

**Triple Crown Line Developments  
Response Matrix to Public Comments  
Town of Caledon**

**Design Plan Services Inc.  
DPS File 1692  
September 19th, 2018**

Public Comments	Response
<b>Public Emails</b>	
<p>1. Water management As you can imagine, we are concerned that there is not an adequate water study supporting this significant development. It is our understanding that the water plan was developed as a desk model only, is there a 3D model or something similar that is available for our review that can help alleviate our concerns? Unbelievable but true; a plan we reviewed in Guelph for an investment property actually had water flowing uphill. Who has reviewed and signed off on this water plan? Are they liable for errors? How long does their liability persist; 5 years, 10 years, 20 years indefinite?</p> <p>2. Traffic Not sure if you have the pleasure in commuting on Airport Road through our town recently, we have... and know that any side street or shortcut is fair game with many stop signs being optional. The plan put forward includes a "short-cut" that dumps traffic in a two intersections of Airport Road to avoid impeding through traffic. The trade-off is dangerous conditions on side streets for motorists and pedestrians alike. These streets are where our children wait for buses, walk to school or pop over to the Foodland to pick up something for dinner. The plan proposed places undue strain on Mountcrest, is this necessary?</p> <p>3. Pedestrian safety Finally, as mentioned, our family regularly walks, bikes and skateboards through the neighbourhood to businesses, school (mandatory within certain limits) or for pleasure. The increased traffic places a significant risk to our younger population with the potential increased volume and speed</p>	<p>1) The Region of Peel has reviewed our FSR and there are no water concerns in the area. This property has been adequately planned for. The subject lands have always been designated low density residential in the Town of Caledon Official Plan. All engineering drawings will be reviewed and approved as a part of the detailed design process. This will all be completed prior to the commencement of construction.</p> <p>2) The TIS has been reviewed by all commenting agencies. The connection to Mountcrest is shown on the Secondary Plan.</p> <p>3) All appropriate safety measure to decrease speed have been taken and will continue to be taken as the detailed design continues.</p>

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<p>through the Mountcrest / Valewood neighbourhood.</p> <p>Of special note: the truck traffic on Airport Road can be frustrating, a quick cut through a neighbourhood at breakneck speed could provide a tantalizing few-truck advantage for those keen on sailing over all speed-humps or other impediments (like children).</p> <p>4. Construction The younger population at our house suffers from asthma, what can we / should we expect from the construction? Dust, debris, noise, pollution?</p> <p>We have been subject to recent construction activity with the Region of Peel on the pumping station at Mountcrest and Airport and have been incredibly disappointed by the lack of common sense in carrying-out the project. Who is planning the construction times? Paths of access? Watering down of the site? I do not want to even imagine hour of time that should be spend in our back yard spoiled by the endless noise of construction.</p>	<p>4) Normal levels of noise, and dust will be present on site. Best practice measures will be used to reduce dust, and noise.</p> <p>5) All construction planning will be completed once the draft plan of subdivision is approved. Appropriate notice will be provided the surrounding residents. All construction will be completed as per Town of Caledon Standards.</p>
<p>1. While I think some industry would benefit the area, I strong believe that whatever industry we attract is a NON-POLLUTING industry - meaning no more paint shops, no autobody shops, no truck stops, no factories in Caledon East. I think there are plenty of those in Bolton, Brampton, Mississauga, etc. We don't need any more.</p> <p>2. Some people suggested putting in a trail behind Valewood Drive and while I think that is a noble idea on paper, is it not very practical. If the ultimate goal is to have paved trails like in Brampton, then paving behind Valewood, or any kind of gravel trail for that matter would create more of water drainage issue. That's a lot of gravel and soil required to be stabilized on a slope. We should focus on extending the trail at the end of Valewood Drive and have it go out to</p>	<p>1. Noted. As per Schedule D in Caledon's Official Plan, there are no industrial buildings planned in this residential subdivision.</p> <p>2. All (100%) stormwater will be captured within our boundary. Stability therefore will not be an issue. Our Urban Design Brief discusses our proposed trail system and how it will connect to the existing trail system. Any further comments please reference our Urban Design Brief.</p>

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<p>cross the creek and join with the soccer fields and existing trail.</p> <p>3. Remove existing traffic lights on Airport Road north of Mountcrest Road which connects the trail from East to West and make it an UNDERGROUND access. Brampton did it 30 years ago, why can't we do it too? There are now 2 sets of traffic lights in Caledon East on Airport Road. Adding a 3rd set of traffic lights for the proposed subdivision will send the entire traffic flow on Airport Road to a grinding halt between 8:30am and 9:00am when students are arriving to school. Just a single student crossing the traffic lights will stop literally tens and tens of transport trucks and create a huge backlog of traffic. The most offending diesel truck pollution happens when the truck has to get going again. Idling trucks are extremely inefficient. It's only going to get worse with more traffic lights.</p> <p>4. The proposed subdivision really is as boring and cookie cutter as it can get. There is nothing unique about it. There is nothing that says you are in Caledon East. It's really a shame.</p> <p>5. There is nothing that services the seniors.</p> <p>6. Having the houses so close to the road shows that we are really are not thinking about the future look of the town. The examples in Brampton are both GREENER and better planned than anything in our town simply because of the huge setbacks and vegetation between the road and sidewalks. This effectively separates people from noisy, smelly traffic. We should do better today than what Brampton was able to accomplish nearly 35 years ago when I lived there as a child. And yes,</p>	<p>3. A Traffic Impact Study was completed that justifies the signalization of Street A and Caledon East Public School's exit. This intersection is being proposed to provide increased pedestrian safety to ensure children can cross safely.</p> <p>4. Please reference our Urban Design Brief which demonstrates details about our urban design and efficiencies.</p> <p>5. We have met with the Seniors' Task Force and listened to their concerns. We are proposing a high density block, which provides a more affordable and age in place housing type. We are open to meeting with the Seniors' Task Force for further discussion.</p> <p>6. All housing will abide by the Town's Zoning By-Law and Standards. All appropriate setbacks will be applied.</p>
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<p>I am aware of new Provincial guidelines for housing density. Brampton has since abandoned its wonderful connectivity and created cookie cutter subdivisions of its own that are NOT connected to any trails or parks. That's a shame as well.</p> <p>7. There is no incentive for Caledon East to go high density UNLESS we implement the ideas put forth above. High density housing requires creative solutions to age old problems of parking, pedestrian access, inter-connectivity, traffic flow, and environmental impacts such as air quality. I have no problem with high density as long as there are other measures taken to make it feel like it's NOT high density (underground tunnelling, roundabouts, large setbacks of green space and trees to hide the noisy roads, etc)... Caledon East should have its OWN Chinguacousy Park, or its OWN High Park as well.</p> <p>8. Any construction next to Airport Road should either have a large setback (10m) or be dedicated for other purposes.</p> <p>9. I also think the park should be moved to the furthest East of the development and tie into the trail in anticipation of the Innis development in the future. In that way, instead of wasting valuable real estate and having TWO developments with parks, we can have ONE larger park shared between the two developments. This is a win-win situation for both developers and residents. Anyone that complains they can't walk to the park because it's too far really should have their head examined. My great grandmother used to take me to a park in Etobicoke nearly 10 blocks away from her house nearly every day. I was perhaps 3 years old at the time.</p>	<p>7. The proposed high density block will go through a site plan process in which further public input will be given. Specific building details are still to be determined.</p> <p>8. All setback requirements will be as per Town and Region's standards.</p> <p>9. Please reference our Open Space Package which is included in this submission. The park has been designed in this location so that the majority of residents are within a 5-minute walk from the park. It is also centrally located to provide easier access to all residents of Caledon East.</p>
<p>Please see attached idea that may solve some of the issues that came up Tuesday Night:</p>	

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<p>1. Adding a trail from Foodland along northern site boundary would both add a needed buffer between existing houses (creating a natural water break, nature zone and privacy block) and a trail link with the rest of the proposed periphery trail that shows a 30m buffer.</p> <p>2. I think the most central and aesthetic place for the park would be in the North East corner of site. This would be centrally accessed by all trail users and be a hub for a nature/wildlife corridor.</p> <p>I hope this is something the Town and Triple Crown would consider.</p>	<p>1. Reference our Trail Plan in our Urban Design Brief. We have added additional frontage on the houses adjacent to Valewood Drive to act as an emphasized buffer for old and new residents.</p> <p>2. The community park is central to the community to allow for access by all Caledon East residents via a variety of ... Please reference our Urban Design Brief for further details.</p>
<p>1. This notice says 64.93 ha, I know find out it is not, as per the town of Caledon the actual developable lands for detached units are only 40.68 ha. (subject to change)</p> <p>2. As per the below email as well, there applicant is going to be submitting a "REVISED" and I quote "the applicants have indicated that a revised submission will be made following the public meeting which will include a revised Draft Plan of Subdivision (i.e. with revised land area, road layouts, parks)."</p> <p>3. If the current information is not what is ACTUALLY being submitted for the public to see further council themselves, how does one make a factual decision or even comment considering this is not what is the real truth of the application during a public information meeting?</p> <p>4. This is not a subject to change deal, this is about complete transparency and accountability on an application, and under the Municipal Act and we all know that the comments made by parties who ever that may be will not stand up at the Ontario Municipal Board hearing (in case it went to) based on a revised submission after the one public meeting of April 3, 2018.</p>	<p>1. Please reference the legend within the revised draft plan included in this submission.</p> <p>2. The plan included in this submission has addressed comments we have received from the public during our statutory public meeting, and from all commenting agencies.</p> <p>3. The plan included in this submission has addressed comments we have received from the public during our statutory public meeting, and from all commenting agencies.</p> <p>4. We have submitted an application per the Planning Act of Ontario. We have received comments from the public during our statutory public meeting, and from all commenting agencies.</p>

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5. If the current information is not what is ACUALLY being submitted how do the people of Caledon know what is being submitted?	5. We have submitted an application per the Planning Act of Ontario. We have received comments from the public during or statutory public meeting, and from all commenting agencies.
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Public Comments	Response
<b>Public Information Meeting, April 3<sup>rd</sup>, 2018</b>	
Too much density has been proposed. The area has a Small Town feel and this should be maintained.	The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets.
The park will only be used by the residents who live nearby. The park should be located at the valley near the trails. There is no park on the west side of Airport Road. The original park location is a better idea, instead of kids going through the streets they can access the park through the trail.	The park is centrally located to allow for access by all Caledon East residents. A network of trails has been proposed to and from the park. Please reference the Open Space Package for further details.
With the laneway houses that are proposed, they are currently at 32' and should be 45', are we going to be sticking to the secondary plan?	The proposed housing mix has been amended, types and sizes are as follows: 50' singles, 45' singles, 38' singles, 32' singles (laneway units), 22' decked towns, 22' courtyard towns and a condominium block.
Too much density has been proposed. The proposal is all residential. Industrial should be included. The proposal is not consistent with the existing feel of the community.	The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets.

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<p>The proposal will cause issues with EMS and fire services. The housing types will cause for additional residents and additional parking concerns.</p>	<p>The roads all meet municipal standards for fire and EMS access. A parking plan has been included in this resubmission, please reference for additional parking information.</p>
<p>Lands need to be provided for affordable senior housing. More rental and purchase-based options should be made available. Recommendations to Council:</p> <ol style="list-style-type: none"> <li>1. Find land for senior facilities;</li> <li>2. Obtain and retain title to lands;</li> <li>3. Designate its use for seniors housing;</li> <li>4. Determine the most appropriate style of seniors housing;</li> <li>5. Find a partner to design, construct and maintain the building.</li> </ol>	<p>Potential senior and first-time home buyers housing has been proposed on the high-density block 565 in northwest area of the plan.</p>
<p>There are too many trails on private property.</p> <p>Wayfinding signs should be included along the 11 km trail and the highest point should be part of the trail. The trail at the east side across the creek and up to the Town Community Complex should be paved and winter maintained.</p> <p>Feels that the proposed density is acceptable as too much land would be required to accommodate the growing population. Feels that residents do not use their garages. There are lots of pickup trucks and large size vehicles parked in their driveways and garages are typically used for storage.</p> <p>Parking is an issue. Garages are too small to accommodate the size of cars in Caledon.</p> <p>The proposed park should be central and in the middle for access.</p>	<p>The proposed trails are currently shown on lands that will be conveyed to the Town of Caledon upon approval of this plan. Those in the valley will be part of the land dedicated to the Town and there will be a complimentary system of trails and walkways throughout the ultimate community.</p> <p>Wayfinding signs have been proposed. During the detailed design of the process specific details will be clarified.</p> <p>Acknowledged.</p> <p>A parking plan has been included in this resubmission, please reference for additional parking information.</p> <p>The proposed park is located centrally to provide access for all Caledon East residents.</p>

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<p>The conceptual drawings in the sales centre mentioned a walkway/dog walk in the storm pond.</p> <p>Feels that residents may prefer longer driveways to park more cars rather than sidewalks.</p>	<p>SWMF design will be sensitive to the community and allow safe access where possible.</p> <p>Parking has been discussed and considered in this plan. A parking plan has been included in this submission.</p>
<p>The proposed size of the development and number of homes is inconsistent.</p> <p>Too much density has been proposed. There is no need for density in this area.</p> <p>There needs to be consistency in what the residents are looking at.</p> <p>The number of homes proposed has varied multiple times.</p> <p>The park location is too far for residents to get too. Kids will not be allowed to travel to the park themselves.</p> <p>There should be multiple smaller parks proposed instead of one large park. The proposed backyards are small and there will be no room for children to play.</p>	<p>Please reference the legend within the revised draft plan included in this submission.</p> <p>The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets.</p> <p>The updated submission has complete consistency.</p> <p>An updated submission will be provided which clearly shows the number of homes proposed, which ranges between 658-671 units. There is a range as the high-density block will be designed through a site plan process and final numbers have not been established. Public consultation will take place during the site plan process.</p> <p>The park is centrally located to allow for access by all residents. There a network of smaller parks and trails included in the revised draft plan. Most of the residents are within a 400m walk (5 minutes) of the community park. Please reference the community landscape concept in this submission.</p> <p>The park is centrally located to allow for access by all residents. There a network of smaller parks and trails included in the revised draft plan.</p>

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<p>No bicycle paths have been proposed.</p> <p>A second Public Information Meeting is required.</p> <p>There are two homes which should be preserved as they are a piece of Caledon history.</p> <p>The final plan should be brought before the public.</p> <p>The houses on site should be retained as they are a piece of Caledon's history.</p> <p>Will the revised submission be posted on the Town of Caledon website?</p>	<p>Bike lanes are proposed throughout the community. Connections to valley trail systems are proposed at all parks connections to the valley.</p> <p>We will work with Town of Caledon Staff.</p> <p>The Town has requested an HIA which has been submitted and we are currently working through their comments with respect to this report.</p> <p>The comments received at the public meeting have been addressed in our revised submission.</p> <p>We will continue to work with Town of Caledon Staff.</p> <p>All documents as a part of the resubmission will be made available to the public on the Town of Caledon's website.</p>
<p>Feels that the proposal needs to have a strategy to deal with traffic congestion and safety. At 2-4 cars per home, there will be an additional 1,200 cars on the road. Resident is concerned about the general look and feel this will create and feels that the proposal should be more walkable. The transportation plan for Caledon needs to be viewed from a safety perspective. All building permits and development application should be reviewed as they come into the Town.</p> <p>Requested Council to redirect traffic outside of Caledon East, so the feel of the Town can be preserved.</p>	<p>A Traffic Impact Study has been submitted and is in review by the Town. Walking paths are included throughout. The central location of the park makes it easier for all residents to walk to and from the park and community amenities.</p> <p>Agreed, as per our Functional Design Exercise included in this submission, we are proposing to maintain the right of way and maintain the village feel of Caledon East.</p>
<p>Feels that all the housing types are too similar and that too many single-family dwellings have been proposed. Would like to see unique housing types incorporated in the proposal as well as homes provided for residents with disabilities. Caledon East should be a flagship for</p>	<p>The proposed housing mix has been amended, types and sizes are as follows: 50' singles, 45' singles, 38' singles, 32' singles (laneway units), 22' decked towns, 22' courtyard towns and a condominium block.</p>

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Caledon and the proposal should be diverse and creative.	
Residential subdivisions should be put on hold until housing report is published.	We will work with Town of Caledon Staff.
Natural wind break and buffer zone will be lost if Developer can grade up to the property line. This windbreak has natural drainage buffer. Increased water runoff.	The lots that back onto Valewood Drive have an additional 3 metres in depth to provide increased privacy for existing home owners. Public consultation has taken place with the residents of Valewood Drive. All drainage from the proposed subdivision will be captured on the subject lands.
Buffer zone has lots of wildlife. Wildlife habitats will be lost.	All required wildlife studies have been completed and included in this submission.
Tree inventory says all trees will be removed.	All required tree inventory studies have been completed and included in this submission. All best practice measures will be completed to maintain existing trees.
Concerned that the EIS was only a desk study.	All in field studies were completed as per the agreed upon Terms of Reference from the TRCA.
Feels that the proposal should not be built up to the property line. A bigger buffer should be provided to protect the natural features and abutting houses.	The buffers have been sized per current provincial and local standards.
The development is too dense.	The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets.

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There should be more diversity in the housing types.	The proposed housing mix has been amended, types and sizes are as follows: 50' singles, 45' singles, 38' singles, 32' singles (laneway units), 22' decked towns, 22' courtyard towns and a condominium block.
Is there an opportunity to provide more diversity in housing types?	The proposed housing mix has been amended, types and sizes are as follows: 50' singles, 45' singles, 38' singles, 32' singles (laneway units), 22' decked towns, 22' courtyard towns and a condominium block.
The development is too dense.	The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, Plan, is consistent with modest intensification and will exceed Growth Plan population targets.
There will be too much traffic.	A Traffic Impact Study has been submitted. Please reference the report for detailed traffic information.
More mid-rise housing and condos should be provided.	A high-density block has been included which contemplates a mid-rise building that provides a variety of housing types.
When will a redesign/resubmission occur?	The second submission will be provided to the Town of Caledon in mid September.
Are the additional lands in which you have an interest in going to be given back to the Town or what are you proposing for the lands?	A portion of the lands are proposed to be dedicated back to the Town of Caledon. Additional information can be found in the revised submission.
Trail connectivity is something that should be considered. Trails should go under major roads to provide better safety.	Trail connectivity has been evaluated. Additional information can be found in the Urban Design Brief and Open Space package included in this submission.
The watermain on Valewood has high iron levels. Regional flushing will be more frequent when connected to new subdivision.	All flushing requirements will be completed and approved by the Region of Peel.

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<p>Would like to see estate lots proposed.</p> <p>The fence line of trees should be maintained for privacy/noise. The third access on Mountcrest is not needed. This will increase traffic on Mountcrest and should be removed.</p> <p>Farming hazmats and pesticides should be mitigated and not dispensed in landfills or water.</p>	<p>We have a variety of housing types that meet local and provincial objectives.</p> <p>The Caledon East Secondary Plan requests a connection to Mountcrest Road.</p> <p>All necessary soil management and mitigation practices will be followed.</p>
<p>What is the full build out number and population being proposed?</p> <p>The full build numbers may not conform with the Official Plan. Overcrowding will ruin the Oak Ridges Moraine.</p> <p>A second Public Information Meeting is required.</p>	<p>The full build out number ranges from 658-671 depending on the size and scale of the high density block which will be determined through a site plan process.</p> <p>A portion of the subject property is located within the Oak Ridges Moraine Conservation Plan Area. This portion is designated as Settlement Area. Municipal and Provincial authorities have identified this area as appropriate for development. The proposal has been specifically designed to respect the objectives of the Oak Ridges Moraine Conservation Plan and conforms with the policies within.</p> <p>We will work with Town of Caledon Staff.</p>
<p>Concerned that a portion of the development is located within the Oak Ridges Moraine. The proposal will strain the Moraine. A graphic of the ORM location should be provided.</p>	<p>A portion of the subject property is located within the Oak Ridges Moraine Conservation Plan Area. This portion is designated as Settlement Area. Municipal and Provincial authorities have identified this area as appropriate for development. The proposal has been specifically designed to respect the objectives of the Oak Ridges Moraine Conservation Plan and conforms with the policies within. For additional mapping information please see the EIS included in this submission.</p>

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<p>A second Public Information Meeting is required.</p> <p>The proposal is premature as the developer does not own the portion of land where the stormwater management pond has been proposed.</p> <p>There is no justification for the density increase. No jobs will be provided.</p>	<p>We will work with Town of Caledon Staff.</p> <p>An agreement of purchase and sale is currently in place for these lands.</p> <p>The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets. The Official Plan designates the subject lands as residential. Further detail on jobs and economic development can be found in the Economic Impact Study included in this submission.</p>
<p>The proposal will increase the population in the area. There are too many people and no place for them to go when they're sick i.e. hospitals, medical clinics.</p>	<p>With the population proposed, Caledon East will grow into a complete community.</p>
<p>Taxes in Caledon will increase.</p> <p>Industrial and commercial development is required. The area does not need more residential development.</p>	<p>We will work with Town of Caledon Staff to provide further details to this question.</p> <p>The Official Plan designates the subject lands as residential.</p>
<p>Concerned with the layout and size of houses on Airport Road. Smaller homes will attract younger families. These homes should not be located on Airport Road as they are too close to traffic and are unsafe.</p> <p>The homes on Airport Road are too close to traffic. More thought should be given to residents and small children having to cross Airport Road. There should be a buffer from the houses to the street.</p>	<p>The proposed housing mix has been amended, types and sizes are as follows: 50' singles, 45' singles, 38' singles, 32' singles (laneway units), 22' decked towns, 22' courtyard towns and a condominium block. The proposed townhouses fronting onto Airport Road are a lane-based product. Therefore, most of the entrance and exiting of the home will take place at the rear of the house.</p> <p>A Traffic Impact Study has been completed. Traffic calming measures are being contemplated for Airport Road. The north intersection of Airport Rd and Street A will be a fully signalized intersection for increased safety.</p>

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<p>The proposed density is too high. It will affect the quality of life for residents.</p> <p>Why not have a green buffer between Valewood Drive and the proposed development?</p> <p>The Town should not sell greenspace to a developer.</p> <p>There is a reduction in park space. More trees should be preserved. Caledon is a green community.</p> <p>The street connection to Mountcrest Road should be removed. The increased density will increase the traffic.</p> <p>The water supply is a huge concern. A study should be provided.</p> <p>All maps and information should be updated to provide the most current information.</p>	<p>The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets.</p> <p>The lots that back onto Valewood Drive have an additional 3 metres in depth to provide increased privacy for existing home owners. Public consultation has taken place with the residents of Valewood Drive.</p> <p>We will work with Town of Caledon Staff to provide further details to this question.</p> <p>We are complying to all park requirements as per the secondary plan. We are proposing to dedicate over 16.41ha of green space (Block 575) to the Town for resident use in addition to the parkland requirements of the proposed plan.</p> <p>The Caledon East Secondary Plan requires a connection to Mountcrest Road.</p> <p>The Region of Peel has reviewed the application and the required water needs are available for the size and scale of this project.</p> <p>The most current information will be provided in this submission.</p>
<p>There should be traffic lights on Airport Road. The development will increase traffic.</p> <p>Some houses should be eliminated, and more parks should be included.</p>	<p>A Traffic Impact Study has been completed. Traffic calming measures are being contemplated for Airport Road. The north intersection of Airport Rd and Street A will be a full signalized intersection.</p> <p>We are complying to all park requirements and secondary plan requirements with regards to</p>

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	residential development. We are proposing to dedicate over 16.41ha of green space (Block 575) to the Town for resident use in addition to the parkland requirements of the proposed plan.
A second Public Information Meeting is required.	We will continue to work with Town of Caledon Staff.
Is there a proposal to build on the Town parcel?	We will work with Town of Caledon Staff to provide further details to this question.
Where will the water be treated if the deal with the stormwater management facility does not go through?	A Stormwater Management Facility will be included within the subject lands.
The proposed development is too dense.	The proposed development represents an increase in density in a manner consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. In addition, the proposal includes an increase in density which, is consistent with modest intensification and will exceed Growth Plan population targets.
There is a lack of creativity in the development.	Please reference our Urban Design Brief which demonstrates details about our urban design.
There is no ownership of the stormwater management pond.	An agreement of purchase and sale is currently in place for these lands.
The Region should be at the second Public Information Meeting.	We will work with Town of Caledon Staff to provide further details to this question.
The houses on Airport Road are smaller and will attract families with children. These should be located closer to the centre of the proposal, near the park. No townhomes should be proposed on Airport Road.	We have proposed laneway-based singles near the center of the project surrounding the community park. The townhouses will attract both downsizing families and young families. All precautions will be taken to ensure these units are as safe as possible.
Are there bike lanes on Street A? How does parking interact with bike lanes? Has any	

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thought been given to parking in the community? No parking should be located on Street A.	The parking has been contemplated via the parking plan submitted as a part of this application. Please reference the parking plan.
Consideration should be given to the demographics of the area. The percentage of seniors is growing and this plan does not consider it.	We have met with the Seniors' Task Force and listened to their concerns. We are proposing a high-density block, which provides a more affordable and age in place housing type. We are open to meeting with the Seniors' Task Force for further discussion.

Council Comments	Response
<b>General Comments:</b>	
<p><b>Councillor Barb Shaughnessy</b> Tunnelling to move aggregate is being proposed, so should a tunnel to move people. This should be something considered.</p> <p>This density we should consider connecting E/W Caledon East</p> <p>Formal request for Town Land – CAO – letter to Town – will clarify when</p> <p>Proposed Seniors Acreage Size 0.39 ha – It is a pretty small parcel for a seniors resident.</p> <p>SWM Pond – Is one pond sufficient for this size development?</p> <p>Are all new Provincial policies included in this submission?</p>	<ul style="list-style-type: none"> <li>The pedestrian crossing proposed at the Caledon Public School Exit and Street A intersection has been reviewed in detail by traffic professionals. Based on their recommendation the intersection is proposed to be a fully signalized intersection which includes an all red interval, to allow children to safely travel to and from school.</li> <li>We will work with Town of Caledon Staff to provide further details to this question.</li> <li>The proposed density is consistent with other new projects proposed in Caledon East as well as per Provincial targets.</li> <li>The high density block has been evaluated and is an adequate size for the building proposed.</li> <li>The SWM facility has been evaluated from all perspectives and the proposed location is the most efficient location based on our studies and results. Further information can be found in the current submission.</li> <li>Our resubmission meets all new provincial policies. Additional information can be found in the Planning Justification Report.</li> </ul>
<b>Councillor Annette Groves</b>	<ul style="list-style-type: none"> <li>The lots that back onto Valewood Drive have an additional 3 metres in depth to provide</li> </ul>

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<p>Buffer between development and Valewood residents, with possible restrictive covenant should be considered.</p> <p>EMS – Has the Region commented on this concern?</p> <p>Has the possibility of moving the farmhouse been considered? This has been completed in Bolton.</p> <p>Water supply and servicing concerns. Proposed servicing does not meet Regional Standard.</p> <p>Are grinder pumps proposed in this application?</p> <p>There are a number of concerns on Page 2. Things that are not meeting the Town or Regional standards. Why is this meeting at a public meeting? Is this meeting premature?</p> <p>Will there be another formal public meeting?</p>	<p>increased privacy for existing home owners. Public consultation has taken place with the residents of Valewood Drive.</p> <ul style="list-style-type: none"> <li>• The Region of Peel has not indicated any EMS concerns for this project.</li> <li>• We are currently dealing with staff to determine heritage value of the farmhouse on site.</li> <li>• The Region has reviewed the application and provided comments, which we have provided responses to in the technical response matrix included in this submission.</li> <li>• There are no grinder pumps proposed in this application.</li> <li>• The plan has been revised based on all comments received to date. We needed the public comments to ensure all concerns have been addressed. Therefore, we feel it was an appropriate time for a public meeting.</li> <li>• We will continue to work with Town of Caledon Staff to provide further details to this question.</li> </ul>
<p><b>Councillor Rob Mezzapelli</b></p> <p>A second public meeting should be considered.</p> <p>Seniors housing – General Concerns</p> <p>Universal flex design – Will there an accessible option?</p> <p>Do the bike lanes on Street A preclude parking?</p>	<ul style="list-style-type: none"> <li>• We will continue to work with Town of Caledon Staff to provide further details to this question.</li> <li>• We are proposing a high density building which provide an age in place option.</li> <li>• Universal flex design options will be included as per Town Standards.</li> </ul>

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<p>Parking on property vs. storage in garages. Strategic locations for sidewalks maybe only on one side of some roads? This would allow options for additional parking.</p> <p>What are the intentions for the long narrow parcel of land north of Street A?</p>	<ul style="list-style-type: none"> <li>• Road right of ways are as per Town Standard. Additional parking information can be found in the parking plan submitted in this application.</li> <li>• Please reference the parking plan for additional parking information which is included in this submission. We will continue to work with Town of Caledon Staff on this comment.</li> <li>• These lands are proposed for Future Development.</li> </ul>
<p><b>Councillor Doug Beffort</b> Seniors Aspect – Possible cul-de-sac for senior bungalows.</p> <p>Hoping that the Town and Region are working together to provide retail in the Village of Caledon East.</p>	<ul style="list-style-type: none"> <li>• We are proposing a high density building which provide an age in place option. Along with multiple unit types that provide various housing options.</li> <li>• We have included a future development block which will provide access to the current commercial block if the footprint is ever expanded.</li> </ul>
<p><b>Councillor Rob Mezzapelli</b> 2 Existing structures – Are they designated homes, are they listed? Are you open to relocating the building or incorporating it into this subdivision?</p>	<ul style="list-style-type: none"> <li>• We are currently dealing with staff to determine heritage value of the farmhouse on site.</li> </ul>