

TOWN OF CALEDON
PLANNING
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Public Engagement Summary

0 Agnes Street - Alton Village, Town of Caledon

Weston Consulting is the planning consultant for Normaple Development Ltd. and The Alton Development Inc. (collectively the “Seaton Group”), the legally registered and beneficial owner respectively of the property located at 0 Agnes Street in the Town of Caledon (the “subject lands”). As part of the proposed development, Weston Consulting and Seaton Group have engaged with the public to address questions and seek feedback on the proposed development. The following letter summarizes the public consultation held to-date and next steps.

Informal Pre-Consultation with Local Residents

In 2019, informal consultations were held with Alton residents via the Alton Ontario Activity Board Facebook group, whose 1,283 members comprise a very large portion of the population of the village. Several follow-up email exchanges also took place. These conversations occurred at the initial stage of planning when site data was being collected, and several alternative built forms were being considered for review at the first Development Application Review Team (DART) meeting in June 2020.

Appendix A provides a summary of the key topics that were raised on the Facebook group page and through email correspondence with residents. The response has been provided based on the enclosed submission material.

Developer-Led Public Information Meeting

At the request of the Town of Caledon as part of the DART resubmission process, a Public Information Meeting was conducted at the Alton Mill on March 27, 2024. Formal notice was circulated following the protocols of the Planning Act (mailed notice to everyone within a 400-meter radius and publication in local newspapers) and also posted on the Alton Activity Board Facebook Group. The public was also requested to submit written comments.

The meeting was attended by approximately 100 people, and 32 written submissions have been received by the developer and/or the Town of Caledon. The comments fell into nine broad themes:

1. Density
2. Built Form / Compatibility
3. Traffic and Circulation
4. Sewage Systems
5. Stormwater Management
6. Public Access / Open Space / Common Amenity Area
7. Lighting
8. Construction Logistics
9. Natural Environment

There were also some very specific localized comments received. Attached to this letter are copies of the following:

- Appendix B is a public comments response letter containing a summary of the thematic comments and the development team’s responses.

- Appendix C is a matrix summarizing all comments received and responses to each comment (many of which refer back to the response letter).

Several respondents expressed a preference for single detached homes instead of townhomes. Seaton Group weighed this against the policy environment mandating greater density and a broader range and mix of housing options that are more attainable and have opted to proceed with its application for low density townhomes that still represent a low rise ground oriented housing form. However, as a result of the public feedback received, there have been two notable changes made to the plans:

- A second entrance out to Emeline Street has been added in response to the many concerns raised about concentrating all the traffic via one entrance.
- The common amenity area was expanded to allow ample room for a community gathering spot, a children's play area, and an open area suitable as an informal play field.

These changes resulted in a reduction in the number of proposed units from 67 to 65. See the revised Concept Plan enclosed in this submission.

Conclusion and Next Steps

Pursuant to this Public Engagement Summary and Appendices A, B and C enclosed, Weston Consulting and Seaton Group have worked diligently to address questions, comments and concerns from the public regarding the proposed development. As part of the formal Zoning By-law Amendment Application and Draft Plan of Subdivision application, Weston Consulting and Seaton Group will continue to engage with the public in accordance with the *Planning Act*, including a Statutory Public Meeting to be scheduled by the Town of Caledon following the submission of the planning application.

Enclosed:

Appendix A: Summary of Facebook Group Consultation (2019-2020)

Appendix B: Response Comments Response Summary

Appendix C: Public Comments Response Matrix

Appendix A

Summary of Facebook Group Consultation (2019-2020)

Discussion Topics	Discussion Topics Response
<p><u>Traffic Congestion and Noise</u></p> <p>Concerns over increased traffic and congestion as a result of the proposed development were discussed.</p>	<p>A Transportation Impact Study (TIS) has been prepared by Paradigm Transportation Solutions. The TIS finds them projected traffic conditions resulting from the proposed development to be at a very similar level of service. All traffic movements are forecast to continue operating with acceptable levels of service and well within capacity.</p>
<p><u>Compatible Design</u></p> <p>Residents requested that the design of the proposed development be compatible with the surrounding area.</p>	<p>Like the surrounding neighbourhood, the proposal is for ground-oriented homes. However in order to attain a higher density on this infill site, the proposed residences are attached rather than detached. The Urban Design and Cultural Heritage Brief prepared by ATA Architects Inc. in accordance with Terms of Reference provided by the Town, proposes architectural design guidelines to ensure the design of the homes will be compatible with and reflective of the abutting historic areas.</p> <p>The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan. The Caledon Official Plan designates the subject lands as a Rural Neighbourhood. The purpose of these designations is to preserve the areas for residential use and new development within these areas is to occur in a manner that makes efficient use of the surrounding services and existing infrastructure. The proposed development conforms with applicable Provincial, Regional and Local Official Plan policies as it introduces an infill development with a new housing type, where appropriate levels of infrastructure and public services are present.</p>
<p><u>Parkland and Open Space</u></p> <p>There is a comment about redeveloping the subject lands into parkland. There are other comments requesting the proposed</p>	<p>As discussed in the Planning Justification Report, there are a number of parks, trails, conservation areas and publicly accessible places located within walking distance of the subject lands. The proposed development has been</p>

development connect to the wider network of trails and open space.	designed to ensure connectivity to the existing open space network.
<p><u>Appropriate Scale</u></p> <p>Comments in the Facebook Group request the proposed development be comprised of smaller scale homes, such as bungalows, to ensure compatibility with the surrounding area. The commenters also suggested that this could allow for aging-in-place, downsizing, or provide more affordable options for first time buyers.</p>	<p>Municipal policies encourage a mix of unit types. The townhouse typology with a height of one to two storeys and large rear yard setbacks respects the neighbouring single detached houses.</p> <p>The overall density contemplated is relatively low and is appropriate since limited intensification and infill growth is anticipated in the Villages designation.</p>
<p><u>Sustainability</u></p> <p>Some residents expressed a desire for sustainable design features, including net-zero building design, naturalized landscaping, and other building technologies that consider the impact of climate change.</p>	<p>The proposed development will incorporate various site level design and management approaches that constitute Low Impact Design (LID), such as stormwater infiltration and naturalized landscaping of a significant portion of the site area. Sustainable building technologies will be considered to minimize environmental impacts and reduce energy and water consumption. Designs that incorporate Green Development Standards will also be seriously considered.</p>
<p><u>Trees and Screening</u></p> <p>In separate email correspondence some residents requested appropriate vegetation including mature trees to be planted along the property line to provide visual screening between their properties and the new development.</p>	<p>As discussed in the Arborist Report and Tree Preservation Plan, existing trees around the perimeter of the site are recommended for preservation. In addition, as outlined in the Urban Design and Cultural Heritage Brief, the proposed landscape design proposes the use of native plant species, and tree planting around the perimeter. The plan promotes a visual and physical connection throughout the development and connects back to important greenspaces and trails in the community. A conceptual landscape plan illustrates these ideas. The specifics of the landscaping plan will be dealt with at the detailed design stage, and during the public consultations for this application, the neighbours will have the opportunity to provide suggestions as to the strategic placement of such trees.</p>

APPENDIX B

The Corporation of the Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

November 26, 2024

Attn: Tanjot Bal, Senior Planner, Development and Design

RE: Resident Comments Response Summary

Weston Consulting is the planning consultant for Normaple Development Ltd. and The Alton Development Inc. (part of Seaton Group), herein referred to as the “applicant”, is the legally registered and beneficial owner respectively of the property located at 14 Agnes Street, (as per Google Maps) in the Town of Caledon (herein referred to as the “subject lands”). The owner is proposing to develop the subject lands with 63 townhouses (previously 65) and 2 semi-detached units, which are designed to be bungalows, bungalow-with-lofts and two-storey dwellings.

As part of the Pre-Consultation Development Application Review Team (“DART”) application process, the applicant led a Public Information Meeting (PIM) on Wednesday, March 27, 2024 at the Alton Mill Arts Centre. The PIM was well-attended by the public and questions and comments were provided in-person and by email to Town Staff, the applicant, and Weston Consulting. All comments from members of the public have been recorded in a comprehensive Comment Response Matrix (“CRM”) which is part of the recently filed Planning Act application submitted to Town of Caledon. Copies of all application materials are available for viewing on the [Town's website](#).

The CRM divides the comments into major themes, as follows:

1. Density
2. Built Form / Compatibility
3. Traffic and Circulation
4. Sewage Systems
5. Stormwater Management
6. Public Access / Open Space / Common Amenity Area
7. Lighting
8. Construction Logistics
9. Natural Environment

In addition to the CRM, this letter provides a high-level summary of public comments and detailed responses to the main comments, organized by the aforementioned themes. For responses to individual comments, please see the CRM.

1. **Density**

Concerns were raised about the proposed density being too high in the context of the Village of Alton. A strong preference was expressed for more single detached homes. People asked how many units could be built “as of right” under the existing zoning.

Applicant Response

Infill site

It is important to note that this is the last remaining large infill/greenfield site in the centre of the Village of Alton.

Current RR zoning

The current zoning is Rural Residential which permits single detached dwellings. The total lot area is 40,400 m² and the minimum lot area for a partially serviced lot (municipal water, private individual sewage system) in the Rural Residential zone is 1,390 m². The exact number of lots that could be fit depends on the configuration and cannot be determined precisely at this time. However, in a rough calculation, if one assumes 25% of the land is consumed in roads and stormwater management facilities, that leaves 32,320 m² for lots divided by 1,390 m², which equates to approximately 22 lots.

This works out to approximately 5.4 units per hectare (UPH) (2.2 units per acre) which would not achieve the Caledon Official Plan’s density and intensification objectives and wouldn’t be consistent with Provincial policies calling for intensification through efficient and compact development forms.

Density calculation and conformity with Official Plan

The proposal conforms to the Town of Caledon’s existing Official Plan as it supports the future population target of 1,503 for Alton (policy 4.2.6.3), promotes a diverse mix of housing types and tenure (policy 3.5.2.1), and encourages intensification with compact built forms (policy 4.2.1.2.1), which is reflective of the provincial policy direction outlined in the Provincial Policy Statement and the Growth Plan.

The proposal also conforms to the newly adopted Town of Caledon Official Plan as it provides for a density of 16.09 UPH which would be considered gentle intensification generally in accordance with Village/Hamlet density ranges and below minimum standards for more established settlements. The development broadens Alton’s variety of built forms at a scale appropriate to local context (policy 4.2.3). The driving force behind this proposal is to provide a built form that is currently not available in the community, thus providing a broader range and mix of housing opportunity in accordance with provincial policy direction that will contribute to a complete community. The proposed built form efficiently uses the limited amount of land available for development in the village and complies with the overall policy direction of the Province, Region and Town and the social imperative to build housing.

Caledon's 2021 Development Charge Report by CN Watson & Associates found the average occupancy of detached and semi-detached homes in the municipality is 3.666 people per unit (ppu) for detached and semi-detached dwellings and 2.791 ppu for "other multiple" unit (which includes townhomes). The application proposes bigger-than-normal townhomes, comparable in size to singles and semis, however they are designed to appeal to a larger-than-normal component of empty nesters and seniors. On balance, we expect the occupant load to be approximately 3.2 ppu which is the assumption used in this discussion about density and in the discussion about occupant loads for sewage design flow. As such, we have considered a higher density than required in confirming the proposals impact on existing services.

To be more specific:

- Typical urban townhomes are 5.5m (18') wide x 30m (100') deep with single car garages.
- The proposed units range from 8.5m (28') to 11m (36') wide x 36.4m to 39.5m (119' to 130') deep.
- Over 60% of the units are proposed to have two-car garages.
- Approximately 50% of the site will be open space and amenity areas.
- The zoning amendment proposes to increase the existing 9 meter minimum rear yard setback to a minimum of 12 meters. The Concept Plan shows most units set back greater than 15 meters from the neighbouring lots.

The Provincial Planning Statement (2024) requires "Large and Fast-Growing Municipalities" (which includes the Town of Caledon) to establish density targets for designated growth areas of 50 residents and jobs per gross hectare. As the lands are located within an existing Settlement Area and are presently undeveloped, they should be intensified to meet this minimum standard. At a UPH of 16.09 and an overly conservative PPU of 3.2, the proposed development would yield approximately 51.5 residents per hectare, which is marginally above the minimum density threshold.

In summary, the proposed density is significantly less than typical townhouse projects. The proposed unit count of 65 ground-oriented units on 4.04 hectares is appropriate and forms a gentle densification of the site, while recognizing existing community character. The proposed density is marginally above the encouraged density target for existing settlement areas per provincial planning policy and is far below what would be typical of infill or greenfield development density elsewhere.

2. Built Form / Compatibility

Members of the public have been asking questions about the design of the homes and how they will affect Alton as a historical village. As townhouses do not currently exist in the Village of Alton,

residents have raised concern that this sets a precedent for a housing typology that is incompatible with the local context. Most (but not all) residents prefer the built form to be more single detached dwellings. Some residents also hold concerns with the height of the townhomes, particularly for residents residing on Queen Street West who face the rear of the proposed townhomes on Blocks 1-4.

Applicant Response

What does compatibility mean?

“Compatible” means *“able to exist or occur together without conflict”*; it does not mean “identical”. Compatible context can be identified through various means, including but not limited to built form, setback, architectural expression, massing, building materiality, landscaping, and a general sense of place.

While there are no townhouses currently in the village, townhouses exist in many other small communities within Caledon and elsewhere in Ontario. The lack of existing townhouses does not preclude a new form of housing in the village. The provision of townhouses fills a gap in the current housing stock in the village and supports provincial and municipal policy.

Creating a new development that is compatible can be accomplished through good design, thoughtful and creative architecture, landscape architecture and site planning.

Urban Design and Cultural Heritage Brief

A key element to compatibility is architecture, as that is what people experience.

To address the notion of compatibility, [ATA Architects](#) were engaged to produce an Urban Design and Cultural Heritage Brief (“UDCH brief”) to include recommendations on how to make the development not only compatible with, but to enhance the *historic* character of Alton.

ATA began by documenting the heritage buildings and housing types in Alton. This was to ensure that the design drew upon the existing heritage forms, materials, and styles to integrate the proposed development with the surrounding neighbourhood as much as possible.

The UDCH brief provides design ideas and recommendations that will be turned into design guidelines to be followed by the builder through the implementation stage of the project. Elements from existing Alton buildings/precedents such as building heights, roof pitches/styles, detailing such as moldings and window treatment, a range of materials & colours, and landscape items such as dry stone walls are intended to celebrate and respect the positive village characteristics of Alton and to avoid design that is out of context.

Preliminary designs have been provided as part of this application that illustrate a heritage-based approach inspired by examples from Alton and elsewhere.

Various Architectural styles, details, materials

To add visual interest to the streetscape, a mix of distinctive architectural styles such as the Regency Cottage, Georgian, and Victorian style are considered in the design. Considering that buildings in Alton were frequently 1.5 stories high, the initial design process takes that into account, along with details such as porches and porticos, balanced forms, and design. Materials like wood siding, brick, and stone are the common exterior materials that will be integrated into the development (although the siding will likely be of more durable materials).

Staggered setbacks

Siting the buildings is also important. Staggered unit positions will make for a more organic appearance, similar to the existing village which has varying setbacks. Some units are set very close to the street, with the private amenity areas being the front porch and rear yard, not a large front yard. This is reflective of many of the older homes along Queen Street West and accentuates the difference in setback for those homes that are set back further. Garages are recommended to be set back from the front facade to allow for the breaking up of the mass of the block. The units contain sufficient rear yard setbacks and minimal removal of existing mature trees, as well as the provision of additional landscaping at the rear property lines to enhance privacy.

Heritage inspired architectural style combined with ground-oriented units

The built form proposed is in keeping with the surrounding context. The units are heritage inspired, grade-related townhouses and semi-detached units of **less** than three-storeys in height. The proposal will provide an alternative, yet still low-rise form of housing to that in the community, that efficiently uses the limited amount of land available for development in the village and complies with the overall policy direction of the Province, Region and Town and the social imperative to build as much housing as possible to deal with the nation-wide housing affordability crisis.

Who is this development designed for?

While this type of housing is new for Alton, it is an appropriate form of housing and will appeal to several “markets” including seniors, single adults, and younger people (including offspring of existing Alton community members) looking for their first ground-oriented home. Not all people desire, can afford, or can manage single detached homes. Importantly this project will allow residents currently living in the community whose children may have grown and moved out to remain and age-in-place when downsizing to a smaller residence that requires less maintenance.

The form of housing as proposed represents a relatively more attainable option than larger, single-detached dwellings. The Official Plan calls for a diverse range of housing types in residential areas, while the proposed development will achieve this policy direction by diversifying the area housing stock in a sympathetic and compatible manner. Note that the starting price of the homes in the Osprey Mill’s subdivision in Alton is \$2.2 million. It is expected that these homes will start at less than half that based on market projections. It should be noted however that despite the more attainable price point, the development overall is proposed to be of a high quality and is anticipated to attract an established buyer who wants to live in the community.

Building Heights

Regarding concerns of building heights in Blocks 1-4, the intention is to not allow three storeys at the rear of blocks. Accordingly, the Zoning Amendment has been revised to ensure that the facade of the units backing onto the homes around the site will be a maximum of 2 storeys including any walkout or lookout basement walls. Any lofts or partial 2nd storeys in those homes will face the internal streets with no exposed wall or windows facing the abutting residences - only clerestory windows or skylights will be permitted at the rear of the uppermost level. This intent can be seen in two typical cross section drawings accompanying the Concept Plan which illustrate, to scale, the relationship of units to abutting residences.

In summary, the proposed development is compatible with the surrounding land uses for the following reasons:

1. It proposes ground-related residential units with a height no greater than that of the existing RR Zone standard (10.5 m) and in most cases less.
2. The units will be set back from the abutting homes with a proposed rear yard setback greater than the 9 meters permitted in the existing RR Zone (12m minimum, 15m typical) and containing naturalized landscape treatment and tree planting.
3. The public face of the project - what people see from the public streets - is two **bungalows or 1.5 storey units fronting onto Agnes Street**, looking the same as the single detached units in Alton and Agnes Street in particular. All the other units are internal to the site.
4. The whole approach of the project design is to encourage homes that honour the architectural heritage of the historic part of Alton and enhance the community character both for people passing by the site entrance and those passing through the site.

3. Traffic and Circulation

Concerns were raised about the development utilizing a single access off Agnes Street and many suggested that an additional access is necessary in order to prevent a heavy concentration of traffic on Agnes Street and nearby King Street, Queen Street West and McClellan Road. Residents noted that these streets do not currently have sidewalks, therefore increased traffic on these streets present a threat to pedestrian safety. Questions were also raised about the viability of the proposed emergency exit onto Emeline Street and how it would ultimately function.

Applicant Response

Single access point

The Transportation Impact Study prepared by Paradigm indicates that the site is projected to generate 44 two-way vehicular trips in the morning peak hour and 49 two-way vehicular trips in

the evening peak hour. This equates to adding less than 20 vehicles (in both directions) at the adjacent intersections (Agnes Street at Queen Street West and Agnes Street at King Street). The additional traffic from the site is expected to add on less than 5 seconds of delay at the neighbouring intersections and it was determined that a single access is sufficient. Based on this analysis, the Town of Caledon Transportation Engineer indicated that they are not concerned about any adverse safety reactions because of this site and confirmed that a single access is sufficient (email correspondence from Kavleen S. Younan, P.Eng., dated March 22, 2024).

Notwithstanding the technical analysis, the applicant has responded to the residents' wishes by converting the walkway/emergency access out to Emeline Street to a second vehicular access point with a sidewalk on the north side. The traffic report numbers have been revised accordingly and the analysis indicates that this change will reduce the traffic using the Agnes Street intersection by approximately 6 vehicles during peak hour.

Sidewalk on Agnes Street

Early in the pre-consultation process (DART), the Town indicated that a sidewalk is required along Agnes Street for there to be a continuous path for pedestrians from Queen Street West in the north and eventually to McLellan Street in the south. The applicant has agreed to accept as an approval condition the installation of a sidewalk at the applicant's expense, starting at Queen Street West and extending along the entire frontage of the site to its southern limit. This would be part of the reconstruction work on Agnes Street mentioned in Section 5 below. As mentioned during the public information meeting by the Town representative, the missing gap on Agnes Street (between Davis Street and the south boundary of this site) would be the responsibility of the Town. The applicant has also agreed to install a sidewalk on the east side of Emeline Street from the newly proposed site access and egress north to Queen Street.

4. Sewage Systems

Members of the public have raised multiple concerns about the ability for five townhouse units to be on a single sewage system. The major concerns include, but are not limited to the frequency of inspections, enforcing proper use of the systems, and the potential for contaminating neighbouring soils and waterways.

Applicant Response

Ensuring the sewage treatment systems do not pose a risk for the environment is a foundational aspect of the plan. The hydrogeological report and sewage systems functional servicing report have been prepared by professionals specializing in the field and the Town, as approving agency, has hired another independent firm Egis Canada to review and approve the reports.

A separate Wastewater Systems information summary document has been prepared about the proposed sewage systems that provides a factual outline of the regulatory context, site hydrogeological/groundwater research undertaken, an overview of the proposed treatment system, anticipated conditions of approval, operational/maintenance requirements and practices

and a summary of possible problem scenarios and how they will be addressed/mitigated. This document is intended for use by the Town staff, Peer reviewer and although somewhat technical, is available to members of the public upon request or via the Town's website where all submissions related to the application can be found. The sewage document should provide answers to questions raised and alleviate concerns raised by the community about how the wastewater treatment aspect of this proposal will work.

In summary, the sewage system designs are very rigorous and subject to numerous regulations and checks and balances. Having condominium corporations under professional management being responsible for the systems is beneficial compared to freehold private systems serving individual dwelling units where there is virtually no control and/or means to ensure proper use and maintenance of the systems other than individual responsibility. In this case, rigorous monitoring and maintenance requirements are imposed, and responsibility is shared collectively between groups of four or five neighbours, with usage and maintenance protocols included in the condominium documents and regulations.

5. Stormwater Management

Concerns were raised about stormwater management, including but not limited to the potential for neighbouring land parcels to flood and stormwater draining onto Agnes Street, which lacks modern stormwater infrastructure.

Applicant Response

Post-Development flows to match pre-development flows

Provincial and Municipal policies and regulations require that post-development stormwater flows not exceed the pre-development condition. Hence on-site stormwater management facilities including underground stormwater storage are proposed to avoid an increase from existing flows.

Stormwater Management (SWM) engineering has been carried out by Greck Engineering including preliminary grading, servicing and erosion and sediment control plans, a Functional Servicing and Stormwater Management Report, and Agnes Street Urbanization Stormwater Management Design Brief. Collectively these plans and documents provide information about how SWM will be dealt with and how the proposal will comply with current requirements and criteria for water quality and quantity, water balance and erosion control. These are standard considerations that the Town and applicable agencies are tasked at reviewing and approving as part of any development application process.

Drainage plan & Low Impact Development (LID) methods

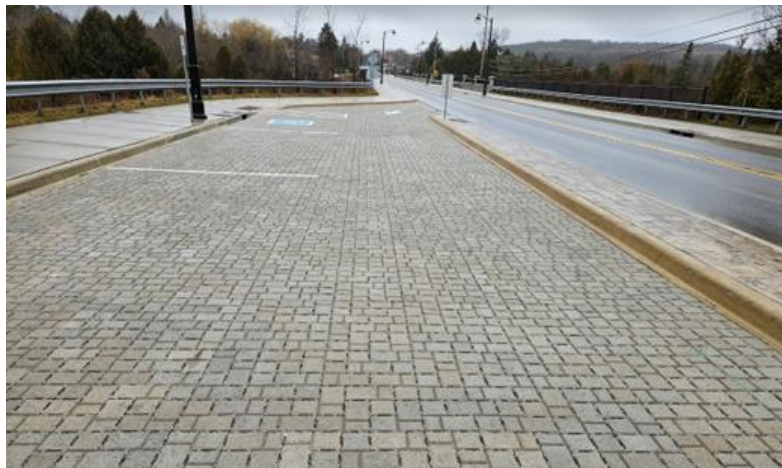
SWM is being applied both on-site and off-site.

On-site:

Because of the requirement to maintain pre-development flow patterns, the vast majority of the stormwater is designed to continue to be directed to the east side of the property via an upgraded storm sewer system discharging to an existing outlet to Shaw's Creek just east of 1422 Queen Street West. A minor portion of the site naturally drains west and that portion of stormwater will continue to be directed to the storm sewer system on Emeline Street.

Stormwater Management has been designed to deal with both quantity and quality and includes Low Impact Development (LID) methods to reduce impacts such as:

- Infiltration systems to promote water to soak into the ground instead of directing all water into the external storm sewer system, including:
 - Natural infiltration from the extensive portions of the site left as planted areas
 - Permeable pavers in driveways and visitor parking areas
 - Storage and infiltration facility under the common green. (This approach is called *dual-use* and is becoming more and more common to use land more efficiently.)
- Underground storage tanks to capture the immediate runoff and slowly feed it out to the outlet at a controlled rate
- Oil and grit separators (OGS, often called Stormceptors) in two locations



Permeable pavers for parking area, Queen St East, Alton

In addition, the Town has taken the initiative to establish Green Development Standards which the applicant has been involved in and supports. The implementation and composition of these standards will be determined at the detailed design stage.

Off-site:

The proposal includes a full reconstruction/retrofit of Agnes Street to Caledon's residential road standard on the west side of the street from the southern boundary of this site north to Queen Street West. This includes a sidewalk and piped storm sewer to replace the west side ditch.

Pipe sizing is to be oversized to include an allowance for future upgrades to the east side of Agnes Street that may be carried out by the Town in the future.

Approvals:

Stormwater management falls under the jurisdiction of the Town of Caledon whose engineering department has considerable in-house technical expertise and has been reviewing the Functional Servicing and Stormwater reports in detail. The external SWM works on Agnes Street are required to meet the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA) from the MECP which authorizes the Town to approve alterations to the municipal stormwater management system. This is an ongoing process that will extend through detailed design following approval of the Draft Plan of Subdivision and Zoning By-law Amendment.

6. Public Access / Open Space / Common Amenity Area

Concerns were raised whether the public would have access through the development considering it is proposed as a condominium development. Concerns were also expressed about the size of the proposed common amenity area.

Applicant Response

Public Access/Connectivity

As mentioned in the Public Information Meeting, the subject site's status as a condominium development will not be a barrier for non-residents to enter the site. The road/sidewalk plans have been designed as an interconnected part of the overall village pedestrian network, encouraging both walkers and cyclists to traverse through the site.

Amount of Green Space

The proposed development devotes almost 50% of the site to vegetated areas which is substantial. Each unit will contain its own rear yard, in addition there is open space provided by the Common Green, the entry median and the common element perimeter meadow areas containing the sewage absorption beds and naturalized plantings.

Public Parkland

During initial pre-consultation with the Town, the Developer proposed to dedicate land for a public parkette at the northwest corner of the site abutting existing Town lands and a lot that at the time was owned by the Town at the corner of Emiline Street and Queen Street West. The Town indicated that the Village Square and public park further south on Emeline St were sufficient for public parks so the idea of a park on this site was rejected. However, the Town did ask for a common amenity area (ie. private park). The Town has since sold the vacant lot. Despite the provision of the common amenity area, the applicant will also provide parkland dedication to the Town in the form or cash-in-lieu as required by the Planning Act. These funds can be used by the Town to develop new parks, or enhance existing park facilities in the community.

Common Green

The Town of Caledon has no published standard in terms of the required size for a common amenity area. The common amenity area (aka Common Green) originally designed was almost a ¼ of an acre, sufficiently sized to accommodate outdoor seating, a structure along the lines of a gazebo and a small playground and other amenities such as a community garden.

In response to resident comments, the applicant has agreed to drop a housing unit in Block 14 and increase the size of the Common Green by its width (8.5 meters). An additional two visitor parking spaces have also been added. The Green now measures approximately 23 m to 29 m (75 ft. to 95 ft) by x 38.5 to 42.5 m (126 ft. to 140 ft.) or approximately 1,078 m² (0.266 acres) which is the size of a large single detached lot. By comparison, the Alton Village Square, serving the entire village, measures 36 m x 46 m, or 1,656 m² (or .41 acres) making this private amenity area serving 65 units more than 65% its size.

The Common Green is more than double the required size in two nearby municipalities that do have specific amenity area requirements (Guelph & Fergus/Elora). It is big enough for four functions:

- Welcome and central spot for the community mailbox;
- Nearby gathering sitting place for groups of people to socialize outdoors and/or to host a community garden;
- Tot lot playground; and
- Grassed informal play field big enough for a few kids to play catch, frisbee or kick around a ball.

It is centrally located, visible, has parking and is accessible which meets core design principles outlined in the Town-wide Urban Design Guidelines for Shared Outdoor Amenity Space (condominiums).

7. Lighting

Concerns were raised regarding the light pollution that the proposed development could bring, noting how LED lighting can penetrate into people's homes and prevent the viewing of the night sky. Residents noted that the recently implemented streetlighting on Main Street and Queen Street in Alton has created strong light pollution which has negatively impacted the enjoyment of the village.

Applicant Response

Streetlight Design to minimize impacts

Streetlight design and photometric analysis will be carried out during the detailed design stage of the project. The applicant agrees with the principle of lower-level lighting (i.e. lower pole heights, lower lumen intensity and reach, fixture design to minimize "light trespass", etc.). The request for

lower-level lighting is noted and the applicant will work with the Town to minimize impacts.

Dark Sky Compliance

For dark sky lighting, please refer to the Town of Caledon Outdoor Lighting Standard manual which includes dark sky compliant fixtures. The development intends to be Dark Sky Compliant and will encourage lesser exterior lighting on houses and lower lighting levels and sensors.

8. Construction Logistics

Concerns were raised related to the potential blasting of rock to construct the houses, in addition to the timing of construction and the movement of construction vehicles to and from the subject site.

Applicant Response

Depth to bedrock and boulders

According to the Geotechnical Engineer (Englobe formerly Terraprobe): On-site drilling was completed to depths of 2.5 metres to 6.7 metres, and bedrock was not confirmed as part of drilling activities. It is expected that significant boulders are present within soils overlying bedrock. Based on a review of well records along Queen Street, bedrock is expected at depths ranging from 4.3 metres (14 feet) to 6.4 metres (21 feet).

Rock blasting will not occur

Preliminary engineering design includes much of the site to be raised, so that, combined with the expected depth to bedrock means basements won't be built into bedrock. If boulders are encountered, they will be removed by an excavating machine. In the unlikely event boulders too large to excavate or bedrock is encountered, it will be broken up with rock breaking equipment (rock hammer attachments mounted on large excavators) during regular/mid-day construction hours so as not to be a nuisance on the community.

Timing of Construction

While the goal is to initiate construction as soon as possible, it is impossible to provide a firm timeline for project launch. Draft Plan and zoning approval aren't expected until the first half of 2025, followed by a lengthy detailed design and subdivision agreement process, which will likely take a minimum of one year. Various factors such as market and overall economic conditions will also affect timing to the start of construction.

In terms of the length of construction, site servicing (i.e. grading, roads, underground servicing) should take approximately 6 months. House construction for a project of this size usually takes 1 to 2 years from Building Permit availability, depending on sales momentum and whether it is done in phases or not.

Pre and Post Construction Surveys

For infill scenarios such as this, pre- and post-construction surveys are usually carried out by qualified inspectors to ensure pre-existing and post-construction issues are identified. Standard protocols require that any damage that has occurred as a result of construction activity will have to be repaired at the expense of the developer and/or builder.

Construction access, hours of operation

Details about this are normally dealt with during the detailed design stage, at which time construction access, staging plans, and more are embedded into the engineering plans and Subdivision Agreement. Because the site is in the middle of the village, there are no options to by-pass *all* existing residential areas. Accordingly, the focus will have to be on hours of operation, dust control and security. This would be the case for any form of development on the site. Notwithstanding that, the developer is open to discussing with the Town restricting heavy construction access to the west end of the site off of Queen and Emeline Streets to avoid having to use Agnes Street and other adjacent residential streets. Whatever construction access plan is developed, ultimately it is the contractors who have to comply. Ideally, they would also have input to ensure buy-in to the plan.

9. Natural Environment

Beyond water, concerns were raised about other environmental impacts resulting from the development of this parcel of land, including flora and fauna.

Applicant Response

Site has already been altered

This is an infill site, previously used as a former horse track and pasture, now a grass field. The property contains existing buildings, driveway and parking areas and does not contain any identified natural heritage features. It is already zoned for residential use as-of-right.

Tree Inventory

A tree inventory following the Town's required methodology was carried out and no trees of noteworthy species and/or quality were identified within the site. Perimeter trees that are of a quality, health/condition, species and size that warrant preservation were identified. Preservation of such trees will be provided through detailed design and implementation.

Open Space Plantings

As mentioned above, approximately 50% of the site is proposed to remain in soft landscaping. The Common Green mentioned above will be more of a manicured area, with a possible exception if the future residents choose to plant a community garden similar to that at the Village Square.

Perimeter Open Space

The perimeter of the site is proposed to be a continuous open green space consisting of naturalized plantings over the septic beds. This space will serve as a buffer to existing homes and a space to create habitat for butterflies, birds and pollinator insect species. The conceptual

landscape plan refers to “naturalized plantings” to convey this intent. Details will be worked out during the detailed design stage. The applicant is open to suggestions for native plant species that contribute to this goal.

Study requirements

At the beginning of this project a site meeting was held with the CVC to discuss environmental matters, including a discussion about flora and fauna. No concerns were raised or additional environmental studies were requested by the CVC or other departments or agencies due to the already-disturbed nature and pre-existing zoning permissions of the site.

Replacement tree plantings, new plantings, new habitat

Replacement plantings to compensate for trees that have been removed will be undertaken in conformity with Town requirements, possibly in combination with a cash-in-lieu portion. Edge plantings and native meadowland plantings in the septic bed areas and the entrance boulevard will result in new natural areas, providing new habitat for birds, butterflies, pollinator insects and other local fauna.

These approaches have been used by the applicant at other projects including Rockwood Ridge, Downey Trail (Guelph), Alton Mill, Southampton Landing (Southampton) and South River (Elora).



bioswale with naturalized planting at Downey Trail



butterfly at Pollinator Canoe, Alton Mill



Naturalized plantings Southampton Landing at SWM facility

Left: Naturalized berm & interpretative sign at SWM facility, South River, Elora

10. Conclusion

This letter provides a high-level summary of the questions and concerns presented to the applicant by members of the public and includes the applicant's detailed responses to the concerns raised. We note that the comprehensive CRM outlines every comment received along with a response or referral back to this letter, including a variety of miscellaneous comments not captured in this letter.

We thank members of the public for their input on the development proposal on this key site in the Village of Alton so far. We also note that the public engagement thus far has been applicant-led and undertaken over and above the minimum public consultation requirements of the Planning Act as to prioritize public engagement on the matter. A future Statutory Public Meeting at Town Hall will be held further along in the development process for further engagement by residents and Town Council. We will continue to work diligently to balance the housing needs of the Town and Region along with the feedback from members of the public.

Public Comments Response Matrix

14 Agnes Street
Caledon, ON (Alton)
Weston File: 11064
Dec 4, 2024

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1. Density		
Name	Comment	Response
Alton Village Association: Mary Cooney <i>(Mail Correspondence dated March 21, 2024)</i>	Density is very high for the property size and out of context for our historical village and Town Houses set a new precedent for our Village.	See Section 1 of Resident Response Letter and Urban Design and Cultural Heritage brief.
	Land housing the Quonset hut and barn will have 5 more townhouses? Total 65 units (5 town houses) 4 (2 semi-detached) = 74 Townhouses?	The total proposed number of units is 67 (65 townhouses, 2 semis) including the land where the Quonset hut and barn are located.
Carolyn Endacott <i>(email Correspondence dated March 26, 2024)</i>	I believe, as do other residents, that this density of 67 townhouses is too high and will greatly impact Alton, the surrounding neighbours, and our quality of life. It is not in keeping with the aesthetic of Alton, which is a tourist destination and a village, rather than city.	See section 1 of Resident Response Letter and Urban Design and Cultural Heritage brief.
	Townhouses have, as you know, never been a part of Alton. There is no visual breathing space between units.	See section 1 of Resident Response Letter and Urban Design and Cultural Heritage brief. While there are no current townhouses in Alton, there is at least one example of a semi-detached building at 1398 Queen St. The proposal addresses the lack of housing options in the village.
Charanjeev Singh <i>(email correspondence dated March 29, 2024)</i>	I share about 400ft border line with the proposed project. My place is also zoned Rural Residential. I confirmed that the acreage where the proposed development is being contemplated was also zoned Rural Residential where it allowed for 1 family dwelling at a specified set location already determined by the Town and an accessory building. I was surprised to hear at the meeting that they can currently build more than 1 family home (I think they mentioned 20!) on the	The current zoning is Rural Residential would permit approximately 22 single detached estate homes - see density comments in section 1 of the Resident Response Letter.



1. Density		
Name	Comment	Response
	land. I don't believe that is correct, I am not sure however. I felt that to be misleading. When Mr. Grant mentioned that, Ms. Tanjot Bal did not correct that, so is that fact? It is my understanding that only 1 family home can be built, and that is the RR zoning is and should remain so. Are you suggesting that I can also build multiple homes on my property with RR zoning? I am pretty sure that is incorrect.	
Alex Gaunt <i>(email correspondence dated March 29, 2024)</i>	Quite a lot was made of high density or not. And the desire to rezone the property. But when asked a fairly simple question amount what is allowed under RR vs RD zoning, you were unable to provide an answer. Surely this is something you should know. It has been suggested that this really isn't high density building. And in the grand scheme of things, perhaps not. We were asked to consider the subdivision that is being built in Caledon East and elsewhere as a reference to what high density looks like. But here is the point. The new subdivision being built in Caledon East is to the south of the town. The new subdivision proposed is right in the heart of the village, and in that context, this is high density . There will be much added light and noise pollution. The residents of Alton live in Alton because it is Rural . Not because it is a sprawling town. I would like to submit that the property not be allowed to be re-zoned.	See density comments in section 1 of Resident Response Letter and Urban Design and Cultural Heritage brief. This is not considered high nor medium density - but rather the higher end of low density.
	We were told that a huge amount of research had been done within the village to understand the character of the design for the proposed houses. Please tell me where there are townhouses in the village.	The lack of existing townhomes in the village does not mean that townhomes cannot be compatible. The assessment of village character carried out by ATA in the Urban Design and Cultural Heritage Brief examined existing heritage homes and buildings in the village. The recommended architectural approach is based on the heritage elements observed in the village.

1. Density		
Name	Comment	Response
Nicolette and Gary Crowther <i>(email correspondence dated April 2, 2024)</i>	We do not agree with any change from the current RR designation (low density) to a Modified RT Rezoning or otherwise. This area is deemed rural and its unique characteristics and existing landmark features with low density housing reflect this.	See density comments in section 1 of Resident Response Letter and Urban Design and Cultural Heritage brief.
	We are not opposed to development, but we do not believe that 65 townhome units and 2 semi-detached units within a 10-acre parcel of land is reasonable for this area and is not in keeping with a rural community, nor does it reflect the "Gentle" Infill and "modest growth" guidelines. The amount of homes proposed for this property appear to be more in keeping with a "high density" development and certainly not within a village that has no community sewage system.	See density comments in section 1 of Resident Response Letter and Urban Design and Cultural Heritage brief.
	The number of townhomes proposed is unreasonable for this location in the heart of a proposed heritage district.	The proposed development is supported by technical studies from various disciplines.
Phone conversation between Jeremy Grant and Steve Herzberg, <i>(Dated April 2, 2024)</i>	RR zoning and RT zoning: What are the high end and low end of the ranges for unit count in these zones? Question by Steve: are we at the high end of RT or low end or middle?	It is estimated that the existing RR zoning would permit approximately 22 single detached estate lots. In a standard RT Zone, the minimum lot area is 220m2 which would accommodate approximately 140 "normal" townhomes. The proposed rezoning increases the minimum lot area to 325 m2 in order to accommodate the private sewage treatment systems. The concept plan proposes 65 (previously 67) wider, deeper-than-normal townhomes, most of which are designed to accommodate main floor principal bedrooms.
Barb Shaugnessy <i>(comment raised in live Q&A Session)</i>	The Greenbelt indicates gentle intensification. How do you justify it as gentle intensification in the report?	See density comments in section 1 of the Resident Response Letter. Being at the high end of the range for low density, the proposal is indeed best described as "gentle intensification".



1. Density		
Name	Comment	Response
<u>N/A: Comment prescribed on comment board.</u>	Too many units which will create insufficient land for a private septic system within a Source Water Protection Area. Will also create insufficient stormwater management.	The supporting technical reports confirm that the septic systems and stormwater management practices are sufficient.
Judy Chapman <i>(correspondence sent to the Town of Caledon)</i>	The density of the proposal is inappropriate for the nature of the historic town of Alton. That 67 homes with approximately 2 cars/residence be permitted to create noise pollution; light pollution; potentially water table disruption; and air pollution, is a travesty. Most of us live here to escape the various forms of pollution. Alton Village is a refuge of nature, art, and quiet in a world of subdivisions and disconnection. We are a community of individuals who wish to preserve the nature of this historic Ontario community, as it is shared with those who come here as a getaway to a peaceful and enriching environment. That ownership of a field allows 2 people to benefit financially, while 100's suffer the impact of the above, makes no sense.	See density comments in section 1 of the Resident Response Letter. See built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
	It is a travesty to anticipate the traffic that will be generated on Agnes Street. Consideration for Emmeline exits must be taken into consideration and for far less than 67 units. Pollution, noise, congestion, and elimination of the environmental benefits of living close to forest and water	See traffic section 2 of Resident Response Letter and Transportation Impact Study.
	Please reconsider this density and zoning as you inject a private condo corporation into the historic art centre of this kind and caring community that is built on respect for the environment, history, and each other.	The tenure of the development will be a common element condominium where residents maintain their own units (other than the sewage systems which will be in common). There is no reason to believe the new residents will not also be kind and caring of these features which will likely be what attracts them to Alton.



1. Density		
Name	Comment	Response
Kaitlan Klein <i>(correspondence sent to the Town of Caledon)</i> Kaitlan Klein (cont'd)	<p>I am in alignment with others in the community when I say I am not against something being built on this property; however, this is a lot of homes, and, in my opinion, far too many than the village can handle both from a safety, traffic and infrastructure perspective. Stats Can data, provided by Teranet, states, the Alton Village is comprised of roughly 598 residents. When broken down into this subdivision directly, there are approximately 200 residents residing on the Southwest quadrant of Queen and Main St. 100% of homes are SINGLE, FAMILY, RESIDENTIAL, sitting on 1/3 of acre lots, more or less. There are currently no attached townhouses, and 95% of homes are owned. To increase the subdivision by approximately 33.5% on one property is incredibly unsettling as we just don't have the infrastructure in place to safely handle the challenges this presents. With the 130 lots being currently developed on the West side of Alton (Osprey), we are already looking at a roughly 30% increase of people, traffic, and homes into our community of which we don't yet know the impact on our community, as they aren't completed. The Osprey development is single family dwellings, on larger lots, set away from the village.</p> <p>It has two entrances from two different main roads.</p>	<p>See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.</p> <p>The Osprey development has twice as many units as this one and presumably its traffic report determined two entrances were required.</p>
	<p>I would very much appreciate knowing the impact of the zoning change. Tony Williams raised an incredibly important question last week that I think we all wish to know the answer: <i>Under the Current zoning of RR, what is the maximum number of dwellings that can be built on that piece of land as it currently stands? In the event, they get approval for the zoning change, what is the maximum number of units permitted on 10 acres?</i> The larger overall picture is of concern to me. What happens if this zoning by-law change passed, this developer takes this project as far as they want to and sells to another developer to finish it? How can the plans change once this is submitted? Would they still have to abide by the historical attributes and all the features submitted in their</p>	<p>It is estimated that the existing RR zoning would permit approx 22 single detached estate lots - see density comments for details.</p> <p>In a standard RT Zone, the minimum lot area is 220m² which would accommodate approx. 140 "normal" townhomes. The proposed rezoning increases the minimum lot area to 325 m2 per unit and the minimum rear yard setbacks from 9 to 12 meters.</p> <p>The larger yards are needed in order to accommodate the private sewage treatment systems and were placed around the perimeter of the site to provide a greater buffer to the existing surrounding dwellings. These parameters are what drove the concept plan for 67</p>



1. Density		
Name	Comment	Response
Kaitlan Klein (cont'd)	plans? Would a new builder be held to build the 67 homes originally applied for, or could they change their plan and instead of 67, build a possible 200+?	(now 65) wider, deeper-than-normal townhomes. The draft plan of subdivision has a total of 14 blocks of 4 to 5 units each. Under Provincial regulations, five is the maximum number of units that can share a private on-site sewage system, therefore the theoretical maximum number of units could be 14 x 5 = 70. Once the Draft Plan of Subdivision is approved, the owner must adhere to this maximum. If a new plan is sought after the approval for an alternative development, that owner would require to go through the same planning approvals process as the current owner is now.
	Density (attached homes) doesn't fit the landscape of Alton. We don't have any attached homes in the area. The closest, I believe would be located in neighboring Erin, which are in the process of being built, Palgrave's Legacy Pines, but they are only 2 attached at this time (by garages) and are away from the rest of Palgrave village, neighboring Orangeville or Caledon East. Most lots here in Alton are about 1/3 of an acre or more. There was talk with Sally Drummond about the possibility of Alton becoming a Heritage Village, as downtown Bolton was designated. I deduce from this that the Town of Caledon also believes that the Hamlet of Alton should be preserved. How can this type of density possibly fit into this preserving this vision for our future generations? I also noted the original outline which included this 10-acre parcel was amended to exclude it from the HCD plan as it evolved.	See section 1 of Resident Response Letter.
Kathi Jablonski (correspondence sent to Town of Caledon)	Part of why we considered moving to this neighbourhood, was that it is established with approximately ½ acre lots, with frontage. There is a lovely small town feeling to our community. The subdivision, as it currently exists, was created with a specific density in mind. The suggestion of changing the density, dramatically of our neighbourhood, by allowing the zoning to change from RR to RT is NOT one I would like to see occur. I understand the need for more housing.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.



1. Density		
Name	Comment	Response
	But more importantly, I understand the need for a neighbourhood to retain its feeling and charm. You are talking about changing the quality of life for this community. By cramming 67 homes into a small area, the neighbourhood would change dramatically: more cars, more people, more noise, particularly since the 67 homes would be so tightly compacted in the #14 Agnes address of approximately 10 hectares.	
	Also, based on the existing lots, surrounding 14 Agnes, there is only room for approximately 15-16 houses to be built, max, with the RR zoning. A much better fit for our neighbourhood, if there is to be any development.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
	Based on the information from GeoWarehouse, the current population of the surrounding neighbourhood is 548. By changing the zoning, and allowing for 67 townhouses to be built, the developers are proposing an increase of (67 x 4) approximately 268 individuals. To me, there is a huge disconnect between these numbers, in the space suggested.	
Art & Denise Sinkis <i>(correspondence sent to Town of Caledon)</i>	We are absolutely opposed to the zoning change for the property on Agnus St. in Alton from RR to RT. We moved to Alton 22 years ago because of its charm, quaintness and country feel. We raised our kids here. It is such a nice community. We understand that this site will be developed but keep it at the original amount of housing based on the RR zoning. Cramming 67 houses onto that property is ridiculous for so many reasons. Least of all, the precedence it sets. What will stop others from buying groups of houses and doing the same thing. Alton will no longer be the diamond in the rough that it is today. Please, please don't let this happen.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.



1. Density		
Name	Comment	Response
Julie Pomeroy <i>(correspondence sent to Town of Caledon)</i>	To me, this development proposal is far too dense for its location in Alton Village. Alton is unique from other villages and communities in Caledon and the density does not blend in with the character of the village. More traffic and congestion would affect the ambience, quality of living and safety for residents and children who attend public school close to King Street and for seniors who live at the Pinnacle on McClellan Rd. Alton attracts tourists because of its artful, heritage, friendly atmosphere and blend of nature and community.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	65 townhouses + 2 semi-detached in 10 acres is too many houses and do not match the rest of the town's integrity and charm.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
	We want to be very clear. We are not opposed to houses being added to this lot. We think housing is a real issue and growth is necessary. However, this lot was originally zoned for 20 houses. That is a reasonable amount. Building 65 townhouses + 2 semi-detached is ridiculous and unwanted by every single member of this town.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
Melanie King <i>(correspondence sent to Town of Caledon)</i>	While I appreciate that the province is pressuring municipalities to achieve residential targets and support infill developments such as the one proposed, the scale of development does not appear to be realistic for the Alton community. Too dense a development compared to surrounding uses No local infrastructure to support future (and existing!) residents - roads, water, parks, etc.	See density comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief. Public agency comments indicated that existing infrastructure is sufficient to handle the new residents.
	If a development like this is permitted, I would implore the Town to be realistic and not just “aspirational” in terms of population density. This development appears to be far more urban than rural in nature and is not in keeping with the community, plus it is a safety and logistics nightmare. Even half the number of units suggested seem excessive for the block.	See built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.



1. Density		
Name	Comment	Response
Natasha McVie (correspondence sent to Town of Caledon)	The sheer number of units, 67 total townhomes to fit within this property is much too dense. The number of vehicles assumed to be equated per unit + guests is significant for this size of land.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief. See traffic comments in section 2 of the Resident Response Letter. There are proposed to be 226 parking spaces for 65 units, which is well above standards.
Nicola Ross (correspondence sent to Town of Caledon)	As an environmentalist, I am in favour of high density development. It reduces infrastructure costs by reducing the amount of roads, pipes, lights, storm sewers and like required by a development. You know that. The main benefit of high density development, especially when it's in a rural village setting, is that it offers a tradeoff between housing and greenspace. The environmental (and social) benefits, which are well documented, make this clear. Rather than sprawling housing developments that consume large tract of wild or agricultural land, the trend is toward higher density housing which leaves the countryside more intact.	Noted and appreciated (as is your more critical comment addressed in section 7 below).
Mat Pataki (correspondence sent to Town of Caledon)	As per your recommendation I'm emailing to express my concern for this project. While I support development of the site in general, as proposed the density of the project is concerning particularly due to the increase in traffic on our street that it would bring.	See density comments in section 1 and traffic comments in section 2 of the Resident Response Letter.
Robin Erwin (correspondence sent to Town of Caledon)	This proposal doesn't just effect Agnes street but also directly King Street and Emiline. Also effecting Queen Street, Davis Drive, Alton Village, the Alton Community and the Diversity of the Ecosystems in our area. The density and the Rezoning to such a small portion of property in our Historic Village is disturbing. What is the Cap in this rezoning? What precedent are you setting for other villages/hamlets within the Town of Caledon?	See density and urban design comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief. The Official Plan only sets maximum densities in Secondary Plans or for site specific OP amendments, neither of which has occurred in Alton. Practically speaking the maximum number of units is based on the ability of a particular site to handle the sewage and will be

1. Density		
Name	Comment	Response
		locked in place via the Draft Plan of Subdivision and proposed Zoning standards (minimum lot area and rear yard setbacks). We can note that the proposed density is significantly less than similar townhouse developments in Caledon and surrounding municipalities while recognizing the provincial policy mandate to increase density where possible to include a compact and efficient development form.
Shannon McCauley (correspondence sent to Town of Caledon)	Overall, the density seems too high to be supported by the infrastructure that can be put in with this subdivision. I am concerned that it will create safety and environmental problems in town if built at the density proposed.	See comments on density (section 1) and sewage (section 3) of the Resident Response Letter.
Sherry Ridgeway (correspondence sent to Town of Caledon)	The Grants over the years have upgraded the historical site which is the Mill. It houses various art studios and retail (rented space), a space for day trippers and an event location (which brings another set of problems). All this was not done without the help of the community, financial and government grants, etc. One may ask the question, what happened to the monies raised for the rehabilitation of the pond? Is the restaurant, necessary parking, the standards for sewage waste met, etc. and in order to make it happen is this proposed subdivision the answer for raising the necessary funds? This is fair, but at what cost - the desecration of the Alton community by putting a high density subdivision in the very centre of an existing village. I cannot begin to put into words the profound damage this will have on the residents of Alton - this will totally change the character of the village and make it less attractive to visit or consider making it a home.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief. Through their ownership of the Alton Mill, the owners of this site have a huge interest in the continued charm and attractiveness of the community and hence have been very supportive of the standards set out in the UDCH brief.
Nathalie Bureau (correspondence sent to Town of Caledon)	We moved to this small village twelve years ago because it was a rural area with small town charm. Changes like this are decimating small towns and villages all across the GTA and Ontario. Where are people supposed to go who do not want to live in a big city? Allowing this change will set a precedent to future	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.



1. Density		
Name	Comment	Response
	developments that it is okay to come in and rip apart small rural communities for profit.	
	We are not against building in this lot - but the proposed high density town homes will ruin this small town rural community and many will be pushed out of the homes they have built and love so much. This proposed zoning change and high density development are not welcome here in the small village of Alton, and we hope that the Town of Caledon sees that approving this will hurt Caledon as a whole.	The development proposes lower density townhomes, with lot sizes significantly greater than the minimum lot area for a RT zone. See density comments in section 1 of the Resident Response Letter.
Anonymous (correspondence sent to Town of Caledon)	I am certain the Town are under pressure from the Province to create more housing, but as a planner accountable for the preservation of a small village with significant heritage, you must consider the impact of such irreversible changes on such a valuable community. All of us that currently live here, do so because this is a village of well spaced single family homes. How can we justify taking that away from people? How can we permit tightly packed (city style) housing just outside the back doors of long time residents? This many houses in close proximity will result in; more noise, more light pollution (from streetlights, house lights etc.), more air pollution (cars, lawnmowers etc.), more congestion and less privacy. There is no need to fill every possible inch of land with housing. This is a village not a town or a city. We need to preserve our farmland, greenspaces and respect the existing community.	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
Lance Kalverda (email correspondence dated April 9, 2024)	We're quite certain a development of some form will transpire, we simply don't see the need to Rezone this precious piece of Land which is currently surrounded with existing Rural Residential properties to a condensed living subdivision. If so please consider a gated Senior Living Community.	Noted. The majority of the home designs are aimed towards empty nesters and seniors with main floor principal bedrooms and patios or decks.



1. Density		
Name	Comment	Response
	We have lived on our property (7 Emeline) for nearly 10yrs. We have put well over \$400K dollars in renovations/additions to our home which will now depreciate in value backing onto condensed housing such as this.	The closest units to your rear property line are units 29 and 30 whose rear corners are approximately 25-30 meters away from the corner of your lot and will be visually screened by the trees recently planted along your rear property line. If the site were developed in large lot singles, the closest units would be just as close, but would likely be bigger and taller. There is no evidence that this project will depreciate anyone's property value.
Sharon Bailey <i>(email correspondence dated April 16, 2024)</i>	With respect to the preliminary Zoning By-Law amendment, I oppose the proposed change, as currently written, since it would set a precedent for excessive density in rural settlements within Caledon that are currently restricted by partial servicing	See density and built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief.
	<p>The Town of Caledon has just approved the Future Caledon Official Plan which contains many provisions that will guide sustainable development in rural settlement areas. Unfortunately, the preliminary Zoning By-law amendment undermines the Town's efforts:</p> <p>The density of the proposed development is excessive. The proposal requests a zoning change for the site from Rural Residential to Rural Townhouse and at the same time requests an increase in the Building Areas (maximum) from the current 25% (under Rural Residential) to 40% (which is 10% above the 30% currently allowed under Rural Townhouse zoning). The number of units and setbacks do not maintain the character of the Village.</p> <p>The single road access forces the traffic from all 67 residential units onto Agnes St and does not even align with the existing King St to ease traffic flow and allow easy access for emergency vehicles. (See Future Caledon Official Plan, Section 18.2.9)</p>	<p>Despite the minimums/maximums set out for each block in the proposed zoning, the concept plan in aggregate has approximately 50% of the site in landscaped areas, including outdoor amenity areas.</p> <p>See traffic comments in section 2 of the Resident Response Letter and the Transportation Impact Study.</p>



1. Density		
Name	Comment	Response
Julie Pomeroy <i>(additional email correspondence dated April 12, 2024)</i>	<p>The development pressures are coming at our precious village from all directions. Some are good and some are not. In regards to new homes being built, I am in favour of smaller, more affordable, greener homes like townhomes. However, when the Draft Concept Plans were released to the public for this Agnes Street subdivision plan, I was taken aback with the number of homes packed on to the property, every square inch taken up with building, roadway or septic system to support the density, and very little green space or corridors planned throughout this new community, within a community. I hope you don't mind me being candid, but the layout reminds me of a fort, as it looks completely walled in. I understand the spacing between units is only about 3 metres. This was not what I had expected to see.</p>	<p>Approximately 50% of the site is landscaped and outdoor amenity areas.</p>
	<p>Jordan mentioned Seaton Group experience with other townhome developments, one of them being Cedar Creek at Southampton Landing. In my opinion, this is the kind of development that would be more acceptable to residents in our community. 25 bungalows with optional lofts, heritage facades, described as a walkable community with looping trails through woods and meadow, stone path, a balance between resident and pedestrian vehicles, Large Decks Overlooking Nature, Surrounded by Protected Woods, net-zero, etc.</p> <p>A smaller community of 25 units would also provide a much larger buffer for the unexpected rock and groundwater issues that might arise, or perhaps a septic problem. It would help the community to become more climate resilient with more land for trees, water absorption and filtration. It would solve a lot of the traffic, light and noise concerns as well.</p> <p>Here's a link and a photo to the development I'm referencing. https://cedarcreektowns.ca</p>	<p>The Cedar Creek Southampton project is 25 units on 1.455 ha (3.59 acres) which equates to 17.18 units per ha or 6.9 units per acre.</p> <p>The subject site is 4.04 ha (9.98 acres) or 2.75 times the size. The proposed density is slightly lower at 16.09 units per ha or 6.5 units per acre.</p> <p>Suggesting that the Agnes St property should also have 25 units on a site this size is suggesting half the density of the Cedar Creek site. This is not tenable given the Alton location in the GTA compared to Southampton which is 2 ½ hours NW of the GTA.</p> <p>There are common features in both sites including naturalization plantings around the edges, permeable pavers and stormwater storage systems (instead of surface level SWM ponds), heritage architectural features and pedestrian linkages. In fact the Cedar Creek floor plans have been used for most of the unit footprints here, however the facades will have to be modified to meet the requirements of the Urban Design and Cultural Heritage brief.</p>



2. Built Form / Compatibility		
Name	Comment	Response
Alton Village Association: Mary Cooney <i>(Mail Correspondence dated March 21, 2024)</i>	Would like to see designs that will enhance our historical village.	<p>We agree with this approach to architecture, and this has been recommended in the Urban Design and Cultural Heritage (UDCH) brief. As per the UDCH brief, the proposed development should be compatible with the surrounding cultural heritage resources</p> <p>To achieve this, the amenity space should include elements similar to Alton Village Square, such as a stone wall that anchors the space. Moreover, a variety of native plant species should be incorporated throughout the site. The development should also have connections to various existing community trails and locations.</p> <p>See built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief for details pertaining to the home designs.</p>
	Will the Townhouses have basements?	The intent is to have basements where grades permit. Some blocks will be walk ups or walk-outs, meaning the basement level is at grade at the front or rear. See the first question in section 7 below that talks about soil testing and bedrock.
Alex Gaunt <i>(email correspondence dated March 29, 2024)</i>	We were told that the maximum height of the houses would be storey/storey and a half. And yet, Jordan got up and described how the plan would be to build three storey houses in blocks 7, 8, 9A.	We apologize for the inconsistency. The proposal calls for bungalows, bungalow with lofts and two-storey dwellings. Following the topography of the site, the units on the south side of the site (Blocks 7, 8 and 9A) are front walk-ups 3 storeys in the front facing into the interior of the site and 2 storeys in the rear facing the neighbours' rear yards. The garage and front door will be at ground level in the front, the main living area will be one floor up walking out



2. Built Form / Compatibility		
Name	Comment	Response
		<p>at grade in the rear, with the bedrooms being on the next floor up. Refinement of exact unit designs will happen during the detailed design stage, but the intent is to provide a variety of forms to create diversity from an appearance point of view and also housing choice perspective.</p> <p>As per section 1 of the Resident Response Letter, the Zoning amendment will be revised to not allow three storeys at the rear of blocks.</p>
	<p>I was told that the houses in Block 1 would not bear down on my property or our neighbours. And yet we are the low point, so of course houses would bear down on us. With walk out basements.</p>	<p>The preliminary grading plan shows a basement “look out” condition at the back of Block 1 which abuts Mr. Gaunt’s property (which means the main floors are somewhat elevated at the rear and the basements are only partially below grade). The easterly end of Block 1 is lower than the westerly end; in other words, it will be stepped down as one goes from west to east towards Agnes Street. Unit #1 which is immediately south of Mr. Gaunt’s property is planned to be a bungalow with loft unit (facing Agnes St) and by that point the grade change is only 2 meters from the site entrance road to the rear (north) property line, so the main floor of that particular unit will not be very elevated.</p> <p>It should be noted that the rear yard setback from Block 1 will be 13.07 m at or 42.9 feet at its minimum and will expand to 18.09 m or 59.4 feet which is a considerable distance.</p> <p>It is noteworthy that the existing house two houses to the west of Mr. Gaunt’s property is three storeys in height (1417 Queen Street) and directly across the street is two storeys in height (1401 Queen Street). The Urban Design and Cultural Heritage brief identifies the</p>



2. Built Form / Compatibility		
Name	Comment	Response
		two public-facing units fronting Agnes Street as “priority lots” with bungalow or bungalow-with-loft designs inspired by the Regency Cottage at 19876 Main Street and will be virtually indistinguishable from single detached homes.
Jennifer Palmer Fairclough (email correspondence dated April 1, 2024)	It was noted several times in the meeting, that the land in question slopes downward to the north. It was also stated that due to groundwater being 1 meter below the surface at the north end of the property, the land on the north end would be built up so that basements could be included as walk out styles at the north side of the development. When you visit the property, you will see that the existing houses north of the property (along Queen Street) are already lower on a hillside from the proposed development. With land being built up for walk out basements, along with one to two story townhomes, what would the elevation of the townhomes be above the existing Queen Street properties. Will the Queen Street homes now be abutting homes that are two to three stories above them from their downslope perspective?	see response directly above
N/A: Comment Raised in live Q&A Session	What is the proposed townhouse style?	See built form / compatibility comments in section 1 of the Resident Response Letter and the Urban Design and Cultural Heritage brief for details pertaining to the home designs.
Julie Pomeroy (correspondence sent to Town of Caledon)	<p>The architect attending from Weston Consulting told me there would be no basements or crawl spaces in the proposed townhouse units. During presentations we were told there would be basements.</p> <p>Could you confirm if there will be basements? I was concerned with the explanation that some of the basements would be put in to infill at the north end of the property. Will that create a large slope at the back of the townhouses proposed at the north end?</p>	<p>Basements are not regulated by zoning bylaws and are at the discretion of the owner to include or not.</p> <p>The internal road will be elevated in comparison to the rear of the Queen Street lots. However most of the grade change will be taken up between the front and rear of the units. The rear yard grades of Blocks 1 - 4 are essentially flat, sloping at 2% for drainage purposes.</p>



2. Built Form / Compatibility		
Name	Comment	Response
	I was again told by a consultant that homes were 1 1/2 stories. During presentations we were told some could be as high as 3 stories. Could you confirm? I can understand why neighbours would be upset with the change in their view and quality of life in their backyards.	We apologize for the inconsistency. The proposal calls for bungalows, bungalow-with-lofts and two-storey dwellings. Following the topography of the site, the units on the south side of the site (Blocks 7, 8 and 9A) are front walk-ups 3 storeys in the front facing into the interior of the site and 2 storeys in the rear facing the neighbours' rear yards. The garage and front door will be at ground level in the front, the main living area will be one floor up walking out at grade in the rear, with the bedrooms being on the next floor up. Refinement of exact unit designs will happen during the detailed design stage, but the intent is to provide a variety of forms to create diversity from an appearance point of view and also housing choice perspective. As per section 1 of the Resident Response Letter, the Zoning amendment will be revised to not allow three storeys at the rear of blocks (see response to Alex Gaunt above).
	I do think the heritage facades of the townhomes are attractive, incorporation of dry stone walls very nice and I was pleased to hear native plants would be used throughout. There has obviously been a lot of thought that has gone in to these plans. We've seen what is possible from the Seaton Group with the beautiful Alton Mill restoration.	noted and appreciated
Julie Pomeroy <i>(additional email correspondence dated April 12, 2024)</i>	Listening to concerns from neighbours about the possibility of blasting, the rock and history of groundwater challenges in Alton, I was interested in knowing if there were going to be basements. The architect told me there would be no basements. When I went back to confirm and ask if there would be crawl spaces, he said no to both.	Re: blasting, see section 7 about construction logistics in Resident Response Letter.



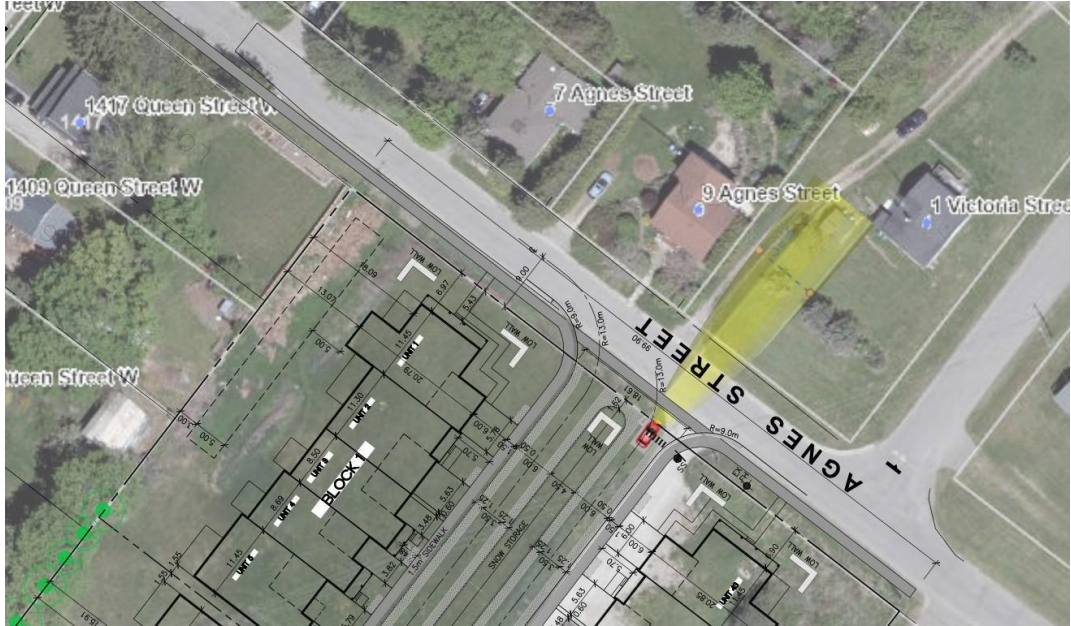
2. Built Form / Compatibility		
Name	Comment	Response
	During the presentations we were told yes, there would be basements. And if I heard it correctly, at the north end of the property, with only a metre from surface to groundwater, the basements would in fact be built in to infill. I can't imagine what that would look like in regards to a north slope.	
	<p>I questioned the height of the proposed homes and I was told by the Weston consultant that the height would be one to one and a half stories and the concept drawings seem to support that idea.</p> <p>During presentations we were told some could be as high as three stories. I can understand why neighbours would be upset with the change in their view and quality of life in their backyards.</p> <p>By the end of the Public Information event, I was confused with the conflicting information presented, and of course that raised questions about what has unfolded and what might really happen.</p>	<p>Re: basements and building heights, see responses above and built form / compatibility comments in section 1 of the Resident Response Letter</p> <p>We apologize for the miscommunication. The consultants at the meeting were the planner and heritage architect responsible for drafting the By-law and the Urban Design and Cultural Heritage brief respectively, which together set the guiding design principles that the architectural design firm is required to follow in developing the individual house plans. Unfortunately, we are not familiar with some of the implementation details.</p> <p>For the formal Public meeting, the design architect will also be invited.</p>
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	There is no way the financials support the proposal to use materials that mimic the character of the town in all 65 townhouses. The financial reality is that regardless of the developer's promises they will revert to using cladding found on townhouses in Brampton or Mississauga.	Cladding as described in the Urban Design and Cultural Heritage brief is often used in new developments, albeit usually manufactured stone and siding, and only occasionally real stone and real wood. These days faux materials are quite realistic and quite feasible, provide a longer life cycle and require less maintenance.
Melanie King <i>(correspondence sent to Town of Caledon)</i>	What's the design aesthetic as well? Alton is a historic village and the elevations/materials should match.	A historical design aesthetic is fundamental to the Urban Design and Cultural Heritage brief produced by ATA Architects, an award-winning firm highly respected for its heritage planning work.



2. Built Form / Compatibility

Name	Comment	Response
Anonymous <i>(correspondence sent to Town of Caledon)</i>	<p>Alton is a heritage community with significant land being considered for a Heritage Conservation District. Many of us are collaborating with Heritage Caledon to invest significant budget in the restoration of our heritage homes. My house has been here since circa 1875* and many houses, in proximity of the subject land, are much older. We are investing in good faith that Alton will remain a heritage recognized village. Amending the by-law to permit townhouses completely undermines this.</p> <p>The developers might argue that the proposed plan will compliment the local heritage, but that's clearly by façade alone. Showing us images of houses made with brick and stone veneer does not negate the fact that townhouses are completely out of place here. If they lived here too, they might know that.</p>	<p>Respectfully we disagree that townhouses are necessarily incompatible with or detract from the historic community character. In our opinion, well done design guidelines, stringently enforced, can ensure the project will in fact enhance the character of the village.</p> <p>Through their significant investment of time and money in the Alton Mill the developers also have a personal interest in preserving Alton's heritage character and attractiveness and advise that they are serious about enforcing the UDCH brief. They remain involved through the home construction for some of their projects eg. Downey Trail townhomes (Guelph), Rockwood Mews townhomes (Rockwood), Cedar Creek townhomes (Southampton). In other projects where they end up selling lots to builders, Seaton Group imposes architectural design guidelines on the builders through the agreements of purchase and sale (eg. Rockwood Ridge, Allan Park Estates (Grey County), Southampton Landing (current project underway in Saugeen Shores).</p> <p>Please refer to section 1 of the Resident Response Letter that summarizes the policy environment encouraging more efficient use of land and a broader range of housing options than often developed in the past.</p>



3. Traffic and Circulation		
Name	Comment	Response
Alton Village Association: Mary Cooney (Mail Correspondence dated March 21, 2024)	Development shows only one access - safety issue also impact on Agnes and King with the volume of cars. Would it be possible to have a permanent second access to Emeline Street? Two accesses one on the East end and one on the West end would help with the traffic flow from this subdivision	Although the technical analysis indicated that the original access proposal was satisfactory, a second access point has been added. See section 3 of the Resident Response Letter for details.
Carolyn Endacott (email Correspondence dated March 26, 2024)	Having reviewed your site plan, this road, which will be directly across the street from my home, will have a flood of cars entering and exiting the development. At night, the headlights will shine directly into my windows, which happens now on a "small scale" with the businesses that utilize the twin barns on the site.	The site exit does not line up with #9 Agnes St but rather is south of your south property line. Lights of exiting cars will not shine directly at the home except those turning left as they execute their turn. See drawing below.
		Drawing with plan overlaid on air photo. Click link to see larger copy.



3. Traffic and Circulation

Name	Comment	Response
	I work from home daily. My front 11' wide window is my office/studio where I work. The flow of traffic from this development will be a constant interruption, both visually and audibly. During the construction phase, the noise will be jarring, and I am sure, often unbearable.	Construction activity will be temporary and be limited to permitted working hours as per Town By-law. At detailed design, access plans are done, and due consideration will be given to taking heavy construction access via Queen and Emeline instead of Agnes.
	As Alton only has the Alton Mill, Gather Cafe, Ray's Bistro, a hair salon and a bike shop, residents have to travel in and out of their homes for everything. This will not be limited to the morning and afternoon rush hour, as proven by the subdivision south of my home. That is the reality of the impact on residents such as myself, greatly reducing the quiet enjoyment of our properties.	Noted. The transportation report starts with an analysis of existing traffic patterns and models the projected traffic from the development based on the assumption the new residents will have similar travel patterns. See Section 3 of Resident Response Letter for details.
	<p>As is the case with the most recent, large development south of King Street, homes have a minimum of 2 vehicles. Many have 3-4. With 67 townhouse units, this is 134 cars, plus visitors and the possibility of a greater number, depending on how many people live in each townhouse. That is a large flow of traffic on what is now a quiet road and neighbourhood.</p> <p>Agnes Street is also the main walking road for young families with babies in buggies, children, elderly residents and their dogs. It's a route for parents walking their children to our school as well. Many children also ride their bicycles on Agnes Street.</p> <p>REQUEST: There should be one entrance/exit on the EAST side and a second entrance/exit on the WEST SIDE (Emeline) of this development.</p> <p>Not only is this a safety issue for emergencies, but in all fairness, it would then be less impactful to residents of Agnes Street, who, as it stands now, would endure the entire flow of traffic with the proposed road.</p>	<p>The traffic report considers the busiest one-hour periods in the morning and afternoon/evening. This is to assess whether the surrounding roads and intersections have sufficient capacity for the additional traffic. Not all trips occur during these times. The traffic report forecasts new trip generation based on actual trips from existing homes in line with standard industry techniques and the Town of Caledon's technical requirements.</p> <p>See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.</p>

3. Traffic and Circulation		
Name	Comment	Response
	Rather than create another road on Agnes Street, a road into the development should tie into King Street.	Per the traffic report, the currently-proposed alignment will function satisfactorily. Aligning the site entrance with King Street was not feasible because of the site layout constraints - it would have been too close to the property line to the south.
Alex Gaunt <i>(email correspondence dated March 29, 2024)</i>	With due respect, your traffic engineer has grossly miscalculated the number of cars 67 new houses will bring into the village. If you use the houses between Agnes and Emeline on Queen St as a reference point, there are 11 houses, and at least 22 cars. So, to suggest that there would only be about 100 cars added to the village is an underestimate of at least 30%. It was rather flippantly, I thought, suggested that this would add an additional 1 car per minute to the morning commute and again for the evening commute. And that may not seem like very much to a traffic engineer in the grand scheme of things, and perhaps it isn't, but what is your starting point of reference. It most certainly isn't 1 car per minute but probably more like 1 car per every 2 – 3 minutes. Therefore, you have increased the number of cars into the commuter system threefold – which is a lot.	The traffic analysis calculates the number of new car trips during the busiest one-hour periods in the morning and afternoon/evening. Trips will also occur at other times. The report assesses whether the surrounding roads and intersections have sufficient capacity for the additional traffic; hence why it examines the busiest times of day, when available capacity is at its lowest.
Jennifer Palmer Fairclough <i>(email correspondence dated April 1, 2024)</i>	The proposed development has an allotment for 14 visitor parking spaces for 67 units. In the proposed design, it was stated that homes would be close to the road to help create a community feeling. That indicates that townhome owners will not have driveways that can accommodate additional vehicles. Will the roads within the development be wide enough to allow for their own street parking? There is no access to public transit in Alton. Without access to any kinds of transportation outside of cars, this community will remain rural in its functionality for residents. In most cases, each driving age member of a household requires a vehicle to access work and school opportunities. Will there be enough space	The proposed common element condominium road will be 6.0 m wide and will not contain street parking other than the specified visitor parking space locations. The development contains units with double car and single car garages. Each unit will have a minimum of two spaces (one in the garage and one in the driveway). The majority of the units will have up to four spaces (two in the garage and two in the driveway).



3. Traffic and Circulation

Name	Comment	Response
	for each unit to house at least two vehicles? If not, where would the additional parking be found?	The number of visitor spaces has been increased by two from the initially proposed 14 spaces to 16 spaces. Total parking provided is 226 spaces.
	Several concerns were brought forward in the meeting about increased traffic along King Street and Agnes Street. Does the town have plans to complete sidewalk access along King Street as is does with Agnes Street? The incline along King Street is significant enough that pedestrians and cars do not have a clear line of sight for safety and with increased traffic, safe walking paths need to be addressed. The same would apply to Emeline Street, as it is likely to be used as an overflow parking street for residents in the new development.	This is a question for the Town.
	The traffic study addressed by Tom Willis indicated that Alton could accommodate the increased traffic and that most traffic would head south. Do the traffic studies consider the main point of congestion for southbound traffic out of Alton, which is the intersection of Highway 10 and Charleston Sideroad at Caledon Village? Are the traffic studies able to consider future traffic from developments under construction with Osprey Mills (in Alton) and developments in Erin? Further, do the traffic studies include factors such as the Votorantim Cimentos quarry proposal at Charleston and Main Street in Alton which includes a possible increase of 70 trucks per hour along Charleston Sideroad?	The traffic report only examines the local impacts and routes to get to the Regional arterial road network and does not look beyond the village boundaries. The traffic generated by this development is miniscule compared with that on the regional road network. The report does however project increases in background traffic within the village based on known developments, which included the Osprey Mill's development. The growth assumptions were provided by the Town.
Cailin Hillier <i>(correspondence sent to Town of Caledon)</i>	King street doesn't currently have a sidewalk, nor does Agnes, so I'm concerned about safety for pedestrians.	The Town has set as one of its requirements that the developer install a sidewalk on the west side of Agnes Street along the entire frontage of the property and a sidewalk linkage from the western pedestrian connection to Queen Street.



3. Traffic and Circulation

Name	Comment	Response
Nicolette and Gary Crowther <i>(email correspondence dated April 2, 2024)</i>	Streetscapes and infrastructure are based on an "urban" design, this is a "rural" community. We do not believe this is a fair comparison, nor is it "compatible" within this village landscape.	The Urban Design and Cultural Heritage Brief is based on an analysis of Alton's own built form and vernacular architecture. Although the title of such a report includes the word "urban" in fact it's a "village" design brief.
	Being a rural community, there is no option for bussing, rail or otherwise. There is no public transportation whatsoever to residents of Alton within a 10 Kilometer radius, thus cars are a necessity. The number of vehicles estimated for each unit appears completely unrealistic. We also do not believe that with additional cars and limited space, that roadside parking will not become an issue on Agnes Street and surrounding streets.	<p>The development contains units with double car and single car garages. Each unit will have a minimum of two spaces (one in the garage and one in the driveway). The majority of the units will have up to four spaces (two in the garage and two in the driveway). The number of visitor spaces has been increased from the initially proposed 14 spaces to 16 spaces. Total parking provided is 226 spaces, greater than three spaces per unit.</p> <p>The traffic analysis calculates the number of new car trips during the busiest one-hour periods in the morning and afternoon/evening. Trips will also occur at other times.</p> <p>The report assesses whether the surrounding roads and intersections have sufficient capacity for the additional traffic; hence why it examines the busiest times of day, when available capacity is at its lowest.</p>
	We understand that the traffic studies discussed are only based on morning and evening peak times based on commuter work hours. They do not reflect or include other travel times/requirements related to grocery shopping, medical appointments, children involved in sports/team activities travelling to recreational facilities, etc. which are not within walking distance of the village.	The report assesses whether the surrounding roads and intersections have sufficient capacity for the additional traffic; hence why it examines the busiest times of day, when available capacity is at its lowest.

3. Traffic and Circulation

Name	Comment	Response
	We are concerned about the amount of increased traffic travelling along Agnes to King to Main St., and Agnes to McClellan to Main St. (Hwy. 136), and further to Charleston Side Road (Hwy. 124) and south on Hwy. 10, through a school zone, and believe it would constitute a safety hazard. The number of existing roads and options to travel south from Alton are already at a minimum with existing residential homes.	The road network is adequate to handle the traffic safely. See section 3 of the Resident Response Letter and Traffic report for details.
	Additionally, there is already an abundance of concern by Alton residents over increased traffic volumes for this area with the estimated increased truck traffic due to the proposed St. Mary's Cement Caledon Pit/Quarry to span 400 acres at the corner of Main St. and Charleston Side Road (Hwy. 124), (one only needs to look at all the red signs on the front lawns of residents to be aware of this), also Lakeview Homes, Glen Subdivision located off of Charleston Side road (Hwy. 124) in Erin, and Osprey Mills - Ashley Oaks Homes, subdivision at Mississauga Rd. and Queen St..	See above replies.
	The suggestion to add 3 way stop at the only proposed entrance/exit of this development onto Agnes Street will further introduce traffic congestion on small roads that are not main intersections. Having an alternate entrance/exit option at the west end of the proposed development, for usage other than for use in emergencies only, would contribute to safety and also allow for an alternative traffic route to travel south via Mississauga Rd and alleviate congestion.	There will not be a three-way stop at the entrance into the development. The entrance and exits are one-way in and out, with a stop sign on the way out. There will also be a one-way stop sign at the new exit onto Emeline.
Valerie <i>(comment raised in live Q&A Session)</i>	There will be an extra 150-160 cars in the neighbourhood. How many cars would you expect per minute? There are not 60 cars per hour at all in the town. There are lots of kids that walk to school already on Agnes Street and there are no sidewalks. Did we account for when its under construction?	The traffic analysis calculates the number of new car trips during the busiest one-hour periods in the morning and afternoon/evening. The site is projected to generate 44 two-way vehicular trips in the morning peak hour and 49 two-way vehicular trips in the evening peak hour - see section 3 of the Resident Response Letter and the traffic report for details. Trips will also occur at other times.



3. Traffic and Circulation		
Name	Comment	Response
		The report assesses whether the surrounding roads and intersections have sufficient capacity for the additional traffic; hence why it examines the busiest times of day, when available capacity is at its lowest.
N/A: Comment Raised in live Q&A Session	Does the traffic study look at traffic today or traffic in the future?	The traffic study examines both today's traffic and future traffic. The latter accounts for expected traffic growth from other developments.
N/A: Comment Raised in live Q&A Session	How would a vehicle be able to get in and out of the emergency exit if a barrier exists? In Valleywood, a similar emergency exit exists but it is a locked gate.	No longer an emergency exit. See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.
N/A: Comment Raised in live Q&A Session	The roads appear narrow based on looking at the plans. How will they function? (ie. One-way, two-way, street parking permitted?)	<p>The site will have one-way in and out legs and a two-way ring around the centre of the development, now with a second access and egress point at Emeline Street. All roads have 6.0 m wide travel surfaces which meet Town and Ontario Building Code standards for regular and emergency access.</p> <p>No roads are intended to permit on-street parking. However the one-way sections will have different pavement treatment on the sides to make them appear less wide (and more aesthetically pleasing), and optionally could incorporate street parking if additional parking was deemed to be needed.</p>
Derek Sharp <i>(correspondence sent to Town of Caledon)</i>	One of the primary concerns is the significant increase in traffic density due to the construction of these new residential buildings. Our village roads were not designed to accommodate such a large volume of vehicles, leading to congestion, safety hazards, and a decline in the quality of life for residents like myself who value the peaceful charm of our village.	The road network is adequate to handle the traffic safely. See section 3 of the Resident Response Letter and Traffic report for details.

3. Traffic and Circulation		
Name	Comment	Response
Judy Chapman <i>(correspondence sent to the Town of Caledon)</i>	There is no commercial development in Alton, hence once must drive for all supplies. Amazon delivery trucks were not mentioned in the traffic numbers. There will be constant traffic on Agness and Queen and King and McLellan Streets.	Noted and traffic will be adequately accommodated per above.
	The inhabitants of this condo corporation will be a commuter population, in constant cycling from a driveway to work/commercial locations.	The road network is adequate to handle the traffic safely. See section 3 of the Resident Response Letter and Traffic report for details.
	Alton is rural.....road spaces and children walking to school in this traffic are at risk and not conducive to the volume of traffic that will result.	
Julie Pomeroy <i>(correspondence sent to the Town of Caledon)</i>	I was told by the architect that the reason why there was not an exit road to Emeline was because the Town of Caledon did not want it. During presentations, I got the impression that the reason it was not going to go in as an exit was because the consultants felt most of the traffic would use Agnes Street so it wasn't necessary. Could you clarify that issue?	Correct.
	Is it possible to have the entrance and exit extending from King Street in to the development, instead of north of King Street on Agnes? It seems to me that could reduce congestion and be a little kinder to residents having to deal with headlights and traffic noise.	Aligning the site entrance with King Street was not feasible because of the site layout constraints - it would have been too close to the property line to the south.
Julie Pomeroy <i>(additional email correspondence dated April 12, 2024)</i>	Other concerns raised by residents is the potential for traffic congestion on Agnes Street. Some of these include lights shining into home windows and safety with the increase in traffic moving on to Main Street towards the public school and past the Pinnacle seniors residence.	The site exit does not line up with #9 Agnes St. The exit is south of the house and lights of exiting cars will not shine directly at the home except those turning left as they execute their turn. A drawing has been prepared that shows the entry alignment in relation to the subject house.



3. Traffic and Circulation

Name	Comment	Response
	<p>It seems to make sense to me to direct traffic on to Emeline as it takes cars to Mississauga Road and helps to address the above concerns. I asked the architect about it and I was told that the reason why there was not an exit road to Emeline was because the Town of Caledon did not want it. During presentations, I got the impression that the reason it was not planned as an exit was because the consultants felt most of the traffic would use Agnes Street, so it wasn't necessary.</p> <p>I also asked if it was possible to have the entrance and exit extending from King Street into the development, instead of north of King Street on Agnes. I felt this might reduce congestion and be a little kinder to residents having to deal with headlights and traffic noise. I was told again that the reason it was not planned this way was because the Town wanted it in the proposed location and not an extension of King Street.</p>	<p>See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.</p> <p>Aligning the site entrance with King Street was not feasible because of the site layout constraints - it would have been too close to the property line to the south.</p>
Kaitlan Klein <i>(correspondence sent to the Town of Caledon)</i>	<p>Their plan states only 14 visitor parking spots! We don't have a lot of parking in Alton, especially in the summertime with added events happening in the area, and will be even worse when the curbs go in. I can't fathom the parking in this proposal, especially when there is snow to contend with. The residents do not wish to have any overflow parking on the streets. If the average household has 2 cars + an adult child living in one dwelling, the possibility and likelihood of 3-4 cars per household is more of a realistic number. There is not enough parking for the current design, in my opinion.</p>	<p>The formal visitor parking has been increased to 16 spaces. There are also 210 spaces in private driveways and garages - more than enough to accommodate residents and most visitors. The dedicated visitor parking is for the overflow. The total 226 parking spaces amount to almost 3.5 per unit.</p>
	<p>One entry in and out puts a lot of strain on the Agnes/King/Queen/McLellan St residents for increased traffic, and not to mention how emergencies would be handled.</p>	<p>See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.</p>



3. Traffic and Circulation		
Name	Comment	Response
	The safety of residents/children. The flow of the traffic is one way in and out off Agnes. This means that everyone going in and out are going to have to go through the subdivision to get to their destination. This is a considerable amount of traffic, when currently, there can be hours with no cars going by.	See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.
	Increased traffic by the school! Most kids walk to the school. We have quiet streets, and some don't have sidewalks. This is a major concern when the flow of traffic south would direct the residents to drive past the school.	The traffic from the site has multiple routes available to/from destinations outside Alton; not all traffic will pass by the school. Further, the traffic associated with pick-up/drop-off activity at the school will mean drivers will be likely to prefer other routes during the times before and after school.
<u>Shannon Adams</u> (correspondence sent to Town of Caledon)	I understand that there is also only one way in and out of this subdivision. Is this seriously allowed?!	It was technically feasible. See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.
	How many parking spots will each home have? Extra parking located where?! I would hate to see Emeline become so congested with cars that children will not be easily seen. There are NO sidewalks on that end of Emeline street to safely walk.	There are 210 spaces in private driveways and garages - more than enough to accommodate the residents and most visitors. The dedicated visitor parking is for the overflow and has been increased to 16 spots. Total parking provided is 226 spaces, almost 3.5 per unit.
Howlett Family (Barbara) (correspondence sent to Town of Caledon)	Saying a big no to this development-Alton is a scenic hamlet in Caledon let's keep it that way. We don't need any further traffic. We now have the gravel trucks driving through our village.	



3. Traffic and Circulation		
Name	Comment	Response
Kathi Jablonski <i>(correspondence sent to Town of Caledon)</i>	67 Homes means at least 134+ cars and people, as this is a car based community, all leading out one entrance on to Agnes. Our quiet little Agnes, would become a very busy main throughfare.	See above responses. Even in the busiest time, Agnes Street is expected to have no more than 28 cars per hour, less than one every two minutes.
Katie Liddell Newbigin <i>(correspondence sent to Town of Caledon)</i>	Alton Primary School is located on Main Street - it is very close to the road. If cars are coming out of the new development, onto Agnes street, then going down King Street to Main Street there will be significantly more traffic making the road busier at times when school on. The school is also not fenced in the front fully - so if traffic increases, safety in the school zone will also need to be considered.	The traffic from the site has multiple routes available to/from destinations outside Alton; not all traffic will pass by the school. Further, the traffic associated with pick-up/drop-off activity at the school will mean drivers will be likely to prefer other routes during the times before and after school.
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	There will be a significant increase in traffic	The site is projected to generate 44 two-way vehicular trips in the morning peak hour and 49 two-way vehicular trips in the evening peak hour - see section 3 of the Resident Response Letter and the traffic report for details.
Melanie King <i>(correspondence sent to Town of Caledon)</i>	Concerned about emergency services access/demands	See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.
	Parking - as this is a rural community, no public transportation options are available and with the increasing size of household members it's extremely unlikely the proposed parking area will be sufficient.	The development contains units with double car and single car garages. Each unit will have a minimum of two spaces (one in the garage and one in the driveway). The majority of the units will have four spaces (two in the garage and two in the driveway). The number of visitor spaces has been increased from the initially proposed 14 spaces to 16. Total parking provided is 226 spaces, greater than three spaces per unit.

3. Traffic and Circulation		
Name	Comment	Response
Natasha McVie <i>(correspondence sent to Town of Caledon)</i>	<p>The design of this development means that there is only 1 way in and out of this new area, which means there is direct traffic that will flow down King street and onto Main within 200 METERS of a school and its school zone. As a parent with a child who walks to and from this school I am very concerned with the increase in traffic within proximity to the school zone. We walk south on Main street and god forbid someone runs the Stop sign or doesn't pay attention as one crosses is a scary thought. My ask is that you consider the use of Emeline for this development increasing or redirecting traffic and significantly reduce the number of proposed homes to account for this.</p>	<p>See Resident Response Letter, section 3; an additional access onto Emeline Street is now planned.</p>
Mat Pataki <i>(correspondence sent to Town of Caledon)</i>	<p>I have a 4 year old son whom I walk to and from the local public school during the busiest times of day for traffic. As described at the information session, we should expect 40 to 50 cars per minute along our route if the project were to go through, where today we might see 4 or 5 in practice.</p> <p>We moved to Alton from Etobicoke precisely to remove ourselves from this type of traffic, and the dangers it can bring for the local kids in particular.</p>	<p>Not 40-50 cars per minute, it's per hour, in the busiest times of day only.</p>
Robin Erwin <i>(correspondence sent to Town of Caledon)</i>	<ul style="list-style-type: none"> • Have you travelled down our streets? • Are you aware of the additional traffic King Street will endure? • Are you aware of the addition traffic Agnes will endure? • Both streets are in poor condition. Neither have curbs or sidewalks. • King Street specifically is a main route for parents walking their young children every day to and from school. I meet them, and a full size bus stopped in the middle of the street waiting to pick up students. This right now isn't a problem, as the only car on the road maneuvering the children, parents and bus is mine. This is a village and I'm hopeful you are considering looking after our children 	<p>Yes, both the development team and the traffic consultant have visited the community and the streets around the proposed development site.</p> <p>Per above, the traffic can be safely accommodated on the existing road network. The addition of sidewalks can improve the situation further.</p>

3. Traffic and Circulation		
Name	Comment	Response
	safely. Imagine the traffic that will be created on tiny King Street and other small side streets in Alton.	
Shannon McCauley <i>(correspondence sent to Town of Caledon)</i>	<p>There is no public transit in our town so residents will need cars and the parking does not seem adequate for the number of units proposed. This is likely to create spillover parking on side streets. Additionally, this will create quite a heavy traffic flow on small side streets many of which do not have sidewalks - potentially creating a safety hazard for pedestrians.</p> <p>Additionally, a group septic system is very worrying for the environmental issues it may create and the potential for flooding of adjacent homes.</p>	<p>The development contains units with double car and single car garages. Each unit will have a minimum of two spaces (one in the garage and one in the driveway). The majority of the units will have up to four spaces (two in the garage and two in the driveway). The number of visitor spaces has been increased from the 14 spaces initially proposed to 16 spaces. Total parking provided is 226 spaces, almost 3.5 spaces per unit.</p>
Sherry Ridgeway <i>(correspondence sent to Town of Caledon)</i>	<p>We do not have public transportation, therefore a car is a necessity. With 67 units it would make sense that there would be 2 vehicles/unit. The traffic assessment that was provided was ridiculous. I live on Queen St. and I hear the cars well before 6:00 AM, east/west traffic already is greater than they suggest for Agnes St. and the subdivision to the west of my home is not finished or fully inhabited. Agnes St. is single lane each way, sidewalks are limited or nonexistent, there is a Seniors Residence, a school, many young children, dog walkers, bikers, etc. Add to this school buses, delivery trucks to the subdivision, Millcroft employees and guests, Ray's Bistro and guests, Hair Salon and clients, bike store, Cafe, etc. and let's not forget the Amazon/FedEx delivery vehicles.</p>	<p>Traffic forecasts are based on all trips to and from existing homes, both by residents and visitors/ service providers</p>
Anonymous <i>(correspondence sent to Town of Caledon)</i>	<p>The Traffic Impact Assessment predicts an addition of 60 cars an hour? This may be considered acceptable by road condition standards alone, but that is completely unacceptable to the residents. The increase in vehicle traffic is a significant impact on our quality of life (as mentioned above – noise & air pollution + congestion). We're already experiencing uncontrolled traffic on Queen Street West in the form of speeding vehicles and large commercial trucks. There are</p>	<p>The site is forecasted to generate 44 two-way vehicular trips in the morning peak hour and 49 two-way vehicular trips in the evening peak hour. This will now be split between two access roads.</p>

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	<p>very few police on duty in Caledon at any given time. Adding to this chaos will be intolerable. But my key concerns are with the forecasted metrics.</p> <p>The study appears to only take into consideration the traffic emerging from the 67 proposed units. There is no mention of the incidental traffic from deliveries, visitors, fire trucks, and service vehicles. I don't have confidence in this study. It's easy to forecast conservatively. Even if the developers are held accountable for actual results, it will be far too late to change anything once all is said and done. How are we assured that decisions are made based on fact? What is the method of validating these studies? Does the Town have a non-biased study to verify all claims?</p>	<p>Yes. The traffic report was prepared by a qualified independent traffic engineer authorized by Professional Engineers Ontario. The report was peer-reviewed by Kavleen S. Younan, P.Eng., Transportation Engineer, Caledon Engineering, Public Works & Transportation Department. Traffic forecasts are for all vehicle trips to and from existing homes - by residents, visitors, service providers and others.</p>
Lance Kalverda (correspondence dated April 9, 2024)	<p>65 new dwellings potentially brings in a minimum of 2 vehicles per dwelling. Add company etc. that is an excessive amount of traffic on existing child filled streets. Not to mention the potential of 65 Dogs running around with non fenced yards.</p>	<p>The site is forecast to generate 44 two-way vehicular trips in the morning peak hour and 49 two-way vehicular trips in the evening peak hour. This will now be split between two access roads.</p>

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Name	Comment	Response
Alton Village Association: Mary Cooney (Mail Correspondence)	<p>How many residents is each 5-townhouse septic system designed to handle? (Capacity for people)</p>	<p>Sewage flows for on-site sewage systems are specified in Part 8 Sewage Systems, under the Ontario Building Code (OBC). The sewage flows for 3-bedroom and 4-bedroom dwellings are being adhered to, which are considered peak design flows, with actual water use / sewage flows being typically 50% of design flows. Based</p>



4. Sewage Systems		
Name	Comment	Response
<i>dated March 21, 2024)</i>		<p>on multi-family dwellings, the OBC allocates 275 L per person and based on the proposed dwelling flows. This would equate to 6 persons per 3-bedroom units, i.e. 2 persons per bedroom, and 8 persons per 4-bedroom unit, i.e. 2 persons per bedroom.</p> <p>Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a more detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.</p>
Alex Gaunt <i>(email correspondence dated March 29, 2024)</i>	As a property owner, we were obliged by the Town of Caledon to put in an individual septic system, as were our neighbours, at our cost. I do not understand, therefore, why it would be acceptable for the septic systems to now be serviced by 5 residents. On top of that, you cannot control what 5 individual residents are flushing into their septs. It is fine for the septic company to have confidence in the system, but what is the oversight on this? We were told that the septs would be inspected twice a year, forever. I'd like to see a contract of this nature and I'd like to know what the plan and recourse would be if the septic systems failed.	There are more safeguards built in when the sewage systems are owned and maintained by a Condo Corp. than there are with detached homes. Please see the Sewage Section, being Section 3 of the Resident Response Letter and the separate handout about the sewage systems for all the details.
	There is an easement that runs behind my property from Agnes to Emeline. How is it that septic systems are allowed to be put in the easement.	Arrangements are underway with Hydro One to relocate the power line from the easement on private lands to the public Right of Way at the developer's expense. This is preferred by Hydro One and the Town in any event. The easement will then be abandoned and will therefore not impact the septic systems or other services and buildings.
Nicolette and Gary Crowther	We have significant concerns related to septic systems for the proposed townhomes, with 3-5 townhouse units sharing septic systems, and the possibility	Please see Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description



4. Sewage Systems		
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(email correspondence dated April 2, 2024)	of contamination of the surrounding ground and whether there will be adequate maintenance. Have you reviewed and calculated the average size of existing lot sizes within Alton, all of which are on septic systems? The idea of shared tanks is of concern as each family use pattern is different. There is no one size fits all when tanks are shared between 3 - 5 units all with differing family dynamics.	of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.
N/A: Comment Raised in live Q&A Session	How do you enforce proper use of the septic system? Do the other neighbourhoods Seaton Development developed in Brockton and Southampton also have septic systems? How long does the maintenance contract last? How many companies are responsible for maintaining that type of septic system?	<p>Please see Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package.</p> <p>Seaton's Southampton and Rockwood projects were both on municipal sewers, but others such as Allan Park in Grey County and Balfour Woods in Muskoka were on individual septsics.</p> <p>Annual service & maintenance contracts, as well as annual laboratory testing of treated effluent for the proposed advanced sewage systems, are an ongoing requirement, and are regulated and enforced under the Ontario Building Code to be reinforced by the proposed Conditions of Draft Approval and Condominium Declaration.</p>
<u>Derek Sharp</u> (correspondence sent to Town of Caledon)	The impact of the proposed septic systems is a major worry, as the proposed system may not be equipped to handle the strain, potentially leading to environmental issues such as contamination of neighboring soil, which poses big health risks for our community. Also, given that the village is on limestone, does this mean that there will be blasting going on? We are already dealing with the threat of a new quarry being built, which drastically reduces the quality of life in our area.	<p>Please see Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.</p> <p>See Section 8 of the Resident Response Letter relating to rock removal.</p>



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Name	Comment	Response
<u>Kaitlan Klein</u> <i>(correspondence sent to Town of Caledon)</i>	<p>This current plan is so specific in identifying where the septic tanks will go. What if they can't go where stated because of the rock? How does a septic work properly if it is surrounded in rock?</p> <p>I know when I search for septic use permits for the subdivision behind, they aren't always correct, meaning the septic tank isn't always where it is identified on the diagram. It was told to me many years ago that this is because the rock was so difficult to navigate that the developer had to put the septic tanks where they fit within the actual topography of the land, once they dug a hole.</p>	<p>In addition to the borehole samples taken at the outset of the project, once the plans were prepared and septic bed locations identified, test pits were dug in all leaching / dispersal bed locations without encountering bedrock. About bedrock generally, please see Section 8 of the Resident Response Letter about construction logistics.</p>
	<p>Waterloo Septic System. The idea of a shared septic system, placing the accountability on residents to use it properly, is also unsettling. I can attest to attending hundreds of septic pumping's over the years, given the nature of my work, and can most certainly tell you that not all households are respectful to septic life. The major concern is the possibility of contamination to neighboring properties. I have only ever dealt with this company on one property that I sold, in Caledon. This particular property had a dispute with the company itself, and as the Town of Caledon mandates, one is required to be on a maintenance contract if you have this type of system. It is my understanding through that experience, there was only one other septic company that could provide this particular septic system a maintenance contract. At the time, I found it perplexing that there was no other option for the homeowner at that time, and is concerning to me now, knowing that 200+ ppl may be dependent on this type of system. We certainly don't want to have issues as Inglewood has had, or the communities in neighboring Mono (Kingfisher Drive) and the new development behind Toyota have experienced. We are concerned for contaminated soils. Is the Town of Caledon aware of another company, aside from Waterloo Septic, who manages these types of septic systems?</p>	<p>At least one of the mentioned sewage systems in Mono, plus one in Amaranth and the Osprey Valley Golf sewage system are operated by Clearford Water Systems, the largest operator of privately owned communal water and wastewater treatment systems in Ontario. Clearford also operates a number of Waterloo (WBF) communal systems in other municipalities and is quite familiar with their systems. Clearford has indicated it would be quite willing to take on this contract but acknowledges it makes more sense in this context to deal directly with WBF. Should WBF ever exit the operations business, Clearford would be the obvious fallback.</p>

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	One house on Queen Street West is awfully close to the lot line, backing right to a proposed septic bed.	The Ontario Building Code requires a 3.0m setback from a septic leaching / dispersal bed to the property line and 5.0m to a house. The beds have been designed as in-ground leaching / dispersal beds. According to the Caledon Mapping tool the house at 1349 Queen Street is set back more than 5.0m from its rear property line and is therefore at least 8m from the nearest bed. (See screenshot below.) Under the RR zone, the minimum setbacks to the property line for any detached home on the abutting properties is 9.0m - this house must predate the by-law and any new house would not be permitted so close.



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Name	Comment	Response
		
<u>Shannon Adams</u> (correspondence sent to Town of Caledon)	I have concerns about how the septic issues in this town will be handled. There have been MANY fundraisers in this sweet little village for the rehabilitation of the Alton Mill pond. How will all these homes affect the waters in that pond and river? Will they ALL be on a septic system? And won't that affect leaching into the pond and river that run through the town?!	The main focus of the hydrogeological report and sewage design is to protect the millpond and Shaws Creek / Credit River from impacts. The result is more stringent treatment standards than mandated under the OBC regulations. See Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that be put in place.



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Name	Comment	Response
Carolyn Endacott <i>(email Correspondence dated March 26, 2024)</i>	I believe 5 townhouse units will be utilizing one septic system. I would like you to address how the maintenance of these units will be enforced to avoid overflow and compromise of the systems. Water usage, as you know, varies considerably from family to family. Many homes purchased today have multi-generational families, and others have non-related families cohabiting due to the economic climate. Depending on how many people live in each unit, this has the potential to strain these septic systems and affect our water sources.	Please see Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.
Katie Liddell Newbiggin <i>(correspondence sent to Town of Caledon)</i>	<p>I join in voicing the concerns of the community regarding the septic tanks that will accompany these new homes and development overall. I live at 1349 Queen Street West. Our house is set far back from Queen Street - we have a very large front yard and smaller backyard making our home quite close to the back fence, which is where the septic tanks would be. Our backyard is on a decline.</p> <p>This development will inevitably be higher than our home sits and this is where I have concerns regarding drainage and septic matters for those of us living on Queen Street.</p> <p>There are so many concerns among residents but not all residents share the same concerns in regards to their property. If there are any sort of drainage issues, or septic matters our home sits so closely to the fence line it will be in jeopardy and this too relates to the many of us on Queen.</p>	<p>Please see Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.</p> <p>The standing regulations for new development require that the storm water flowing off the site from the completed project does not exceed the pre-development flows. See Section 5 of the Resident Response Letter for more details.</p> <p>Currently the most westerly part of the site drains to Emeline Street. The preliminary grading and drainage plan emulates the existing condition in the area of 1349 Queen Street West, with a rear yard swale draining westerly towards Emeline Street and not towards 1349 Queen Street West. See screenshot below:</p>



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Name	Comment	Response
	I would like to request that someone come out to our home to ensure that we will have NO issues on this side of the fence should something happen with the septic tanks/drainage of water, snow etc. within this development as we are on a decline in our backyard.	Once the project is approved, and prior to detailed design, an off-site survey will be commissioned to confirm the existing conditions along Agnes and Emeline Streets. The developer undertakes to ask the surveyor to verify the topographical information in the vicinity of your house as part of that exercise to ensure the drainage works as planned.
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	The sewage (septic tank) proposal is unrealistic and will cause detrimental impacts when 5 homes are using 1 tank. There could be environmental issues, as well as dirty sewage seeping into the River or people's well-water.	Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and what safeguards will be put in place.
Melanie King <i>(correspondence sent to Town of Caledon)</i>	Septic - adequate? How often will trucks be there to pump? And with what household size?? Are these undersized compared to what actual use will be?	<p>The Waterloo Biofilter (WBF) systems require pumping every 3 to 5 years, which is similar to conventional septic tank / leaching bed sewage systems. An annual inspection will be done and recommendations made as to when pump-outs should occur.</p> <p>Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the</p>

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Name	Comment	Response
		sewage systems will be designed, owned and operated and the safeguards that will be put in place.
Natasha McVie <i>(correspondence sent to Town of Caledon)</i>	<p>The design which lines up parallel with home owners along Queen St means that the septic field behind their properties which poses a significant risk to those homes along with the residents. Look at the development in action at the end of Queen Street towards Mississauga Road, the elevation + water table was a significant impact causing flooding of the nearby homes. Disaster!</p>	<p>Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.</p> <p>The water table was monitored on-site from March through to August in 2019 to establish the seasonal high groundwater conditions on-site with depth to groundwater ranging from 1.1 m to 6.2 m below grade. It is expected that grades at the site will match existing grades at the property limit but will be raised across the site such that flooding due to a high groundwater table is not expected, and foundation drainage for basements will not be required.</p>
Nathalie Bureau <i>(correspondence sent to Town of Caledon)</i>	<p>My property backs on to the proposed subdivision. Myself and my neighbours have great concern over shared septic systems backing onto our property. How many times a month will we see pumping trucks on our roads for these shared systems? How safe are they? There is zero accountability at the home owner/renter level on the improper use and treatment of a shared system. We are downhill from this lot, how will this affect my yard and gardens from potentially contaminated runoff? Or is this another attempt to have the taxpayer foot the bill of a sewer system that we do not want, just to increase profits to developers who would no longer be limited by the issue of septic systems – and can then build their high density developments at maximum returns.</p>	<p>Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.</p> <p>The Waterloo Biofilter (WBF) systems require pumping out once every 3-5 years.</p> <p>There is more accountability for sewage system maintenance, operation and repairs with a condominium structure and 4-5 neighbours with a shared interest than there is with a septic system for a detached home with a single owner.</p> <p>The Region of Peel abandoned the idea of installing a municipal sewage system years ago and advised the developer that they needed to proceed with private systems. The condominium Act</p>

4. Sewage Systems		
Name	Comment	Response
		ensures that adequate reserve funds are built up to cover eventual replacement of the systems. There is no cost to the taxpayer.
Anonymous <i>(correspondence sent to Town of Caledon)</i>	We live in a fragile ecosystem, with known ground water issues. It's unreasonable to propose the addition of 14 high capacity septic systems right next to existing homes. The Functional Servicing and Groundwater Management report is forecasting an outcome based on sample data. As you heard from a resident at the meeting, a new home was built recently on King Street that entirely disrupted ground water flow and has resulted in ongoing flooding of several adjacent homes. How does this outcome impact future decisions in the same area? As a planner do you investigate this? What did the groundwater study predict for that project? Again, I question the reliability of the groundwater study in the face of actual, unexpected outcome.	<p>The Hydrogeological Study was prepared by Englobe (formerly Terraprobe), a well recognized professional firm, now part of. The Town has engaged a third party expert EGIS Canada Ltd. (formerly McIntosh Perry Consulting Engineers Ltd.) to peer review the report.</p> <p>Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.</p> <p>The SWM plans are prepared by Greck Engineering based on the Englobe Hydrogeological Study and Geotechnical Reports. These plans are thoroughly reviewed and critiqued by Caledon's in-house engineering team (at the Developer's expense via application fees).</p> <p>Basement depths, while not finalized will be established such that permanent foundation drainage through sump pumps will not be required. Grades for the developed property will be raised from the present grades, with the intent of maintaining basements above shallow groundwater.</p>
Lance Kalverda <i>(email correspondence dated April 9, 2024)</i>	As this property is somewhat of a low lying area to begin with, I am concerned about the adverse effects of shared Septic Systems. 6 or 7 dwellings (with potentially ZERO experience or knowledge of Septic Systems) all sharing one common system screams of DISASTER	The sewage systems will only be shared by 4 or 5 homes and will be professionally operated. Refer to Section 4 of the Resident Response Letter and the separate Sewage Systems Info Package for a detailed description of how the sewage systems will be designed, owned and operated and the safeguards that will be put in place.



4. Sewage Systems		
Name	Comment	Response
Sharon Bailey <i>(email correspondence dated April 16, 2024)</i>	<p>The proposed density also leaves insufficient space on site to manage wastewater and stormwater which leads to more concerns:</p> <p>The proposed wastewater servicing is inadequate. The preliminary proposal requests that the zoning allow sewage disposal systems with subsurface discharge up to 10,000 litres/day. The draft plan indicates a need for 14 sewage disposal systems (each up to 10,000 litres/day, or up to 140,000 litres/day combined) servicing 65 townhouse units and 2 semi-detached units. I would argue that this number of systems for one development should require an Environmental Compliance Approval from the Ministry of Environment, Conservation and Parks (see reference below). At a minimum, they should require a Municipal Responsibility Agreement with Peel Region to ensure that the systems are maintained, inspected and have financial security in case the systems fail. (See Future Caledon Official Plan, Section 12.3.7 and Section 12.3.10 (d))</p>	<p>Early on in the pre-consultation process, the Region of Peel advised that they would not accept Communal Sewage systems of over 10,000 litres per day which would require a municipal responsibility agreement under Peel's jurisdiction. The MECP does not issue Environmental Compliance Approvals (ECAs) for smaller systems, i.e. <10,000 L/day, which instead are regulated by the Building Code.</p> <p>However, the planning process does rightly require that cumulative impacts be looked at following the MECP's procedures for assessing Individual On-Site Sewage systems. See the sewage section of the general comment letter for a detailed description of the requirements and conclusions of the Hydrogeological Report.</p> <p>Each of the sewage systems servicing residential blocks would be registered independently with each owned, operated and maintained by the condominium corporation that owns the block it serves. The condo Act requires them to maintain mandatory reserve funds for the maintenance of common elements such as the septic systems. Since the ownership of each block is separate from other blocks approvals and registration would be through the Town and Building Permit approvals, not through an ECA with the MECP, or a Municipal Responsibility Agreement.</p> <p>The environmental impact assessment considered the cumulative impacts of the 67-unit development both to shallow groundwater, and to surface water, subsequently, given the WHPA-Q designation of groundwater under the influence of surface water for the Alton municipal wells, the potential impacts to the municipal supply wells servicing the Village of Alton. Treatment targets were established based on the results of the impact assessment to mitigate impacts to shallow groundwater and surface water.</p>

4. Sewage Systems		
Name	Comment	Response
		The development will increase impervious cover across the site, however, under the proposed stormwater management approach, given the native soil conditions of silty sand and gravel, the objective would be to maintain identified pre-development rates of infiltration across the site to allow for dilution of sewage effluent on-site.
Sharon Bailey <i>(cont'd)</i>	The proposed development is within a Wellhead Protection Area and the potential impacts from ... subsurface discharge ... would put the Alton Municipal well and Shaw's Creek at risk. The proposed zoning amendment, draft subdivision plan and relevant reports should be reviewed by the Peel Risk Management Official to independently determine whether the development as proposed (in particular, the 14 separate sewage systems) would pose a risk (See Future Caledon Official Plan, Section 15.3.4 and Section 15.3.6)	See above. This application has been circulated to the Region of Peel and no concerns have been raised relating to SWM (and sewage systems). The Credit Valley Conservation Authority has specified that nitrates in the shallow groundwater to have dissipated to less than 3 mg / L at the point where the groundwater containing the treated effluent reaches the receiving watercourse (Shaws Creek).
Mary Cooney <i>(additional email correspondence, dated April 16, 2024)</i>	<u>Waterloo Septic System:</u> A 3 rd party comprehensive review of the purposed septic system being able to adequately manage groups of five town houses totalling 67. Approximately 14 systems on the proposed 10-acre terrain. <u>If these septic systems fail</u> who becomes responsible? a) What would happen if they can't adequately operate? b) Would the town declare an emergency? c) Would the Department of Health/Town of Caledon order sewers be connected? d) Who would pay?	The sewage-related reports / proposals are being peer reviewed by a 3rd party engineer at the Town's request. See Sewage Systems Info Package for detailed answers to all the questions.



4. Sewage Systems		
Name	Comment	Response
	<p>If Our Current Well Located on Queen St. East Became Contaminate: We know the following options are available. Current well on Queen St. East be closed. Open the well on Beach Grove which will also feeds Mono Milla and also the new complexes at Osprey along Main St. South we would be flipped to Caledon Village.</p>	
<p>Carolyn Endacott (email Correspondence dated April 26, 2024)</p>	<p>I would like to know whether the decision to allow the installation of Waterloo Biofilter Septic Systems for the proposed development at 14 Agnes Street in Alton was an evidence-based decision. Proposed specifics would allow 67 townhouses on 10 acres with 14 Waterloo Biofilter Septic Systems; each block of 5 townhouses would utilize one septic system.</p> <p>Please provide us with this EVIDENCE, as to whether one septic system has the capacity to serve 5 townhouses safely.</p> <p>We would also like you to present an example of a comparable development, with PROVEN use of these septic systems on this scale, and with the above specifications.</p> <p>As residents, we feel this is an EXPERIMENT that could go terribly wrong, and become an environmental disaster, causing damage to our homes and properties, as well as our water sources. We could endure the stench of effluent, system overflow alarms going off, water contamination, as well as seepage into our basements, and onto our properties from stormwater management and bedrock removal at 14 Agnes Street, for basement construction.</p> <p>If the Town of Caledon does NOT have firm, proven EVIDENCE to support the operating capacity, and safety of the Waterloo Biofilter Septic Systems,</p>	<p>Yes. See Wastewater Systems Information Package for summary of the science behind the proposal. This is not an experiment - the systems are tried and proven to meet the required OBC and MECP standards.</p>



4. Sewage Systems		
Name	Comment	Response
	<p>within the parameters provided in this development proposal, they need to have this system investigated, to ensure our safety and quality of life.</p> <p>Our group of concerned ALTON RESIDENTS would like to meet with the person who has, or will approve the use and implementation of these septic systems for 14 Agnes Street.</p> <p>NOTE: I contacted Waterloo Biofilter and spoke with André Suvron approximately two weeks ago, regarding these septic systems. I asked for the location of a comparable development to 14 Agnes Street, where these systems had been installed. I was not provided with one. He informed me that "normally, a single townhouse has its own septic system."</p> <p>André Suvron also stated that "they calculate septic capacity on number of bedrooms, rooms, and square footage; they do not count basements."</p> <p>On Monday afternoon, April 22nd, Marianne Willson of Waterloo Biofilter phoned me to discuss my concerns.</p> <p>She stated that Waterloo Biofilter is "just selling these systems", like "buying a sink somewhere, and they also carry out the maintenance of these systems."</p> <p>Marianne stated that, "Waterloo Biofilter Septic Systems is not engaged in those documents".</p> <p>(referring to the number of septic systems, and dwellings on the proposed development at 14 Agnes Street).</p> <p>I was then told that the Planning Engineers, Development Engineers, and Design Engineers, were the ones to speak to in order to find information pertaining to the efficacy, and any problems encountered with these septic systems on other</p>	<p>Englobe has completed groundwater characterization for the property including completion of monitoring wells to determine depth to groundwater, groundwater flow direction, groundwater quality, including impacts to groundwater from upgradient properties to consider the cumulative impact of sewage disposal downgradient of the site. As part of the investigation completed by Englobe treatment targets were established for effluent to meet acceptable impacts both at the downgradient property limit, and to Shaws Creek. The results of the Englobe investigation have been peer reviewed by a third-party licence engineering firm on behalf of the Town.</p> <p>The septic system design completed by Gunnell Engineering incorporated the design requirements specified within the Englobe report, and Waterloo Biofilter was engaged since their technology is approved under the Ontario Building Code and capable of meeting identified treatment targets.</p>



4. Sewage Systems		
Name	Comment	Response
	<p>sites. This would obviously include underground streams, bedrock and water sources in our area. We would need to speak to people of these vocations who are not affiliated with Jeremy or Jordan Grant for obvious reasons.</p> <p>In addition, the planning, development, and design engineers should be able to provide us with a "similar existing development" using this technology.</p> <p>This would have to be comparable to 14 septic systems; one septic per 5 homes; 67 townhomes on 10 acres (same ratio). It must encompass the same density with basements, bedrock, underground streams, and close proximately to existing homes.</p> <p>The example should also be a development located on environmentally sensitive land, with fragile water sources, similar to the 14 Agnes Street proposal.</p> <p>A friend alerted me to the following government jurisdictions that would oversee the decision to allow the approval of this development:</p> <ul style="list-style-type: none">• Ministry of Environment, Conservation and Parks• Ontario water Resources Act• Environmental Protection Act• The Building Code Act, administered by the Ministry of Municipal Affairs and Housing <p>Thanking you in advance for your help and attention to this urgent matter.</p>	<p>Gunnell Engineering has the overall responsibility for developing the design & specifications for the sewage systems and leaching / dispersal beds. Waterloo Biofilter is responsible for the active treatment component only.</p> <p>The Wastewater System Information Package has been prepared with input from the entire consulting team including Englobe, Gunnell Engineering and Brady Straw, Waterloo Biofilter’s Head of Engineering.</p>



5. Stormwater		
Name	Comment	Response
Alton Village Association: Mary Cooney <i>(Mail Correspondence dated March 21, 2024)</i>	Where will storm water be drained to? West side of property and East side of property. Could have flooding problems more water flows into the Mill Pond.	<p>Regulations require that post-development stormwater flows not exceed the pre-development condition.</p> <p>The vast majority of the stormwater currently flows to a ditch on Agnes Street and ultimately to Shaws Creek via an outlet just east of 1422 Queen Street. A very minor percentage of the site naturally drains west to the storm sewer system on Emeline Street.</p> <p>Stormwater Management has been designed to hold back the water via underground storage tanks so that the same quantity of water as now will continue to be directed to the same places where it goes now. Quality controls will ensure the water is as clean or cleaner than what is currently discharged.</p> <p>One of the requirements of the Town is that the Developer upgrade the stormwater conveyance system along the west side of Agnes Street from a roadside ditch with a ditch inlet catch basin to a fully urbanized modern storm sewer system.</p> <p>Please refer to Section 5 of the Resident Response Letter for more details about the SWM system designs and approval processes.</p>
Carolyn Endacott <i>(email Correspondence dated March 26, 2024)</i>	<p>As all of us know, there are underwater streams. There will be a massive amount of water displaced from this undertaking. What are you doing to safeguard the existing neighbours surrounding this development, so their homes and properties are not flooded?</p> <p>Underwater streams, if impacted, have the ability to change their paths, which have the potential to impact the surrounding homes on all sides.</p>	<p>Monitoring wells were put in place in 2020 and the hydrogeological report has modelled the groundwater flows and the impacts of the development. See Section 5 of the Resident Response Letter for details about the Storm Water management requirements and plans.</p>
N/A: Comment Raised in live Q&A Session	Is the applicant willing to propose permeable paving?	Permeable pavers are proposed for the driveways and the visitor parking spaces. The developer successfully used permeable pavers

5. Stormwater		
Name	Comment	Response
		in its Downey Trail project in Guelph and is currently using them at Cedar Creek in Southampton.
Kaitlan Klein <i>(correspondence sent to Town of Caledon)</i>	Underground rivers, bedrock. If you walk around the streets, you will always hear water. I know we are all hesitant about opening up the possibility of more water for the obvious reason of flooding neighboring properties. Drainage. Where is the water going to drain to if this large 10-acre parcel is paved over? The landscape now slopes naturally toward Agnes and down King. How may this impact current septic weeping beds if the ground can't absorb more water?	See above as well as Section 5 of the Resident Response Letter that summarizes how stormwater will be managed, both onsite and off site.
Nicolette and Gary Crowther <i>(email correspondence dated April 2, 2024)</i>	Additionally, with the large amount of greenspace that would be lost, it was confirmed at the meeting that water would remain within the designated area with the only option for drainage in the direction of Agnes Street, where there is already a lack of sufficient storm drainage.	See above and Section 5 of the Resident Response Letter.
Robin Erwin <i>(correspondence sent to Town of Caledon)</i>	<ul style="list-style-type: none"> • Lack of infrastructure in Alton. Lack of drainage/proper ditches and culverts and lack of curbs create many challenges with rain and surface water as well as spring thaws and ice storms. Sump pumps and basements flooding. Living on King Street has been a challenge with rain water, water run off, underground springs & lack of appropriate drainage/curbs & infrastructure on King & Agnes. • Proposal ... Where is the rain water going? • The math • The addition of 67 homes =more roofs, decks and pavement= decreasing green space =reducing infiltration =increasing surface water/water runoff. • Where do you propose this water will go? 	<p>Please see answers above and Section 5 of the Resident Response Letter for extensive information about the proposed SWM plans and systems.</p> <p>Surface water will be directed via swales and catch basins on site to the piped SWM system and will not spill onto neighbours properties.</p> <p>Overland flow routes for large storm events utilize the road system to direct flows away and to a controlled outlet.</p> <p>Contemporary SWM management includes quantity and quality measures, including erosion and sediment controls to avoid negative</p>



5. Stormwater		
Name	Comment	Response
Robin Erwin (cont'd.)	<ul style="list-style-type: none">• Where do you propose it will go effectively and not burden Alton residents already struggling with surface water / underground springs /basements and sump pumps?• How will this additional surface water effect surrounding neighbors septic beds?• As you know. Septic beds do not work efficiently if they are saturated from surface water.• Do you understand the risks to neighbors septic beds from saturation do to additional surface water?• How will this additional surface water affect the River and everything that lives on it?	impacts on watercourses. Such measures will be implemented through detailed design and during construction.
Sharon Bailey (cont'd)	The proposed development is within a Wellhead Protection Area and the potential impacts from ... stormwater would put the Alton Municipal well and Shaw's Creek at risk. The proposed zoning amendment, draft subdivision plan and relevant reports should be reviewed by the Peel Risk Management Official to independently determine whether the ... stormwater management proposed is sufficient given climate change. (See Future Caledon Official Plan, Section 15.3.4 and Section 15.3.6)	Stormwater management falls under the jurisdiction of the Town of Caledon whose engineering department has considerable in-house technical expertise and has been reviewing the Functional Servicing and Stormwater reports in minute detail. Please see Section 5 of the Resident Response Letter for details of the proposed stormwater management systems. This application has been circulated to both the CVC and the Region of Peel and no concerns have been raised relating to flooding or SWM.
Carolyn Endacott (email Correspondence dated April 26, 2024)	In addition, all of the non-permeable, paved roads in this development, as well as a two-lane entrance/exit with a boulevard, directly across from my home at 9 Agnes Street, will also affect the displacement of water, underwater streams, and absorption into the soil at 14 Agnes Street.	The proposal includes a full reconstruction of the road with an urban standard on the west side of the street including a piped system to replace the ditch on the west side. The current situation should be improved to the extent any water from the site currently flows across Agnes Street to neighbouring properties (eg. when the catch basin is blocked up due to lack of maintenance).



5. Stormwater		
Name	Comment	Response
	Please note that we do have substantial flooding problems during storms, including winter snow melt on Agnes Street, which has a slope going north to Queen Street. The corner of Queen and Agnes Street does not drain properly during any storm, and we are constantly calling the Town of Caledon to thoroughly clear the grates and pump out any debris that seeps down. In addition, please also note that the street gutters on Agnes St. are in very poor condition, missing concrete in many sections, causing improper drainage.	Pipe sizing will be oversized to include an allowance for future east side upgrades.
Katie Liddell Newbiggin <i>(correspondence sent to Town of Caledon)</i>	<p>This development will inevitably be higher than our home sits and this is where I have concerns regarding drainage and septic matters for those of us living on Queen Street.</p> <p>There are so many concerns among residents but not all residents share the same concerns in regards to their property. If there are any sort of drainage issues, or septic matters our home sits so closely to the fence line it will be in jeopardy and this too relates to the many of us on Queen.</p>	<p>The standing regulations for new development require that the storm water flowing off the site from the completed project not exceed the pre-development flows. See Section 5 of the Resident Response Letter for more details.</p> <p>Currently the most westerly part of the site drains to Emeline Street. The preliminary grading and drainage plan emulates the existing condition in the area of your home, with a rear yard swale draining westerly towards Emeline and not towards your lot. See screenshot below:</p>

5. Stormwater

Name	Comment	Response

6. Public Access/ Open Space/ Common Amenity Area

Name	Comment	Response
Carolyn Endacott <i>(email Correspondence dated March 26, 2024)</i>	<p>There should be a playground for children within this development. There should also be greenspace, as well as "GREEN BUFFER ZONES". This will help to soften the visual impact this will have on all surrounding neighbours.</p>	<p>All of these ideas have been incorporated. Approximately 50% of the site is landscaped and amenity areas. In addition to the Common Green and private back yards, the perimeter of the site is proposed to be a continuous green open space that will be naturalized. This will serve as a buffer as well as a pollinator-friendly space.</p>



6. Public Access/ Open Space/ Common Amenity Area		
Name	Comment	Response
Alex Gaunt <i>(email correspondence dated March 29, 2024)</i>	We were presented with beautiful pictures of dry stones walls, hedges and so forth for the proposed green space only to learn that the green space is pretty small and would really accommodate mailboxes and a few seats.	<p>The common Green was already as big as a single family lot and large enough to accommodate a variety of amenities and activities. However in response to resident comments, an 8.5m wide townhouse unit has been dropped and the Common Green has been enlarged by this amount.</p> <p>The exact items that will go in the common green will be determined during detailed design, but it has been sized sufficiently to accommodate a public gathering area and/or community garden, the community mailbox, a children's playground and an open grassed area suitable for playing catch or kicking around a soccer ball.</p> <p>Please see Section 6 of the Resident Response Letter for more background about parkland and details about the Common Green.</p>
	And we were told that there is a robust plan to develop green spaces and plant lots of trees. But the proposed plan for new tree planting along the perimeter of the property is pretty small.	<p>The preliminary landscape plan illustrates trees to be retained around the perimeter and conceptual new plantings.</p> <p>During detailed design the size, quantity and species of tree plantings will be developed. In addition, the Town has a tree replacement formula to compensate for tree removals. Such a formula will be adhered to or exceeded.</p>
Nicolette and Gary Crowther <i>(email correspondence dated April 2, 2024)</i>	"Common" areas within the proposed development area were discussed and described as small areas where mailboxes or a gazebo may be situated and not the size of a park or even a parkette. It seems apparent that these spaces would not be large enough to allow for sufficient permeability of ground water.	<p>See above regarding size and what elements can fit in the common amenity area.</p> <p>As per section 6 of the Resident Response Letter infiltration of stormwater is indeed being accommodated via the 50% of the site left in permeable areas. The details are contained in the Functional Servicing - Stormwater Management Brief.</p>



6. Public Access/ Open Space/ Common Amenity Area

Name	Comment			Response
Phone conversation between Jeremy Grant and Steve Herzberg, (Dated April 2, 2024)	Re: Common green space, resident suggested we look at other municipalities and compare what we’ve provided with what would be required elsewhere.			<p>The Town has no specific standards for private common amenity areas and has not commented or requested a specific size, shape or location for the common green.</p> <p>The Town-wide Urban Design Guidelines (2017) does contain section 8.2.2 Shared Outdoor Amenity Space (Condominium) (pp 88-89), that provides guidance and some important design principles. The main principles encourage spaces that are visible, accessible, central, framed by adjacent buildings, incorporate childrens play areas and seating for developments with more than 20 units if there are no backyards (which is NOT the case here) and greater than 1 ha in area.</p> <p>The common amenity area (aka Common Green) that has been proposed meets all of the above design principles.</p> <p>Some other municipalities do have more specific standards. For example:</p> <p>Township of Centre Wellington (Fergus/Elora):</p> <ul style="list-style-type: none">- in R3 zones (cluster townhouses) requires common amenity areas to be provided based on 5 m2 per unit and no less than 50m² . For 65 units this would be: 65 x 5 m2 = 325 m².¹- Outdoor play areas (eg tot lots) are not strictly required but if they are proposed as part of a private development, the Urban Design manual sets out criteria how they are to be designed, ie. must be functional and usable (eg. not skinny, long strips of land), be located adjacent to a street,
	K	Common Amenity Area	Not applicable	

¹ References: Centre Wellington Urban Design Manual (Private Realm): Section 9: Outdoor Amenity Areas Multiple Residential Developments and Section 10: Outdoor Play Areas for Children



6. Public Access/ Open Space/ Common Amenity Area		
Name	Comment	Response
		<p>accessible, provide balance of sun, shade and shelter, seating areas and have adequate lighting</p> <ul style="list-style-type: none">- this proposal has a common amenity area of 1,078 m², more than 2.5 times the above target and there is also enough space for outdoor play areas as defined above. The proposed space also meets the basic design criteria mentioned above. <p>City of Guelph:</p> <ul style="list-style-type: none">- in R3A zone (townhouse zone), for development with more than 20 units a common amenity area shall be provided, based on 5 m²/dwelling and aggregated into an area not less than 50 m².- common amenity area is to be designed and located so that the length does not exceed 4x the width (in other words, not a long skinny strip of land).- the Guelph standard would equate to 65 x 5 m2 = 325 m²- this proposal is more than 2.5x that standard <p>Town of Orangeville: Design Guidelines (2022) for multiple residential buildings including townhouses have no specific standards governing size of common amenities areas.</p>
N/A: Comment Raised in live Q&A Session	Will the public have access to the community, specifically going for walks on the streets, or to use the proposed common area?	Yes, residents who do not own a unit in the development will be able to traverse through the site if desired. We cannot guarantee others will have access to the Common Green. Should the Town accept the Green as public parkland (subject to an easement for the underground SWM facility) this would be welcomed by the developer.

6. Public Access/ Open Space/ Common Amenity Area		
Name	Comment	Response
N/A: Comment Raised in live Q&A Session	What is the benefit of the townhouse development to the existing community, from the perspective of the proposed community park/common area?	See responses above and in Section 6 of the Resident Response Letter.
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	There is such a minimal portion of green space allocated in the plan. This is Caledon. We pride ourselves in greenspace and nature. This is being destroyed	See responses above and in Section 6 of the Resident Response Letter.
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	Some of these lots won't even have backyards.	The concept plan clearly shows that all units have backyards and some will also have back decks. The backyard space is part of their unit.
Julie Pomeroy <i>(additional email correspondence sent to Town of Caledon dated April 12, 2024)</i>	One issue that neighbours have raised is the lack of green space planned within this subdivision. On March 29th this comment was posted by Jordan Grant on an Alton Facebook page. " the proposal does include a central "Common" or green area for the use of the residents. We originally proposed to contribute land for a public park in combination with an abutting vacant lot that was owned by the Town. But the Parks and Rec. department determined that between the Village Square and the public park on Emeline, the area is already well served by public parks and that any kids from this neighbourhood would use the Emeline park. (Hopefully they would use some of our cash parkland contribution to upgrade the facilities there.) The facilities in our private common amenity area will be determined at the time of detailed design." I don't know how the Town measures utilization of our parks and I understand that the Town said it was not necessary, but I do not agree that this is in the best interests of residents. For example, Alton Village Square is managed by	The quoted commentary was intended to explain that the developer did reach out to the Town to explore the idea of a public park space within this development and the Town rejected the idea and instead requested a private common amenity area, which was then added to the proposal. As mentioned above, the Common Green is generously sized, centrally located, visible and shaped to allow a wide variety of elements that will collectively create a shared, common area similar to the Village Square. The Alton Village Square, serving the entire village, is approximately 1,656 sq. m. (or 0.41 acres). The Common Green is 1,078 sq. m. (0.27 acres) making this private amenity area serving 65 families 65% of its size.

6. Public Access/ Open Space/ Common Amenity Area		
Name	Comment	Response
	volunteers and the Alton Village Association. Except for special community events that take place there, it is a passive public space with our community vegetable and pollinator gardens. Our local volunteers and neighbours spend quality time working in the Square together. This gently-used space is good for our spirit and mental health. I would not look forward to it being used by one or two hundred more people because there was nowhere for them to go in their own newly built neighbourhood space. A green space corridor on the 14 Agnes Street property would also be a nice connecting feature for the village.	Connectivity into and out of the site has been provided for via the two entry points and sidewalk system.
	There has also been many concerns from residents, based on experience, in regards to flooding basements, groundwater and overflow into Shaws Creek. With the challenges of climate change now, the thought that crosses my mind is the ability of this development to sustain a one hundred year flood event without affecting other properties on Queen Street and the Shaw Creek. I'm not an engineer, but I would think more green space would help to provide a buffer for safety and protection of surrounding lands.	See responses in above and Section 5 of the Resident Response Letter about stormwater. The 50% of the site in permeable areas and LID measures are definitely a major factor in being able to control the stormwater flows to pre-development levels.

7. Lighting		
Name	Comment	Response
Alton Village Association: Mary Cooney	LED lighting is strong and can penetrate residences and impede night skies which we all value. Hopefully they will look at minimal requirement.	The request for lower level lighting is noted and the developer is committed to working with the Town to minimize impacts.



7. Lighting		
Name	Comment	Response
(Mail Correspondence dated March 21, 2024)		<p>The developer has committed to exploring, during the detailed design stage, opportunities to install light fixtures that not only are in keeping with the historical character of the area, but will also reduce the spillage of light so as to not unduly impact the viewing of dark skies.</p> <p>Streetlight design and photometric analysis will be carried out at the detailed design stage of the project and the developer welcomes such measures as lower poles, lesser lumen intensity and reach, fixture design to shield light “trespass” etc.</p> <p>For dark sky lighting, please refer to the Town of Caledon outdoor lighting spec manual. The development intends to be Dark Sky Compliant and will encourage lesser exterior lighting on houses and lower lighting levels and sensors.</p>
Steve Herzberg (comment raised in live Q&A Session)	The new lighting the town implemented on Main Street South has created a lot of light pollution- would not want the same thing to happen again. Multiple factors must be considered when it comes to the proposed lighting and how it contributes to light pollution: the direction the lighting points towards, the temperature of the lights, etc.	Please see the response above.
Carolyn Endacott (email Correspondence dated March 26, 2024)	LED lighting is very impactful. On this scale, it will be magnified. There will be extreme light pollution, and no night skies to enjoy as many of us do.	Please see the response above.
Charanjeev Singh (email correspondence dated March 29, 2024)	Other neighbors on Agnes Street, brought up the fact that the lights from the hundreds of extra cars coming in and out of the proposed development will render their homes almost unlivable due to the lights going through their windows especially at night. Their concerns should be given priority as well.	Please see the response on Page 20 above and Section 3 of the Resident Response Letter which discusses forecasted traffic in and out of the development.



7. Lighting		
Name	Comment	Response
<u>Derek Sharp</u> <i>(correspondence sent to Town of Caledon)</i>	Another issue that has arisen with the construction of these residential buildings is light pollution. The serene nights that we once enjoyed, with clear views of the stars and a peaceful ambiance, are now being disrupted by the bright lights emanating from these new developments. This not only affects the aesthetic appeal of our village but also disturbs the natural habitat of wildlife in the area.	Please see the response above.
<u>Kaitlan Klein</u> <i>(correspondence sent to Town of Caledon)</i>	Added light pollution and noise. When the sun goes down, it is dark, quiet, and has very minimal light pollution as we stand currently. I, for one, do not wish to see this altered much, especially for the sake of our wildlife. The new lights on Main/Queen were very disrupting to the residents when they were installed.	Please see the response above.
<u>Nicola Ross</u> <i>(correspondence sent to Town of Caledon)</i>	<p>The failure of the Agnes Street plan. It takes advantage of the high density benefits of reduced infrastructure costs without giving on the side of greenspace. The plan fills every little square of that lot with houses with a tiny commons that one of the consultants described as being large enough to maybe having a bench to sit on. The development plan can be described as being all take and no give.</p> <p>The community senses this seeming duplicity even if, in my opinion, it doesn't necessarily understand why it feels cheated. It's not the density that's the problem, it's the number of homes and the lack of even a remnant of the greenspace we all value.</p> <p>One option might be to remove the housing in the hole of the donut. Take out those three housing blocks and the large parking lot and make it into a proper public commons. Or, and maybe a better idea is to leave a wide corridor all the way around the outside of the development where townspeople can continue to walk their dogs and there is separation between neighbours. Yes, I think that would be preferable</p>	<p>The statement at the public information meeting about the size and potential uses of the common amenity area was provided by the Town's planner <i>not</i> the applicant or applicant's consultant and was in error.</p> <p>See Section 6 above and of the Resident Response Letter about the size and shape of the common green.</p> <p>The current large field has been used informally for walking and dog walking but this is not a right. It is a privilege granted by the owners.</p> <p>The design does have a green buffer zone around the perimeter. Dog walking is not a regulated requirement or as-of-right but nevertheless connectivity from outside the development is provided for.</p>



7. Lighting		
Name	Comment	Response
<u>Nathalie Bureau</u> <i>(correspondence sent to Town of Caledon)</i>	Those who have moved to this rural community, and who back on to this property - will go from having two neighbors on either side to sharing a property line with 20-30 people on the single row of townhouses directly behind our homes. The light pollution alone is daunting enough for us to want to move. This is not what this community is about. This zoning change should absolutely be turned down.	Please see the response above.
<u>Lance Kalverda</u> <i>(email correspondence dated April 9, 2024)</i>	My property is quite elevated compared to this parcel of land. I have attached a picture so you can see that I literally have a birds eye view of this property. This Birds eye view is now going to be filled with Light Pollution. No more star gazing for me and my family.	Please see the response above.

8. Construction Logistics & Impact		
Name	Comment	Response
Alton Village Association: Mary Cooney <i>(Mail Correspondence dated March 21, 2024)</i>	If rock is hit how will it being removed? Any blasting or breaking up the rock.	On-site drilling was complete to depths of 2.5 to 6.7 m within soils, bedrock was not confirmed as part of drilling activities. It is expected that significant boulders are present within soils overlying bedrock. Based on a review of well records along Queen Street, bedrock is expected at depths ranging from 4.3 m (14 feet) to 6.4 m (21 feet).



8. Construction Logistics & Impact		
Name	Comment	Response
		<p>Preliminary engineering design includes the site to be raised, so that, combined with the expected depth to bedrock means basements won't be built into bedrock.</p> <p>If boulders are encountered they will be removed by machine (ie. excavators with a rock hammer attachment) as rock blasting in a residential area is not a normal or accepted practice.</p>
	When will construction start once approval is granted, i.e. immediately or 1 or 2 years out?	Once draft approval and zoning is granted, it will likely be at least another year to get through detailed design and approvals and from there market and overall economic conditions will dictate project launch. Likely 1-3 years out.
	How long do they anticipate construction to take?	Site servicing (grading, roads, underground servicing) should take approximately 6 months. House construction for a project of this size usually takes 1 to 2 years from Building Permit availability, depending on sales momentum and whether it is done in phases or not.
Endacott <i>(email Correspondence dated March 26, 2024)</i>	Do you intend to put basements in these townhouses? If so, what method will you be using to extract and remove the rock? Blasting cannot be used in such close proximity to surrounding neighbours, and due to the carcinogenic quality of Limestone dust, this would greatly impact the health of surrounding residents, including myself.	Please see response in Section 2 above and Section 8 of the Resident Response Letter about basement excavations.
	Homes such as mine (built in 1945) will need sensors placed in the basement in order to measure the impact of the rock extraction and building. This development could greatly compromise our foundations.	For infill scenarios such as this, pre- and post-construction inspections are often carried out by qualified inspectors to ensure pre-existing and construction-related issues are identified. Any damage that has occurred as a result of construction activity will have to be repaired at the expense of the developer and/or builder.



8. Construction Logistics & Impact		
Name	Comment	Response
Alex Gaunt <i>(email correspondence dated March 29, 2024)</i>	No mention was made of where construction traffic would go. The construction traffic for the subdivision being built to the west of the Village is required to use Mississauga Rd. because of the heritage nature of the houses on Queen St. Indeed, truck traffic, except for delivery, is forbidden on Queen St.	Construction traffic management is planned during the detailed design stage. See Section 8 of Resident Response Letter for further details. Taking access via Mississauga Road, Queen Street and Emeline Street is an option to be considered.
<u>N/A: Comment prescribed on comment board.</u>	Construction trucks will be forced onto Agnes Street and Queen Street and cause noise, pollution and speeding.	See above
Julie Pomeroy <i>(correspondence sent to Town of Caledon)</i>	Will there be blasting on site to allow for basements to be put in?	Per above, not anticipated based on Geotechnical Report, nor accepted practice in a residential area.
	Very concerned about construction of this property going on at the same time as the Queen Street rehabilitation.	Timing of the Queen Street work is not known and planning around an untimed and unbudgeted project is not possible. Notwithstanding that, the Town has actually indicated that some elements of the Queen Street project are best done at the same time as the off-site upgrades on Agnes Street to avoid duplication of work and inconvenience.
Charanjeev Singh <i>(email correspondence dated March 29, 2024)</i>	I do understand that developments do occur, such as the one on Queen St. and Mississauga Rd. in Alton. But this is different with the small streets of Agnes, King Etc. Having perhaps hundreds or thousands of heavy duty trucks bringing in the building materials, machinery etc., is not suited for that area, and neither is the proposed development. It is different than Mississauga Rd. I hope you agree.	The streets surrounding the development are municipal roads capable of handling truck traffic, particularly on a temporary basis.



8. Construction Logistics & Impact		
Name	Comment	Response
Kaitlan Klein (correspondence sent to Town of Caledon)	There are many underground rivers and lots of bedrock. Will there be blasting?	See response above as well as Hydrogeological Report and sewage reports. Bedrock not anticipated and “no” to blasting.
Laura Eaton-Kent (correspondence sent to Town of Caledon)	There will be a significant increase in dump trucks hauling out garbage and soil during the construction on two small residential streets where children play and elderly people like to sit on their porches. This will ruin Agnes Street and Queen Street. These construction garbage trucks speed, make noise, and require hundreds of them driving out of the lot every day.	Topsoil will be stockpiled on site, however the site does require fill to be imported by truck. This will be of short duration. Municipal roads are designed to handle truck traffic.
	Only one access point is a huge traffic and safety issue (fire truck access points, ambulances?)	There already was a second emergency access, which has now been changed to a full-time second access.
	Who will be responsible if the construction drilling and the large trucks driving on Queen street damages the foundations of these historic houses? Some of them are the retaining walls are very precarious and risk being eroded by the powerful construction vibrations.	Municipal roads are designed to handle truck traffic. See above response re: pre-construction surveys.
Robin Erwin (correspondence sent to Town of Caledon)	Due to the close proximity of the River ... What is the planned proposal once the construction begins and disturbs water table and underground springs? How will this be managed? Where will the water be diverted to so as not to be in your foundations?	Refer to the Hydrogeological Study. Extensive background study and engineering design has been carried out to mitigate such impacts. If dewatering is required this is planned and permitted during detailed design. Typically there is ongoing monitoring of dewatering operations and regular construction meetings to manage all on-site activities.



8. Construction Logistics & Impact		
Name	Comment	Response
Mary Cooney <i>(additional email correspondence, dated April 16, 2024)</i>	<p>1. Rock – Springs – Storm Water Management: Request that an impartial EA or a way to collect more evidence by drilling this land to determine where if any rock and springs are located. (Note the water table is low due to lack of snow and rain).</p> <p>Request that our concern around rock being removed be addressed. Impartial evidence ensuring that changes to the land removing rock will not affect the current underground spring. This interruption occurred in the past when a home was built in this area and resulting in flooding a home basement.</p> <p>We need assurance that storm water is managed so that the Alton Millpond and River are not over capacity which could lead to flooding during rains and snow melting jeopardizing homes along the river system.</p>	<p>Refer to Hydrogeological Study and Geotechnical Reports carried out by third party professionals and reviewed by the Town’s development engineering professionals.</p> <p>See responses regarding rock removal above.</p> <p>See responses regarding SWM in Section 5.</p>

9. Natural Environment		
Name	Comment	Response
Alton Village Association: Mary Cooney <i>(Mail Correspondence dated March 21, 2024)</i>	<p>Can plants be incorporated into green spaces that will add protection to butterflies and birds?</p>	<p>Yes, this is being proposed, in particular for the perimeter of the property. The developer is a strong proponent of naturalized planting approaches to create habitat for butterflies, birds and pollinator insects. Past projects that incorporate these ideas include: Rockwood Ridge, Downey Trail (Guelph), Southampton Landing, South River (Elora).</p>



9. Natural Environment		
Name	Comment	Response
		The conceptual landscape plan refers to “naturalized plantings” to convey this intent. Details will be worked out during the detailed design stage. The developer would welcome suggestions for native plant species that contribute to this goal.
<u>N/A: Comment prescribed on comment board.</u>	Nature is being destroyed for concrete and profit.	This is an infill site in the middle of the village previously used as horse track and pasture that contains existing building permissions. It primarily a grass field and does not contain any other natural heritage features. See Section 9 of the Resident Response Letter about natural environmental features.
Robin Erwin <i>(correspondence sent to Town of Caledon)</i>	Have there been any Environmental studies on the said property? • Have there been Environmental Studies to establish the impact this Proposal will have on all existing or potential species in our area? IMPORTANTLY • Have potential nesting habits been considered for the Eastern Meadowlark & Bobolink? Both of which are “Threatened Species of Ontario”	At the beginning of this project a site meeting was held with the CVC to discuss environmental matters., including a discussion about flora and fauna. Aside from the tree report, no concerns were raised or additional studies requested. No trees within site are of noteworthy species and/or quality. Edge plantings with native species will result in new natural areas. See Environmental note in general comment letter.
Sherry Ridgeway <i>(correspondence sent to Town of Caledon)</i>	it will be stressed in so many ways by irresponsible high density development - loss of green space paved over with cement, water runoff and preservation issues, increased temperatures and need for air conditioning, vehicle emissions increased, loss of wild life, especially the birds and the list goes on.	This is an infill site, previously used as agricultural lands in the middle of the village. See Section 9 of the Resident Response Letter about Natural environmental features.



9. Natural Environment

Name	Comment	Response
<p>Jane Ansara</p> <p><i>(email correspondence dated April 25, 2024)</i></p>	<p>A good neighbour, brought this to my attention in regards to important aspects of land development. From what we understand, if a proposed building site is currently inhabited by Endangered Species, the relevant wildlife authorities will not allow the development to proceed. The Village of Alton, Natural Heritage Report that was prepared in March 2021 for the proposed streetscaping of Queen Street West and Main Street North is a good indicator of this possibility.</p> <p>I reviewed this document and have noted on Page 12, that the document indicates 53 species of wildlife could be verified as occurring in the study area. Starting on page 14, Table 4 lists several bird species that are “under legislation” by the Migratory Bird Convention Act (MBCA) and the Fish and Wildlife Conservation Act (FWCA).</p> <p>On Page 18 we note that; 2 bird species recorded in the study area, are regulated under the Ontario Endangered Species Act, 2007 (ESA) and the Canada Species at Risk Act (SARA). These are the <u>Bobolink</u> and the <u>Eastern Meadowlark</u>. Both are defined as residents of grasslands and pastures.</p> <p>On Page 19 we note that 2 bird species recorded in the study area are listed as Special Concern under the “Species at Risk in Ontario List” (COSSARO) and Committee on the Status of Endangered Wildlife in Canada (COSEWIC).</p> <p>These references are highlighted in the attached document. <u>Can we confirm that the Town of Caledon will be commissioning a similar study of the proposed development lands before any work can be approved?</u> This document provides significant evidence of the possibility of endangered species living in our area, specifically in grasslands and pastures.</p>	<p>See Resident Response Letter Section 9 that discusses environmental matters. Approximately 50% of the site is proposed to remain in soft landscaping including native meadowland plantings over the perimeter absorption beds that will continue to provide habitat for birds and butterflies.</p>



10. Miscellaneous		
Name	Comment	Response
Alton Village Association: Mary Cooney <i>(Mail Correspondence dated March 21, 2024)</i>	Have tests been taken to determine where the rock and springs reside?	A series of eight boreholes were installed across the property with monitoring wells installed at three locations, with a multi-level installation at one location for a total of four monitoring wells. On-Site groundwater monitoring was completed over the spring and summer of 2019. In addition to boreholes a series of 18 test pits were completed to depths of up to 2.1 m to confirm shallow groundwater conditions in relation to proposed septic systems. Soils were predominantly sandy, with no observed groundwater.
	In the winter snow removal storage will take up parking any backup plan in place for snow removal?	Snow storage areas are noted on the concept plan and don't take away parking spaces. The condominium corporation will be responsible for winter maintenance including, if necessary, removal of snow if snow storage areas fill up.
	Note it appears that the position of King is not correct on diagram provided. See below. King St. is located bottomright where the barn is.	We apologize for the incorrect aerial photo base that was used for the meeting notice. This has since been corrected.
Charanjeev Singh <i>(email correspondence dated March 29, 2024)</i>	I sincerely hope however that they are not rewarded for their great work on the Alton Mill Art Center with an approval of the development and rezoning of 14 Agnes Street. I hope that the Alton Mill Art Center is looked at independently and stand alone. I say this kindly, because I was concerned when Ms. Kiernan asked about if sidewalks can be made with permeable materials. To me that seemed that the decision was already made to approve the development. Also, after the meeting when I approached Ms. Tanjot Bal Lead Planner, she asked me to bring my concerns to the developers (Grant Family). I am not familiar with the procedures, but I would think that the developers first need approval of the Town, so why would I approach the developers with my concerns and not the Town, when I am	The purpose of this public consultation was to receive neighbours' feedback prior to the submission of formal Planning Act applications. That said, indeed much work and consultation with public authorities has already occurred and many decisions have been required to be made by the developer in order to get to this stage in the process.



10. Miscellaneous		
Name	Comment	Response
	hoping the Town does not approve the proposed development in the first place. It made me feel that the meeting was just a sham formality and the decision for approval was already a done deal.	
	<p>I do not want the views from my home to be 33 ft (10.3 meter) roof lines, and blocks of town houses. That is not what beautiful Alton is. I am sure you understand. I think the 30 or so houses surrounding the land (including me), should matter more than the 67 homes being proposed. In Ratio that is almost 50% (30'ish) of the current residents to the 67 proposed. The 30 houses (50%'ish) should be given priority, than the new proposed 67.</p> <p>Alton as you are well aware is a small village of homes away from the craziness of dense building that has occurred in places such as Brampton, encroaching Caledon etc. Alton residents would like to keep it that way. Alton is different than the other larger populated areas of Caledon. I am sure you have felt it. The difference between a functioning well meaning democracy and a corrupt third world country is that the collective votes of the people is given priority. I think that the collective vast majority voice of all residents of Alton should be followed. By the meeting on the 27th of March, it seemed to me they are against the proposed development.</p>	<p>The property is currently zoned Rural Residential which allows for single detached dwellings to be constructed as-of-right. The proposed townhomes will be in keeping with the character of the area and will not exceed a maximum height of 10.5 m which is the current maximum height in the Rural Residential Zone. Furthermore, the existing minimum rear yard setback is set at 9.0m. The proposed by-law increases this by 1/3 to a minimum of 12 meters.</p> <p>The concept plan has most (but not all) units set back an average of 15 meters (including all the units backing onto your property. The closest unit backing onto your property is shown as 14.8m.)</p> <p>There are also trees along the centre of your property line shown on the landscape plan. We are open to in-depth discussions with neighbours about the tree planting details.</p>
	I don't recall the residents at the meeting given a warning that a written submission of objection was to be sent by April 1, 2024. That should have been made clear from the front of the room loudly to all. Makes it come across that the meeting was a sham formality by the Town and Developers. I apologize if that was made clear to all to do. I just don't recall. I was made aware by a notice on the Alton Village Association Facebook page.	This was an informal, developer-led information meeting seeking timely feedback, not a statutory public meeting under the Planning Act.



10. Miscellaneous		
Name	Comment	Response
Jennifer Palmer Fairclough <i>(email correspondence dated April 1, 2024)</i>	Do the town wells that provide water access for the communities in Alton have adequate supply for the Osprey Mills development (under construction) as well as the new proposal?	Peel Region, which has jurisdiction over water has confirmed that there is adequate water supply.
Nicolette and Gary Crowther <i>(email correspondence dated April 2, 2024)</i>	Although we were advised that the map provided at the preliminary meeting depicting the proposed development was to scale, we would like to request that this be reviewed and confirmed again.	All plans are drawn to scale. The only one that wasn't was the air photo overlaid on the plan in the meeting notice.
	Also, will there be independent parties involved to authenticate and confirm the validity of information completed in the preliminary studies already conducted by the applicant and how will this be audited?	Town of Caledon and other agency staff have been intensively scrutinizing the technical reports and where they don't have in-house expertise may commission peer reviews. The Town has hired a peer reviewer for the hydrogeological/septic system report.
Phone conversation between Jeremy Grant and Steve Herzberg, <i>(Dated April 2, 2024)</i>	Visitor parking – he said it seems like we're shy a bit more vs. less. would be good to go to high end of range not low end. To avoid overflow onto public streets	The required parking in a standard townhouse zone would be 147 spaces (2.25 per dwelling unit). The proposed Zoning By-law sets a modified standard that would result in a minimum of 181 spaces and the concept plan provides 226, almost 3.5 spaces per unit.
N/A: Comment Raised in live Q&A Session	Is it affordable housing? It is our young children that need to buy homes. What would the houses be priced at?	It is premature to establish exact pricing at this time, but we can say Townhomes are intrinsically more affordable than the existing fully detached new homes available in Alton, which have starting prices of \$2.3 million. The applicant has just released for sale in Southampton townhomes with the same floor plans that many of the units in this development are based on, with starting prices under \$800,000. But land is much more costly in Caledon. The objective in Alton is to start below \$1.0M. Whether and how much lower, won't be able to be determined until after the project is approved, detailed engineering done and final costs are established. Development



10. Miscellaneous		
Name	Comment	Response
		Charges alone in Caledon are >\$91,000 (including Regional and School levies) ² vs <\$24,000 in Southampton.
N/A: Comment Raised in live Q&A Session	Why is the proposed development property zoned the way it is? How are you rezoning it? Is it Rural because of the Niagara Escarpment, water channels, and various other factors that do not permit high density?	All of Alton’s residential areas were zoned RR because that was the historic use. The application is to change the zoning to “Townhouse” with site specific modifications through the Town’s development application process. A Zoning By-law is a living document which can be amended. The property is not in the Escarpment area.
N/A: Comment Raised in live Q&A Session	We have concern this can become an Airbnb or rental property, for those who have no vested interest in the town/village.	The Town has the option of regulating short-term rentals if it ever became an issue.
N/A: Comment Raised in live Q&A Session	This is a Downtown Toronto planning development. It is not what we want at all in this village.	Ground-oriented, 8.5m to 11m wide townhomes at under 7 units per acre is universally considered “low density” and is not comparable with the level of density being incorporated in Downtown Toronto.
N/A: Comment Raised in live Q&A Session	Would the residents need to deal with snow removal on the emergency exit?	The emergency exit is now a full-time secondary entrance and all roads will be maintained by the main condominium.
<u>N/A: Comment on comment board.</u>	What affect will the development have on neighbour’s wells?	See sewage section of Resident Response Letter and Sewage Systems Info Package for details.
Cailin Hillier <i>(correspondence sent to</i>	King street doesn't currently have a sidewalk, nor does Agnes, so I'm concerned about safety for pedestrians.	The Town has set as one of its requirements that the developer install a sidewalk on the west side of Agnes Street along the entire frontage

² . \$52,812 (Caledon) + 55,897 (Peel excl. sewage) - 23,196 + 329 (GO) + 5,376 (school) = \$91,218



10. Miscellaneous		
Name	Comment	Response
Town of Caledon)	I also want to make sure we have enough room at Alton Public School to accommodate more children or make sure there is a plan in place to manage this accordingly. The nearest public school would be quite a drive and different from the local village school experience that was a draw for me and my husband in moving to Alton. I absolutely understand that we need more homes, just want to make sure pedestrian safety, public school access and care for nature remains high.	of the property and a sidewalk linkage on Emeline from the western entrance to Queen Street. No concerns have been raised by the School Boards about school capacity.
Julie Pomeroy (correspondence sent to Town of Caledon)	There have been many concerns from residents, based on experience, in regards to flooding and groundwater and overflow in to Shaw Creek. With the challenges of climate change now, will this development sustain a 100 year flood event without affecting other properties particularly along Queen Street?	Floodplain is mapped and under the jurisdiction of CVC. This site is above flood level and CVC has expressed no concerns.
Kaitlan Klein (correspondence sent to Town of Caledon)	May I ask why the entire community was not notified of this meeting in writing as I was, and only those of us around the perimeter were given letters, when this sort of density development greatly impacts the entire subdivision and community. There are only 9 streets in the immediate vicinity. Secondly, to have this meeting the Wednesday before a long weekend, and to request that comments be submitted in under a week's time, is also unfair while the rest of the community plays catch up.	Notification letters were delivered to all homes within the prescribed area specified by the Town. Ads were also placed in the Orangeville papers and links to the ads and reminders were posted in the Alton Ontario Activity Board Facebook group.
	History of flooding. There is a history that I hear from residents that have lived here for many years about flooding that took place when someone disturbed a site down the road. This is of major concern to the neighboring residents backing to this property, as I'm told Queen W at one point flooded with mud/water as a result. There was another instance of flooding up on Agnes not too long ago is my understanding with the building of ONE new home where the neighbors had flooded basements, I was told.	Floodplain is mapped and under the jurisdiction of CVC, who have expressed no concerns.

10. Miscellaneous		
Name	Comment	Response
	Setting a precedent. Should this type of development be permitted, what is to say the 15 acres around the corner can't be developed on as well.	The need for more housing requires new approaches therefore setting a precedent can be viewed as positive.
Katie Liddell Newbigin <i>(correspondence sent to Town of Caledon)</i>	I want to also understand more about the surveying. Was the surveying of the property (including digging the holes, soil, water observations etc or whatever tests you do) based on the current zoning or the goal zoning? Are there different rules in place for the amount of surveying that is done on the land based on what zoning the land is currently under? If the zoning is changed, is there more depth of surveying that needs to be done?	Surveys were initially done to establish the existing conditions. Additional boreholes were done in the location of each septic bed once the plans were developed.
	If the land was originally given the rural residential zoning then why would this be changed? What is different about the land for it to be zoned any other way? WHY was the land originally zoned as rural residential?	All of Alton's residential areas were zoned RR because that was the historic use. The application is to change the zoning to "Townhouse" with site specific modifications.
	I would like to request that it be taken into consideration that these homes on Queen Street are sitting in a flood plain. I have concerns that this development will only add to this existing issue, for some worse than others, and we again, are subject to this specific issue.	Floodplain is mapped and under the jurisdiction of CVC. This site is above flood level and CVC has expressed no concerns.
Laura Eaton-Kent <i>(correspondence sent to Town of Caledon)</i>	The little school cannot handle this increase in children as some children under grade 6 are already having to be bussed out to Caledon Village.	No concerns have been raised by the School Boards about school capacity.
Sherry Ridgeway <i>(correspondence sent to Town of Caledon)</i>	The presentation was one of the worst I have ever attended, everything from misinformation, visual schematics of the units that looked like single dwellings with lots of property instead of the proposed town houses, questions that couldn't be answered and the list goes on. I came away feeling that the lack of professionalism and preparedness would be indicative of the actual finished development. As the one woman stated in	Noted.

10. Miscellaneous		
Name	Comment	Response
	her remark to the Grant brothers -‘after all these years that you have been supported by the community, you are showing us that you are not of the village nor are you for the village’.	
	Growth - this development does not answer the need for responsible housing. We were not given the cost /unit, only a possible range which is well out of my financial range and then ? maintenance fees on top. Are these freeholds, rental units, investment properties ?foreign investors, ? Airbnb, VRBO, etc. I appreciate that a builder for high density units has less invested and has less to lose if not sold immediately, another reason for this kind of development.	It is premature to establish pricing now, but the project is designed to be sold to end buyers.
	Amenities - we do not have a grocery store, limited activities for youth, limited green space in village, no health care, no high school, impact on internet services which are not the best now, etc It seems when people move into rural communities, they want out of the big city but still want the amenities and conveniences. These and the increased infrastructure needed means increased tax for the existing tax base.	The added population from Osprey Mills and this project may provide the critical mass to support added private sector amenities. Development-related public infrastructure is paid for through Development Charges.
	NOISE - it won’t make any difference how many trees they plant, an increase of approximately 200 people in a very small area increases the noise level especially during Spring, Summer and Fall.	See noise study that points out it is a residential use in a residential neighbourhood. Note deep rear yard setbacks from the private outdoor amenity areas to the immediate neighbours.