

Comment Matrix - File: 1225-002

POPA 22-02 & RZ 22-01 - 14245 Highway 50

Group Name/Reviewer	Contact	Comment	Consultant/ Direction	Response
Town of Caledon, Finance Department, Finance)	Adam Wendland 905-584-2272	Development Charges will be levied at the Other Residential Dwelling rates that were in place on the date when the application was deemed complete, i.e. May 2, 2022. Those rates would be: a. Town of Caledon: \$35,025.42 per townhouse dwelling; \$26,728.86 per apartment unit > 70 m2; (c) \$15,685.90 per apartment unit 70 m2 or less, and (d) \$77.95 per m2 of commercial space. b. Region of Peel: \$53,505.11 per townhouse dwelling; \$49,003.47 per apartment unit > 70 m2; (c) \$25,916.51 per apartment unit 70 m2 or less, and (d) \$255.17 per m2 of commercial space. Effective February 1, 2016, the Region of Peel began collecting directly for most hard service development charges (i.e., water, wastewater, and roads) for residential developments, at the time of subdivision agreement execution. c. Go-transit: \$657.09 per townhouse dwelling; \$469.39 per apartment unit > 70 m2; and (c) \$243.25 per apartment unit 70 m2 or less. d. School Boards: \$4,572 per townhouse dwelling; \$9.69 per m2 of commercial space. e. Interest on Development Charges will apply for the period May 3, 2022 through to the date on which those charges will be received by the Town.	GSAI	Noted
Town of Caledon, Community Services, Parks	Adam Wendland 905-584-2272	Payment of money in lieu of conveyance of parkland will be required for the proposed townhouse dwellings and mixed-use buildings according to the Town of Caledon's Parkland Dedication By-law 2013-104 or any successor thereof, prior to issuance of any building permits.	GSAI	Noted
Town of Caledon, Community Services, Parks	Adam Wendland 905-584-2272	In accordance with the sections 2.1 (d), 3.1 and 3.3 of the Town's Parkland Dedication By-law 2013-104, payment of money in lieu of conveyance of parkland will be required at equivalent market value of 1.09 ha of the development land. For the purpose of determining the amount of payment the value of the land shall be determined as of the day before the first building permit is issued.	GSAI	Noted
Town of Caledon, Community Services, Parks	Adam Wendland 905-584-2272	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. -We recommend providing the appraisal to Parks staff at least 2 months prior to submission of the first building permit application to avoid delays.	GSAI	Noted
Town of Caledon, Planning Department, Municipal Numbering	Adam Wendland 905-584-2272	The Town's Municipal Numbering By-law and Guidelines requires that the municipal number be clearly posted on the building. a. Each townhouse dwelling (including stacked townhouse dwellings) will require a municipal number be installed on the building in accordance with the By-law and Guidelines. Where a townhouse or mixed-use townhouse is serviced from a common driveway, a number will be issued based on the front door location. b. For the mixed-use building, the address as well as the unit number are to be clearly installed on the building in accordance with the By-law and Guidelines. c. For the apartment building, the address is to be clearly installed on the building and each dwelling unit will have a numerical unit number in accordance with the By-law and Guidelines.	GSAI	Noted
Town of Caledon, Planning Department, Municipal Numbering	Adam Wendland 905-584-2272	Staff request confirmation from the applicant as to whether there will be ground or pylon signage located on the lands with respect to the mixed-use building. If there is to be signage, the Town will request that the address be clearly identified on the sign. The municipal number must be installed on the front of the building facing the street it is numbered on. If a townhouse can also be accessed from the rear through a common parking lot, staff would suggest that a number also be clearly identified and viewable from that area as well. The municipal number must be reflective and cannot be written in full (i.e., One Hundred Street XYZ) or in roman numerals.	GSAI	Noted. Signage details will be addressed at the Site Plan stage.
Town of Caledon, Planning Department, Municipal Numbering	Adam Wendland 905-584-2272	Prior to municipal numbers being issued, staff will require confirmation: a. Of the preferred unit type from the owner (i.e., suite, unit) b. Of the requested formatting of the units/suites (i.e., Unit 1 or Unit 101 / Suite 1 or Suite 101)	GSAI	Noted. We trust this is a requirement of a future Site Plan Approval process.
Town of Caledon, Planning Department, Municipal Numbering	Adam Wendland 905-584-2272	Staff will require a copy of the satisfactory site plan and floor plans (identifying the units), as well as the above-noted information, in order to issue municipal numbers. Site Plan drawings should show the location of the ground sign or municipal address on the mixed-use buildings.	GSAI	Noted. We trust this is a requirement of a future Site Plan Approval process.

Town of Caledon, Planning Department, Municipal Numbering	Adam Wendland 905-584-2272	Please be advised that on October 29, 2019, Town of Caledon Council approved updates to the Town's Corporate Policy on Street Naming. In accordance with these updates, this application will require: a. A minimum of one street name of local historical significance to be used. b. A minimum of one additional street name recognizing a Caledon-based Veteran who lost their life while serving in the Canadian Armed Forces be used. c. Special signage entailing a poppy symbol be used for all streets named in honour of Veterans. -Please see the lists of available street names approved for use in Caledon (heritage names). The lists of available names can be found by visiting https://www.caledon.ca/en/town-services/street-naming.aspx	GSAI	Noted. We trust this is a requirement of a future Site Plan Approval or Draft Plan of Subdivision process.
Town of Caledon, Fire and Emergency Services	Adam Wendland 905-584-2272	Fire department access route shall meet Ontario Building Code 3.2.5.6. Indicate all fire access routes on site plan and the distance from fire route to principal entrance of each building.	KFA	These have been indicated on site plan
Town of Caledon, Fire and Emergency Services	Adam Wendland 905-584-2272	Provide fire protection water flow analysis for this development.	Urbanworks	A hydrant test and analysis has been prepared and provided with the latest FSR, and demonstrates available water supply. Additional analysis can be provided by the mechanical engineer during the detailed design stage when internal piping network is available.
Town of Caledon, Fire and Emergency Services	Adam Wendland 905-584-2272	Fire hydrants shall be located within 90 m of building elevations required to face a street and/or shall 45 m or less from the Fire Department Connection for sprinklered buildings.	KFA/Urbanworks	Noted. We trust this is a requirement of a future Site Plan Approval process.
Town of Caledon, Fire and Emergency Services	Adam Wendland 905-584-2272	If this proposal will not include an OBC Data Matrix, provide the OBC building classification and indicate if the buildings will be regulated under the Retirement Homes Act 2010 or a similar legislation.	KFA	Major occupancy is Group C the a minor occupancy of Group E in phase 2
Enbridge Gas)	MunicipalPlanning@Enbridge.com.	Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions. Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning	Adam Wendland 905-584-2272	Various letters, emails and telephone calls have been received from members of the public raising their concerns with the proposed applications. Attached to this letter are comments that have been received, please prepare a document with your resubmission that addresses these comments.	GSAI	Noted. A response to the public comments is included at the end of this response matrix.
Town of Caledon, Planning Department, Development Planning	Adam Wendland 905-584-2272	The Schedules shown on the Zoning By-law Amendment should be updated to reflect the true shape of the property.	GSAI	The Draft Zoning By-law schedule has been updated to reflect the correct configuration of the property boundary.
Town of Caledon, Planning Department, Development Planning	Adam Wendland 905-584-2272	The legal description of the Official Plan Amendment and Zoning By-law Amendment should be updated throughout the By-law and OPA to reflect: "Part of Lots 11 & 12, Concession 7 (Albion), designated as Parts 2 & 5 on 43R-38843".	GSAI	The Draft OPA and Zoning By-law schedule has been updated to reflect the requested legal description.
Town of Caledon, Fire and Emergency Services)	Adam Wendland 905-584-2272	The Community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within the Bolton Rural Service Centre. Fire Service does not recommend increasing this risk until further strides are made in the fire suppression deployment benchmarks including a minimum of 10 firefighters responding within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within the Bolton Rural Service Centre.	GSAI	To be discussed with Town.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Planning Justification Report ("PJR") and Official Plan Amendment ("OPA") Comments:		
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	a. In accordance with Section 1.1.1.d) of the PPS please add a public north-south road extending Kingsview Drive to the parcels north of Columbia Way.	GSAI	A public north-south road serving as a northerly extension of Kingsview Drive is shown on the Concept Plan.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	b. Please speak to how the development of this parcel will allow for effective development and access to the lands to the north.	GSAI	GSAI to undertake updates to PJR Section 3.0 discusses the extension of Kingsview Drive North to allow access to these lands
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	c. Page 9 of the PJR speaks to the Growth Plan. Section 2.2.1.4 of the Growth Plan refers to complete communities. Please highlight how this change from commercial land use designation to primarily residential land use designation will meet that policy.	GSAI	GSAI to undertake updates to PJR - discussed in section 4.2 on page 5
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	d. Section 3.2.2 of the Growth Plan speaks to transportation. Please highlight how this proposal will meet those policies.	GSAI	GSAI has updated the PJR -Section 3.2.2 discussed in section 4.2 on page 7
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	e. Town staff are not supportive of introducing a new land use designation for the subject property. Please revise the proposal to include an existing land use designation and work with the Town of Caledon, Strategic Policy Planning staff to understand how the future Bolton Secondary Plan will impact this property.	GSAI	GSAI met with Planning Staff (Shahzad Mir) in October 2023 and are aware that Secondary Planning is still underway for the subject lands
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	f. Please update the ownership information for the parcel on the draft documents, including, but not limited to, the Official Plan Amendment and PJR.	GSAI	Updates to OPA / PJR have been made

Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	g. Section 5.10.4.5.5 of the Official Plan speaks to Mixed Use Development in the Bolton South Hill Commercial Area. Please review these policies and provide a commentary on how the proposed amendment would meet the sets as set out in this Section.	GSAI	GSAI has updated the PJR -Section 5.10.4.5.5 discussed in section 4.4 on page 16
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	h. As per section 5.5.1.5 of the Regional Official Plan, existing and planned services should be optimized; however, the existing road access to the subject lands is not acceptable. Please update the PJR to include analysis of how sufficient road access will be established to service the subject lands.	GSAI	GSAI has updated the PJR -Section 5.5.1.5 discussed on Page 7
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	i. On page 12 of the PJR, please clarify how the proposed development will contribute towards the Region's affordable housing goals. It should be noted if the development will include an affordable housing component.	GSAI	GSAI has updated the PJR - discussed in section 4.3 on Page 10
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	k. The following sections of the new Region of Peel Official Plan should be assessed in the PJR: • Chapter 5 • Table 4	GSAI	GSAI has updated the PJR - discussed in section 4.3 on Page 10
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	l. Please include analysis or further detail related to how the following sections of the Town of Caledon Official Plan is being addressed by the proposed development: • Section 3.5.3.9 • Section 4.2.2.3.1 • Section 5.4.3.5 • Section 5.4.3.9 • Section 5.10.3.6 (related to provision of services) • Section 5.10.3.10 (related to community character) • Section 5.10.3.13	GSAI	GSAI has updated the PJR - discussed in section 4.4
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	m. Section 5.10.3.14.c) of the Official Plan identifies the need for a housing study to support residential intensification. Please provide a housing study, or analysis of an existing housing study to support the proposed residential intensification of the subject lands.	GSAI	A Housing Assessment has been prepared and submitted in support of the resubmission.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	n. Page 19 requires further analysis of how the proposed increased density for the High Density Residential designation (above the 87 units per hectare permitted through section 5.10.3.27.8 of the Official Plan) is appropriate in the context of the secondary plan and surrounding neighbourhood. i. Confirmation must be provided for how density was calculated (i.e., Must be in accordance with 5.10.3.27.8 of the OP. ii. The proposed density is far beyond the maximum permitted density permitted for high density development in Bolton. iii. Additional justification for the proposed density is required.	GSAI	GSAI has updated the PJR -Section discussed on Page 18
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	o. On page 24, please provide analysis of the development's compatibility with the adjacent properties. Please clarify how the proposed apartment buildings, townhouse dwellings and private roads have been designed in accordance with the surrounding character and in consideration of adjacent uses.	GSAI	GSAI has updated the PJR -discussed in section 4.4 on page 18
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	p. Analysis for why each amendment to the Official Plan is required should be provided in the PJR, not only the Official Plan Amendment Text.	GSAI	GSAI has updated the PJR - discussed in section 5.0 on Page 20
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	q. Please assess the draft policies of the Town's new Official Plan in the PJR, including sections 3 and 4 of the draft policies. Please consider that the new official plan places greater emphasis on the provision of affordable housing and sustainability.	GSAI	GSAI has updated the PJR discussed in section 4.5 on page 18
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	r. Should the Bolton Secondary Plan be released in draft form or approved prior to the approval of the proposed Official Plan or Zoning By-law Amendment, this new policy should be considered.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Please provide a north-south public road in the draft amendment documents and supporting materials that extends north from Kingsview Drive across Columbia Way.	GSAI	The amendment documents have been updated to reflect the revised design showing the northerly extension of Kingsview Drive.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	The Region of Peel does not acknowledge the access on Highway 50. Please confirm with the Region of Peel on if this property will be restricted for access.	GSAI	As discussed with the Region of Peel access will be restricted to a right-in/right out access.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Town staff will be initiating a peer review process for the Commercial Impact Study and further comments may arise from the peer review.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Please review the Queen Street Corridor Study to understand how the future of Queen Street and Highway 50 may develop as it relates to the subject property.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Page 9 of the Urban Design Brief (UDB) should clarify how the architectural styles were chosen for the proposed development, how these styles relate to the surrounding context, and how other building elements also maintain compatibility with the established community character of the area.	MBTW / KFA / GSAI	According to the Town's official Terms of Reference for Urban Design Briefs, a section on 'Contextual Compatibility' will be incorporated into the revised UDB (Urban Design Brief) to describe how the proposed development integrates with the existing and planned surrounding context.

Town of Caledon, Planning Department, Development Planning	Adam Wendland 905-584-2272	The UDB does not clarify how the proposed lot sizes will be compatible with the surrounding lots.	MBTW / KFA / GSAI	Additional description has been included in the 'Contextual Compatibility' section of the revised UDB (Urban Design Brief) to articulate how the proposed massing, building size, and design align with the surrounding neighborhood and adjacent uses.
Town of Caledon, Planning Department, Development Planning	Adam Wendland 905-584-2272	Section 10.2 of the Town Wide Design Guidelines notes the requirements of Mixed-Use Buildings. Please ensure the UDB is revised to provide commentary on how the proposal meets the Guidelines.	MBTW / KFA / GSAI	The policy sections of the UDB (Urban Design Brief) have been updated to detail how the proposed development specifically incorporates relevant TWDG (Town's Urban Design Guidelines) guidelines for mixed-use buildings. Additionally, the OP (Official Plan) section within the UDB has been revised to include the mid-rise policy language introduced in the future Official Plan and to delineate the compatibility of the proposed development.
Town of Caledon, Planning Department, Heritage)	Adam Wendland 905-584-2272	Heritage staff are in receipt of a Stage 1-2 Archaeological Assessment for the Subject Lands at 14245 Highway 50, prepared by Amick Consultants Limited, dated January 27, 2022, PIF # P038-1038-2021.	GSAI	Noted.
Town of Caledon, Planning Department, Heritage)	Adam Wendland 905-584-2272	Please submit the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) acceptance letter corresponding to this archaeological assessment.	GSAI	Acceptance Letter has been requested from Amick.
Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following Road Network comments: a. The Town will require that Kingsview Drive extend north of Columbia Way through this parcel to provide connectivity to the lands to the north. A right of way width to the satisfaction of the Town and associated daylight triangles will be required. b. A temporary turning circle meeting Town Standard Drawing 217 will be required at the northern terminus until the road is able to continue north. c. Full moves access to Columbia Way will be via the extension of Kingsview Drive. d. The Town does not support the proposed layby street parking along Columbia Way.	GSAI	a. The Concept Plan has been revised to show the northerly extension of Kingsview Drive with a ROW width of 26 metres, as confirmed with planning staff. b. Disagree. An adequate turnaround is available by using the proposed private road at the north end of the site. c. A full moves access to Columbia Way is provided via the extensions of Kingsview Drive. d. The proposed layby parking has been removed.
Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following comments regarding Storm Sewer Design: a. The current design proposes to drain to a pond that recently underwent an Environmental Assessment (EA) to be retro fitted. Through the EA process the total drainage area to the pond was determined to be 42 Ha and it did not include these lands as the existing drainage pattern for these lands is to the 1200 mm culvert at the southwest corner of the site. The site will be required to drain as per the existing drainage pattern, although further discussions surrounding the drainage for Kingsview Drive extension will be required. b. Stormwater criteria for drainage to the 1200 mm culvert will be provide by the Region of Peel and TRCA. (Town of Caledon, Engineering Services, Development Engineering)	Urbanworks / GSAI	b. Noted.
Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following comments relating to the Hydrogeological Report: a. Section 3.0 Hydrogeological study prepared by A&A Environmental Consultants does not correctly identify the proposed development plan. Other documentation indicate that Phase 3 will have two levels of underground parking, however the hydrogeological study identifies one level. The report is to speak to any impacts the additional level of underground parking may have.	A&A Environmental	Noted, parking plan to set to change
Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following comments relating to the Environmental Noise Feasibility Study: a. Kingsview Drive extension along the eastern portion of the site will most likely change the orientation of the site, therefore the Town will not peer review the Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated November 9, 2021 until such time as the report has been updated to reflect the Kingsview Drive extension.	Valcoustics	Noted
Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following comments relating to the Engineering Drawings: a. The Grading drawings identify that grading works will be required on the school board lands. Any external works will require written permission from the affected landowner. b. Provide a construction management plan that details how development will be phased. Contact Development Engineering for Terms of Reference	Urbanworks	b. As discussed at the December 8, 2022 meeting with Town Staff, a Construction Management Plan is no longer required as part of the Rezoning stage.
Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following comments relating to the Geotechnical Engineering Report: a. Geotechnical Engineering Report prepared by A&A Environmental Consultants is to provide construction recommendations for Kingsview Drive extension. b. Report is to speak to how LID facilities will be protected during fill and compaction operations.	A&A Environmental	Geotechnical Report has been updated. Further construction details will be provided during site plan

Town of Caledon, Engineering Services, Development Engineering)	Adam Wendland 905-584-2272	Development Engineering has the following comments relating to the Phase II Environmental Site Assessment: a. The Phase II Environmental Assessment prepared by DS Consultants Ltd., dated April 26, 2018 did not locate found that all samples met MOECC Tables, and no further investigation is required at this time. b. The Town will require a Record of Site Condition be filed for any lands that are to be dedicated to the Town.	DS Consultants	Noted. We trust the Record of Site Condition can be provided at the time of Site Plan Approval / Draft Plan of Subdivision.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	Transportation Engineering has the following comments:		
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	a. Please provide lane configuration figures for existing and future conditions.	CGH Transportation	Existing, future background, and future total lane configuration figures have been provided as part of the revised TIS.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	b. In Section 2.5 of the Transportation Impact Study (TIS), the 2021 TMCs have been developed by applying growth factors to older counts, developing adjustment factors for the counts collected during COVID and then finally balancing. Please provide a volume diagram for every step for our review. The diagram should also show the approach volumes. Similarly, please include necessary details in Appendix C so we are able to follow the workflow.	CGH Transportation	As part of the first resubmission package, new 2023 counts were undertaken. As a result, no growth rates were applied to the counts to arrive at the existing 2023 horizon. Please refer to the updated TIS for details.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	c. Please note that traffic data should be collected outside of the summer break, especially since the site is adjacent an elementary school. Table 2: Turning Volume Count Data Dates notes the traffic data for the Kingsview Drive at Columbia Way was collected on July 13, 2021.	CGH Transportation	New 2023 counts were collected as part of the first resubmission. The data was collected on June 27th, 2023. On June 27th, school was still in session, with principal days being June 28th, 29th and 30th. On this day, an afternoon peak at Kingsview Drive and Columbia Way intersection was observed at 2:15 to 3:15 PM, which aligns with the end of school day. This peak was analyzed separately as part of a sensitivity scenario for Kingsview Drive and Columbia Way intersection, in addition to the AM and PM peak analyses undertaken as part of a larger study area assessment.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	d. Section 2.6 of the TIS only provides descriptive statistics without any inferences. At the intersection of Highway 50 and Columbia Way out of 13 collisions, 11 are rear-end type. The trend needs to be investigated further. The final conclusion that no mitigation measures are required as the number of collisions is relatively low is very generic without determining criteria for a "low number" of collisions. Please revise accordingly.	CGH Transportation	The rear end collisions at Highway 50 and Columbia Way have been analyzed in greater depth and it was determined that majority of the collisions involved drivers following too close, or speeding. The rest of the collisions have not been attributed to a specific cause. Amber times have been reviewed at this intersection using OTM Book 12 guidelines and the amber times currently provided for the north and south approaches of the Highway 50 and Columbia Way intersection align with the OTM recommended amber times for the posted speed limit of 60 km/hr. The final conclusion has been expanded to clarify out findings that the collisions could be primarily attributed to human behaviour. As a result, no mitigation measures have been proposed.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	e. The 2028 future background traffic should include traffic from phase 1 of the development to show the incremental impact of phases.	CGH Transportation	Excluding site-generated volumes from future background analysis scenarios ensures a distinct separation between capacity constraints resulting from a proposed development and capacity constraints induced by background conditions, such as background developments and corridor growth. For this reason, each future analysis horizon includes a future background, as well as a future total scenario, where the future background scenarios includes all projected study area trips, except the trips generated by the proposed development.

Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	f. Comments regarding Section 4.1 of the TIS: i. Please provide detailed explanation (including sources) for using a factor of 1.28 to convert vehicle trips to person trips.	CGH Transportation	A factor of 1.28 was used as it is commonly accepted by review authorities across GTHA to convert the ITE vehicle trip generation to person trip generation. It is calculated from a default 10% non-auto mode share and an average vehicle occupancy rate of 1.15 (i.e. $1.15/0.90 = 1.28$). The updated TIS analysis does not include a 1.28 factor conversion, and instead utilizes existing study area mode shares to project total person trips. Please refer to the updated TIS for details.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	ii. Please provide the rationale for using the LUC 822 Strip Retail Plaza for the ground floor commercial. Apparently, the description of Strip Retail Plaza doesn't apply to a ground floor commercial land use.	CGH Transportation	The applicability of the land uses and the GFA of surveyed sites compared to the proposed GFA were considered when selecting an ITE Trip Generation Manual land use code. Businesses that are unlikely to be located at a ground floor commercial space of a residential building, such as a hardware store, were not considered. Further, the remaining land use data was examined to ensure that the proposed commercial GFA falls within the data range of the ITE survey. As a result, the comparable land uses were narrowed down to a Strip Retail Plaza, a Convenience Store, a Supermarket, and a Variety Store. A Strip Retail Plaza was selected as the most appropriate land use, as tenants of the proposed commercial space could include a variety of commercial establishments, some with higher and some with lower trip generation. Thus, compared to other homogenous short-listed land uses, a Strip Retail Plaza dataset provides a more sensible representation of a multi-tenant commercial space. Further, considering that a Strip Retail Plaza is described as an open-air plaza in ITE, the resulting vehicle trip generation is likely conservative, as commercial units in mixed-use buildings are likely to have a higher number of non-auto trips. Thus, a Strip Retail Plaza was considered as an appropriate and conservative land use category for the site's vehicle trip generation calculations.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	iii. For the horizon 2028 and beyond, the site has been considered as a mixed-use development and accordingly internal trips capture has been calculated in accordance with the methodology in the ITE Trip Generation handbook 3rd Edition. Please include a discussion on suitability of the site as a mixed-use development in terms of the ITE handbook and include, with the report, the internal trip calculation spreadsheet tool provided in the handbook.	CGH Transportation	To ensure conservative analysis, internal capture rates were only applied to the trip generation of the mixed-use building (Phase 3) within the updated TIS. In a mixed-use building, internal capture rates do not need to be adjusted by proximity, and thus, the internal capture rates from table 6.1 and 6.2 in the ITE Trip Generation Manual, 3d edition, were used directly. Tables 6.1 and 6.2 of the ITE Trip Generation Manual are attached in Appendix F of the updated TIS.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	iv. Application of a shopping center pass-by trip rates to a ground floor commercial land-use is not appropriate and significantly overestimates the pass-by trips. Please remove the shopping center pass-by trips or use the pass-by trips from a similar land-use. Also, the pass-by trip rates are for vehicle trips whereas in the TIS the rates have been applied to person trips.	CGH Transportation	Although some pass-by trips are expected to be generated by the ground-floor commercial land uses, shopping pass-by trips have been removed from the analysis as part of the updated TIS to ensure a conservative analysis.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	v. Mode shares from TTS 2016 have been used for Ward 4 instead of the Peel Region Sustainable Mode share targets for 2041. Please provide a comparison of TTS 2016 and the Peel mode share targets and add a discussion as to why the TTS 2016 mode shares are the most appropriate to use.	CGH Transportation	A comparison between 2011 and 2041 Peel target mode shares as well as the 2016 TTS mode shares has been provided in the updated TIS. The 2016 TTS mode shares have been used in the analysis to ensure a conservative approach. The study area currently has minimal non-auto infrastructure with limited plans to expand active transportation networks in the area. However, the transit mode share has been increased to account for the introduction of transit in Bolton after 2016 TTS data was collected. Please see the updated TIS for details.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	vi. In Table 15: Mode Share Assumptions, please identify what is included in the "Other" category.	CGH Transportation	Modes of travel included in the "Other" category include motorcycle, taxi and school bus trips.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	g. The Columbia Way & Kingsview Drive intersection is signalized under existing conditions. Please revise all the LOS and Queue tables in the TIS to reflect this.	CGH Transportation	The intersection label has been corrected in the updated TIS.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	h. The Queue Tables in the TIS should include link distances as well to determine if the proposed development will result in any blocked intersections.	CGH Transportation	Link distances have been included in queue tables as part of the updated TIS.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	i. Please also include average queue lengths in the Queue Tables when the 95th percentile queues exceed the available storage lengths/link distances.	CGH Transportation	Average queues have been included where 95th percentile queues exceed available storage lengths.

Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	j. Considering the proposed development is located adjacent to an Elementary school, the walking speed should be reduced to 1.0 m/s according to the OTM Book 12.	CGH Transportation	Noted. Flash Don't Walk times at the intersection of Kingsview Drive and Columbia Way have been adjusted to account for 1.0 m/s pedestrian walking speeds.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	k. Please relocate the Mississauga shared parking reduction calculation from Table 40: Parking Statistics Summary - Town of Caledon Zoning By-law to the parking justification in the sections below. Table 40 should focus only on the Town's Zoning By-law requirements.	CGH Transportation	The shared parking reduction was removed from Town of Caledon Zoning By-Law Requirements table in the first resubmission package.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	l. Please provide more details on the shared parking reduction calculation from Mississauga's Parking, Loading and Stacking Lane Regulations.	CGH Transportation	Please note that the shared parking reduction calculations have been removed as part of the first resubmission package. Please refer to the TIS for the updated parking reduction justification.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	m. Please provide a final parking rate recommendation in Section 6.2.4 for easier review.	CGH Transportation	The final parking provision rates have been recommended for each development phase as part of the updated TIS. Please note that proposed parking is section 6.4.4 in the updated TIS.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	n. Please provide bicycle parking facilities based on the best practices of municipalities of similar size and context.	CGH Transportation	Details pertaining to short term bicycle parking will be provided as part of the SPA stage of the proposed development. A total of 213 long-term bicycle parking spaces are proposed for the development.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	o. The TIS should include an Active Transportation section highlighting the proposed cycling and walking provisions, including a map illustrating the connections to the existing and future boundary networks and priority destinations such as transit stops, community services, local commercial establishments, etc. and dimensions of the proposed facilities.	CGH Transportation	Noted. Additional information has been provided as part of the updated TIS.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	p. Please note that the proposed development should account for the recommended Multi-Use Paths along both sides of Columbia Way recommended in the Town's EA.	CGH Transportation	Noted.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	q. Please note that the Town will require that Kingsview Drive extend north of Columbia Way through this parcel to provide connectivity to the lands to the north and a full-movement access.	CGH Transportation	The extension of Kingsview Drive north of Columbia Way has been provided.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	r. The proposed access on Highway 50 will be deferred for the Region's review.	CGH Transportation	Noted.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	s. The Town does not support the proposed on-street parking along Columbia Way.	CGH Transportation	Noted. The proposed on-street parking has been removed.
Town of Caledon, Engineering Services Department, Transportation Engineering)	Adam Wendland 905-584-2272	t. Please 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 letter with the re-submission package clearly reiterating the Town's comments in order and including details for how each comment has been addressed.	CGH Transportation	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Comments to be Addressed Prior to Zoning By-law Amendment Should the Official Plan Amendment be approved, the following comments are to be addressed prior to Zoning By-law Amendment.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Planning Justification Report ("PJR") and Zoning By-law Amendment ("ZBA") Comments:		
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	a. Page 23 of the PJR, and the FSR note that the development will be serviced by the existing 400mm diameter sanitary sewer on Columbia Way. If the proposed rezoning is found to be appropriate, a hold will need to be placed on the site's zoning until the new sanitary sewer is installed for all phases after Phase 1A.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	b. Please note that with the request for a public north-south road on the east of the site, zone standards may change. Please ensure a revised Zoning By-law Amendment accounts for this.	GSAI	Noted.

Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	c. Please modify the building heights to reflect a height in metric. Please provide comment on why 8 storeys (XX metres) is appropriate for this location.		The proposal has been revised to 10 storeys to account for impacts resulting from the introduction of the 26-metre north-south collector road ROW. The proposed 10-storey building height is appropriate as the site is located along a significant transportation corridor which provides GO Transit bus service and opportunities for future local transit service in the future. It is the Province's and Region's policy to optimize transit investment through efficient development patterns. The proposed 10-storey building respects the angular plane in relation to nearby low-rise residential uses which is an appropriate tool to determine permissible building height in the context of surrounding sensitive land uses. The existing reverse-frontage condition along the south side of Columbia Way also provides opportunity to introduce intensified housing forms without impacting existing neighbourhood character and streetscapes.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	d. Please confirm if there are to be rental guest suites in the apartment buildings. A definition of "rooming unit" should be added if that is the case.	GSAI	There are no proposed rental guest suites in the building.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	e. Please include a provision indicating that accessory buildings or structures are not permitted on the lot. If the applicant is proposing accessory structures/buildings for Phase 1A then additional zone category may be required.	GSAI	Reconsider this comment. Accessory structures such as those within the common amenity spaces will be required.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	f. Please note that staff will look to ensuring at least one play facility is provided at the outdoor amenity area.	GSAI	Noted.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	g. The PJR and TIS speak to a Shared Parking regulation. The TIS speaks further about the Brampton and Mississauga shared parking regulations. Please note that the Town does not have shared parking at this time. Further justification is required as to why shared parking is appropriate for this site should be provided in the PJR.	CGH / GSAI	Please note that the shared parking reduction calculations have been removed as part of the first resubmission package. Please refer to the TIS for the updated parking reduction justification.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	h. Please be consistent in the Draft ZBA with the wording for Outdoor Amenity Area/Outdoor Amenity Space.	GSAI	The Draft Zoning BY-law has been amended to apply consistent references to Outdoor Amenity Area
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	i. The Planning report has not demonstrated how the reduced side yard setbacks will maintain sufficient separation between uses (residential and institutional). If separation between uses can't be provided through the proposed side yard setbacks, the setbacks should be increased. A redesign of the site may be required to accommodate the scope of setback revisions requested in this letter, and changes to the road network requested by other departments and agencies.	GSAI	This comment is no longer applicable as the extension of Kingsview Drive provides considerable separation between the proposed development and the existing secondary school.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Please confirm the amount of condominium corporations that are proposed for this development, how they will operate, and if easements are required between these corporations.	GSAI	Approximately 4-5 Condominium Corporations will be established (1 or 2 for the stacked townhouses, and 1 for each of the proposed apartment/mixed use buildings). Mutual access easements will required on the internal private roads and driveways.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Comments received from the Region of Peel dated August 31, 2022, note that the FSR did not provide adequate information for the Region to complete modelling. Until the modelling can be completed to the satisfaction of the Region of Peel and Town of Caledon, staff cannot support advancing the applications.	GSAI	Noted. A revised FSR has been filed as part of the resubmission.
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Comments received from the Region of Peel dated August 31, 2022, note that an auxiliary turn lane is required for access proposed off of Highway 50. Please show this turn lane on updated drawings.	CGH / KFA	A Functional Design for the northbound right-turn lane at Site Access #1 has been prepared as part of the first resubmission package
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Please provide all setback, driveway, drive aisle, entrance width and parking space dimensions on site plan drawings. Encroachments such as porches, balconies should be identified and compliance with Section 4.26 "Encroachments" is required. Complete review of required yards will be done once all dimensions are provided. Please review parking information provided in the tables. Required parking appears to be lower than the total parking provided in Phases 1 and 2, and overall. As the project is phased, parking is required to be sufficient for the units constructed for that phase.	KFA	Shown on Site Plan
Town of Caledon, Planning Department, Development Planning)	Adam Wendland 905-584-2272	Example: 261 spaces identified as "required" in Phase 1, however "total" parking is less. The requirement is 24 townhouse dwelling units at 2 per unit = 48 spaces, plus 6 visitor spaces. Stacked townhouses have a requirement of 1.5 per unit = 177 spaces, plus 30 visitor spaces. Parking space calculations show an overall deficiency of 39 spaces, further by-law relief is required. (Town of Caledon, Planning Department, Zoning)	KFA / GSAI	See updated parking calculations on the Site Plan Statistics Table. Parking reductions are no longer proposed for the residential component.
Town of Caledon, Planning Department, Zoning)	Adam Wendland 905-584-2272	Please confirm if "private garage parking" includes for both interior garage and driveway parking spaces for each townhouse dwelling.	KFA/GSAI	This comment is no longer relevant as there are no longer townhouse dwellings with driveways and private garages.

Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	Parking spaces require a minimum dimension of 2.75 m x 6 m in surface parking areas and driveways and 2.6 m x 5.8 m within underground parking areas. Please dimension typical sizes and note whether any are undersized, which do not count towards required parking. Please note that parking spaces are required to be unobstructed, including those located within a private garage. As floor plans are not provided, staff cannot determine whether parking spaces located in a private garage will comply.	KFA/GSAI	The Parking Plans have been updated to show dimensioned parking spaces.
Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	As per footnote (14) in the RMD zone, Section 5.2.15 "Driveway Provisions for Residential Dwellings" applies. However, the driveway provisions apply to each lot whereas the draft zoning by-law considers the entire zoned area as one lot. Recommend inserting a "Driveways Serving a Townhouse Dwelling" into the draft by-law, exempting the zone from 5.2.15a), b) and prescribing maximum driveway widths and minimum setbacks (i.e., nil on shared driveway side, 0.6m on the other side).	GSAI	This comment is no longer relevant as there are no longer townhouse dwellings with driveways and private garages.
Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	Please label unit numbers in the stacked townhouse floor plans.	KFA/GSAI	No. There is no reason to provide unit numbers on Floor Plans at the rezoning stage. Floor Plans do not form part of the Zoning By-law Amendment.
Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	Please indicate setback to the parking area in Phase 3.	KFA/GSAI	The Site Plan has been reconfigured and there is no longer a parking area within Phase 3. Dimensions are provided in several areas of the Site Plan.
Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	Parking requirements are only specified for Building, Apartment, and not Building, Apartment, Senior Citizens and Building, Mixed Use. As retail uses are proposed in Phase 3, the use shall be identified as a Building, Mixed Use. Please provide parking requirements for each use if reduced parking rates are required.	KFA/GSAI	GSAI to update Draft ZBL.
Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	Please review definitions of storey and storey, first. To determine whether the bottom floor (partially below grade) is the "storey, first", please provide the necessary dimensions. All levels containing mechanical penthouses are considered a "storey".	KFA/GSAI	KFA/GSAI to review definition.
Town of Caledon, Planning Department, Zoning	Adam Wendland 905-584-2272	Please see the draft by-law comments provided. Any future copies of the draft by-law must be in Microsoft Word format. Tracked changes are recommended but not required.	GSAI	Noted.
Landscape Comments	Adam Wendland 905-584-2272	The proposed official plan amendments need to sufficiently demonstrate that landscape requirements for general area minimums, amenity space and rear yard space can still be achieved on the site with the proposed density. These standards are in support of general resident health, safety and well-being and need to be accommodated more completely than the accompanying drawing set shows. Future submissions will need to include a landscape plan, with relevant site statistics.	GSAI/MBTW	A Conceptual Landscape Plan has been included in the resubmission.
Landscape Comments	Adam Wendland 905-584-2272	The proposed RMD (b) definition of amenity space is not supported. -In general balconies do not meet the Town requirement of outdoor amenity space and will not be supported to meet that requirement. Please revise the application to reflect this. -Terrace' also needs an accompanying definition to be used in this context. Please revise the application to reflect this.	GSAI	noted
Landscape Comments	Adam Wendland 905-584-2272	The proposed RMD (b) definition of amenity space is not supported. -In general balconies do not meet the Town requirement of outdoor amenity space and will not be supported to meet that requirement. Please revise the application to reflect this. -Terrace' also needs an accompanying definition to be used in this context. Please revise the application to reflect this. -Proposed zone standards (d) Backyard Amenity Area (Min.) is required for any form of Town House dwelling to support general resident health, safety and well-being. Please revise the application to reflect this. For proposed zone standards (e) Outdoor Amenity Area (min.):	GSAI	noted
Landscape Comments	Adam Wendland 905-584-2272	-Please ensure naming is consistent with zoning definition – both "outdoor amenity space" and "outdoor amenity area" are used in reference for the same requirement. -Please specify what the proposed minimums apply to – in this review it was assumed they applied per unit (as opposed to per building type). -The proposed minimums are insufficient to achieve the intent of an amenity area. The proposed phase 1A and 1B townhouses would not meet even the reduced minimum being proposed. Note as well the location requirements for outdoor amenity areas and play facilities for the proposed building types – better site design of outdoor amenity areas needs to be demonstrated as achievable alongside the other requirements of added density (such as parking). Outdoor amenity standards are in support of general resident health, safety and well-being and need to be met on-site. Please revise the application to demonstrate each building form will provide ample outdoor amenity area for residents, with sufficient separation from parking and roads, and better consideration of overall site design/integration.	GSAI	noted

		Region of Peel Requirements: Region of Peel Staff have reviewed the above noted application for Site Plan Approval. The following must be fulfilled prior to Regional clearance: <ul style="list-style-type: none"> As the shared services are proposed to be shared with multiple condominiums, the Region requires confirmation from the Town of Caledon CBO prior to OZ approval to confirm the nonstandard approach will be allowed. A satisfactory Functional Servicing Report is required prior to Prior to OZ/RZ approval the non-refundable Functional Servicing Report Fee of \$515 is required as per the current Fees By-law A satisfactory TIS is required prior to Prior to OZ/RZ approval. Please see the below comments for further details. 		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca		GSAI	Noted.
Region of Peel, Public Works		Site Servicing Comments:		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	The applicant shall verify the location of the existing service connections to the subject site and the contractor is shall locate all existing utilities in the field. Requests for underground locates can be made at https://www.ontarioonecall.ca/portal/	Urbanworks	Noted; locates will be ordered to determine the exact location of utilities/services prior to any work occurring on site.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	The Region of Peel has recently released a web application used for locating water, wastewater, transportation and other regional asset across Mississauga, Brampton, and Caledon as well as viewing as-built drawings. It is called EPAL - External Peel Asset Locator and is now available for external contractors and consultants. If you do not have an existing account, provide us with your name, name of your agency/company and your email address and we will request access on your behalf. Once access has been requested, instructions will be provided in the welcome email. Please contact Iwona Frandsen at iwona.frandsen@peelregion.ca , to request access.	Urbanworks	Noted. We have obtained EPAL access and have received record drawings; the available information regarding existing municipal infrastructure has been included in the engineering drawings.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Prior to Site Plan approval, Site servicing drawings are required for Review by Region of Peel Servicing Connections	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing Region of Peel Site Servicing connection approval.	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	All Servicing and Grading drawings shall reflect the Region's and Local Municipality's road widening requirements	Urbanworks	No additional widenings have been identified for Regional Road 50 or Columbia Way. R-PE Surveying has confirmed that the required widening of HWY 50 has been conveyed.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.	Urbanworks	Sanitary control manholes and water valve chambers have been provided for service connections at the property line.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	A satisfactory Servicing Submission is required prior to Official Plan Amendment and site plan approval	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Final Regional Site Servicing connection approvals are required prior to the local municipality issuing Building Permit	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Regional Site Servicing Connection approvals will not be issued until Preliminary Acceptance is granted by the Region of Peel for any external works required to facilitate development.	Urbanworks	Noted.
Region of Peel, Public Works		Regional Easement/Infrastructure Review Requirements		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	There is a Regional sanitary sewer easement on the subject property. Please be advised that unauthorized encroachments on Regional easements will not be permitted	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Existing easements dedicated to the Region of Peel for the purpose of sanitarysewer and/or watermain, must be maintained or the existing infrastructure relocated to the satisfaction to the Region of Peel, at the owner's cost Lines of influence of proposed underground permanent structure shall not encroach onto the existing Sanitary sewer infrastructure located within the Region of Peel easement (as per Region of Peel Sanitary Sewer Design Criteria 6.4) 	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Please provide copies of all registered easement documents prior to Site Plan approval 	Urbanworks	Noted. This will be provided prior to Site Plan Approval.

Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> To determine the impact to the sanitary sewer, please submit the following drawings for the Region's review: <ul style="list-style-type: none"> o Landscaping o Foundation o Grading o Streetscaping 	Urbanworks	Please see documents included with the latest submission.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The drawings must show the curbs, the sidewalk and the Region's infrastructure 	KFA/Urbanworks	Shown of site plan
Region of Peel, Public Works		Functional Servicing Review Requirements		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval. Please refer to the Region's Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line	Urbanworks	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> We have received the FSR dated 2022-01-11 and prepared by Urbanworks Engineering Corporation/Michael Paulo, P.Eng The report must be revised to include the above PPU. The modeling cannot be completed at this time. <ul style="list-style-type: none"> o Hydrant flow test was not included. o FSR should include all the different tenures of condominiums. o Please utilize the PPU as per below: 	Urbanworks	<p>A hydrant flow test with analysis has been prepared and is included in the revised FSR.</p> <p>Condominium tenures is based on the phasing. Each phase will have it's own tenure.</p> <p>Design populations have been revised as requested in the FSR</p>
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Consultant is required to complete and submit the Multi-Use Water Demand and Wastewater Discharge table for the Region to fulfil our modelling requirements and determine the proposal's impact to the existing system. The table shall be accompanied by the Supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer. This table will be required prior to RZ/OZ Approval 	Urbanworks	A water demand and wastewater discharge table has been completed and is included in the revised FSR.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> For the design flow calculations, please use your site-specific estimated population or the most current Ontario Building Code Occupant Load determination 	Urbanworks	Design populations have been determine based on the ppu rates recommended by the Region of Peel.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> For the design flow calculations, please consider the following PPU's, which are found in the Region of Peel 2020 DC Background Study: <ul style="list-style-type: none"> o Singles/Semi – 4.2 o Multiples (Townhouses) – 3.4 o Large Apartments (larger than 750 square feet) – 3.0 o Small Apartments (equal to or less than 750 square feet) – 1.6 	Urbanworks	The design flow calculations have been revised accordingly and are based on the ppu recommended by the Region of Peel
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Prior to OZ/RZ approval the non-refundable Functional Servicing Report Fee of \$515 is required as per the current Fees By-law 	Columbia Square Inc.	Noted
Region of Peel, Public Works		Legal Comments		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The applicant is required to provide to the Region copies of all registered easements affecting the subject lands prior to OZ/RZ approval 	GSAI / Surveyor	A copy of all registered easements are included in the resubmission.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The applicant is required to provide to the Region with copies of the most current PINS. Prior to Site Plan Approval Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk 	GSAI/Surveyor	A copy of a recent Parcel Register is included in the resubmission.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Traffic Development Comments: Access and Studies		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Region requests that a functional design be included as part of the next submission due to the new development consisting of over 100 veh/hr in the peak hour according to the RCS we will require an auxiliary turn lane for the access proposed off of Highway 50 and must meet the TAC requirements. 	CGH Transportation	A Functional Design for the northbound right-turn lane at Site Access #1 has been prepared as part of the first resubmission package
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Region finds the growth rates and trip generation rates satisfactory and meet the ITE requirements. 	CGH Transportation	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Region of Peel will require one (1) copy to be in electronic format and one (1) hard copy complete with the appropriate supporting documentation. This shall be submitted to the Traffic and Transportation Engineering section of Public Works Department for our review, comment and approval. 	CGH Transportation	A digital copy is included as part of the resubmission.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Property Requirements The below comments are informational at this time. Land dedication and submission of the associated Draft R-Plan will be required at the Site Plan Approval Stage.	GSAI	Noted.

Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> 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 36 + 5.5 = 41.5 metres, 20.75 metres from the centreline of the road allowance, 	RP-E / KFA	The updated Concept Plan accommodates the required ROW width.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage of Regional Road 50 (Highway 50) behind the property line. 	KFA	The updated Concept Plan accommodated the required 0.3-metre reserve.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> A 15x15 m daylight triangle at the intersection The applicant is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. The applicant must provide the Region with the necessary transfer documents and deposited reference plan(s) to confirm the Region's ownership. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant; 	KFA	The updated Concept Plan accommodates the required daylight triangle.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The applicant is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. The applicant must provide the Region with the necessary transfer documents and deposited reference plan(s) to confirm the Region's ownership. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant; 	Columbia Square Inc.	Noted. This will be provided prior to Site Plan Approval.
Region of Peel, Public Works		<p>Waste Management Comments: This site is not within the vicinity of a landfill.</p>	GSAI	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Phase 1A: The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) and the following conditions being met and labelled on the Site Plan:</p> <ul style="list-style-type: none"> Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonne, the weight of a fully loaded waste collection vehicle. The maximum grade permitted along the waste collection vehicle access route is 8percent. 	GSAI	The proposal no longer contains traditional townhouses. As such, curbside collection may no longer apply.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Phase 2: The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the following conditions being met and labelled on a Waste Management Plan prior to the Official Plan Amendment approval:</p>	GSAI	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Waste Collection Vehicle Access and Egress Route</p> <ul style="list-style-type: none"> A minimum 18 meters straight head-on approach to Collection Point is required. This is measured from the front of the first bin staged for collection and must be labelled. Stop signs on the roadway by the loading bay to stop traffic A convex mirror on the wall opposite the loading bay to assist both the truck and oncoming traffic with a better field of vision 	GSAI /KFA	KFA to prepare Waste Management Plan
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Collection Point Requirements</p> <ul style="list-style-type: none"> Overhead clearance at the Collection Point – A minimum of 7.5 metres from the concrete pad is required at the Collection Point. The clear height of 7.5 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies. This must be shown and labelled on subsequent revised submissions. The Collection Vehicle must wholly fit in the Collection Point during collection. The Collection Point must have a minimum length of 18 meters for the Waste Collection Vehicle to avoid impacting the flow of traffic in the roadway. The collection point must also have a min. width of 6m. The Collection Point must show sufficient space for the staging of all bins of a single stream, whichever is larger (Garbage or Recyclable materials) and setting-out of Bulky Items (minimum 10 square meters). The number, size, and type of receptacles in the Collection Point must be clearly labelled. The Collection Point should not require the jockeying of front-end bins (i.e. manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. Please see Appendix 4 of the WCDSM – Waste Collection Design Standards Manual for suggested positioning of bins. 	GSAI/ KFA	Waste Management Plan has been included
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>If jockeying of bins during collection is required, please indicate on the waste management plan that property management staff will be responsible for jockeying the bins during collection, subject to the following requirements:</p> <ol style="list-style-type: none"> The bins should be properly positioned in the collection area on the day of collection before 7 am. The driver is not required to exit the collection vehicle to facilitate collection. Property management is responsible for moving bins during collection. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site 	GSAI / KFA	Note has been added to waste management plan
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Phase 3: For the Retail units: Retail waste must be set out separate from residential waste and clearly labelled on the site plan.</p>	KFA	Refer to waste management plan

Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Residential units are eligible for Front-End waste collection provided that requirements in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual are met on the site plan:	KFA	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The collection area should not require the jockeying of front-end bins (i.e. manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region of Peel strongly discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection. 	KFA	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements: <ol style="list-style-type: none"> The bins should be properly positioned in the collection area on the day of collection before 7 am. The driver is not required to exit the collection vehicle to facilitate collection. Property management is responsible for moving bins during collection. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site. Please indicate on the site plan that property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection. 	KFA	The note has been added, refer to waste management plan waste collection note #9
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Waste Collection Vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. 	KFA	Shown on site plan
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle. 	KFA / A&A	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> All roads shall be designed to have a minimum width of 6 metres. 	KFA	All proposed roads have a minimum width of 6m.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site. 	KFA	As shown on the plan, the centreline radius of each turn is at least 13m.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing according to Sections 2.0 and 4.1 of the Waste Collection Design Standards Manual. 	KFA	The waste collection vehicle access route is shown on the Plan.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> A min. 18m straight head on approach to the collection point is required. This is measured from the front of the 1st bin staged within the collection point. 	KFA	A minimum 18-metre head-on approach to the collection points are provided and shown on the plan.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The min. width required for collection point is 6m. 	KFA	The width of the collection points as shown on the plan are at least 6 metres wide.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The internal waste storage area must be large enough to contain all the required number of front-end bins for garbage and carts for recycling to allow for easy movement of the bins. 	KFA	As shown on the plan.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> The Collection Point must also show 10 square meters for the set-out of Bulky Items. 	KFA	The proposed collection points have a minimum 10 sq. m. set-out area for bulky items.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Stop signs are required on the roadway by the loading bay to stop traffic. 	KFA	Stop signs are not proposed as they are not warranted given the low traffic volume at the loading bays.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> A convex mirror is also required on the wall opposite the loading bay to assist both the truck and oncoming traffic with a better field of vision. 	KFA	A convex mirror has been provided. See Site Plan.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Waste Storage Room:</p> <ul style="list-style-type: none"> All required Front-end bins of both streams must be shown in the Waste Storage Room depicted on drawing. The number, size, and type (Garbage/ Recyclable Materials) of Front-end bins must be labelled. The calculation showing the required number of Front-end bins must also be labelled. Please refer to WCDSM Appendix 6 Front-end Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations. The Waste Storage Room must also show 10 square meters for the storage of Bulky Items. If present, the location of the compactor must be shown and labelled. <p>At the site plan stage, all requirements on Section 2.0 and 4.0 of the Waste Collection Design Standards Manual must be adhered to including those above.</p>	KFA	The waste storage room containing all of these items are shown on the Waste Management Plan.

Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<p>Sustainable Transportation and Public Health Comments</p> <p>STSI Comments</p> <p>Sustainable Transportation Strategy recognizes and identifies Peel's role to build awareness relating to sustainable modes of commuting, such as carpooling, transit, telework, walking and cycling. TDM/AT has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that the Region of Peel – STSI (Sustainable Transportation and Strategic Initiatives) aims to achieve by integrating TDM/AT and development to provide a more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promotes a healthy and active lifestyle. STSI offers the following recommendations for future iterations of this site.</p>	CGH Transportation	Noted.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Recognize that developer participated in the Region's Healthy Development Assessment and scored a 15/20 Consider installing visible, well-lit bicycle parking for visitors (short term parking) near the main entrance. Typically, 1-5 bicycle parking spaces can substitute for a parking space, up to a maximum of 25-30% of total required parking spaces Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists. Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible. Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments. Ensure that bicycle parking spaces and access aisles meet minimum dimensions; and that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored. Suggest a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided). 	KFA / MBTW	Refer to A102 for location of bike resident parking. Visitor bike parking has been added to the Site Plan A100
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Suggest the installation of EV (Electric Vehicle) charging stations for micro-mobility devices (e-scooter, e-bike, e-car) in public spaces and designate micro-mobility parking areas so devices do not impede the pedestrian clearway. 	KFA	These will be indicated in the Site Plan Approval phases
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Recommend the provision of lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks, and trails Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible 	MBTW	No transit stops are proposed. Lighting will be refunded during site plan
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Considering the installation of preferential parking options for commercial use staff. 	CGH	Noted. This will be confirmed as part of the Site Plan Approval Stage
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Consider further parking reductions applied by providing an incentive to commercial staff to provide Transit Discount cards to promote the use of local transit. 	CGH	Providing Transit Discount cards has been recommended as one of the Transportation Demand Management measures for the proposed development within the revised TIS.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Consider providing showers and changing facilities for the use of active commuters, regarding commercial use properties 	CGH	While the provision of showers and changing facilities within the commercial buildings for active commuters is a good TDM measure for specific land uses, such as an office, it is not a viable option for the proposed development, as the specific type of commercial land use is still being considered. Additionally, there is a small number of active transportation trips estimated to be generated by the proposed development.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> It is suggested to sell/lease parking spaces separately from units. This ensures less of an incentive for residents to own/use a vehicle. The Peel Healthy Development Assessment guide suggests providing unbundled parking for 50% of dwellings within 400 m (about 1312.34 ft) of a transit stop. 	CGH	Noted. This will be confirmed as part of the Site Plan Approval Stage
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Provide shelters, lighting and benches at any on-site transit stops 	KFA	There are no proposed transit stops
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	<ul style="list-style-type: none"> Recommend wayfinding signage for site access (where required, e.g., when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious). Provide sidewalk and cycling route connections (curbs are cut) through the property and suggest confirming lighting conditions meet current standards for pedestrian/cycling ways and walkways to make walkers/cyclists visible to vehicle users and provides a safer environment. Suggest making sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed (cut) curbs at street corners and convenient access to extra-wide parking spaces and ramps. 	KFA	These will be indicated in the Site Plan Approval phases

Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Public Health Comments Public Health does not have any objections to the proposed Official Plan and Zoning By-Law Amendment application. A Healthy Development Assessment was submitted and score of 15 was achieved (Silver Level). This demonstrates that the proposal is on its way to contributing to a healthy built form.		Noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	The following are our recommendations: <ul style="list-style-type: none"> • Consider short term bicycle parking near building entrances and long-term secure bicycle parking for residents • Encourage landscaped walkways with pedestrian scaled lighting within the site • Where feasible, consider incorporating porous/permeable surfaces or light-coloured materials instead of black asphalt to mitigate negative aesthetic and environmental impacts • Recommend a 2m wide sidewalk adjacent to 8 storey residential building along Highway 50 and Columbia Way frontages • Recommend 1.5m wide sidewalks along townhouse unit frontages • Consider age friendly development guidelines when designing spaces for multigenerational use 	CGH	Details pertaining short term bike parking will be provided as part of the SPA stage of the proposed development. A total of 213 long-term bicycle parking spaces are proposed for the development. The TIS has been revised accordingly for the first resubmission package and has been carried through in the revised TIS.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Regional Roads And Storm Water Requirements		
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	The Region of Peel has an Environmental Compliance Approval (9582-B9TRLW) for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no additional flows are permitted and no new connections are made to Regional Roads.	Urbanworks	The stormwater outlet location for the site plan portion of the site has been re-directed toward the existing 1200mm culvert at the southwest corner of the property. Note that the Kingsview Drive extension is still proposed to discharge to the existing storm sewer at the southeast corner.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies. Alternatively, flows can be mitigated using Low Impact Development Technologies. Developers are required to demonstrate how this will be achieved through a Stormwater Management Report.	Urbanworks	Noted. The storm outlet design has been revised; refer to comment response above.
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	No grading will be permitted within any Region of Peel ROW to support adjacent developments	Urbanworks	Noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Grading and Drainage approval by the Region of Peel is required prior to Site Plan Approval	Urbanworks	Noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval	Urbanworks	This has been included
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	We have received the SWMR dated 2022-01-11 and prepared by Urbanworks Engineering Corporation/Michael Paulo, P.Eng The Report is satisfactory in principal.	Urbanworks	Noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	The Region will require a satisfactory Stormwater Management Report prior to Site Plan Approval	Urban Works	noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Prior to Site Plan approval, Grading and Drainage drawings are required for Review by Servicing Connections	Urban Works	noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Please refer to the Region's Storm Water Management Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line	Urban Works	noted
Region of Peel, Public Works	Dylan Prowse, dylan.prowse@peelregion.ca	Prior to OZ/RZ approval the non-refundable Stormwater Management Report Fee of \$515 is required as per the current Fees By-law	Urban Works	noted
Dufferin-Peel Catholic District School Board	Krystina Koops, krystina.koops@dpcdsb.org	The Board is requesting clarification on the submitted grading plans to illustrate how the grading will affect the St. Michael CSS site.	Urbanworks	Proposed external grading works which would affect the school site involve removal of an existing earth pile that straddles the common property boundary, and which would not be compatible with grades for the Kingsview Drive extension. At all other locations, existing grades are proposed to be matched along the property line.

Dufferin-Peel Catholic District School Board	Krystina Koops, krystina.koops@dpcdsb.org	Currently there is a large mound of soil on the eastern side of the subject lands that are proposed to be reduced by 3.5 meters. At this time, it is unclear whether retaining walls will be required. Any grading required on the St. Michael site to facilitate the development will require final approval by the Board. The Board requests that the following condition be incorporated in the development agreement: 1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots. (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school." (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."	Urbanworks	The current grading design proposes to remove the earth pile completely, without the use of retaining walls. This would require permission from the school board, as part of the work will occur on the school site. Alternatively, a 3.5m tall retaining wall would be required at the edge of the property boundary to support the existing mound on the school site, as the portion within the development is not compatible with the proposed road grades, and needs to be removed.
Dufferin-Peel Catholic District School Board	Krystina Koops, krystina.koops@dpcdsb.org	Prior to final approval, a clause shall be included in the development agreement that detailed grading plans in relation to the St. Michael school site will be submitted to the Dufferin-Peel Catholic District School Board for review and approval.	GSAI	Noted.
Dufferin-Peel Catholic District School Board	Krystina Koops, krystina.koops@dpcdsb.org	Prior to final approval, a clause shall be included in the development agreement that detailed grading plans in relation to the St. Michael school site will be submitted to the Dufferin-Peel Catholic District School Board for review and approval.	GSAI	Noted.
The Peel District School Board	Nicole N. Hanson nicole.hanson@peelsb.com	The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement: 1. 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.	GSAI	Noted.
The Peel District School Board	Nicole N. Hanson nicole.hanson@peelsb.com	2. 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 from the date of registration of the development agreement: a) "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 #39. You are advised to contact the Planning and Accommodation department of the Peel District School Board to determine the exact schools." b) "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 Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)".	GSAI	Noted.
The Peel District School Board	Nicole N. Hanson nicole.hanson@peelsb.com	3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.	GSAI	Noted.
Urban Design Peer Review	Moiz Behar, chris@mbpd.ca	At this stage, we recommend a conceptual landscape plan be provided to demonstrate design intent. Planning Justification Report & Urban Design Brief 1. The internal street network proposed consists of private roads at different widths. Rational has not been provided regarding the use of private roads versus public roads, given the size and scope of use on the site. The applicant should consider a public road network as a means of providing public street frontages within the site. In this regard, as noted by Town staff, a new north-south public road would be aligned with Kingsview Drive to the south. As well, a new east-west road would generally follow the route between Phase 1 and Phase 2 buildings. Please see attached redlined drawing. 2. The Brief refers to two phases entitled 'Phase 1A' on page 17. This is likely a typo and should be updated for consistency.	MBTW	A Conceptual Landscape Plan is included in the resubmission. 1. A north-south public road has been introduced into the plan. Additional east-west public road is not warranted as the remainder of the site is generally self-contained and does not serve as a means for through-traffic. 2. Noted. The typo has been corrected / removed.

Urban Design Peer Review	Moiz Behar, chris@mbpd.ca	<p>Concept Plan Drawing Set (By Phase)</p> <p>Phase 1A</p> <p>3. We recommend that the applicant consider a higher density-built form in this area, adjacent Highway 50, that currently shows 3-storey townhouses. An option would be 3-storey stacked townhouses as currently provided under Phase 1B.</p> <p>4. SD500 – Phase 1A Elevations show a blank wall for the east elevation. The site plan shows a future connection to the north. As such, we recommend the applicant provide an upgraded façade treatment, which should be detailed during the site plan approval stage.</p> <p>5. The applicant should provide the height (in metres) of the street townhouses on the drawings.</p>	GSAI / KFA	<p>3. 3-Storey Stacked Townhouse has been implemented, as suggested.</p> <p>4. This product type is no longer proposed. The Stacked Townhouses which replace this housing form have upgraded side elevations on all sides.</p> <p>5. This product type is no longer proposed.</p>
Urban Design Peer Review	Moiz Behar, chris@mbpd.ca	<p>Phase 1B</p> <p>6. The applicant should provide the height (in metres) of the stacked and back-to-back townhouses on the drawings.</p> <p>7. We are not clear from the drawings if there are basement level entrances (half level below grade) to the lower stacked units. If there are, we recommend that the applicant consider a full storey at the ground level and eliminate the lower-level patios.</p>	GSAI /KFA	<p>6. The metric height is now provided on the Elevation Plans.</p> <p>7. KFA to confirm entrance location for the lower level units.</p>
Urban Design Peer Review	Moiz Behar, chris@mbpd.ca	<p>Phase 2</p> <p>8. Given the scale of the development, we recommend that the applicant consider an expanded outdoor amenity space, which may result in the reduction of some surface parking.</p> <p>9. SD002 – Phase 2 Site Plan and SD101 – Phase 2 Ground Floor Plan show a large amount of street frontage utilized by locker rooms. We recommend the applicant consider relocating the locker rooms to the extent feasible and replacing with additional retail and/or indoor amenity space facing the streets.</p> <p>10. SD104 – Phase 2 Level 4-6 Floor Plan, does not indicate if the building corner at level 4, between the two wings of the building, will feature a roof-top amenity space or green roof. We note that figure 14 of the Urban Design Brief shows an outdoor amenity area. As such, the applicant should clarify and update for consistency.</p> <p>11. SD106 – Phase 2 Mechanical P.H. Level, shows 4 stairwells. The applicant should clarify if residents would have access to the rooftop as an amenity space.</p>		<p>Outdoor amenity area has been reconfigured. Interior design of buildings will be refined at site plan stage</p>
Urban Design Peer Review	Moiz Behar, chris@mbpd.ca	<p>Phase 3</p> <p>12. We note that the layout of the proposed building will need to change to reflect the new north-south public road and address the new intersection. We will review the revised building layout and provide further comments as required.</p>		<p>The site plan has been updated</p>
Canada Post	Christopher Fearon christopher.fearon@canadapost.ca	<p>The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;</p>	GSAI	<p>Noted. At this time, community mailboxes for the Stacked Townhouses are located at the Central Amenity Space.</p>
Canada Post	Christopher Fearon christopher.fearon@canadapost.ca	<p>The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;</p>	GSAI	<p>Noted.</p>
Canada Post	Christopher Fearon christopher.fearon@canadapost.ca	<p>The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;</p>	GSAI	<p>Noted.</p>
Canada Post	Christopher Fearon christopher.fearon@canadapost.ca	<p>The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Caledon;</p>	GSAI	<p>The Town of Caledon no longer endorses the preparation of Homebuyer Information Map. We propose a Mailbox Location Plan to include in Agreements of Purchase and Sale.</p>
Canada Post	Christopher Fearon christopher.fearon@canadapost.ca	<p>The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post;</p>	GSAI	<p>Noted.</p>

Canada Post	Christopher Fearon christopher.fearon@canadapost.ca	With respect to the +/- 403 apartment units, Canada post requires: <ul style="list-style-type: none"> • The owner/developer to provide a rear-loaded lock-box assembly which will be owned and maintained by the owner/developer and must be erected in a centralized location in each building. As per our revised National Policy, no retail units will receive delivery to the door. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided. • The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lockboxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in each building's lobby intercom and the purchase of a deadbolt for each mailroom door that is a model which can be retrofitted with a Canada Post deadbolt cylinder. 	KFA	Noted. This will be detailed at the Site Plan Approval stage.
Public Comments	Adam Wendland 905-584-2272	Applicant-related questions 1. If this is application is approved when is construction expected to begin and how long would it take? 2. Who is the builder or developer that is proposing this?	GSAI	1. Construction is estimated to occur no sooner than 2026. 2. Georgian Properties
Public Comments	Adam Wendland 905-584-2272	Neighbourhood Context questions 3. How will this benefit the community? 4. How does the apartment buildings fit in with the low-density subdivision to the south?	GSAI	3. The proposed development will provide for retail commercial floor space and a range of housing types which are not currently available in the Bolton North Hill Area. 4. The proposed apartment buildings fit within the context of the low-density subdivision to the south as the subdivision has a reverse-frontage condition along the south side of Columbia Way which provides opportunity to introduce alternative intensified housing forms without impacting existing neighbourhood character and streetscapes. The proposed 10-storey building respects the angular plane in relation to low-rise residential uses which is an appropriate tool to determine permissible building height in the context of surrounding sensitive land uses.
Public Comments	Adam Wendland 905-584-2272	Housing Form questions 5. Why is the applicant proposing housing larger than 6 storeys in height?	GSAI	The significance of 6 storeys of building height at his location is not clear. The proposed 10-storey building height is appropriate as the site is located along a significant transportation corridor which provides GO Transit bus service and opportunities for future local transit service in the future. It is the Province's and Region's policy to optimize transit investment through efficient development patterns. The proposed 10-storey building respects the angular plane in relation to nearby low-rise residential uses which is an appropriate tool to determine permissible building height in the context of surrounding sensitive land uses. The existing reverse-frontage condition along the south side of Columbia Way also provides opportunity to introduce intensified housing forms without impacting existing neighbourhood character and streetscapes.

Public Comments	Adam Wendland 905-584-2272	<p>Traffic/Parking-related questions</p> <p>6. With the addition of over 545 units, how is the increase in traffic going to be managed?</p>	CGH Transportation / GSAI	<p>The proposed development is anticipated to generate 93 inbound and 249 outbound AM peak hour vehicle trips, and 257 inbound and 170 outbound PM peak hour vehicle trips. On average, this is equivalent to approximately 2 inbound and 4 outbound vehicles per minute during the AM peak hour, and 4 inbound and 3 outbound vehicles per minute during the PM peak hour. These values were derived using conservative assumptions, including 1) applying 2016 auto mode shares; 2) not taking into the account the retail trips from low-rise component of the proposed development as well as adjacent residential community having higher non-auto mode shares; amongst others. The conservative trip generation was added to the background network volumes and Synchro analysis results indicate that the study area intersections operate within acceptable levels of service with the proposed development in place. Signal phasing adjustment may be required to optimize traffic flow; however, the analysis shows that no substantial signal timing modifications such as addition of new phases or extension of signal cycle time is required to accommodate the proposed site due to sufficient residual capacity currently available in the network.</p>
Public Comments	Adam Wendland 905-584-2272	7. How does the traffic patterns differentiate between a residential and commercial development?	CGH Transportation / GSAI	<p>The trip generation was completed using ITE rates. The trip generation was calculated for each phase and land use separately. ITE rates account for different traffic patterns between different land uses, such as residential and commercial. ITE also considers the inbound and outbound percentages for each land use for each period (i.e., weekday AM and weekday PM).</p>
Public Comments	Adam Wendland 905-584-2272	8. Has the traffic study taken into account the neighbouring high school? If so, how?	CGH Transportation / GSAI	<p>The updated TIS includes 2023 Turning Movement Counts from June 27th. On June 27th the school was still in session, with principal days being June 28th, 29th and 30th. On this day, an AM peak hour was observed at 7:45 AM to 8:45 AM and an afternoon peak at Kingsview Drive and Columbia Way intersection was observed at 2:15 to 3:15 PM, which align with the beginning and the end of a school day. Additionally, a PM peak hour of 4:45 PM to 5:45 PM was observed. The afternoon peak was observed to have 24 more hourly intersection trips when compared to the PM peak hour and as a result, a sensitivity scenario was created to analyze the afternoon peak (2:15 to 3:15 PM) at Kingsview Drive and Columbia Way, in addition to AM and PM peak hour analysis undertaken at this intersection as part of the larger study area network evaluation. The sensitivity scenario combines the afternoon peak traffic with the PM peak hour trip generation of the proposed development, which is conservative. Both the AM and PM peak hour, as well as the afternoon peak hour future total intersection analyses indicate sufficient residual capacity and an acceptable level of service at Kingsview Drive and Columbia Way.</p>

Public Comments	Adam Wendland 905-584-2272	9. How will you keep it safe for bus drivers, commuters, and pedestrians as Columbia Way is a busy street?	CGH Transportation / GSAI	The planned changes to Columbia within the vicinity of the subject development include an urban reconstruction of Columbia Way, and a multi-use pathway along the south side of the road. The sidewalk along the north side of Columbia Way, east of Kingsview Drive will remain, and will be extended west towards Highway 50. Pedestrian crossings are present at the intersection of Highway 50 and Columbia Way, and Columbia Way at Kingsview Drive. Columbia Way adjacent to the site is within a "Community Safety Zone" and has a posted speed limit of 40km/h. This will encourage for bus drivers and commuters to travel at lower speeds. The on-street parking along Columbia Way which was proposed as part of the original submission has been removed to reduce number of parking maneuvers and, as a result, potential conflicts. Additionally, Site Access #2, originally proposed along Columbia Way, has been moved from Columbia Way to a less busy extension of Kingsview Drive.
Public Comments	Adam Wendland 905-584-2272	10. Are there any changes required to the lane configuration of Columbia Way based on this proposal?	CGH Transportation / GSAI	No changes to the lane configuration of Columbia Way are required as part of this proposal beyond what has been previously proposed within the Columbia Way EA future roadway improvement design.
Public Comments	Adam Wendland 905-584-2272	11. The proposed plan has a roadway entrance heading north into the development halfway between Highway 50 and Kingsview Dr. The intersection at Kingsview is already signalized, why not use this for the entrance? Additionally, most of the traffic studies were done when normal traffic volumes for St Michael's High School were not present.	CGH Transportation / GSAI	The north-south site access along Columbia Way, which was proposed as part of the original submission, has been moved to the future extension of Kingsview Drive. Please see the proposed Site Plan for details. Additionally, as part of the first resubmission package, new 2023 traffic counts were undertaken in June, when school was still in session. This included AM, PM, as well as the afternoon peak hour counts at Columbia Way and Kingsview Drive, with afternoon peak analysed as part of a conservative sensitivity scenario. All future total analysis results indicate sufficient residual capacity within the study area and acceptable traffic operations.
Public Comments	Adam Wendland 905-584-2272	12. How are you planning on dealing with parking? There are existing issues in the neighbourhood caused by a shortage of parking spaces.	CGH Transportation / GSAI	The parking provisions at the proposed development are expected to meet the demands of future residents and patrons based on parking justification outlined in the updated TIS. Additionally, the proposed development includes a number of Transportation Demand Management measures which are expected to incentivise non-auto travel to the proposed development. These include a comprehensive network of on-site pedestrian facilities, long-term weather-protected bike parking, short-term bike parking, transit discount cards for commercial staff, and online information on transit and active modes.
Public Comments	Adam Wendland 905-584-2272	Snow Storage questions 13. For the phase 1 townhouses, the plan shows the front is completely hard-scaped. Asphalt parking pads and concrete walkways. Where does the snow go in the winter and who clears it? Does the condo take on the task and remove it? If the homeowner must shovel, shovel to where?	GSAI	The Phase 1 Townhouses previously shown on the plan are no longer proposed. The Condominium Corporation will retain a building management company which will manage snow removal for the Condominium. Based on the current plan, homeowners are not required to remove snow within the Condominium.
Public Comments	Adam Wendland 905-584-2272	Commercial Impact Study questions 14. How is the Commercial Impact Study valid when the basic assumption was conducted during the Covid-19 Pandemic? Will the report change as this assumption is no longer valid?	GSAI	While the pandemic will result in changes to the industry, these changes, as forecast in the context of current information, are reflected in the analysis. Overall, it is the opinion of Tate Economic Research that the analysis remains appropriate during pandemic conditions primarily due to its longer term approach to market demand. Further, the pandemic accelerated market trends that were already occurring.
Public Comments	Adam Wendland 905-584-2272	Servicing questions 15. Where is the water servicing coming from? 16. Would Bolton need an additional water tower or water treatment plant for this proposal?	Urbanworks	15. Water servicing for the site is proposed via connection to the existing 400mm watermain located on the north side of Columbia Way at Kingsview Drive. 16. Unknown - to be confirmed by the Region of Peel.