apartment < = 70 m <sup>2</sup> .		Acknowledged.	
39.	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.		Acknowledged.	
40.	d.	School Boards: \$4,572 per any residential unit.		Acknowledged.	
41.	e.	Go-transit: \$543.09 per apartment > 70 m <sup>2</sup> ; and \$281.44 per apartment < = 70 m <sup>2</sup> .		Acknowledged.	
42.	27.	The Development Charges comments and estimates above are as at June 19, 2023 and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete; 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.	Client	Acknowledged.	
<b>Town of Caledon – Legal and Court Services</b>					
43.	28.	The Legal Description of the subject lands is as follows: Part of Lot 1, Concession 7 (Albion); Town of Caledon; Regional Municipality of Peel.	KLM	Acknowledged.	
<b>John G. Williams Ltd. Architect – Urban Design</b>					

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44.	29.	All urban design brief comments have been addressed. Please refer to the attached Urban Design comments letter for detailed urban design comments.	KLM; FCA	Drawings are updated to reflect the UD comments in the provided letter.	
<b>Comments to be Addressed Prior to Official Plan Amendment</b>					
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					
45.	30.	A Digital submission is required from the applicant in accordance with the Town’s Digital Submission Standards. Please ensure that the required CAD files are included in the next submission.	All Consultants (KLM to Coordinate)	Acknowledged, submission will be made as per the Town’s submission standards. CAD files have been provided.	
Toronto and Region Conservation Authority					
46.	31.	Schedule 2 of the submitted draft Official Plan Amendment must be revised to accurately reflect the proposed Environmental Policy Area (EPA).	KLM	The draft OPA Schedule has been updated to correct the line between the residential and environmental protection area.	
47.	32.	Please refer to the attached letter from the Toronto and Region Conservation Authority (TRCA) dated July 6, 2023, for detailed comments.	KLM	The TRCA comments dated July 6, 2023, are referenced in this Comment Matrix as L463-L480, and appropriate responses are provided in these referenced Line Items.	
Town of Caledon – Planning Department Development					
48.	33.	There is no legal description in the draft zoning by-law amendment or draft official plan amendment, should one be included it should be: “Part of Lot 1, Concession 7 (Albion), Town of Caledon, Regional Municipality of Peel”.	KLM	The referenced legal description has been included in the draft OPA, draft ZBA, and the revised Planning Justification Report.	
49.	34.	The Official Plan amendment has some minor formatting errors. Please refer to the attached Draft Official Plan Amendment Template and Draft Official Plan Amendment Guide with notes identifying how the Amendment should be formatted. Please ensure that the proposed Official Plan Amendment follows the same format as the attached templates. The following is a list of required Official Plan Amendment Updates, but this list is by no means comprehensive and other updates are required to match the templates provided:	KLM	The Draft Official Plan Amendment has been updated to reflect the formatting requested in the template.	
50.	a.	The Clerk name on the submitted Official Plan Amendment is incorrect.	KLM	The draft OPA and draft ZBA have been revised to Kevin Klingenberg, Clerk, as advised by Adam Wendland on 2024/01/12.	
51.	b.	The Schedules should instead be titled as Schedule “A” and “B” and the references throughout the amendment should be revised accordingly.	KLM	The draft OPA has been revised to refer to Schedule “A”.	

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52.	c.	Page 4 of the OPA must include a separate paragraph for the site-specific provisions being proposed in the High- Density Residential Designation.	KLM	A separate paragraph for all proposed provisions to the High-Density residential designation has been added to the Draft OPA.	
53.	d.	The OPA must note the legal description in the location section and follow the same format as the Template provided.	KLM	The legal description has been updated in the location section of the OPA document.	
54.	e.	Various updates to the Basis section of the Official Plan Amendment are needed to follow the Town template.	KLM	The OPA has been updated to match the template.	
55.	f.	Part B of the Official Plan Amendment needs to be revised to match the template.	KLM	The OPA has been updated to match the template.	
56.	g.	The Official Plan Amendment must note that a new section 5.10.4.5.2.11 is being added to the Official Plan.	KLM	The OPA has been updated accordingly to introduce section 5.10.4.5.2.11.	
57.	h.	The maximum density should be rounded up to the next whole number, ie. 259 units per hectare.	KLM	The proposed development has been revised to include 1 fewer unit, as such, the density has decreased slightly. The OPA document has been updated to reflect a maximum permitted density of 258 units/ha, which is rounded up to the next whole number.	
58.	i.	The maximum building height provision should note that the 7-storey height is exclusive of rooftop mechanical structures.	KLM	The draft OPA document has been revised to reflect a maximum permitted height of 7-storeys exclusive of the roof-top parapet and roof-top mechanical equipment.  Similarly, the draft ZBA document has been revised to reflect a maximum permitted height of 7-storeys or 19 m exclusive of the roof-top parapet and roof-top mechanical equipment.	
59.	j.	The Official Plan Amendment only required one Schedule, please revise the schedule to identify the correct land use colours on area A and B on one schedule.	KLM	The draft OPA document has been revised to include only one (1) schedule and includes the correct land use colours (i.e.. brown for residential, and light green for the environmental protection area).	
60.	k.	Area B should instead be identified with green to identify the Environmental Policy Area and Area A should be identified with Brown in accordance with the High-Density Residential designation. The Boundary of the Environmental Policy Area must be revised to match the limit of the re-aligned stream corridor and buffer area as illustrated in the submitted EIS.	KLM	The draft OPA document has been revised to include only one (1) schedule and includes the correct land use colours (i.e.. brown for residential, and light green for the environmental protection area). The Boundary of the Environmental Policy Area has been revised to match the limit of the re-aligned stream corridor and buffer area as illustrated in the submitted EIS.	
61.	35.	Planning Justification Report (“PJR”) and Official Plan Amendment (“OPA”) Comments:			
62.	a.	The comments below should be addressed by way of updates to the Official Plan Amendment and an updated PJR or addendum.	KLM	The Planning Justification Report (PJR) and draft Official Plan Amendment have been updated to address the Town comments identified below.	



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63.	b.	Section 5.10.3.27.8 a) notes that the maximum density for high density residential land uses is 45-87 units per net hectare. The Official Plan Amendment must include a site- specific provision for density, and this density should be rounded, to avoid decimals and potential rounding errors. Instead, the maximum density should be noted as 259 units per hectare.	KLM	The Planning Justification Report (PJR) and draft Official Plan Amendment have been revised to reflect a net density of 259 units/ha, per the response above.	
64.	c.	Page 12 notes that the revegetated buffer will be conveyed to TRCA, but TRCA has indicated that they do not want this buffer. Instead, the buffer should be conveyed to the Town of Caledon.	KLM	The Planning Justification Report has been revised throughout to indicate that the revegetated buffer will be conveyed to the Town of Caledon and the portion located within the Highway 50 road widening will be conveyed to the Region of Peel.	
65.	d.	The EIS notes that an easement in favor of the future condominium owner for the 10m floodplain setback will be granted to a public authority that acquires the floodplain. The easement must also allow for maintenance by the condominium corporation of the walkway and building along the floodplain setback.	KLM & Client	Acknowledged. This is correct.	
66.	e.	It is noted that parking spaces will be available for purchase. Please confirm if EV parking will be available and if so, if it will be standard or an optional upgrade.	KLM, FCA & Client	75 parking stalls are designated for EV parking across 2 parking levels & ground surface level as an optional upgrade for residents.	
67.	f.	Please note, the subject lands are not located within a Regional Strategic Growth Area, therefore these Official Plan policies do not apply to the application.	KLM	Acknowledged. Section 6.2.2 of the Planning Justification Report has been revised to delete all reference and policies regarding “Regional Strategic Growth Area”.	
<b>Town of Caledon – Engineering Services Department – Transportation Engineering</b>					
68.	36.	Transportation Engineering staff have the following comments related to the Traffic Impact and Parking Study:			
69.	a.	Section 3.4: Please include the raw data used to determine the modal split in the Appendix. Additionally, it would be beneficial to add a note in this section indicating that, for conservative purposes, no modal splits were applied to the site-generated traffic. This transparency in the methodology will provide a comprehensive understanding of the analysis and ensure accurate interpretation of the results.	Paradigm	Acknowledged.  TTS data is included for reference as requested within Appendix C of the Traffic Impact and Parking Study dated April 2024.  We have updated the text within Section 3.4 to also explicitly identify that the no modal splits were applied to the site-generated traffic.	
70.	b.	Section 3.6: It is stated that under existing conditions “good” levels of service were expected in the study ‘based on upon notes and observations’. Provide further clarification on the specific notes and observations that were used to determine the levels of service as "good" in the study. It is important to understand the basis and specific	Paradigm	Noted. We have extracted the original notes and observations conducted at the time and have expanded and provided further clarification.  Please refer to Section 3.6 of the Traffic Impact and Parking Study dated April 2024.	

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		criteria that were considered to accurately assess the levels of service provided.			
71.	c.	Section 4.3.1: The 'Total AM Peak Hour Outbound' volumes in Table 4.1 differ slightly from those calculated with the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition equations, kindly review, and update as required.	Paradigm	We have reviewed Table 4.1. The value tabulated in the Total row is a typo and has been corrected. (i.e., 85 typo vs. 81 correct value)  We note that the correct trip generation values were assigned and reflected in the analysis.	
72.	d.	Section 5.1: <b>Ongoing Comment</b> Please provide an operations analysis based on the future background conditions without the proposed intersection improvements after adjusting the corridor growth application.	Paradigm	We have revised Section 5.1 to provide the future background operational analysis without proposed intersection improvements (i.e., without signal timing optimization and reflective of existing signal timings).  Please refer to the Traffic Impact and Parking Study dated April 2024.	
73.	e.	Section 5.3.2: The values presented in Table 5.8 show similarities to the values presented in the first submission. However, there is a discrepancy regarding the warrant status of the left turn lane, which is warranted in this submission but was not in the 1st submission. Please provide confirmation on whether the warrant was conducted correctly, and it is recommended to include the conducted warrant as an appendix to the report for review by the Town.	Paradigm	We have reviewed and have confirmed the warrant analysis was conducted correctly. The conducted warrant analysis is included as reference in Appendix I (Left-Turn Lane Warrant Analysis).  Please refer to the Traffic Impact and Parking Study dated January 2024.	
74.	37.	Note that Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response with the re-submission package clearly reiterating the Town's comments in order and including details for how each comment has been addressed.	Paradigm	Acknowledged.	
<b>Town of Caledon – Planning Department - Landscape</b>					
75.	38.	Comment on the size, location and buffer limits of 'Area B' deferred to TRCA and Town Environmental Planning staff.	KLM	Acknowledged. No further action required.	
76.	39.	No other comments at this time from Landscape Planning regarding the proposed draft OPA.	KLM	Acknowledged. No further action required.	
<b>Region of Peel</b>					
77.	40.	A satisfactory Functional Servicing Report is required to determine the adequacy of the existing services for the proposed development prior to OZ/RZ Approval.	Masongsong	Acknowledged, FSR provided to determine adequacy of existing services.	
78.	41.	The Region of Peel has the following comments related to the Functional Servicing Review Requirement:	Masongsong	Acknowledged	

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79.	a.	A satisfactory Functional Servicing Report is required to determine the adequacy of the existing services for the proposed development prior to OZ/RZ Approval.	Masongsong	Acknowledged, FSR provided to determine adequacy of existing services.	
80.	b.	We have reviewed the revised FSR prepared by Masongsong Associates Engineering and dated January 2023 and offer the following comments:	Masongsong	Acknowledged.	
81.	i.	The report did not include a hydrant flow test, which will be required prior to modelling.	Masongsong	The hydrant flow test has been included.	
82.	ii.	The proposed development description details 240 units and 20 Townhouses. Further in the report the population calculations indicate there are 278 condo units, with no mention of townhouses, and the population is calculation to be 686 persons, but the water demand calculations are using 707 persons. Please clarify the correct unit and population.	Masongsong	Fixed, 686 is the correct population.	
83.	iii.	Please revise the sanitary demand to accurately demonstrate the effluent based off the proposed population. The 13.0l/s reference is no longer used and may result in a requirement to upgrade.	Masongsong	The sanitary calculation uses the correct population of 686. The Region of Peel standards for sanitary flow was changed from standard 2-5-2 to 2-9-2, however the flow for populations less than 1000 is still 13.0 L/s as per this document. Caledon’s standards reference Peel standards for sanitary flow from the development standards manual dated 2019. <a href="https://www.peelregion.ca/public-works/design-standards/pdf/sanitary-sewer-design-criteria.pdf">https://www.peelregion.ca/public-works/design-standards/pdf/sanitary-sewer-design-criteria.pdf</a>	
84.	42.	Please refer to the attached comments letter dated June 29, 2023 from the Region of Peel for detailed comments.	Masongsong	Acknowledged, FSR with comments addressed has been submitted.	
<b>Comments to be Addressed Prior to Zoning By-law Amendment</b>					
Should the Official Plan Amendment be approved, the following comments are to be addressed prior to the approval of the Zoning By-law Amendment:					
<b>Town of Caledon – Information Technology, GIS and Planning Departments Development Review Services</b>					
85.	43.	A Digital submission is required from the applicant in accordance with the Town’s Digital Submission Standards. Please ensure that the required CAD files are included in the next submission.	All Consultants	Acknowledged. Submission will be made as per town’s standards, CAD files included in submission.	
<b>Toronto and Region Conservation Authority</b>					
86.	44.	The text of the draft Zoning Bylaw Amendment must be updated to revise a proposed special standard relating to the EPA1 zone. Please work with the TRCA and Planning staff on the amendment.	KLM	The TRCA provided additional detail on this comment in Appendix II of their comment letter dated September 6, 2023 . Both TRCA and Town staff (comment 46.c.) noted in their comments that the proposed site specific EPA1 zone is not needed since a non-intensive recreational use (walkway) is permitted in the EPA1 zone. In sum, KLM, Town of Caledon Staff, and the TRCA all agree that a site	

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				specific EPA1 zone is not needed. The standard EPA1 zone can be used instead. The Zoning By-law Amendment reflects this.	
87.	45.	Please refer to the attached letter from the TRCA dated July 6, 2023 for detailed comments..	KLM	The TRCA comments dated July 6, 2023, are referenced in this Comment Matrix as L463-L480, and appropriate responses are provided in these referenced Line Items.	
<b>Town of Caledon – Planning Department, Development</b>					
88.	46.	Planning Justification Report (“PJR”) and Zoning By-law Amendment (“ZBA”) Comments:	KLM		
89.	a.	The report notes that 10 visitor parking spaces are provided at grade, and 452 resident parking spaces are provided underground, but the zoning by-law requires that 0.25 visitor parking spaces are provided per unit, which equates to 67 visitor spaces for this development. Please confirm if the required visitor parking rate will be met for this development. If an amendment to the required visitor parking rate is proposed, justification should be provided through an amendment to the PJR and Traffic Impact and Parking Study.	KLM, FCA, Paradigm	<p>Parking rates and totals have been revised and meet the total required number of parking for visitors &amp; residents. a total of 468 parking spaces provided which exceeds the Town’s requirement of 1.5 spaces per unit for residents, and 0.25 spaces per unit for visitors:</p> <ul style="list-style-type: none"> <li>• Required Resident Parking at 1.5 space/unit x 264 units = <u>396 spaces</u></li> <li>• Required Visitor Parking at 0.25 spaces/unit x 264 units = <u>66 spaces</u></li> <li>• <u>Total = 462 spaces</u></li> </ul>	
90.	i.	The submitted floor plans identify some visitor parking underground. Please confirm how access to the garage will be provided for visitors.	FCA	Visitor parking provided on ground surface level and parking level 1. Visitors will have access to park underground at a portion of parking level 1 and will be restricted to park beyond that point.	
91.	b.	The required number of parking spaces is rounded up to the nearest whole number, which means that the total parking required for the development is 465 spaces, not 464. Town planning staff do not object to the proposed parking rate reduction, but clarification related to visitor parking is needed and any future parking calculations should be corrected.	KLM & FCA, Paradigm	Floor plans are updated, and more than 462 parking spaces have been provided, as such, there is no parking deficiency.	
92.	c.	Page 54 notes that the site specific EPA1 zone will include an exception to permit a walkway, but this amendment is not needed since a walkway is permitted as a non-intensive recreational use in the EPA1 zone. The standard EPA1 zone should instead be applied to the subject lands and the proposed EPA1 site specific provision can be removed.	KLM	Acknowledged. This text has been removed from the PJR and draft ZBA.	
93.	d.	Staff agree with the justification for the reduced lot area, but a site-specific zoning provision should be added to the By-law noting the minimum private amenity area per unit.	KLM & FCA	<p>See L102 - The draft by-law and PJR have been revised to indicate a minimum private amenity area of 6 m2 /unit for balconies and first floor outdoor patios.</p> <p>See L103 - The draft by-law and PJR have been updated to include a site-specific definition for Private Amenity Area.</p> <p>FCA: 1.8m x 3.6m amenity private area shown on site development chart</p>	
94.	e.	A site-specific provision should be added to the zoning to note the minimum shared amenity area on site.	KLM & FCA	The minimum shared amenity area has been set at 2,051.2 m2 (ie 20%) and has been added to the Draft Zoning By-law.	

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95.	f.	The south interior side yard setback appears to be 5.5m. Please confirm and revise the requested zoning by-law amendment if needed.	KLM & FCA	The setback to structural piers is 3.9 metres, while the setback for the main building wall is 5.5 metres.	
96.	g.	Please consider adding a minimum electric vehicle (EV) parking space rate to the zoning by-law amendment. If an EV parking rate is proposed, please confirm how the EV parking rate was determined.	KLM, FCA, Paradigm, Client	75 parking stalls are designated for future EV parking across 2 parking levels & ground surface level as an optional upgrade for residents. Which equates to over 15% of the total required parking spots which is similar to neighbouring municipalities requirements.	
97.	h.	Zoning standards which relate to percent of lot area can be rounded to the nearest whole number, but this is only a suggestion not a requirement.	KLM & FCA	The draft zoning by-law and PJR have rounded-up the maximum building area percentage from 49.75 % to 50 %.	
98.	i.	The PJR notes that 28 short-term bicycle parking spaces will be provided on each parking level. Please clarify how access will be provided for visitors, assuming the garage will require a key or fob to access.	KLM & FCA	Short term bicycle parking is provided on the ground surface level only and with an amount of 30 spaces.	
99.	j.	The zoning by-law amendment should provide a minimum parking rate on a per unit basis, not per lot.	KLM & FCA	The draft by-law and PJR have been revised to include a minimum parking rate of 1.5 spaces/unit for Residents and 0.25 spaces/unit for Visitors.	
100.	k.	All provisions which include a decimal should be rounded to one decimal, ie. South interior side yard should be a minimum of 3.9m. As noted previously, it appears that this setback should be increased to match the submitted site plan.	KLM & FCA	All zoning requirements in the draft by-law and PJR have been rounded to one decimal.  All setbacks shown on the site development chart have been revised to show only 1 decimal point	
101.	l.	Provision for privacy yard should be revised to require an exclusive use outdoor patio for all first floor units. The requirement of 40 patios should be removed.	KLM	The draft by-law and PJR have been revised to indicate “exclusive use outdoor patio for all first floor units” regarding privacy yards.	
102.	m.	A minimum private amenity area should be stated in the zoning by-law for each unit being 6m2 per unit (based on the noted size of balconies and patios being 1.8m x 3.6m).	KLM & FCA	The draft by-law and PJR have been revised to indicate a minimum private amenity area of 6 m2 /unit for balconies and first floor outdoor patios.	
103.	i.	A definition of private amenity area should be added to the by-law.	KLM & FCA	The draft by-law and PJR have been updated to include a site-specific definition for Private Amenity Area.	
104.	n.	A minimum common amenity area per unit should be added to the zoning by-law. This area can be calculated based on all shared indoor and outdoor amenity area, not including common halls and service areas. This requirement is needed, based on the large reduction in the required play facility size. The development currently provides sufficient amenity area, but the calculation of area per unit needs to be done and added to the zoning by-law.	KLM & FCA	The draft by-law and PJR have been revised to indicate a minimum shared common amenity area of 2,051.2 m2 for the total site, and 6.0 m per unit, that includes shared indoor and outdoor amenity area, not including common halls and service areas.	
105.	i.	A definition of shared amenity area should be added to the by-law.	KLM & FCA	The draft by-law and PJR have been updated to include a site-specific definition for Shared Common Amenity Area.	
106.	o.	The play facility area should be rounded to one decimal place (i.e. 1.3%), not two decimal places. Please ensure this is reflected in any required changes to the draft zoning by-law.	KLM & FCA + MSLA	Noted, the new plans and Draft zoning by-law represent numbers as instructed. the new play area is 205.7m2 or 2% of the lot.	

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107.	47.	The floor plans provide a parking matrix and note that there are 213 resident spaces on P1 and 231 resident spaces on P2. These totals appear to include visitor spaces. Please identify the total number of visitor spaces per floor in the parking matrix.	KLM & FCA	Parking rates and totals have been revised and meet the total required number of parking for visitors & residents. Please refer to parking chart.	
108.	48.	Visitor parking spaces should be identified with a specific symbol on the floor plans and site plan to clearly identify where visitor parking is provided.	KLM & FCA	Visitor parking spaces are labelled as 'visitor' on each stall.	
109.	49.	There is no legal description in the draft zoning by-law amendment or draft official plan amendment. Please add: "Part of Lot 1, Concession 7 (Albion), Town of Caledon, Regional Municipality of Peel".	KLM	The draft OPA and draft ZBA have been revised to include the noted legal description.	
110.	50.	The common amenity areas must include programing for the future residents use and enjoyment. The submitted amenity floor plans identify an open area, and this space must be programed in order to count towards amenity. The lobby, shared halls and service/maintenance areas do not constitute amenity area.	FCA	A layout for the main amenity area has been provided on the updated drawings.	
<b>Town of Caledon – Engineering services Department – Transportation Engineering</b>					
111.	51.	Transportation Engineering has the following comments related to the Traffic Impact and Parking Study:			
112.	a.	Section 6: Partially Addressed Comment - The proposed bicycle parking provisions should be noted within the Traffic Impact and Parking Study.	Paradigm	Acknowledged. Section 2 and Section 6 have been updated accordingly to further detail the bicycle parking provisions proposed for the development.  Please refer to the Traffic Impact and Parking Study dated April 2024.	
113.	i.	It is noted that in Section 2 of the report, there is a brief mention of bicycle parking. However, for the sake of completeness, it is recommended to include a more detailed discussion on bicycle parking within this section. This will provide a comprehensive analysis of the bicycle parking requirements, design considerations, and any proposed solutions.	Paradigm	Acknowledged. Section 2 and Section 6 have been updated accordingly to further detail the bicycle parking provisions proposed for the development.  Please refer to the Traffic Impact and Parking Study dated January 2024.	
114.	b.	Section 6: Specifically, provide a review of bike parking rates for comparable municipalities as a justification for the number of bike parking spaces available. Bike parking should be presented through spaces per unit for residential. Furthermore, include specifications for both long-term and short-term bike parking within the Parking section of the TIS. Bike parking design should be in accordance with recommendations within OTM Book 18.	Paradigm	Acknowledged. Section 6 has been updated accordingly to further detail the bicycle parking provisions proposed for the development. As requested a review of bicycle parking rates/requirements for comparable municipalities as justification for the supply has been provided.  Please refer to the Traffic Impact and Parking Study dated April 2024.	
115.	c.	Section 6.2: Transportation Engineering spot checks on the P1 plan indicate that there are 230+ parking spots total (including accessible parking spaces) and spot checks on the P2 plan indicate there are 240+ parking spaces. Transportation Engineering requests the applicant review the site, P1, and P2, plans to ensure consistency with this section and ensure a parking reduction is required. Ensure that the values in the site plan, zoning by-law amendment, and TIS parking section are consistent.	Paradigm, KLM & FCA	Parking rates and totals have been revised and meet the total required number of parking for visitors & residents. Please refer to parking chart on the Architectural Set. The Zoning By-law Amendment has been revised accordingly, and a site-specific provision is no longer required for parking.	

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116.	d.	Section 6.3: Note for future submissions with the Town Transportation Engineering calculates the required accessible parking spaces based on the number of required parking spaces (not proposed) and require the applicant to round up decimal places.	KLM & FCA	Parking rates and totals have been revised and meet the total required number of parking for visitors & residents. Please refer to parking chart on the Architectural Set. The Zoning By-law Amendment has been revised accordingly, and a site-specific provision is no longer required for parking.	
117.	52.	Transportation Engineering has the following comments related to the Zoning By-law Amendment:			
118.	a.	Please update if required after reviewing the proposed parking supply.	KLM & FCA	Noted.	
119.	b.	Note that if a parking reduction is required, Transportation Engineering is concerned that proposing a flat parking rate for the site rather than a rate per apartment dwelling unit could lead to the proposed parking rates in the parking justification not being met should the proposed number of units increase.	KLM & FCA	Parking rates and totals have been revised and meet the total required number of parking for visitors & residents. Please refer to parking chart on the Architectural Set. The Zoning By-law Amendment has been revised accordingly, and a site-specific provision is no longer required for parking.	
<b>Town of Caledon – Planning Department - Zoning</b>					
120.	53.	Zoning requirements were reviewed on site plans and information contained from the planning justification report. Please submit a complete and independent zoning matrix on future submissions.	KLM & FCA	Zoning stats and buildings stats have been rearranged for clarity.	
121.	54.	All zoning standards shall be expressed on plans in metres, rounded as required to one decimal place.	FCA	All zoning standards have been revised with 1 decimal point in a chart and on the site plan.	
122.	55.	The lot line fronting Albion Vaughan Road is considered the front yard, and the lot line abutting Highway 50 is considered the rear lot line. The subject lands are a through lot.	KLM	In KLM's opinion, the rear lot line for the developable residential block is the outer extent of the 10 m wide buffer, and not Highway 50 (i.e. once the Highway 50 road widening, natural heritage feature, and 10 m wide buffer are all conveyed to public ownership).	
123.	56.	Please review the lot area definition of the by-law. The final lot area shall be the original lot dimension minus any conveyances. At this time, 13,333m <sup>2</sup> is the reported lot area.	KLM & FCA	The net developable area of 10,255.99m <sup>2</sup> indicated in the site statistics chart is minus of any conveyances and breakdowns each area component.	
124.	57.	Please note the building area, landscape area and play facility area are standards based on a percentage of lot area. Please revise the draft zoning by-law to include only those figures.	KLM	The building area, landscape area and play facility area standards in the draft zoning by-law have been revised to be indicated only as a percentage of lot area.	
125.	58.	Please confirm that all porches, decks, balconies, other elevated platforms, walls and accessory structures are included in the provided building area calculation. It appears that the building area calculation may be based on gross floor areas which may not accurately reflect the building area. Please review the definition of building area and building envelope for guidance on inclusions and exclusions. Further relief may be required.	KLM & FCA	Building areas on the site stats have been revised to include platforms and balconies as per Zoning definition. A breakdown is also provided for clarification.  Please note the building areas shown on the OBC Matrix is based on the Building Area definition per OBC and does not include unenclosed spaces.	
126.	59.	Regarding Building Height, please note that the elevations show a maximum roof height of 25.5m, but do not go to the top of the mechanical penthouse. Please revise. In addition, the Building Height is measured from finished grade, please consider the definition of finished grade and revise the elevations accordingly so that Building Height can be properly measured.	KLM & FCA	Finished grade has been added to the elevations. Tower A to the top of mechanical penthouse is 25.92m , Tower B to the top of mechanical penthouse is 22.87m.	

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127.	60.	Please provide a notation on the site plan indicating that the site shall conform to Section 5.2.19 (list the standards). Where relief is required, please provide in the draft zoning by-law template.	FCA	A note has been placed on the site plan indicating that Section 5.2.19 "Parking of Commercial Motor Vehicles" and the associated list of standards applies to the site, which will allow the parking of commercial vehicles on the site under 4,500 kg such as any delivery and maintenance vehicles that will serve the residents of the residential condominium complex.
128.	61.	Please review the parking calculations. It appears that 231 parking spaces were calculated on P1, inclusive of accessible spaces, whereas the matrix showed 221. In addition, 241 parking spaces calculated on P2.	KLM & FCA	Parking rates and totals have been revised and meet the total required number of parking for visitors & residents. Please refer to parking chart. The Zoning Bylaw Amendment has been updated accordingly.
129.	62.	Please note that "privacy yard" is a defined term: means a yard adjoining an exterior wall of a dwelling unit or mobile home, clear and unobstructed by any public or common pedestrian access, driveway or surface parking area, other than a private driveway serving only such dwelling unit or mobile home. A 'yard' is an open, uncovered space on a lot. The proposed standard of 40 at grade private exclusive use patios may require an amended definition. Please work with Planning staff on this.	KLM	As confirmed by Town of Caledon planning and zoning staff via email on February 1, 2024, these at-grade patios have been defined as follows in the Zoning By-law Amendment:  <i>Ground Floor Outdoor Patio Area means a private, exclusive-use outdoor area easily accessible from the interior of each unit on the ground floor of the building and designed for the enjoyment of the outdoor environment for that specific unit.</i>
130.	63.	Please see the draft by-law comments provided. Any future copies of the draft by-law must be prepared with the template provided (no PDF to word conversions) and subsequent submissions be prepared in Word format only (with the exception of the schedule). Tracked changes are recommended but not required.	KLM	Acknowledged. Draft Zoning By-law Amendment has been prepared using the template provided in word format.
<b>Town of Caledon Planning Department - Landscape</b>				
131.	64.	Previous comment of EPA deferred to Town Environmental Planning.	KLM	Acknowledged. No action required.
132.	65.	In the Draft Zoning By-law Amendment under RM zone – Play Facility Area (Minimum)	KLM	Reflected in the updated Draft By-law.
133.	a.	Change to 2.3% or 235m2. See site plan comment #116 below.	KLM	The minimum area of the Play Facility Area has been set at 205.7m2 or 2.0% of the total lot area.
<b>Town of Caledon – Fire and Emergency Services</b>				
134.	66.	The applicant's engineer to confirm adequate fire flow for firefighting and sprinkler system satisfactory to Peel Region.	Masongsong	The flow test and FUS calculations are now included in the FSR.
<b>Comments to be Addressed Prior to Site Plan Approval</b>				
135.	67.	Prior to Final Site Plan Approval, the Official Plan Amendment and Zoning By-law Amendment must be in effect.	KLM	Acknowledged
<b>Town of Caledon – Planning Department - Development</b>				
136.	68.	The pedestrian and trail link plan is missing a bike rack at the north end of the plan area.	MSLA	This bike rack has been added to the landscape drawings.
137.	69.	The site plan identifies a 10 metre buffer area and a separate "Convience Line Offset". Please confirm if the "Convience Line" is intended to read "Conveyance Line", and if so, correct the site plan.	FCA	Note revised to read conveyance line



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138.	70.	The green roof and amenity plan should identify the location of the required 1.07m high rooftop parapet as required in the Noise Study.	MSLA & FCA	1.1m acoustic barrier added at locations suggested from noise study.	
139.	71.	The applicant is encouraged to provide electrical conduit connections to supply future EV charging stations throughout the underground parking structure to allow future electric vehicle charging at all parking spaces.	FCA / Paradigm / Client / KLM	75 parking stalls are designated for EV parking across 2 parking levels & ground surface level as an optional upgrade for residents. Provisions for conduits and future EVs will be covered at the building permit stage.	
140.	72.	The applicant is encouraged to construct at least some visitor parking spaces with electric vehicle charging stations.	FCA / Paradigm / Client / KLM	8 visitor EV parking added on the ground surface level.	
141.	73.	The applicant is encouraged to provide electric vehicle charging stations as a potential upgrade for the purchase of a resident parking space.	FCA / Paradigm / Client / KLM	75 parking stalls are designated for EV parking across 2 parking levels & ground surface level as an optional upgrade for residents.	
<b>Town of Caledon – Fire and Emergency Services</b>					
142.	74.	On the site plan drawing show firefighter unobstructed path of travel distance from hydrant to FDC, to note this shall not exceed 45m as per OBC.	FCA	Fire hydrant relocated and within 45m unobstructed travel distance.	
143.	75.	Additional fire route signs will be required at the entrances (both sides) to be in compliance with the By-Law 2015-58.	FCA	Fire route signage added.	
<b>Toronto and Region Conservation Authority</b>					
144.	76.	Further clarification is required to demonstrate conformity with TRCA’s erosion control and water balance Stormwater Management criteria.	Masongsong & Palmer	Acknowledged the water balance section of the FSR and the erosion plan has been updated	
145.	77.	The landscape plans must be reviewed to ensure consistency.	MSLA	The landscape plan has been reviewed.	
146.	78.	Please refer to the attached letter from the TRCA dated July 6, 2023 for detailed comments.	KLM	The TRCA comments dated July 6, 2023, are referenced in this Comment Matrix as L463-L480, and appropriate responses are provided in these referenced Line Items.	
<b>Town of Caledon – Corporate Services Department - Accessibility</b>					
147.	79.	Please refer to the following Accessibility Standards:	FCA	Noted.	
148.	a.	Traffic By-law – See page 144 for Schedule “K” – Designated Accessible Parking Spaces	FCA	Accessible parking spaces revised to meet traffic by-law guidelines	
149.	b.	Accessibility for Ontarians with Disabilities Act, 2005	FCA	Noted.	
150.	c.	O. Reg. 191/11: Integrated Accessibility Standards – See the Design of Public Spaces Standards beginning at Section 80.1	FCA	Accessible parking spaces revised to meet traffic by-law guidelines	
151.	d.	Reg. 581: Accessible Parking for Persons with Disabilities – See Section 11 for depiction of accessible signage	FCA	Accessible signage has been revised to meet reg. 581.	
152.	80.	Accessibility staff provide the following comments related to exterior paths of travel:			
153.	a.	Exterior paths of travel, including outdoor sidewalks and walkways, shall have a minimum clear width of 1.5 metres, a surface which is firm, stable and slip resistant and otherwise comply with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA).	FCA	1.5m exterior path of travel provided throughout the site.	

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154.	b.	All exterior paths of travel shall be a minimum of 1.5 metres in width.	FCA	1.5m exterior path of travel provided throughout the site.	
155.	c.	Where a curb ramp connects with an exterior path of travel (walkway or sidewalk), a minimum clear width of 1.2 metres shall be provided beyond the curb ramp to serve as a turning space.	FCA	Min. 1.2m clear width has been provided at all curb ramps.	
156.	81.	Accessibility staff provide the following comments related to Accessible Parking Space Number Type:	FCA	Noted.	
157.	a.	Accessible parking spaces shall comply with Schedule "K" of Town of Caledon Traffic By-law 2015-058.	FCA	Accessible parking spaces have been revised to comply with Caledon traffic by-law	
158.	b.	As per the IAS within the AODA, provide the required percentage of accessible parking spaces based on the total number of parking spaces calculated for the development, rounding up to the nearest whole number, for the use of persons with disabilities. Refer to Ontario Regulations 191/11 section 80.36 of the Integrated Accessibility Standards – Minimum Number & Type of Accessible Parking Stations.	FCA	Parking rates and totals have been revised and meet the total required number of parking for accessible parking. Please refer to parking chart.	
159.	c.	Where an even number of accessible parking spaces are required, an equal number of Type A and B accessible parking spaces shall be provided. Site Plan shall be updated to include two Type A and two Type B accessible parking spaces.	FCA	12 accessible parking stalls are required and provided. 6 type A and 6 type B have been provided.	
160.	d.	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.	FCA	12 accessible parking stalls are required and provided. 6 type A and 6 type B have been provided.	
161.	e.	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.	FCA	All accessible parking stalls are labelled and dimensioned. A parking legend is also provided that depicts this information as well.	
162.	f.	Provide EV charging stations for a ratio of the accessible parking spaces proportionate to those provided for the regular parking spaces. Allow for infrastructure electrical conduit connections to supply future EV charging stations planning to service all the accessible parking spaces.	KLM / FCA / Paradigm / Client	4 EV parking spots have been provided for accessible parking, all on ground surface level.	
163.	82.	Accessibility staff provide the following comments related to Accessible Aisles:			

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164.	a.	Pursuant to Town of Caledon Traffic By-law 2015-058, as amended, 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 accessible aisle. Site Plan shall be updated to ensure that accessible parking spaces include an accessible aisle on each side meeting the required standards.	FCA	1.5m aisle is provided for every accessible parking stall on each side of the stall.	
165.	<b>83.</b>	Accessibility staff provide the following comments related to Curb Ramp:			
166.	a.	Each accessible aisle that directly leads to an access route or walkway shall contain a curb ramp. Details for the curb ramps shall be depicted on the Site Plan to confirm compliance with Section 80.26 of the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA).	FCA	Curb ramp provided for all accessible aisles or walkways	
167.	b.	Show curb ramp at the drop off / pick up area shoulder zone.	FCA	Curb ramp provided.	
168.	c.	Provide detectable warning strip at base of curb ramp as per required AODA details.	FCA	A tactile walking surface is provided for every curb ramp refer to detail 5/A1.2	
169.	<b>84.</b>	Accessibility staff provide the following comments related to Accessible Signage:			
170.	a.	The accessible parking spaces shall each be identified with an accessible parking sign which shall be depicted on the Site Plan to confirm compliance with the following:	FCA / Paradigm	All accessible parking stalls have accessible parking sign shown and noted.	
171.	i.	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;	FCA / Paradigm	Noted.	
172.	ii.	sign shall be located at the far end of an accessible parking space from where the vehicle enters and shall be centred;	FCA / Paradigm	Noted.	
173.	iii.	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;	FCA / Paradigm	Noted. Detail provided.	
174.	iv.	type A accessible parking spaces shall include accessible parking signage identifying the space as "Van Accessible"; and	FCA / Paradigm	Detail provided.	

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175.	v.	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.	FCA / Paradigm	Detail provided.	
176.	85.	Accessibility staff provide the following comments related to Snow Storage and Loading/Delivery Spaces:			
177.	a.	Snow storage area shall not be adjacent to accessible parking spaces. Site Plan shall depict the location of the snow storage on the property for confirmation.	FCA / Paradigm	There is no snow storage adjacent to accessible parking stalls. Snow storage locations indicated on site plan.	
178.	b.	Loading and delivery locations shall not be adjacent to accessible parking spaces.	FCA / Paradigm	There are no accessible parking stalls adjacent to loading & delivery locations.	
179.	86.	Accessibility staff provide the following comments related to the Building Entrance:			
180.	a.	The location of the main entrance to the building on the property shall be clearly labeled and included on the legend for the Site Plan.	FCA	Main entrance is clearly labelled on site plan.	
181.	b.	Site Plan shall indicate that the main entrance shall be fully accessible to persons with a disability by inclusion of a power door operator or automatic sliding door.	FCA	Power door operator provided at every main entrance location	
182.	c.	Barriers such as bike racks and planters shall be removed from their current location adjacent to the main entrance of the building to ensure that they do not create any obstruction for persons with disabilities.	FCA & MSLA	1.5m path of travel has already been provided around site.	
183.	87.	Accessibility staff provide the following comments related to Lighting:			
184.	a.	Site Plan shall depict lighting features adjacent to the accessible parking spaces as well as the main entrance and indicate that exterior lighting adjacent to the accessible parking spaces and main entrance shall be a minimum lighting level of 35 lux.	FCA & Tristar	Noted. Photometric plans updated.	
185.	88.	Accessibility Staff provide the following comments related to Ramps (if applicable):			
186.	a.	Any proposed exterior ramps to the building shall comply with the requirements of Section 80.24 of the IAS within the AODA to ensure access for persons with disabilities. Site Plan shall depict the ramp(s) in sufficient detail to confirm compliance with the requirements of the applicable Section.	FCA	There are no exterior ramps as part of this site.	

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187.	89.	Accessibility staff provide the following comments related to Outdoor Amenity Areas:			
188.	a.	Where the outdoor amenity spaces include an outdoor eating space, the design shall have a ground surface that is firm, stable and has impact attenuating properties for injury prevention and sufficient clearance to provide persons with various disabilities the ability to move through, in and around the outdoor eating space.	FCA & MSLA	Noted and provided.	
189.	b.	minimum of 20 per cent of the tables that are provided must be accessible to persons using mobility aids by having knee and toe clearance underneath the table and in no case shall there be fewer than one table in an outdoor public use eating area that meets this requirement. The ground surface leading to and under tables that are accessible to persons using mobility aids must be level, firm and stable. Tables that are accessible to persons using mobility aids must have clear ground space around them that allows for a forward approach to the tables. O. Reg. 413/12, s. 6.	MSLA	Two picnic tables have been shown in the at-grade amenity area. One of these tables is accessible and has been noted on the plan and detail (26, LD-05)	
Town of Caledon, Engineering Services Department, Development Engineering					
190.	90.	Development Engineering has concerns relating to Servicing:			
191.	a.	Please clearly show the footprint of the proposed storage tank (for example: by hatching the tank, etc.) Furthermore, please make the proposed storage tank callout text darker.	Masongsong	The tank has been shown more clearly and dimensions are now shown in more detail on the details plan.	
192.	b.	Please show how the jelly fish is connected to the cistern tank on plan view. Furthermore, please provide jelly fish pipe inverts.	Masongsong	The Stormfilter is connected to the tank, but not the cistern. This is shown more clearly along with the inverts now on the servicing plan and details plan.	
193.	c.	Please provide inverts for the 300mm pipe which runs from the cistern tank to the headwall.	Masongsong	300mm pipe at headwall has an invert of 228.20, this is shown now on the servicing plan	
194.	d.	A tank opening gate for emergency overflow is shown; however, details are not provided on how the overflow is going to be conveyed from the gate opening to the channel. Please provide details for the overflow conveyance.	Masongsong	Now shown on the details plan, the overflow will flow into the channel through the natural grading in this area.	
195.	e.	The pipe from the roof drain appears to be going into the wrong tank compartment. Please clarify. Additionally, please provide details for the roof drain pipe (i.e. pipe inverts, material and size).	Masongsong	This has been provided, the roof drain goes into the cistern directly.	

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196.	f.	The callout for the headwall appears to be pointing at a wrong location. Additionally, the callout text is conflicting with the channel realignment text and proposed channel. Please revise.	Masongsong	Revised	
197.	g.	The proposed culverts should have a minimum of 400mm diameter, and the pipe material should be HDPE. Please revise the culverts accordingly.	Masongsong	The culverts have been changed to 400mm HDPE. The existing 200mm CSP culverts are to be removed.	
198.	91.	Development Engineering has concerns relating to Grading:			
199.	a.	The symbol for the jellyfish is not consisted with the servicing plan. Please revise.	Masongsong	Revised	
200.	b.	The proposed emergency overland flow route is provided; however, the proposed emergency overland flow route is insufficient. Please show where the flows will ultimately go (i.e. if the flow is directed to the channel please show the flow arrows up to the channel).	Masongsong	Acknowledged, the overland flow route is now shown along the proposed creek realignment.	
201.	c.	Advisory comment: Highway 50 is under the jurisdiction of the Region of Peel. Town defers the review and approval of the proposed grading detail fronting Highway 50 to the Region of Peel.	Masongsong	Acknowledged, the proposed grading only impacts the channel and does not affect the existing asphalt walkway along Highway 50.	
202.	92.	Development Engineering has concerns relating to Erosion and Sediment Control:			
203.	a.	1E and 1F have the same description on the ESC staging legend. Please clarify.	Masongsong	Revised	
204.	b.	Please send to the background the grey line along the northern property line on ES1 or delete the line if the line does not have any significance. This is because line seems to be blocking the proposed features.	Masongsong	This line has been removed	
205.	c.	According to the Town of Caledon Standards the mud mat shall be a minimum of 450mm thick, 30m long and 5m wide. The first 15m from the entrance/exit shall be constructed with 50mm clear stone. The remaining 15m shall be constructed with 150mm rip rap. The mud mat must be maintained as required given the site conditions to ensure mud tracking is kept to a minimum. Please revise the mud mat detail and add the above note form the Town of Caledon Standards.	Masongsong	Mud mat updated to Caledon standards	
206.	93.	Development Engineering has concerns relating to the Details Plan:			

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207.	a.	Please provide more cistern tank details (i.e. dimensions, more cross sections, pipe inverts, plan view, etc.)	Masongsong	More details have been provided including two sections as well as a plan view showing dimensions.	
208.	b.	The overflow outlet top elevation for proposed underground tank seems to be incorrect. Please clarify.	Masongsong	The top of the overflow is now labeled as 229.28	
209.	c.	Please indicate how the proposed 300mm STM sewer (The pipe which outlets to the headwall shown on the servicing plan) is being connected to the cistern tank. The pipe appears to be connected to the cistern tank on the servicing plan; however, the pipe is not shown on the cistern tank section detail.	Masongsong	Additional details are now shown on the servicing and details plan.	
210.	94.	Development Engineering has concerns related to the Hydrological Investigation:			
211.	a.	Advisory comment: Town of Caledon defers to the Region of Peel and TRCA regarding the adequacy of the Hydrogeological Investigation provided in the report.	Palmer	Acknowledged. No action required.	
212.	95.	Development Engineering has comments related to the Noise and Vibration Study Report:			
213.	a.	The Town of Caledon defers the review for The Noise Study to the Region of Peel.	HGC	Acknowledged. No action required.	
214.	b.	The Town of Caledon reserves the right to peer review the Noise Study at owners' expense if it is required.	HGC	Acknowledged. No action required.	
215.	96.	Development Engineering has the following concerns relating to the Environmental Site Assessment:			
216.	a.	The Environmental Assessment Study is to be stamped, signed and dated by an Environmental Scientist or Professional Engineer. Please submit a stamped, signed and dated ESA with subsequent submissions.	Palmer	Noted	
217.	b.	Advisory comment: The study Phase Two Environmental Site Assessment by Palmer dated April 3, 2023 concluded that all impacted soil was removed and disposed of off-site and the Phase Two Property has been restored to the MECP Table 3 standards for the proposed residential land use with medium-fine textured soils in non-potable ground water condition. However, a Record of Site Condition will be required to be submitted to the Town.	Palmer	Noted. An RSC will be submitted to the Town when available	

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218.	97.	Development Engineering has concerns related to Photometric Plan:			
219.	a.	Please revise the Photometrics Plan such that no light encroaches onto adjacent properties and the illumination values reach 0 at all property lines.	Tristar	The photometrics plan has been revised accordingly.	
220.	98.	Development Engineering has concerns related to the Engineering Cost Estimate:			
221.	a.	Cost Estimate is to be stamped, signed and dated by a Professional Engineer. Please submit a stamped, signed and dated Cost Estimate with subsequent submissions.	Masongsong	Acknowledged	
222.	b.	Advisory comments:			
223.	i.	Transportation Engineering is unable to provide comments on this application in advance of the Bolton Secondary Plan. The cost estimate will need to be updated after Transport Engineering approves the applicant's Transportation Impact Study (TIS).	Masongsong	Acknowledged	
224.	ii.	Town of Caledon policy is to take engineering securities for 50% of the engineering cost estimate to a maximum of \$1,000,000.	Masongsong	Acknowledged	
225.	iii.	For the works within the MTO and Region ROW additional securities will also be required for these works through the SPA process. Typical requirements are to hold securities for 100% of the value of works within the ROW. Region and MTO to confirm cost estimate if it is satisfactory and the required securities amounts.	Masongsong	Acknowledged	
226.	iv.	Please update the cost estimate revisions or changes due to the comments provided.	Masongsong	Acknowledged	
<b>Town of Caledon – Planning Department - Landscape</b>					
227.	99.	Landscape staff provide the following comments related to the Arborist Report and TPP:			
228.	a.	There does not appear to be a good reason for the removal of tree 390 – unless there is a technical, demonstrable reason why this tree needs to be removed for the purposes of the proposed development then the recommendation should be for preservation.	Palmer	This tree has been marked for preservation in an updated version of the Arborist Report.	



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229.	b.	Tree compensation plantings may be resolved through future landscape plan submissions, as noted. Please be advised that:	Palmer	Noted, below	
230.	i.	Compensation plantings are not counted towards tree planting already required by conservation authorities or the Town (ex. side yard plantings).	Palmer	The plantings planned for the Floodplain Setback area (22 standard sized caliper trees - adjacent to the trail) are not technically required per policy for hazard setbacks. In addition, per the landscape plan, the remaining compensation trees distributed throughout the remainder of the site.	
231.	c.	In the subsequent submission please update:			
232.	i.	Preserved tree information to include elevation at root flare, and ensure coordination tree protection information within engineering grading plans.	Palmer	This information has been provided in the updated arborist report.	
233.	ii.	Section 5.1.1 - Tree Protection Zone, the extent to specify the greater of the ISA approach or the drip-line of the tree.	Palmer	This information has been revised in the updated arborist report.	
234.	100.	Landscape staff provide the following comments related to the Landscape Plans:			
235.	a.	Confirm if irrigation will be provided anywhere on site, and provide details if so.	MSLA	Irrigation will be provided, with detailed irrigation plans to be provided during the construction phase. Refer to civil report for water reuse information.	
236.	b.	West side of towers - provide additional naturalized shrub plantings up to 1m from trail edge (at 75% maturity) to increase the effective naturalized area between channel and towers, and act as barrier into it.	MSLA & Palmer	<p>An updated concept for the floodplain setback area has been carefully thought out by the team to provide for a multitude of objectives. This concept was collaborated with the TRCA, and is supported by them (see attached memo and email correspondence). The new/updated design for the floodplain hazard area adjacent to the trail extends the necessary naturalization, while allowing for additional uses.</p> <p>The required natural feature setbacks and naturalization have been provided for within the naturalized planting area, using a variable setback concept in some areas, providing for an area greater than a standard 10 m setback (Figure 3 of the EIS). Then, the 10 m floodplain hazard setback extends between the naturalization plan area and the trail edge. As a hazard setback only, naturalization planting is not required for this area. Regardless - this area has been designed to be planted with a natural, self-sustaining grass seed mix (Sugar Maple, Eastern White Pine- per the Restoration Plan), and planted with native tree species (per the landscape plan). By using native species, this allows for the extension of the naturalization area while the design allows for maintenance, hazard access and passive recreation uses.</p>	

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				The planting of shrubs would certainly increase the naturalization area. However, this is not required per policy, and would deter the ability for maintenance, hazard access and passive recreation uses.	
237.	c.	Change bollard and luminaire style to further reduce light pollution into naturalized area.	MSLA & Tristar	Refer to Tristar for lighting plans and light pollution protection.	
238.	d.	<b>Proposed naturalized plant material:</b>			
239.	i.	Clarify if whips or caliper trees are proposed.	MSLA & Palmer	The current plan for the naturalization area includes a mixture of both whips and caliper trees; whips being a mix of live stakes and container (potted) stock. Live stakes (branch cuttings from live shrubs) are proposed at the wetted channel area, with 2- 4 gallon container (potted) stock (1- 1.5 m conifers) throughout the rest of the naturalization area. Caliper stock (Ball/Burlap or wire basket) sized trees are planned for the Floodplain Hazard Setback area.	
240.	ii.	Specify condition as ball-burlap or wire-basket instead of container grown for all trees and shrubs.	MSLA & Palmer	The 22 compensation trees are currently shown as ball-burlap caliper trees, but the remaining naturalization trees are whips. Whip sizes are more appropriate size recommendations for the purpose and density of plantings in a naturalization area. This design follows the designs and typicals outlined in the TRCA Guideline for Ecosystem Restoration. The smaller sizes allow for the establishment of the naturalization area as a whole system. The larger sizes of ball-burlap/wire basket are more appropriate for street or landscape plantings, where a more immediate impact is required. This plan is supported by the TRCA (See attached memo and email correspondence).	
241.	e.	<b>Playground:</b>			
242.	i.	Given that the majority of units are likely to accommodate single and 2-parent families the size of the playground should be increased to reflect that.	MSLA & FCA	FCA: The playground has been relocated and increased in size from 136.9 m2 to 205.7 m2	
243.	1.	This seems entirely feasible within the area where the playground is located by eliminating the turf areas at either end (which would likely become high maintenance dog pee areas otherwise) and removing the garden and seating area at the north end.	MSLA & FCA	FCA: The playground has been relocated and increased in size towards the north end as suggested.	
244.	2.	Include a variety of features for different ages, and consider adding high play-value/low footprint features such as a sand play area.	MSLA	The playground has been relocated to provide additional play opportunities and separate from possible pet relief areas.	
245.	ii.	Provide further information on proposed playground to demonstrate adherence to CAN Z614 and the AODA.	MSLA	Additional details have been provided (see Details 30, 31, LD-06)	
246.	iii.	Ensure ample variety of AODA compliant play features are included.	MSLA	AODA per manufacturer's information. The surface treatment to be rubber with a flush connection to ensure accessible entrance to the playground.	


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247.	f.	<b>Green Roof/ Amenity Plan:</b>			
248.	i.	Specify planting species	MSLA	Plant species have been specified for the green roof areas (inc. sedum composition)	
249.	ii.	Specify railing and provide detail.	MSLA & FCA	Railing height added.	
250.	iii.	Confirm whether the planting system will require any anchoring through the roof membrane. If so, provide coordination with the architect. If not, then specify in the notes and on the plans.	MSLA & FCA	Anchoring through the roof membrane is not required.	
251.	g.	Pedestrian and Trail Link Plan, Layout Plan – slope and surfacing of pedestrian link at south end is unclear. Provide additional information and ensure the entire system is designed to meet AODA DOPS guidelines.	MSLA	The pedestrian plan is conceptual, meant to indicate pedestrian flows. For grading information, please refer to the civil plans.	
252.	h.	<b>Details – LD-04</b> Include root barrier between planting medium and parking garage membrane in details for planting above structural slab.	MSLA	The requested root barrier note has been added to the detail 20, LD-04 and to the sections (LS-01)	
253.	i.	<b>Sections</b> Soil depth information for trees along Albion Vaughan, both above parking garage and beyond it, is unclear. Please clarify with additional details/information.	MSLA	Additional sections have been added.	
254.	j.	<b>Landscape and Cost Estimate</b> Include warranty period cost information for all planted information, including but not limited to watering (if no irrigation is provided). The ISA guideline of 2 times the cost of plantings is acceptable as an estimate.	MSLA	An updated cost estimate has been provided.	
<b>Town of Caledon – Engineering Services Department - Transportation</b>					
255.	101.	Barrier-free accessible parking spaces should be designed according to the requirements contained within Schedule K of the Town's Traffic By-Law 2015-058, specifically "Designated accessible parking spaces shall include an accessible aisle, on each side of an accessible parking space, with a minimum width of 1.5 meters and length of 6 meters." Please refer to Accessibility staff comments above for more information.	FCA & Paradigm	All accessible parking stalls come with a 1.5m aisle on each side of the stall.	
256.	102.	Ensure the proposed access width meets OPSD 350.010.	FCA & Paradigm	The proposed access is in line with OPSD 350.010. For two-way travel, the maximum width is noted as 12.0 metres, that is 6.0 metre wide inbound and outbound lanes.	

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257.	103.	Applicant to clarify how the north and south accesses will be restricted for use by residents/visitors and how to central access will be restricted for use by heavy vehicles.	Paradigm	<p>The proposed access provides 6.0 metre wide inbound and outbound lanes</p> <p>The north and south accesses only lead to the loading spaces and do not provide connections to the parking garage or surface parking.</p> <p>Signage would be implemented to advise of the nature/use of the access driveways.</p> <p>Furthermore, waste collection for the site will be undertaken by private contractors. They would be advised on how to access the site via specified driveways.</p>
258.	104.	Applicant to provide clarification on the measures that will be implemented to separate residential parking spaces from visitor parking spaces. It is important to clearly define the mechanisms or design elements that will be used to distinguish and protect the designated residential parking areas from those intended for visitors.	FCA & Paradigm	Walls, overhead doors and fencing are provided to separate between visitor and resident parking on parking level 1. Residents will have fob keys to enter resident only parking areas.
259.	105.	<p>Ongoing Comment: convex mirrors should be reviewed at locations where vehicle paths overlap, a few examples are circled below. Please include these mirrors on the drawing and if required a note on the site plan drawing.</p> 	FCA & Paradigm	Convex mirrors added at locations suggested.
260.	106.	In the next submission please include a pedestrian and cyclist circulation plan clearly illustrating existing and future walking and cycling	MSLA & KLM	The Pedestrian and Cyclist Circulation Plan has been included as L4-01 in the Landscape Plan set.

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		connections from the apartment building to popular destinations such as bus stops, schools, parks, etc.			
<b>Region of Peel</b>					
261.	107.	The Region of Peel has the following comments related to Development Planning:			
262.	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	Noted. A revised Phase 1 and additional Phase 2 ESA will be complete prior to conveyance.	
263.	108.	The Region of Peel has the following comment related to Traffic Engineering:			
264.	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 Region’s comments.	Client, Surveyor, Lawyer	Acknowledged. To be dedicated prior to Site Plan Approval.	
265.	109.	The Region of Peel has the following comments related to Development Servicing Requirements:			
266.	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	Acknowledged	
267.	110.	The Region of Peel has the following comments related to the ESA:			
268.	a.	The report is dated in November 2020 and is more than 18 months old. We would ideally like an updated Phase One ESA letter to accompany the provided report stating that onsite and offsite conditions haven’t changed since then.	Palmer	Noted. An updated Phase One ESA letter will be prepared and provided. The report will be updated in accordance with Phase 2 work and RSC filing stated elsewhere.	
269.	b.	The site has multiple onsite and offsite potentially contaminating activities (PCAs) that are contributing to 9 areas of potential environmental concern (APECs).	Palmer	Noted. However, Palmer’s final reports indicate 7 APECs.	
270.	i.	Specifically, Gasoline Tanks, Storage of Fueling and Repair Equipment and Paints and Chemical storage have all contributed to APECs 6, 7, 8 and 9 which are located along Highway 50 where it is my understanding that some conveyance land will be provided to the Region.	Palmer	Noted.	

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271.	c.	As identified in the Phase One ESA, a Phase Two ESA has been recommended and will take place to address the APECs identified for the Site.	Palmer	Noted.	
272.	i.	Given the APECs location it is my understanding that sampling will take place on the conveyance lands to address APECs specifically 6 & 9. This would be ideal so that the Region will be confident that soil and groundwater on the conveyance lands are being provided free and clear of any encumbrances or contamination.	Palmer	Noted.	
273.	d.	The Region of Peel will require a copy of the completed Phase Two ESA report.	Palmer	Noted	
274.	111.	The Region of Peel has the following comments related to the Hydrogeological Study:			
275.	a.	The Region has received and reviewed the submitted Hydrogeological Study. Comments will be provided under separate cover.	Palmer	Noted. The Hydrogeological Report has been updated with new monitoring wells as well as results of monitoring which was conducted to bring the monitoring data up to current. The new monitoring wells were installed after the last version of the report.	
276.	112.	The Region of Peel has the following comments related to Regional Roads and Storm Water Requirements:			
277.	a.	We have received the SWMR prepared by Masongsong Associates Engineering and dated January 2023, the report has been assigned for review and comments will be forwarded directly to the engineering consultant.	Masongsong	Acknowledged	
278.	b.	A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval.	Surveyor	Acknowledged. To be provided prior to site plan approval.	
279.	c.	Grading and Drainage approval by the Region is required prior to Site Plan Approval.	Masongsong	Acknowledged	
280.	d.	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	
281.	e.	As per the Region of Peel Public Works Stormwater Design Criteria and Procedural Manual, the Region of Peel shall require the use of Low	Masongsong	Acknowledged	

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		Impact Development (LID) approaches where no site specific soil, groundwater, infrastructure or policy constraints exist.			
282.	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	
283.	ii.	Post development flows must be equal to pre-development flows (4.3).	Masongsong	Acknowledged	
284.	f.	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	
285.	g.	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	
286.	h.	No grading will be permitted within any Region of Peel ROW to support adjacent developments (5.1).	Masongsong	Acknowledged, the grading of the creek proposed in the ROW area was a separate creek realignment submitted to TRCA as the previous owner filled in the existing creek with soil. This has already been approved by TRCA and will not have any negative impacts to the region or any other landowners.	
287.	i.	No grading will be permitted within any Region of Peel ROW to support adjacent developments (5.1).	Masongsong	Acknowledged, the grading of the creek proposed in the ROW area was a separate creek realignment submitted to TRCA as the previous owner filled in the existing creek with soil. This has already been approved by TRCA and will not have any negative impacts to the region or any other landowners.	
288.	<b>113.</b>	The Region of Peel has the following comments related to Regional Easement/Infrastructure Review Requirements:			
289.	a.	There is Regional infrastructure crossing the subject property that is not currently within a Regional Easement. Prior to SP approval the Region will require revised drawings that show the infrastructure will be within the ROW through the Town taking lands, or the Region will require an easement over the infrastructure.	Masongsong	The Town confirmed on Oct 2, 2023 that the Region of Peel infrastructure is located at the southeast corner of the property (ie. At the south end of the previous townhouse block proposal).	
290.	b.	Please be advised that unauthorized encroachments on Regional easements will not be permitted.	Masongsong	Acknowledged	
291.	c.	When available, please provide the Region with copies of the shoring drawings approved by the local municipality.	Owner	Acknowledged. Shoring drawings to be provided at detailed design.	
292.	<b>114.</b>	The Region of Peel has the following comments related to Site Servicing Requirements:			

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293.	a.	To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing site servicing approval.	Masongsong	Acknowledged. To be provided prior to site servicing approval.	
294.	b.	All Servicing and Grading drawings shall reflect the Region’s and Local Municipality’s road widening requirements.	Masongsong	Acknowledged	
295.	c.	Final Site Servicing approvals are required prior to the local municipality issuing Building Permit.	Masongsong	Acknowledged. Final Site Servicing approvals will be obtained prior to the issuance of Building Permit.	
296.	d.	Fire Protection approval from the local municipality is required prior to site servicing approval.	Masongsong, FCA & Falcon	Acknowledged. OBC Matrix and limiting distance information shown on the drawings.	
297.	e.	Please be advised that the 2023 Fees by-law update included an increase in Engineering Fees. Please refer to the Latest Fees Bylaw for the updated fees. All fees may be subject to change on annual basis pending Council approval.	KLM & Client	Acknowledged. Appropriate fees to be paid.	
298.	f.	Due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT).	Client	Acknowledged. No action required.	
299.	g.	Please complete the table in the attached Region of Peel Comments Letter with your information and provide the completed table to Finance at <a href="mailto:eftadvice@peelregion.ca">eftadvice@peelregion.ca</a> for payment processing (all fields are mandatory).	KLM & Client		
300.	h.	We will not be able to accept or process the payment without the completed table.	KLM & Client		
301.	i.	Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.	Client		
302.	115.	The Region of Peel has the following comments related to General Servicing:			
303.	a.	For location of existing water and sanitary sewer Infrastructure please contact Records by e-mail at <a href="mailto:PWSERVICEREQUESTS@PEELREGION.CA">PWSERVICEREQUESTS@PEELREGION.CA</a>	Masongsong	Acknowledged, we have obtained drawings from the Town/Region showing the existing watermain and sanitary sewers along both Albion Vaughan Road and	



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				Regional Road 50. These services are shown on the servicing plan as well as in sections where applicable.	
304.	b.	For Underground Locate Requests please go to the following link: <a href="https://www.peelregion.ca/pw/locaterequest/">https://www.peelregion.ca/pw/locaterequest/</a>	Masongsong	The link directs applicants to apply through Ontario One Call, who has provided a preliminary locates map (planning ticket), but will not do the locates until just prior to excavation. A note on the top right of the servicing plan indicates that locates must be conducted prior to excavation and all of the neighbours infrastructure must be maintained or relocated on site.	
305.	c.	All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <a href="https://www.peelregion.ca/public-works/design-standards/#procedures">https://www.peelregion.ca/public-works/design-standards/#procedures</a>	Masongsong	Acknowledged, design meets town's standards.	
306.	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 <a href="https://www.peelregion.ca/council/bylaws/archive.asp">https://www.peelregion.ca/council/bylaws/archive.asp</a>	Masongsong	Acknowledged, connections adhere to the Regional by-laws.	
307.	e.	Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval.	Masongsong	Acknowledged.	
308.	f.	Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.	Masongsong	Acknowledged, standards identified.	
309.	g.	If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at <a href="mailto:siteplanservicing@peelregion.ca">siteplanservicing@peelregion.ca</a>	Masongsong	Acknowledged.	
310.	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, servicing complies with the municipality's requirements for the OBC and Peel Region standards.	
311.	i.	The Site Servicing drawings have been received and have been assigned to a Site Servicing Technician for review. Detailed engineering comments will be sent directly to the consultant.	Masongsong	Acknowledged.	
312.	116.	The Region of Peel has the following comments related to Traffic Development – Access/Study Requirements:			
313.	a.	The Region acknowledges that there are no proposed accesses onto Highway 50	Paradigm	Acknowledged. There is no vehicular access to Highway 50.	
314.	117.	The Region of Peel has the following comments related to Traffic Development – Property Requirements:			

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315.	a.	The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 50 (Highway 50) which has a right of way of 50.5 metres, 25.25 metres from the centreline of the road allowance, within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters and a right of way of 45 metres, 22.5 metres from the centreline of the road allowance, midblock;	Client, Paradigm, GCA, Masongsong, KLM & Surveyor	Acknowledged. This land will be dedicated to the Region, as indicated on the enclosed Reference Plan 76-2-16.	
316.	b.	The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 50 (Highway 50) behind the property line, except at any approved access point;	Client, Surveyor, Lawyer	Acknowledged. This land will be dedicated to the Region, as indicated on the enclosed Reference Plan 76-2-16.	
317.	c.	The applicant is required to gratuitously dedicate these 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 Regions right-of-way;	Client, Surveyor, Lawyer	Acknowledged. This land will be dedicated to the Region, as indicated on the enclosed Reference Plan 76-2-16.	
318.	d.	A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.	Client, Surveyor	Acknowledged. Please see the enclosed Reference Plan 76-2-16.	
319.	<b>118.</b>	The Region of Peel has the following comments related to Traffic Development – Landscaping/Encroachments:			
320.	a.	Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits.	Client, MSLA, FCA & Masongsong	Encroachment into Region’s ROW is not proposed.	
321.	b.	Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.	Client	Acknowledged.	
322.	<b>119.</b>	The Region of Peel has the following comments related to Traffic Development – Engineering Requirements:			
323.	a.	A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel’s right of way must be designed in accordance to the	Masongsong	An engineering plan GR2 is submitted which shows the works to Highway 50, which in this case is the removal of a driveway entrance. Grading information and cross sections related to this removal are included on the same drawing. There is no pavement marking and signages works related to this driveway entrance removal.	

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		Public Works, “Design Criteria and Development Procedures Manual” and “Material Specifications and Standard Drawings Manual”;			
324.	b.	The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;	Masongsong	A cost estimate has been provided for the access works on the regional right of way.	
325.	c.	Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 50 (Highway 50);	Client	Acknowledged. These securities shall be provided at the time of road works, or when deemed appropriate through discussion between the Land Owner and the Region of Peel, if required, unless the reconstruction of Highway 50 is completed through the Region’s ongoing Capital Works project for Highway 50,	
326.	d.	A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);	Client	Acknowledged. This fee shall be paid at the time of road works, or when deemed appropriate through discussion between the Land Owner and the Region of Peel, if required, unless the reconstruction of Highway 50 is completed through the Region’s ongoing Capital Works project for Highway 50,	
327.	e.	The Owner will be required to submit the following prior to commencement of works within the Region’s right-of-way:			
328.	i.	Completed Road Occupancy Permit and a permit fee as per the Region’s user fees and charges By-law;	Client	Acknowledged. Future action item prior to construction.	
329.	ii.	Completed Notice of Commence Work;	Client	Acknowledged. Future action item prior to construction.	
330.	iii.	Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;	Client	Acknowledged. Future action item prior to construction.	
331.	iv.	Please note that any proposed construction within the Region of Peel’s right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.	Client	Acknowledged. Future action item prior to construction.	
332.	v.	All costs associated with the design and construction of road and access works will be 100% paid by the Owner;	Client	Acknowledged. Future action item prior to construction.	
333.	120.	The Region of Peel has the following comments related to Health Planning:			
334.	a.	We support the additional landscaping added to the boulevard around the development on site.	MSLA	Understood.	
335.	b.	Many local services for residents at this site are not within walking distance however, there are ways to promote using active modes of	MSLA, Paradigm,	The Subject Lands are connected to existing and planned sidewalks.	

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		transportation to the closest retail and community services in Bolton. Consider direct, accessible, and safe pedestrian connections from the site to the surrounding cycling network and sidewalks connecting to existing and future planned transit.	FCA		
336.	121.	The Region of Peel has the following comment related to Waste Management:			
337.	a.	The Region of Peel will provide front-end collection of garbage and recyclable materials for the residential component only. This is subject to the following conditions in Section 2.0 and 4.0 of the Waste Collection Design Standards Manual (WCDSM) stated below being met and labelled on the Site Plan drawing:	FCA & Client	Private garbage collection will be proposed.	
338.	b.	General Design Requirements:			
339.	i.	The turning radius from the center line must be a minimum of 13 m on all turns. This includes the turning radii to the entrance and exit of the site and Collection Point/Garbage Pickup Area.	Paradigm & FCA	Private garbage collection will be proposed.	
340.	ii.	Internal roadways must be constructed of a hard surface material, such as asphalt, or concrete. Designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.	Masongsong	Acknowledged. Internal roadways will be constructed of a hard surface material, such as asphalt, or concrete, designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.	
341.	iii.	If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.	LMS	Acknowledged. A Letter from structural engineer certifying the structure was prepared by LMS Engineering and has been provided in this submission package.	
342.	iv.	Outside the collection point, a clear height of 4.4 metres from the top of the access road, along the waste collection vehicle access and egress route is required. The clear height of 4.4 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.	FCA	Private garbage collection will be proposed. Clear height of 4.4m is provided.	
343.	v.	The collection point area must have overhead clearance of 7.5 m with minimum width of 6 m and can hold all waste bins of the larger stream. The Collection Point must also show 10 square meters for the set-out of Bulky Items.	FCA	Private garbage collection will be proposed. Minimum clearances have been provided.	
344.	vi.	For the collection point, the concrete pad dimensions must be provided and must extend a minimum of 1.5 metres in length outside the	FCA	Private garbage collection will be proposed.	

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		opening of the concealed waste collection point to accommodate the front wheels of the waste collection vehicle. See Appendix 4 of the WCDSM for an illustration of these requirements.			
345.	vii.	All bins of a single stream, whichever is larger, must be shown in the collection point.	FCA	Private garbage collection will be proposed.	
346.	viii.	All bins must be shown in the Garbage Room(s). The number, size, and type (Garbage/ Recyclable Materials) of bins must also be labelled. The calculation showing the required number of front-end bins must also be shown on the drawing. Please refer to WCDSM Appendix 6 Front-End Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations.	FCA	Private garbage collection will be proposed.	
347.	ix.	If present, the location of the compactor must be shown and labelled in the Garbage Room(s). The developer will need to identify the chute system to be used.	FCA	A proposed tri-sorter garbage system is shown on the floor plans.	
348.	x.	The Garbage Room(s) must also show 10 square meters for the set-out of bulky items.	FCA	Private garbage collection will be proposed. Bulky items area shown on floor plans.	
349.	xi.	Please Note: Under the Food and Organic Waste Framework in Ontario statement and the potential that the Region of Peel may have an organics collection program for residential buildings in the future, the Region of Peel is recommending residential buildings install a dedicated chute for organic material. In addition, the Region is recommending the storage area rooms will need to be larger to accommodate future organics bins. The rooms will also need to be well ventilated, equipped with running water and sewer drain for washdown, be well lit, located away from fresh air intakes and have measures for pest control.	FCA	Private garbage collection will be proposed.	
350.	xii.	For more information, please consult the Waste Collection Design Standards Manual available at: Waste collection design standards manual (peelregion.ca)	FCA	FCA: Noted.	
351.	122.	Please refer to the attached comments letter dated June 29, 2023 from the Region of Peel for detailed comments. (Region of Peel)	FCA	Sample board was provided of materials being used. Additional details will be included as part of the Building Permit Phase.	
<b>John G. Williams Ltd. Architect, Urban Design</b>					
352.	123.	A connection should be provided between the proposed internal walkways and the multi-use trail along Albion Vaughan Road.	FCA & MSLA	A Walkway connection provided.	
353.	124.	Additional design details are required related to the site plan, signage, underground parking, building design and material samples.	FCA	Comments from urban design letter have been addressed.	

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354.	125.	Architectural drawings and landscape drawings must be coordinated.	FCA & MSLA	Architectural drawings are coordinated with the landscape drawings.	
355.	126.	Please refer to the attached Urban Design comments letter and marked-up PDF copy of the Site Plan, Green Roof and Amenity Plan, and Architectural Drawings documents for detailed urban design comments.	FCA & MSLA	Urban design comments addressed.	
<b>Toronto Region Conservation Authority</b>					
356.	127.	The applicant is advised that TRCA's previously approved permit for the site (Permit No. C-210305) expired on March 28, 2023. As such, a new TRCA permit will be required for the proposed development. TRCA will provide additional details relating to permit submission requirements once formal sign-off is provided on this Site Plan application. However, additional information regarding TRCA's permitting process can be found on our website: <a href="https://trca.ca/planning-permits/apply-for-a-permit/">https://trca.ca/planning-permits/apply-for-a-permit/</a> .	Palmer & Masongsong	Noted. A new permit application will be submitted for approval when the construction timeline is better understood .	
<b>Town of Caledon – Planning Department – Municipal Numbers</b>					
357.	128.	The current property address is confirmed as 12148 Albion Vaughan Road.	Client & KLM	Acknowledged.	
358.	129.	The applicant is proposing to establish a multi-unit residential building. A municipal number shall be issued in accordance with the Municipal Numbering By-law and Guidelines. A multi-unit building shall have a municipal number and each unit within the building shall have a numerical unit number, regardless of whether the building is accessed by a private condominium road or a public road.	Client & KLM	Acknowledged.	
359.	130.	Please ensure that floor plans are provided which illustrate each unit with a unit type (i.e. unit, suite, etc.) and a number (1, 2, 3 or 101, 102, 103, etc.). Unit numbers will be issued based on these identifiers.	FCA	Unit numbers for each suite has been provided.	
360.	131.	A municipal number will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.	Client & KLM	Acknowledged.	
361.	132.	Upon issuance of one of the above-noted approvals, the Lead Planner will forward a copy of the approval package to municipal numbering staff to work with the owner to issue the required number and post any required signage of the number in accordance with the Town's Municipal Numbering By-law and Guidelines.	Client & KLM	Acknowledged.	

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362.	133.	In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The elevation drawings shall identify the location of the municipal address on the elevations and those drawings shall form part of the approval package. The number shall be identified in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at municipalnumbers@caledon.ca or 905-584-2272 x. 7338	FCA	Address number added to elevations.	
<b>Town of Caledon, Planning Department - Heritage</b>					
363.	134.	The following clauses should be included as part of development related agreements:			
364.	a.	The proponent shall avoid and/or mitigate, to the satisfaction of the Ministry of Citizenship and Multiculturalism (MCM) and the Town, any archaeological resources that are identified through new information or documentation which may be received following the acceptance of archaeological assessment(s) by the MCM and clearance of archaeological concerns for the subject lands by the Town.	Client	Acknowledged, any archeological resources shall be assessed by the MCM and clearance of archeological concerns by the town.	
365.	b.	The proponent shall immediately stop all work on the Subject Lands and notify the Town’s Heritage staff, Director of Planning, and the MCM in the event that deeply buried archaeological resources are found during the course of any grading or related works on the Subject Lands. Any and all work related to the discovery of deeply buried archaeological resources shall be carried out by the proponent, at their expense, to the satisfaction of the MCM and the Town’s Heritage staff.	Client	Acknowledged, precaution to contact the applicable authority will be taken.	
<b>Dufferin-Peel Catholic District School Board</b>					
366.	135.	The revised proposal now includes 265 apartment units versus 240 apartment units and 10 townhouses, however our comments from March 2021 requiring warning clauses remain applicable.	Client	Acknowledged, warning clauses will be included.	
367.	136.	The applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots:			
368.	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	Client	Acknowledged. No action required.	

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		to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school; and			
369.	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 protection Site Plan Agreement.	Client	Acknowledged. This will be included in the Site Plan Agreement.	
<b>Peel District School Board</b>					
370.	137.	Peel District School Board Comments remain unchanged from the June 28 <sup>th</sup> , 2021 letter.	Client & KLM	Acknowledged. No action required.	
371.	138.	The following conditions must be included in the Development Agreement as well as the Engineering Agreement:			
372.	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.	Client	Acknowledged. This is a future action item and will be addressed prior to final approval.	
373.	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:	Client	Acknowledged and noted. This clause will be placed in any agreement of purchase and sale.	
374.	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.”	Client	Acknowledged and noted. This clause will be placed in any agreement of purchase and sale.	
375.	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.”	Client	Acknowledged and noted. This clause will be placed in any agreement of purchase and sale.	
376.	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	Client	Acknowledged and noted. This clause will be placed in any agreement of purchase and sale.	



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		may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board’s Transportation Policy.			
<b>OTHER</b>					
377.		The following agencies and departments have no concerns: <ul style="list-style-type: none"> <li>• Rogers Communications Canada – June 30, 2023</li> <li>• City of Brampton – July 12, 2023</li> <li>• York Region – June 7, 2023</li> </ul>	KLM & Client	Acknowledged. No further action required	
378.		Comments from the following agencies and departments are attached for your review: <ul style="list-style-type: none"> <li>• John G. Williams Ltd Architect, Urban Design – June 23, 2023</li> <li>• Enbridge Gas Inc. – June 9, 2023</li> <li>• Region of Peel – June 29, 2023</li> <li>• Toronto and Region Conservation Authority – July 6, 2023</li> <li>• Markups of Site Plan, Green Roof &amp; Amenity Plan and Architectural Drawings (Urban Design Peer Review)</li> </ul>	KLM & Client; All Consultants	Acknowledged. Comments included in matrix.	
379.		Comments from the following agencies remain outstanding and will be forwarded to you upon receipt: <ul style="list-style-type: none"> <li>• Town of Caledon, Planning Department, Street Naming</li> <li>• Canada Post</li> <li>• GO Transit</li> </ul>	KLM & Client	Acknowledged. We are not naming any new streets as part of this application. The Subject Lands are not in proximity to a GO Transit Line. KLM has followed up with Canada Post on their outstanding comments and has not received a response. Accordingly, we have assumed that their comments on the 1 <sup>st</sup> circulation remain valid.	
380.		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	Acknowledged. The Comments Review Meeting was held on October 2, 2023 with KLM, Client and Town staff.	
381.		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"> <li>1. Cover Letter Addressing all Comments Contained in this Letter and Attachments including internal departments and external agencies</li> <li>2. Word Document with each submitted document listing with the following information: Document Name, prepared by XXX, revision # XXX, dated XXX.</li> </ol>	Client & All Consultants	Acknowledged, the listed reports have been revised as per comment provided from the Town and external agencies.	

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		<ol style="list-style-type: none"> <li>3. Revised Draft Zoning By-law Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD)</li> <li>4. Revised Draft Official Plan Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD)</li> <li>5. Revised Planning Justification Report or Addendum</li> <li>6. Revised Site Plan, OBC Matrix, Zoning Matrix, Excavation and Forming Phases Plan</li> <li>7. Detailed Zoning Matrix</li> <li>8. Revised Elevations</li> <li>9. Revised Erosion and Sediment Control Plan</li> <li>10. Revised Functional Servicing and Stormwater Management Report</li> <li>11. Revised Engineering Cost Estimate</li> <li>12. Revised Engineering Plans and Reports</li> <li>13. Revised Grading Plan</li> <li>14. Revised Servicing Plan</li> <li>15. Revised Arborist Report and TPP</li> <li>16. Revised Landscape Cost Estimate</li> <li>17. Revised Landscape Master Plan, Pedestrian and Trail Link Plan and Landscape Notes and Details</li> <li>18. Revised Architectural Drawings Package</li> <li>19. Revised Phase One and Phase Two Environmental Site Assessment</li> <li>20. Draft R-Plan</li> <li>21. Record of Site Condition</li> <li>22. Revised Hydrogeological Investigation</li> <li>23. Revised Noise Impact Study, if required by Peer Review or Region of Peel Comments</li> <li>24. Revised Traffic Impact Study and Parking Study</li> <li>25. Revised Pedestrian and Cyclist Circulation Plan</li> <li>26. Revised Lighting Photometrics Plan</li> <li>27. Any other applicable materials</li> </ol>			
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382.		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.	Client & Appraiser	Acknowledged. Future action item.	
383.		<p>The Town is only accepting electronic submissions. To assist, the Town has created a document which identifies how material is to be submitted. Please click here to access the Town’s website for details and ensure that any submission material you are preparing will meet the attached requirements.</p> <p>To submit a revised submission, please visit the Town’s website and complete the additional information form online at <a href="http://www.caledon.ca/development">www.caledon.ca/development</a> , 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. 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.</p>	KLM	Acknowledged, electronic submission will be made as per given instructions.	
<b>FTP SITE COMMENTS</b>					
<b>Region of Peel – Dylan Prowse – June 29, 2023</b>					
	<b>Region of Peel Requirements</b>				
	Region of Peel Development Staff have reviewed the submission of the above noted applications Official Plan, Zoning Bylaw Amendment, and Site Plan Approval. The following requirements must be met <b>prior to approval of the OPA and ZBA:</b>				
	<b>Development Servicing Requirements</b>				
384.		<p>A satisfactory Functional Servicing Report is required to determine the adequacy of the existing services for the proposed development prior to OZ/RZ Approval.</p> <p>The following requirements must be met prior to Site Plan Approval.</p>	Masongsong	Acknowledged. The Functional Servicing Report has been revised and is contained within the resubmission package.	
	<b>Development Planning Requirements</b>				
385.		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	Noted. The updates to the Phase 1 and 2 ESAs will occur in conjunction with this submission to support land transfer to the Region.	
	<b>Traffic Engineering Requirements</b>				

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386.		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.	Client & Surveyor	Acknowledged and noted.	
<b>Development Servicing Requirements</b>					
387.		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	Acknowledged, SWMR submitted for approval.	
<b>Region of Peel Comments:</b> Region of Peel Development Staff have reviewed the submission of the above noted applications Official Plan, Zoning Bylaw Amendment, and Site Plan Approval and offer the following comments.					
<b>ESA Comments</b>					
388.		The report is dated in November 2020 and is more than 18 months old. We would ideally like an updated Phase One ESA letter to accompany the provided report stating that onsite and offsite conditions haven't changed since then.	Palmer	Noted.	
389.		The site has multiple onsite and offsite potentially contaminating activities (PCAs) that are contributing to 9 areas of potential environmental concern (APECs).	Palmer	Noted.	
390.		Specifically, Gasoline Tanks, Storage of Fueling and Repair Equipment and Paints and Chemical storage have all contributed to APECs 6, 7, 8 and 9 which are located along Highway 50 where it is my understanding that some conveyance land will be provided to the Region.	Palmer	Noted.	
391.		As identified in the Phase One ESA, a Phase Two ESA has been recommended and will take place to address the APECs identified for the Site	Palmer	Noted.	
392.		Given the APECs location it is my understanding that sampling will take place on the conveyance lands to address APECs specifically 6 & 9. This would be ideal so that the Region will be confident that soil and groundwater on the conveyance lands are being provided free and clear of any encumbrances or contamination.	Palmer	Noted.	
393.		The Region of Peel will require a copy of the completed Phase Two ESA report.	Palmer	Noted.	
<b>Hydrogeological Study Comments</b>					

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394.		The Region has received and reviewed the submitted Hydrogeological Study. Comments will be provided under separate cover	Masongsong	Acknowledged, comments have been addressed accordingly.	
<b>Development Servicing Comments</b>					
395.		We have received the SWMR prepared by Masongsong Associates Engineering and dated January 2023, the report has been assigned for review and comments will be forwarded directly to the engineering consultant.	Masongsong	Acknowledged	
396.		A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to Site Plan Approval.	Client; Surveyor	Acknowledged. A copy of the draft reference plan will be submitted prior to Site Plan Approval.	
397.		Grading and Drainage approval by the Region is required prior to Site Plan Approval	Masongsong	Acknowledged, Grading and Drainage Plans have been submitted for approval.	
398.		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.	
399.		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, LID approach provided in FSR.	
400.		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.	
401.		Post development flows must be equal to pre-development flows (4.3)	Masongsong	Acknowledged.	
402.		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.	
403.		Where possible, flows from outside the Regional Road allowance are to be directed to the local municipality's storm sewer system (5.1)	Masongsong	There is no existing storm sewer on Albion Vaughan Road. We have maintained existing drainage patterns by directing the stormwater into the existing channel at the pre-development flow rate and treated for TSS.	

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404.		No grading will be permitted within any Region of Peel ROW to support adjacent developments (5.1)	Masongsong	Acknowledged, no grading within the ROW.	
405.		Please refer to the Region’s complete Public Works Stormwater Design Criteria and Procedural Manual found on-line	Masongsong	Acknowledged.	
<b>Functional Servicing Review Requirement</b>					
406.		A satisfactory Functional Servicing Report is required to determine the adequacy of the existing services for the proposed development prior to OZ/RZ Approval.	Masongsong	Acknowledged, FSR submitted for approval.	
407.		We have reviewed the revised FSR prepared by Masongsong Associates Engineering and dated January 2023 and offer the following comments:	Masongsong	Acknowledged	
408.		The report did not include a hydrant flow test, which will be required prior to modelling	Masongsong	The hydrant flow test has been included.	
409.		The proposed development description details 240 units and 20 Townhouses. Further in the report the population calculations indicate there are 278 condo units, with no mention of townhouses, and the population is calculation to be 686 persons, but the water demand calculations are using 707 persons. Please clarify the correct unit and population.	Masongsong	Fixed, 686 is the correct population.	
410.		Please revision the sanitary demand to accurately demonstrate the effluent based off the proposed population. The 13.0l/s reference is no longer used and may result in a requirement to upgrade.	Masongsong	The sanitary calculation uses the correct population of 686. The Region of Peel standards for sanitary flow was changed from standard 2-5-2 to 2-9-2, however the flow for populations less than 1000 is still 13.0 L/s as per this document. Caledon’s standards reference Peel standards for sanitary flow from the development standards manual dated 2019. <a href="https://www.peelregion.ca/public-works/design-standards/pdf/sanitary-sewer-design-criteria.pdf">https://www.peelregion.ca/public-works/design-standards/pdf/sanitary-sewer-design-criteria.pdf</a>	
<b>Regional Easement/Infrastructure Review Requirements</b>					
411.		There is Regional infrastructure crossing the subject property that is not currently within a Regional Easement. Prior to SP approval the Region will require revised drawings that show the infrastructure will be within the ROW through the Town taking lands, or the Region will require an easement over the infrastructure.	Owner	Acknowledged and noted. Revised drawings showing the infrastructure within the ROW will be provided prior to Site Plan Approval.	
412.		Please be advised that unauthorized encroachments on Regional easements will not be permitted	Owner	Acknowledged.	

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413.		When available, please provide the Region with copies of the shoring drawings approved by the local municipality.	Owner	Acknowledged.	
<b>Site Servicing Requirements</b>					
414.		To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing site servicing approval.	Owner	Acknowledged.	
415.		All Servicing and Grading drawings shall reflect the Region’s and Local Municipality’s road widening requirements	Masongsong	Acknowledged	
416.		Final Site Servicing approvals are required prior to the local municipality issuing Building Permit	Masongsong	Acknowledged	
417.		Fire Protection approval from the local municipality is required prior to site servicing approval	Client	Acknowledged	
418.		Please be advised that the 2023 Fees by-law update included an increase in Engineering Fees. Please refer to the Latest Fees Bylaw for the updated fees. All fees may be subject to change on annual basis pending Council approval	KLM & Client	Acknowledged	
419.		Due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT).	KLM & Client	Acknowledged.	
420.		Please complete the table below with your information and provide the completed table to Finance at <a href="mailto:eftadvice@peelregion.ca">eftadvice@peelregion.ca</a> for payment processing (all fields are mandatory).	KLM & Client	Acknowledged.	
421.		We will not be able to accept or process the payment without the completed table.	KLM & Client	Acknowledged.	
422.		Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.	KLM & Client	Acknowledged.	
<b>General Servicing Comments</b>					

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423.		For location of existing water and sanitary sewer Infrastructure please contact Records by e-mail at <a href="mailto:PWServiceRequests@peelregion.ca">PWServiceRequests@peelregion.ca</a>	Masongsong	Acknowledged, we have obtained drawings from the Town/Region showing the existing watermain and sanitary sewers along both Albion Vaughan Road and Regional Road 50. These services are shown on the servicing plan as well as in sections where applicable.	
424.		For Underground Locate Requests please go to the following link: <a href="https://www.peelregion.ca/pw/locaterequest/">https://www.peelregion.ca/pw/locaterequest/</a>	Masongsong	The link directs applicants to apply through Ontario One Call, who has provided a preliminary locates map (planning ticket), but will not do the locates until just prior to excavation. A note on the top right of the servicing plan indicates that locates must be conducted prior to excavation and all of the neighbours infrastructure must be maintained or relocated on site.	
425.		All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <a href="https://www.peelregion.ca/public-works/design-standards/#procedures">https://www.peelregion.ca/public-works/design-standards/#procedures</a>	Masongsong	Acknowledged.	
426.		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 <a href="https://www.peelregion.ca/council/bylaws/archive.asp">https://www.peelregion.ca/council/bylaws/archive.asp</a>	Masongsong	Acknowledged, services adhere to the Region by-laws.	
427.		Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval.	Masongsong	Acknowledged.	
428.		Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.	Masongsong	Acknowledged.	
429.		If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at <a href="mailto:siteplanservicing@peelregion.ca">siteplanservicing@peelregion.ca</a>	Masongsong	Acknowledged	
430.		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, servicing complies with municipalities requirement for OBC and Peel Region standards.	
431.		The Site Servicing drawings have been received and have been assigned to a Site Servicing Technician for review. Detailed engineering comments will be sent directly to the consultant	Masongsong	Acknowledged, comments addressed in this matrix.	
<b>Traffic Development Comments</b>					
432.		<b>Access/Study Requirements</b> The Region acknowledges that there are no proposed accesses onto Highway 50.	Paradigm	Acknowledged, no access to Highway 50.	



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Property Requirements					
433.		The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 50 (Highway 50) which has a right of way of 50.5 metres, 25.25 metres from the centreline of the road allowance, within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters and a right of way of 45 metres, 22.5 metres from the centreline of the road allowance, midblock;	Client	Acknowledged	
434.		The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 50 (Highway 50) behind the property line, except at any approved access point;	Client	Acknowledged	
435.		The applicant is required to gratuitously dedicate these 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 Regions right-of-way;	Client	Acknowledged	
436.		A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.	Client & Surveyor	Acknowledged	
Landscaping/Encroachments					
437.		Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits.	MSLA	Landscaping has been deleted from the right-of-way area along Albion-Vaughan Road. Along the Hwy 50 frontage, please refer to EIS report for planting restoration areas.	
438.		Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.	Client	Acknowledged	
Engineering Requirements					
439.		A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission <b>MUST</b> include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel’s right of way must be designed in accordance to the	Masongsong	An engineering plan GR2 is submitted which shows the works to Highway 50, which in this case is the removal of a driveway entrance. Grading information and cross sections related to this removal are included on the same drawing. There is no pavement marking and signages works related to this driveway entrance removal.	

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		Public Works, “Design Criteria and Development Procedures Manual” and “Material Specifications and Standard Drawings Manual”;			
440.		The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;	Masongsong & Client	A cost estimate has been provided for the access works on the regional right of way.	
441.		Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 50 (Highway 50);	Client	Acknowledged. No action required at this time.	
442.		A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);	Client	Acknowledged. No action required at this time.	
443.		The Owner will be required to submit the following prior to commencement of works within the Region’s right-of-way:	Client	Acknowledged. No action required at this time.	
444.		Completed Road Occupancy Permit and a permit fee as per the Region’s user fees and charges By-law;	Client	Acknowledged. No action required at this time.	
445.		Completed Notice to Commence Work;	Client	Acknowledged. No action required at this time.	
446.		Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;	Client	Acknowledged. No action required at this time.	
447.		Please note that any proposed construction within the Region of Peel’s right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.	Client	Acknowledged. No action required at this time.	
448.		All costs associated with the design and construction of road and access works will be 100% paid by the Owner.	Client	Acknowledged. No action required at this time.	
	<b>Health Planning Comments</b>				
449.		We support the additional landscaping added to the boulevard around the development on site.	MSLA	Understood.	
450.		Many local services for residents at this site are not within walking distance however, there are ways to promote using active modes of transportation to the closest retail and community services in Bolton.	FCA, MSLA	The site is connected to existing and planned sidewalks.	

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		Consider direct, accessible, and safe pedestrian connections from the site to the surrounding cycling network and sidewalks connecting to existing and future planned transit.			
<b>Waste Management Comments</b>					
451.		The Region of Peel will provide front-end collection of garbage and recyclable materials for the residential component only. This is subject to the following conditions in Section 2.0 and 4.0 of the Waste Collection Design Standards Manual (WCDSM) stated below being met and <b>labelled</b> on the Site Plan drawing:	FCA	Private garbage collection will be proposed.	
<b>General Design Requirements</b>					
452.		The turning radius from the center line <b>must be a minimum of 13 m on all turns</b> . This includes the turning radii to the entrance and exit of the site and Collection Point/Garbage Pickup Area.	Paradigm & FCA	FCA: Private garbage collection will be proposed.	
453.		Internal roadways must be constructed of a hard surface material, such as asphalt, or concrete. Designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.	Paradigm & FCA	FCA: Noted on the site plan.	
454.		If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.	LMS	Private garbage collection will be proposed. A letter from a LMS Engineering, a certified Structural Engineer, has been provided with this submission.	
455.		Outside the collection point, a clear height of 4.4 metres from the top of the access road, along the waste collection vehicle access and egress route is required. The clear height of 4.4 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.	Paradigm & FCA	Private garbage collection will be proposed.	
456.		The collection point area must have overhead clearance of 7.5 m with minimum width of 6 m and can hold all waste bins of the larger stream. The Collection Point must also show 10 square meters for the set-out of Bulky Items.	Paradigm & FCA	Private garbage collection will be proposed.	
457.		For the collection point, the concrete pad dimensions must be provided and must extend a minimum of 1.5 metres in length outside the opening of the concealed waste collection point to accommodate the front wheels of the waste collection vehicle. See Appendix 4 of the WCDSM for an illustration of these requirements.	Paradigm & FCA	Private garbage collection will be proposed.	

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458.		All bins of a single stream, whichever is larger, must be shown in the collection point.	FCA	Private garbage collection will be proposed.	
459.		All bins must be shown in the Garbage Room(s). The number, size, and type (Garbage/ Recyclable Materials) of bins must also be labelled. The calculation showing the required number of front-end bins must also be shown on the drawing. Please refer to WCDSM Appendix 6 Front-End Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations.	FCA	Private garbage collection will be proposed.	
460.		If present, the location of the compactor must be shown and labelled in the Garbage Room(s). The developer will need to identify the chute system to be used.	FCA	Tri-sorter has been proposed for each tower. Additional detail and information to be provided at bldg. permit phase.	
461.		The Garbage Room(s) must also show 10 square meters for the set-out of bulky items.	FCA	Private garbage collection will be proposed. Bulky items area shown on floor plans	
462.		Please Note: Under the Food and Organic Waste Framework in Ontario statement and the potential that the Region of Peel may have an organics collection program for residential buildings in the future, the Region of Peel is recommending residential buildings install a dedicated chute for organic material. In addition, the Region is recommending the storage area rooms will need to be larger to accommodate future organics bins. The rooms will also need to be well ventilated, equipped with running water and sewer drain for washdown, be well lit, located away from fresh air intakes and have measures for pest control.  For more information, please consult the Waste Collection Design Standards Manual available at: <a href="https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf">https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf</a>	FCA	The tri-sorter proposed will collect organics collection. Garbage rooms have increased in size to accommodate.	
<b>Toronto Region and Conservation Authority – Nick Cascone – July 6, 2023</b>					
463.		Further to our previous correspondence dated April 20, 2021, the purpose of this letter is to provide Toronto and Region Conservation Authority (TRCA) staff comments on the 2nd submission materials submitted for the above noted application. The submission was circulated to TRCA on May 25, 2023. A list of materials reviewed by TRCA can be found in <b>Appendix I</b> .	KLM	Acknowledged.	
<b>Application Specific Comments</b>					
464.		TRCA staff have completed a review of the noted application and offer detailed comments in <b>Appendix II</b> . While TRCA remains supportive of the proposed development (in principle), minor adjustments to the draft Official Plan Amendment and Zoning Bylaw Amendment are required. In	KLM		

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		addition, minor revisions are also needed from a detailed design perspective. TRCA comments speak to the following outstanding issues, which require further revisions/clarification from the applicant:			
465.		Schedule 2 of the submitted draft Official Plan Amendment must be revised to accurately reflect the proposed Environmental Policy Area (EPA).	KLM	This schedule has been revised to accurately reflect the proposed EPA.	
466.		The text of the draft Zoning Bylaw Amendment must be updated to revise a proposed special standard relating to the EPA-1 zone.	KLM	Through correspondence with Town of Caledon Planning Staff (Aleah Clarke and Adam Wendland) and the TRCA, it has been agreed that a site specific EPA1 zone is not needed. The standard EPA1 zone can be used instead, which is what has been reflected in the revised ZBA which forms part of this submission.	
467.		Further clarification is required to demonstrate conformity with TRCA’s erosion control and water balance Stormwater Management criteria.	Masongsong	Acknowledged. Further detail has been provided in the SWM.	
468.		The landscape plans must be reviewed to ensure consistency.	MSLA	Landscape plans have been updated accordingly.	
<b>Permitting</b>					
469.		The applicant is advised that TRCA’s previously approved permit for the site (Permit No. C-210305) expired on March 28, 2023. As such, a new TRCA permit will be required for the proposed development. TRCA will provide additional details relating to permit submission requirements once formal sign-off is provided on this Site Plan application. However, additional information regarding TRCA’s permitting process can be found on our website: <a href="https://trca.ca/planning-permits/apply-for-a-permit/">https://trca.ca/planning-permits/apply-for-a-permit/</a> .	Palmer & Masongsong	Noted. A new permit application will be submitted for approval when the construction timeline is better understood.	
<b>Recommendation</b>					
470.		Based on the comments noted in this letter, it is the position of TRCA staff addition revisions are required prior to TRCA’s final approval of Official Plan Amendment 2021-0001, Zoning Bylaw Amendment 2021-0003, and Site Plan Application SPA 2021-0004. To facilitate TRCA’s continued review of this application, the following materials will be required:			
471.		A revised version of the draft Official Plan Amendment and Zoning Bylaw Amendment addressing comments 1 and 3 of Appendix II.	KLM	Revised versions of the draft Official Plan Amendment and Zoning Bylaw Amendment are included in this submission package.	
472.		A revised Stormwater Management Report addressing comment 4 of Appendix II.	Masongsong	Acknowledged	

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473.		Revised landscape drawings addressing Comment 6 of Appendix II.	MSLA	See comment response below.	
474.		A comment response memo indicating how all comments identified in Appendix II have been addressed.	KLM and Other Consultants	Comment response matrix provided with comments addressed.	
<b>Appendix II – TRCA’s Detailed Comments</b>					
Comments on Official Plan and Zoning By-law Amendments					
475.	1.	Schedule 2 of the draft Official Plan Amendment does not accurately depict the limit of the re-aligned stream corridor and buffer area. The applicant is asked to revise “Area B” (Environmental Policy Area) of Schedule 2 accordingly.	KLM	Revised accordingly. See revised OPA.	
476.	2.	The text of the draft Official Plan Amendment notes that the Environmental Policy Area (EPA) portion of the will be conveyed into public ownership. It is noted that the TRCA does not have an interest in assuming ownership of the EPA lands.	KLM	Acknowledged. The Region of Peel will be conveyed EPA lands as part of the Highway 50 road widening, and the Town of Caledon will be conveyed the remainder of the EPA lands.	
477.	3.	The EPA1 zoning area of the draft Zoning Bylaw Amendment includes a special standard which permits a 1.5-metre-wide concrete walkway or other material. While TRCA does not have an issue with the walkway, staff are unsure if this special standard is needed within the EPA1 zone. It is our understanding that pathways/trails are permitted within the EPA1 zone. If the special standard is required, TRCA requests that it be revised to remove reference to “other material permitted by the TRCA.”	KLM	Further to confirmation from Town Planning Staff, the EPA1 zone does not require a special standard to permit the 1.5-metre-wide concrete walkway. Accordingly, the ZBA has been updated to remove the special standard, and simply rezone the western area of the Subject Lands to EPA1.	
Comments relating to Detailed Design Matters (Site Plan Application):					
478.	4.	TRCA’s erosion control and water balance criteria for the site is the on-site retention of 5 millimetres of runoff for the total impervious surface. It is noted that the initial abstraction has been deducted from roof area and hard surfaces (Table 5.2) and 4 millimetres was used to estimate the on-site retention requirement. Please note that TRCA’s criteria is the on-site retention of 5 millimetres of runoff, which means runoff is generated after initial abstraction. The applicant is asked to revise the calculation without considering initial abstraction.	Masongsong	The full 5mm is now used instead 4mm in the calculations.	
479.	5.	The applicant is asked to confirm if the newly proposed walkway connecting the development site to Highway 50 will use the existing driveway culvert. If so, no further work is required. If the culvert is to be replaced or a new crossing proposed, floodplain modelling and associated plans for the site must be revised accordingly.	KLM; Palmer; Masongsong	The new walkway will not use the existing culvert. The culvert will continue to be removed as per approved TRCA creek realignment.	

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480.	6.	The applicant is asked to ensure all landscaping related plans are consistent. For example, the Landscape Master Plan (Drawing L1-01) identifies Sugar Maple being used in in the restoration area, while the Phase 3 Restoration Plan (Drawing ESC-3) proposed Silver Maple for the same area.	MSLA	The plans have been updated to ensure coordination. Please note that the sugar maple has been added in addition to the silver maple whips required per the EIS.	
<b>John G. Williams Limited – Urban Design Peer Review – Boyd R. Montgomery – June 23, 2023</b>					
	Summary				
481.		Since the time of our last review, the site plan has been altered through the removal of the two townhouse blocks facing Albion Vaughan Road, and Tower B, the southern portion of the apartment building, has been increased in height from 6 to 7-storeys. As a result of these changes, a total of 265 units are proposed for the subject lands, which represents a modest increase from the previous 250 units proposed. The remaining aspects of the development proposal are generally maintained; however, it is further noted that the building footprint of Tower B has been increased (pushed closer to Albion Vaughan Road) and the common outdoor amenity area proposed within the apartment building has been relocated to the rooftop of Towers A and B.	FCA	Acknowledged.	
	Site Plan and Landscape Plan				
482.	1.	Proposed walkways should connect to the future multi-use trail along Albion Vaughan Road; refer to missing connection in the northeast corner of the site plan.	FCA & MSLA	Walkway is now connected to multi-use trial	
483.	2.	A main entry signage feature has been noted/ added on the site plan drawing, but no design details have been provided. We ask the proponent to submit design drawings for the proposed signage feature.	FCA & MSLA	Elevation detail provided for main entry signage.	
484.	3.	At the southeast corner of Tower B, the pedestrian network is restricted as there is not enough space to maneuver around the corner of the building. We ask the proponent to reassess to accommodate a wider walkway. If this cannot be achieved, a pedestrian crosswalk should be noted/ shown using distinguished markings crossing the truck turnaround space.	FCA & MSLA	Pavement markings added for pedestrian walkway	
485.	4.	Drawing L3-01, Green Roof & Amenity Plan shows tree planting within the rooftop amenity spaces. However, the architectural drawings show a roof/ canopy cover in these areas. We ask the proponent to verify if	FCA & MSLA	The roof/canopy has been adjusted on the architectural drawings included in this resubmission package. Planting no longer has cover and is open to natural sunlight.	

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		the covered area will interfere with the tree planting and ask that the necessary drawings be coordinated/ revised.			
Architectural Drawings – 6 and 7- storey mid-rise apartment buildings					
486.	5.	The underground parking plans should note the ramp directions and access to grade. In addition, the proponent should verify if any storage lockers are proposed within the underground parking structure.	FCA	Ramp directions added, storage lockers added, chart updated.	
487.	6.	As a general note, due to the irregular shape of the buildings, the various elevation views should be indicated on the floor plans, or a key map should be provided on the elevation drawings indicating the various views.	FCA	Elevation views added on site plan & floor plan	
488.	7.	As a result of the additional storey and increased floor area of Tower B, the following design features should be considered:			
489.	a.	The southeast corner of Tower B will be highly visible from Albion Vaughan Road and the large blank wall on the south elevation should be avoided. We ask that a corner window feature, similar to that used on the east elevation be added.	FCA	Curtain wall added as requested.	
490.	b.	The bottom two levels on the east elevation of Tower B should incorporate additional glazing (clear vision or spandrel) to break up the large stone wall facing Albion Vaughan Road.	FCA	Windows added as requested.	
491.	8.	As per comment #4 above, the proponent should coordinate rooftop landscape treatments (i.e. tree planting) with the architectural drawings.	FCA & MSLA	FCA: Rooftop removed around planted area.	
492.	9.	The partial elevations adjoining the 2-storey podium feature (elevation #3 on drawing A3.1 and elevation #4 on drawing A3.3) are missing the window information (i.e. mullions).	FCA	Window mullions added.	
493.	10.	As previously noted, the south elevation of Tower B (drawing A3.2) should be updated to show a corner window feature to occupy a portion of the stone wall.	FCA	Curtain wall added as requested.	
494.	11.	On drawings A3.2 and A3.3, the support columns used at the southeast corner of Tower B should be finished with stone veneer (Material #2 – Mansory Unit).	FCA	Stone veneer added to match adjacent wall.	



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495.	12.	As mentioned, glazing (clear vision or spandrel) should be added to the bottom two levels of Tower B facing Albion Vaughan Road (east elevation).	FCA	Windows added as requested.	
496.	13.	The First Submission Comment Response Matrix line 74. Indicates that a material sample board was provided. However, this information was not included in the submission package received through the Town. We ask that the proponent submit this for review.	FCA	Sample board to be included on resubmission.	
Urban Design Brief					
497.	14.	We have reviewed the updated Urban Design Brief and all our past comments have been addressed.	KLM	Acknowledged. No further action.	
Marked-up Plans					
498.	15.	Please also refer to our comments on the marked-up plans attached to this report.	MSLA, FCA & KLM	Completed	
<b>REDLINE REVISIONS</b>					
499.		Ensure comments noted on the following redline revision drawings are addressed appropriately:			
500.		A1.1 Site Plan – Master Plan	FCA	Noted.	
501.		L2-01 Green Roof & Amenity Plan	MSLA	The plans have been updated per the redline (refer to building architect plans)	
502.		Merged Architectural Drawings	FCA	Noted.	
<b>Peel Region Public Works</b> <b>Christopher Winterfield</b> <b>September 27, 2023</b>					
503.		Water balance does not meet new MECP criteria for development. 90 <sup>th</sup> percentile runoff volume control as per LID Control hierarchy is required.	Masongsong	Water balance has been updated as per TRCA comments.	
504.		Erosion Control criteria also not met. Same requirement as above.	Masongsong	Erosion control has been updated.	
505.		Water quality criteria not met. Same requirement as above. If site constraints do not allow LID infiltration and LID filtration, applicant to demonstrate with investigative evidence and reports.	Masongsong	Irrigation has been provided using roof water as the LID feature for this site. Water quality will be treated using a Jellyfish Filter.	

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506.		Applicant to provide Inspection and maintenance plan for on site SWM facilities, and Letter signed by property owner with commitment to follow the plan.	Masongsong	Acknowledged, a section regarding maintenance has been added to section 5.5 and Appendix D of the report, and a letter from the owner is also attached in Appendix D	
507.		Jellyfish unit must be sized for the entire developable site area and not just pavement area.	Masongsong	The jellyfish unit report has been revised to site the entire developable area, the unit size did not increase.	
508.		Applicant to show 100 Y WL at section B-B is lower than Hwy 50 edge of curb.	Masongsong	The 100yr water level at B-B is 228.99, the bottom of curb at this area is 228.96, and the top of curb is 229.11, which is higher than the water level.	
<b>Region of Peel October 2, 2023</b>					
509.		There is a 300mm water main within the property line, under the southeast corner of the site. Previously this was under the proposed townhouse component of the development. I have attached a map showing the approximate location but an underground locate request is required to determine the exact location.	Masongsong	The watermain is shown on the site servicing plan with a note stating that the existing watermain is required to be confirmed via locates prior to start of works. Ontario One Call has provided a preliminary locates map (planning ticket), but will not do the locates until just prior to excavation.	
<b>Region of Peel – Public Works – Dylan Prowse - September 28, 2023</b>					
Noise Feasibility Study Comments					
510.		Regional staff are in receipt of the Noise Impact Study, prepared by HGC Engineering, dated January 30, 2023. The study has been revised to address all applicable comments from the first submission and Regional staff offer no further comments on the report.	HGC	Acknowledged. No further action.	
Concluding Comments					
511.		If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 7921, or by email at: dylan.prowse@peelregion.ca	All Consultants	Acknowledged.	
<b>Region of Peel – September 12, 2023</b>					
Region of Peel Notes are required on all site servicing submissions:					
512.		<ul style="list-style-type: none"> <li>o Public and private services, appurtenances, materials and construction methods must comply with the most current Region of Peel standards and specifications, the Local Municipality’s requirements for the Ontario Building Code and Ontario Provincial Standards. All works shall adhere to all applicable legislation, including Regional by-laws.</li> <li>o Watermain and / or water service materials 100 mm (4") and larger must be PVC DR18 constructed as per AWWA C900-16. Size 50 mm (2") and smaller must be Type K Soft Copper constructed as per ASTM B88-</li> </ul>	Masongsong	Notes have been added to the general notes plan GN1. The site servicing plan references GN1.	

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		<p>49 or Polyethylene constructed as per AWWA C901 and CSA B.137.10 (Choose only one material).</p> <ul style="list-style-type: none"> <li>o Watermains and / or water services are to have a minimum cover of 1.7 m (5'6") with a minimum horizontal spacing of 1.2 m (4') from themselves and all other utilities.</li> <li>o Provisions for flushing water line prior to testing, etc. must be provided with at least a 50 mm (2") outlet on 100 mm (4") and larger lines. Copper lines are to have flushing points at the end, the same size as the line. They must also be hosed or piped to allow the water to drain onto a parking lot or down a drain. On fire lines, flushing outlet to be 100 mm (4") diameter minimum on a hydrant.</li> <li>o All curb stops to be 3.0 m (10') off the face of the building unless otherwise noted.</li> <li>o Hydrant and valve set to Region standard 1- 6- 1 Dimension A and B, 0.7 m (2') and 0.9 m (3') and to have pumper nozzle.</li> <li>o Watermains to be installed to grades as shown on approved site plan. Copy of grade sheet must be supplied to inspector prior to commencement of work, where requested by inspector.</li> <li>o Watermains must have a minimum vertical clearance of 0.3 m (12") over / 0.5 m (20") under sewers and all other utilities when crossing.</li> <li>o All proposed water piping must be isolated from existing lines in order to allow independent pressure testing and chlorinating from existing systems.</li> <li>o All live tapping and operation of Region water valves shall be arranged through the Regional Inspector assigned or by contacting the Operations and Maintenance Division.</li> <li>o Location of all existing utilities in the field to be established by the contractor.</li> <li>o The contractor(s) shall be solely responsible for locates, exposing, supporting and protecting of all underground and overhead utilities and structures existing at the time of construction in the area of their work. Whether shown on the plans or not and for all repairs and consequences resulting from damage to same.</li> <li>o The contractor(s) shall be solely responsible to give 72 hours written notice to the utilities prior to crossing such utilities, for the purpose of inspection by the concerned utility. This inspection will be for the</li> </ul>			
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		<p>duration of the construction, with the contractor responsible for all costs arising from such inspection.</p> <ul style="list-style-type: none"><li>o All proposed water piping must be isolated through a temporary connection that shall include an appropriate cross-connection control device, consistent with the degree of hazard, for backflow prevention of the active distribution system, conforming to Region of Peel standards 1-7-7 or 1-7-8.</li><li>o All water meters must be installed in heated and accessible space.</li></ul>			
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