

**Comments on 14015 Danby Road (Norval) ZBA Submission #1**

Comments Received: February 17, 2023 - March 9, 2023

Revision date: July 27, 2023

| #  | Comment  | Date Received | Response  | Action by | Support by | Action | Drawing Reference |
|--|--|---------------|---|-----------|------------|--------|-------------------|
| <b>Building Services - Maged Mikhail</b> |  |               |   |           |            |        |                   |
| <b>General</b>                           |  |               |   |           |            |        |                   |
| 1  | Provide OBC Data Matrix  | 13-Jan-23     | Matrix added to Statistics page.  | KPMB      |            |        |                   |
| 2  | Indicate fire route, fire hydrant, principal entrance, distance to fire hydrant, and fire department connection as per OBC2012, Division B-Part 3, Subsection 3.2.5.   | 13-Jan-23     | Notes and Dimensions added to the plan.   | KPMB      | WSP        |        |                   |
| <b>Site Servicing</b>                    |  |               |   |           |            |        |                   |
| 3  | Provide Fire Department connection location.   | 9-Mar-23      | Connection location has been added.   | WSP       |            |        |                   |
| 4  | Hydrant location shall be within 45 metres of Siamese.   | 9-Mar-23      | The hydrant is located within 45m of the fire dept. connection.   | WSP       |            |        |                   |
| 5  | There is no STM lateral proposed. Does the building have roof drains and internal STM drainage system?   | 9-Mar-23      | The building will have roof drains and an internal storm drainage system. A storm connection to the building has been added.  | WSP       |            |        |                   |
| <b>Planning - John McMulkin</b>          |  |               |   |           |            |        |                   |
| <b>Statutory Public Meeting</b>          |  |               |   |           |            |        |                   |
| 6  | Staff is targeting the March 27, 2023, Council meeting for the Statutory Public Meeting. It is recommended that the Applicant's Planner also make a brief presentation (no more than 10 minutes in length) following Town Planning staff's presentation and that a qualified individual from each of the consulting disciplines be in attendance to respond to questions and concerns raised by the public. Please provide a copy of the presentation by March 23, 2023.   | 9-Mar-23      | Noted.  | MHBC      | Kindred    |        |                   |
| <b>Urban Design</b>                      |  |               |   |           |            |        |                   |
| 7  | Further façade articulation, recessions and step-backs should be explored to reduce the visual impact of the overall mass of the building, add visual interest to the façades and reduce potential shadow and overlook impacts in accordance with Sections F2.2.2.2(b) and F2.2.2.2(h) of the Town's Official Plan. Step-backs of the upper storeys also has an added benefit of providing opportunity for additional balconies and private outdoor amenity area (e.g., terraces).   | 9-Mar-23      | Articulation through façade treatment and base layer. Reworked cut-through.   | KPMB      |            |        |                   |
| 8  | Consider designing a more articulated and prominent entrance to the building facing Eighth Line to provide a greater relationship to this street and enhanced visual interest in accordance with Section F2.2.2.2(c) of the Town's Official Plan.  | 9-Mar-23      | See Comment 7.  | KPMB      |            |        |                   |
| 9  | The proposed building materials should be provided in the 2nd submission for review. A diversity of building materials and colours should be implemented in accordance with Section F2.2.2.2(a) of the Town's Official Plan.   | 9-Mar-23      | See Comment 7.  | KPMB      |            |        |                   |
| 10                                       | A more detailed urban design and landscape review will occur as part of the review of any future Site Plan Application submitted for the proposed development.   | 9-Mar-23      | Noted.  | MHBC      |            |        |                   |
| <b>Planning Justification Report</b>     |  |               |   |           |            |        |                   |
| 11                                       | Section 1.2 (Public Consultation Strategy) shall be amended to indicate that a preliminary Public Information Session (PIS) will be held after the Statutory Public Meeting to demonstrate how the Applicant believes public comments and concerns have been considered and to provide the public with a further opportunity to voice concerns and ask questions. Depending on the results of the first session, a follow-up Public Open House may be required to provide a project update showing how questions and concerns voiced in the PIS were considered. | 9-Mar-23      | As identified in the Planning Justification Report included with the first submission, dated December 2022, public consultation for the proposed OPA and ZBA will be conducted in accordance with the Public Consultation Strategy outlined in Section 1.2, which reflects the consultation requirements in effect at the time of application. The applicant will continue to work with Town staff through future submission, including the Site Plan Control application to determine if further consultation is required. | MHBC      |            |        |                   |

|                                      |  |          |  |      |  |  |  |
|--------------------------------------|--|----------|--|------|--|--|--|
| 12                                   | This project (if approved) would be the largest infill development the neighbourhood has ever seen, and an extended public process is warranted. The Town will expect the other subconsultants (e.g., architecture, engineering, traffic) to attend the community meetings to answer questions from the public in addition to Kindred Works and MHBC staff.  | 9-Mar-23 | The determination of which sub-consultants will be present at any future consultation will be made based upon comments received in advance and ongoing discussions with Town staff so as to ensure comments are adequately responded to.   | MHBC |  |  |  |
| <b>Shadow Study</b>                  |  |          |  |      |  |  |  |
| 13                                   | Include shadow impacts for the studied times during the winter solstice (December 21st).   | 9-Mar-23 | Shadow study has been revised accordingly.   | KPMB |  |  |  |
| 14                                   | The extents of the shadows at the equinoxes (March 21st and September 21st) during the study time of 6:18 pm appear to be cut off so that impacts to residential properties to the south cannot be evaluated. The size of the study area will need to be increased so that the full extents of the shadows can be accommodated and the impacts to these properties can be assessed.  | 9-Mar-23 | Shadow study has been revised accordingly.   | KPMB |  |  |  |
| <b>Urban Design Brief</b>            |  |          |  |      |  |  |  |
| 15                                   | Appendix E (Addendum to Mountainview West Guidelines) shall be amended to include the map change illustrating the proposed residential building and existing place of worship in place of a proposed Secondary School within the Addendum to the Mountainview West Neighbourhood Architectural, Streetscape and Open Space Design Guidelines.  | 9-Mar-23 | Appendix E has been included in the resubmission as the Draft Urban Design Guidelines Amendment, and has been revised to incorporate the required text and mapping changes.  | MHBC |  |  |  |
| 16                                   | Appendix E shall also be amended to include the new page from the Neighbourhood Guidelines that incorporates the required text change to Section 1.4 (Structuring Elements).   | 9-Mar-23 | Appendix E has been included in the resubmission as the Draft Urban Design Guidelines Amendment, and has been revised to incorporate the required text and mapping changes.  | MHBC |  |  |  |
| <b>Draft Official Plan Amendment</b> |  |          |  |      |  |  |  |
| 17                                   | Change Part D from a maximum density measure (229 units per net residential hectare) to a maximum number of residential units measure (i.e., 157 rental housing units). This will ensure that if there is any reduction to the lot area through the Consent (Severance) application process that a further Official Plan Amendment will not be required.   | 9-Mar-23 | A revised Draft Official Plan Amendment has been included in the resubmission, with additional language to clarify that the maximum density is to be calculated using the total area of the lands identified on Map 1, regardless of any future consent or land severance. As the number of units proposed is likely to change in response to financing requirements, Town and agency comments, and other factors through the site plan process a maximum number of residential units provision is not supported and would not enable sufficient flexibility for the long-term use of the lands. | MHBC |  |  |  |
| 18                                   | Include an additional special policy indicating that a minimum of 48 of the rental housing units (30%) will be affordable housing units.   | 9-Mar-23 | The proposal currently identifies a target to provide 30% of the units at below market rent. This remains a target, and is subject to a number of external factors which prevent a firm commitment from being provided, including that applications for funding cannot be made until well after planning approval. Any provision indicating a minimum percentage or number of affordable units is not supported and would not enable sufficient flexibility for the long-term use of the lands.  | MHBC |  |  |  |
| <b>Draft Zoning By-law Amendment</b> |  |          |  |      |  |  |  |
| 19                                   | The wording of special provision iii) for Block 1 would allow required parking for the place of worship to be shared with parking for the adjacent Gellert Park Expansion Lands. If this is the intent of the provision, further discussions need to occur with Recreation & Parks staff to determine the feasibility of sharing parking between the two parcels.  | 9-Mar-23 | The wording of provision iii) has been modified in the revised draft Zoning By-law Amendment included in the resubmission to specify that parking may only be shared with the Block 1 and Block 2 lands identified on Schedule B of the By-law. There is no intent for shared parking with the adjacent Gellert Park Expansion Lands.  | MHBC |  |  |  |
| 20                                   | Change special provision vi) for Block 2 to clarify that the required parking spaces may be located on the adjacent place of worship parcel of land. Given its exclusive nature, resident parking cannot be shared with the parking for the Gellert Park Expansion Lands and must be located within the Norval United Church site.   | 9-Mar-23 | The wording of provision iii) has been modified in the revised draft Zoning By-law Amendment included in the resubmission to specify that parking may only be shared with the Block 1 and Block 2 lands identified on Schedule B of the By-law.  | MHBC |  |  |  |
| 21                                   | Special provision 5 from Table 6.4 of Zoning By-law 2010-0050 limits the maximum permitted density to 100 units per 1.0 hectare of lot area in the HDR zone. Given the requested density is 229 units per net residential hectare, this provision will need to be addressed in some way. As with the Draft Official Plan Amendment, it is suggested that this measure is changed to a maximum number of residential units measure (i.e., 157 rental housing units) so that if there is any reduction to the lot area through the Consent (Severance) application process a further Zoning By-law Amendment will not be required. | 9-Mar-23 | The revised draft Zoning By-law Amendment now includes an additional provision to permit a maximum residential density of 229 units per 1.0 hectares of the combined total area of the Block 1 and Block 2 lands identified on Schedule B. this will ensure that that any reduction in lot area through consent application does not impact the density calculation, similar to the proposed revision to the draft Official Plan Amendment.  | MHBC |  |  |  |

|   |   |          |   |         |                 |  |  |
|---|---|----------|---|---------|-----------------|--|--|
| 22  | Please see the attached Zoning Officer's comments memo for further comments regarding the Draft Zoning By-law Amendment.  | 9-Mar-23 | Noted and revised accordingly.  | MHBC    |                 |  |  |
| <b>Climate Change - Michael Dean</b>                                  |   |          |   |         |                 |  |  |
| <b>GDS v3</b>   |   |          |   |         |                 |  |  |
| 23  | Based on the checklist the applicant submitted they will have enough points to achieve the requirements of GDS v3, however, we will need additional documentation from them in order to validate their checklist points.  | 3-Feb-23 | Noted.  | KPMB    |                 |  |  |
| 24  | <u>1.1: Energy Use Reduction</u><br>• Energy report<br>• Energy model file<br>• Envelope design brief<br>• Mech. & elec. Design   | 3-Feb-23 | Noted, to be provided for future SPA application.   | KPMB    |                 |  |  |
| 25  | <u>1.2: Low Carbon Energy</u><br>• Supporting CO2e calculations<br>• Renewable energy calculations  | 3-Feb-23 | Noted, to be provided for future SPA application.   | KPMB    |                 |  |  |
| 26  | <u>3.3: Resiliency Checklist</u><br>• Completed climate change resiliency checklist   | 3-Feb-23 | Noted, to be provided for future SPA application.   | KPMB    |                 |  |  |
| 27  | <u>4.1.3: Water Use Reduction</u><br>• Completed water reduction calculator (available on Town of Halton Hills Climate Change webpage)  | 3-Feb-23 | Noted, to be provided for future SPA application.   | WSP     |                 |  |  |
| 28  | <u>4.1: TDM Plan &amp; Electric Vehicles</u><br>• Applicant has provided a plan with a rationale for SOV reductions, however, we will need the specific calculation demonstrating the claimed % reduction in SOV trips which should outline the base trip generation statistics and quantify the reduction in fossil fuel SOV trips due to the various TDM measures planned for implementation.   | 3-Feb-23 | Noted and addressed in Section 6.0 (TDM) of the updated TIS report.   | BA      |                 |  |  |
| 29  | Further detail on the requirements for these submission items is available in the Town of Halton Hills Green Development Standards v3 document.   | 3-Feb-23 | Noted.  | KPMB    |                 |  |  |
| <b>Development Engineering - Reece D'Souza</b>                        |   |          |   |         |                 |  |  |
| <b>Official Plan Amendment &amp; Zoning By-law Amendment Comments</b> |   |          |   |         |                 |  |  |
| 30  | The SWM Design will need to be updated in accordance with the Fernbrook Subdivision Report. The Fernbrook Subdivision SWM pond has criteria for Quality and Quantity Management for this parcel of land. Staff shall share the previous SWM Report for the Phase 1 Design of the Norval United Church. The updated design and report must clearly identify the impacts/changes to the original design. Note, the changes to the SWM Design may impact the points identified on the Town's Green Development Checklist.  | 6-Feb-23 | The SWM approach has been revised accordingly.  | WSP     | KPMB<br>Kindred |  |  |
| 31  | The Town's Transportation Department shall review and comment on the requested parking rate; but the Engineering Department focuses on the implementation of parking spaces. The Town is not in favor of parking agreements as they are a private matter between landowners and can be temporary in nature should landownership change. The applicant will be required to ensure the parking spots are captured within permanent easements. Further discussion with Town staff shall be required on the matter. It is recommended that a meeting is scheduled by the applicant. | 6-Feb-23 | Noted, to be addressed through easements secured as part of future severance application. The non-resident parking supply at-grade is intended to be shared between the church and resident visitor uses on a non-exclusive basis. Further details on this agreement may be provided at a later stage in SPA. | BA      | KPMB<br>Kindred |  |  |
| 32  | The proposed access easement will need to be better defined. Is it expected to be a part of the property, or full coverage? The applicant will need to provide more detail on the matter.   | 6-Feb-23 | Noted, see response to comment 31 above.  | BA      | KPMB<br>Kindred |  |  |
| 33  | The applicant is advised that once the entrance location on Eighth Line has been approved in concept, a reserve will have to be lifted in the exact location, this may result in updates to or creation of a new reference plan and additional fees. Engineering and Legal staff will work with the applicant on this matter.   | 6-Feb-23 | Noted.  | Kindred | SVNG            |  |  |
| 34  | Engineering staff shall review the draft OPA & ZBA within the next submission as the requested changes will impact the context of the documents.  | 6-Feb-23 | Noted.  | MHBC    |                 |  |  |

| Site Plan Application - To be address with future submission.                      |   |          |   |          |    |  |  |
|--|---|----------|---|----------|----|--|--|
| 35   | The Geotechnical Report lacks Pavement design recommendations.  | 6-Feb-23 | Noted, to be provided for future SPA application.   | Grounded |    |  |  |
| 36   | Demonstrate all boreholes on the Site Grading and Servicing Plans.  | 6-Feb-23 | Noted, to be provided for future SPA application.   | WSP      |    |  |  |
| 37   | As part of the Photometric Plan, include the following note:<br>• Prior to the issuance of the required certification letter to the Town, the Engineer shall complete an on-site review of the lighting to confirm that the as constructed configuration complies with Town Standards and the approved site plan drawings. As required, the Engineer shall provide recommendations to correct any deficiencies to bring the as constructed lighting in compliance. This may include but is not limited to the installation of shielding, reducing pole heights, installation of timers, etc. Furthermore, light spillage shall not negatively impact the road or any private property and that upon the Town's request; the Owner shall immediately modify the light fixture(s) to address any concerns, to the satisfaction of the Commissioner of Transportation & Public Works. The Owner shall advise the Town in writing before commencing any modifications to the proposed or installed lighting | 6-Feb-23 | Noted, to be provided for future SPA application.   |          |    |  |  |
| 38   | The applicant is advised that at this time the comments above do not reflect a detailed Site Plan Review of the proposed application.   | 6-Feb-23 | Noted.  | MHBC     |    |  |  |
| Stormwater Management Report (comments provided via redlining report and addendum) |   |          |   |          |    |  |  |
| 39   | "in the absence of current higher-level studies, control post-development flows to pre-development levels for 1:2-year through 1:100-year storm events." The runoff from the 2-year up to 100-year design storms must not exceed the existing 2-year to 100-year return period events release rate to the municipal storm sewer system  | 9-Mar-23 | Addressed. As a conservative measure, the runoff from the 2-year up to 100-year design storms will be further controlled to the 5-year pre-development flow rate released into the municipal storm sewer system.  | WSP      |    |  |  |
| 40   | Fernbrook Subdivision Report and previous SWM design for United Church will be shared with these comments.  | 9-Mar-23 | Received.   | WSP      |    |  |  |
| 41   | Referencing the Urbantech design from 2019, Rev-8 dated Feb 5, 2019. The Runoff value for the proposed site was 0.48.   | 9-Mar-23 | Addressed .   | WSP      |    |  |  |
| 42   | A model of the site was constructed in HydroCAD and used to determine the required storage volume in the stormwater cistern and to calculate the discharge rates achieved by the proposed flow controls under all storm events. The modified rational method (an inherent subroutine of the HydroCAD software) has been used for the modelling exercise.  | 9-Mar-23 | Addressed. The 'HydroCAD' software package (Version 10) has been used to model the behavior of the proposed SWM system and determine its response under various storm events. This software utilizes the Modified Rational Method to calculate flow rates and related required storage values under all storm event | WSP      |    |  |  |
| 43   | Stormwater Management Report Addendum: The total drainage area to be developed within the 4.84 ha area allotted for the place of worship / future development block is 2.02 ha with 0.48 runoff coefficient (weighted average). Since the proposed runoff coefficient is less than the assumed runoff coefficient used for the SWM facility design (0.75), the subject lands can be accommodated within the existing facility.  | 9-Mar-23 | Acknowledged.   | WSP      |    |  |  |
| 44   | Note: refer to redlined drawings for Page 5 of Architectural Set.   | 9-Mar-23 | Acknowledged.   | WSP      |    |  |  |
| Fire Prevention - Jason Blackmere  |   |          |   |          |    |  |  |
| General  |   |          |   |          |    |  |  |
| 45   | Provide fire vehicle maneuvering within fire route showing the following dimension:<br>a) a clear width not less than 6 m, unless it can be shown that lesser widths are satisfactory,<br>b) a centerline radius not less than 12 m,<br>c) an overhead clearance not less than 5 m,<br>d) have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m,<br>e) be designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions and designed to support a load of not less than 25,000 lbs. (11,363 kg) per axle.,<br>f) have turnaround facilities for any dead-end portion of the access route more than 90 m long,<br>g) be connected with a public thoroughfare, and<br>h) show the required fire route signage on site plan.  | 2-Feb-23 | Noted.  | KPMB     | BA |  |  |

|   |  |           |  |         |                 |  |  |
|---|--|-----------|--|---------|-----------------|--|--|
| 46  | Submit a fire safety plan for review at least eight weeks before occupancy.  | 2-Feb-23  | Noted.   | Kindred |                 |  |  |
| 47  | Fire hydrant location with distance from fire department connection.   | 2-Feb-23  | Fire Hydrant has been placed within 45m of the fire dept. connection.  | KPMB    | BA              |  |  |
| 48  | Fire department key box to be installed before occupancy.  | 2-Feb-23  | Noted.   | Kindred |                 |  |  |
| 49  | Provide fire route signage placement on site plan.   | 2-Feb-23  | Noted. To be provided for future SPA application.  | KPMB    | BA              |  |  |
| <b>Legal - Romaine Scott</b>              |  |           |  |         |                 |  |  |
| <b>General</b>                            |  |           |  |         |                 |  |  |
| 50  | I reviewed this and at this stage of the application, I have no comments to add to the DRC notes.  | 3-Jan-23  | Noted.   | MHBC    |                 |  |  |
| <b>Public Works - Mei Wang</b>            |  |           |  |         |                 |  |  |
| <b>General</b>                            |  |           |  |         |                 |  |  |
| 51  | Provide fire department connection location.   | 30-Jan-23 | Revised accordingly.   | KPMB    | WSP             |  |  |
| 52  | Hydrant location shall be within 45m of Siamese  | 30-Jan-23 | Noted.   | KPMB    | WSP             |  |  |
| 53  | There is no STM lateral proposed. Does the building have roof drains and internal STM drainage system?   | 30-Jan-23 | Roof drains and stormwater tank.   | KPMB    | WSP             |  |  |
| <b>Recreation and Parks - Kevin Okimi</b> |  |           |  |         |                 |  |  |
| <b>General</b>                            |  |           |  |         |                 |  |  |
| 54  | We are generally supportive of the proposal, but note the following:   | 31-Jan-23 | Noted.   | MHBC    |                 |  |  |
| 55  | As the project advances, it would be appreciated if consultation with the Recreation and Parks Department can be coordinated to ensure the shared boundary between the Development and the Park is designed to ensure an appropriate transition and design relationships.  | 31-Jan-23 | Noted. Meetings with Parks and Recreation staff will continue through future SPA applications to coordinate. | JRS     | Kindred         |  |  |
| <b>Conditions for SPA</b>                 |  |           |  |         |                 |  |  |
| 56  | Prior to the issuance of Site Plan Approval, landscape standards and related securities as contained in the Site Plan Application Guide will be secured to the satisfaction of the Recreation and Parks Department. If minimum standards can not be met, enhanced landscape treatments may be required (masonry features, enhanced fencing, etc.).   | 31-Jan-23 | Noted.   | Kindred |                 |  |  |
| 57  | A Tree Preservation & Removals Plan will need to be prepared to address any tree removals proposed as part of the redevelopment. It should be prepared by an arborist or other qualified professional. A transplanting strategy should be considered to relocate recently planted trees wherefeasible as part of the landscape strategy  | 31-Jan-23 | Noted, to be provided for future SPA application.  | JRS     |                 |  |  |
| 58  | As part of the Site Plan Review process, the Town recommends that Outdoor Amenity space be provided for all high-density residential developments. Staff acknowledge that preliminary outdoor amenity areas are shown on the preliminary landscape plan.   | 31-Jan-23 | Noted.   | JRS     | KPMB            |  |  |
| 59  | Prior to the issuance of Site Plan Approval Cash-in-Lieu of Parkland shall be paid per the Official Plan, By-law 2022-0043 and the Planning Act to the satisfaction of the Recreation and Parks Department.  | 31-Jan-23 | Noted.   | Kindred |                 |  |  |
| <b>Zoning - Rachel Purdy</b>              |  |           |  |         |                 |  |  |
| 60  | The property was the subject of a minor variance D13VAR13.021H granted May 7, 2014, to permit a new place of worship, a reduction to the front yard setback and to reduce the required parking for the development of the church – Phase One and Two.<br>Based on phase one of the Norval United Church the existing building requires 165 parking spaces, and was constructed with 168 parking spaces, and is proposed to be reduced to 61 spaces. The proposed parking rate has been provided based on the worship capacity. Provide detailed information to demonstrate worship capacity. | 6-Mar-23  | Noted and addressed in Section 7.5 (Vehicle Parking) of the updated TIS report.                              | BA      | Kindred<br>KPMB |  |  |

|    |  |          |   |      |      |  |  |
|----|--|----------|---|------|------|--|--|
| 61 | Required parking spaces may be located on any adjacent parcel of land? This should specify the specific parcel.  | 6-Mar-23 | The wording of provision iii) has been modified in the revised draft Zoning By-law Amendment included in the resubmission to specify that parking may only be shared with the Block 1 and Block 2 lands identified on Schedule B of the By-law. There is no intent for shared parking with the adjacent Gellert Park Expansion Lands. | MHBC |      |  |  |
| 62 | The required parking for the place of worship does not appear to be proposed to be located on the residential property, so provision iii) is not required for the Institutional portion of the property. | 6-Mar-23 | See response to comment 61 above. This provision is proposed to ensure flexibility in layout as the site plan evolves through the Site Plan Control application.  | MHBC |      |  |  |
| 63 | Verify the width of the drive aisles for the at grade parking. The 4 spaces at the start of the ramp to the below grade parking, do not appear to comply with the 6.7 metre drive aisle width.           | 6-Mar-23 | Aisle width of 6.0 metres proposed for below grade parking, 6.7 metres maintained above grade as shown on plans.  | MHBC | KPMB |  |  |
| 64 | An easement will be required for the residential property over the Institutional lands.  | 6-Mar-23 | Noted. To be addressed through the process.   | MHBC |      |  |  |
| 65 | The above submission has been reviewed with the requirements of the zoning and other by-laws and there are no objections.  | 6-Mar-23 | Noted.  | MHBC |      |  |  |

### Transportation - John McMulkin

#### Transportation Consideration Report

|    |  |           |  |    |  |  |  |
|----|--|-----------|--|----|--|--|--|
| 66 | The Town previously requested the submission of a Transportation Impact Study through a pre-consultation held by the Town and advised that the proponent contacts the Town prior to application submission to determine the scope of the study. The TIS was not scoped by the Town prior to application submission. To facilitate the review process and reduce delays, please ensure that all future studies are circulated to Town staff prior to commencing the study.  | 27-Feb-23 | Coordination and discussions with Town staff regarding the TIS terms of reference / scope of work have been undertaken following this initial application. | BA |  |  |  |
| 67 | Table of Contents must include the appendices.   | 27-Feb-23 | The Table of Appendices has been included as part of this updated report.  | BA |  |  |  |
| 68 | Figure 2 should be showing the multi-use path along Eighth Line if sidewalks, bike lanes and trails are being shown.   | 27-Feb-23 | Please refer to Figure 2 of this updated report, illustrating the multi-use path along Eighth Line.  | BA |  |  |  |
| 69 | There are errors or omissions in the description of existing transportation conditions in the report. A site visit must be conducted to document existing conditions and to assist the consultant when making assumptions and completing analysis. The corrections are as follows:<br>a. Remove reference of a proposed collector road, this section of Danby Road is well built out and operates as a collector road classification.<br>b. Inclusion of all pedestrian and cyclist routes.<br>c. Refer to the active transportation infrastructure as on-road bike lanes instead of diamond lane. | 27-Feb-23 | Please refer to Section 4.0 of this updated report, including the revised existing transportation conditions.  | BA |  |  |  |
| 70 | Figure 4 – Danby Road is shown as a local road instead of a collector road.  | 27-Feb-23 | Please refer to Figure 4 of this updated report, illustrating Danby Road as a collector road.  | BA |  |  |  |
| 71 | Figure 6 – Does not reflect the future lane configuration from the Eighth Line EA, as mentioned in section 3.1.2.2.  | 27-Feb-23 | Please refer to Figure 14 and Figure 16 of this updated report, reflecting the future 2027 and 2031 lane configurations as per the Eighth Line EA.         | BA |  |  |  |
| 72 | Section 3.2.1 Existing Transit Network – A supporting figure should be placed here for illustration context.   | 27-Feb-23 | Please refer to Figure 5 of this updated report, illustrating the existing transit network, for additional context.  | BA |  |  |  |

|   |  |           |   |    |  |  |  |
|---|--|-----------|---|----|--|--|--|
| 73                                      | There are errors or omissions in the description of existing transportation conditions in the report. A site visit must be conducted to document existing conditions and to assist the consultant when making assumptions and completing analysis. The corrections are as follows:<br>a. Rename to Multi-Use Path under 10 Side Road and Eighth Line.<br>b. Description for 10 Side Road is a little out of order, talks about the MUP then mentions how a provided path for cyclists is shared with motorists on the road. This is a separated active transportation infrastructure.<br>c. MUP provides cyclists and pedestrians a shared path.<br>d. 8th line is not recognised under the Town road name bylaw, replace with Eighth Line where applicable.<br>e. Under the description for Eighth Line, it is referred to as a bike path, replace this with Multi-Use Path.<br>f. Refer to the active transportation infrastructure as on-road bike lanes instead of diamond lane. | 27-Feb-23 | The abovementioned errors and omissions have been revised as part of this updated report. Please refer to Section 4.0 for the revised existing transportation conditions.   | BA |  |  |  |
| 74                                      | Section 3.3.2 Planned Cycling Infrastructure – Please note that the Cycling Master Plan is outdated and no longer used. Our revised Active Transportation Master Plan is the latest master plan moving forward.  | 27-Feb-23 | Please refer to Section 4.3.2 of this updated report, reflecting site implications pertaining to the more recent Active Transportation Master Plan.   | BA |  |  |  |
| 75                                      | Figure 7 – Eighth Line & 10 Side Road needs to be shown as multi-use path.   | 27-Feb-23 | Please refer to Figure 6 of this updated report, illustrating the multi-use path on Eighth Line and 10 Side Road.   | BA |  |  |  |
| 76                                      | It's unclear why a fire station would be marked as a key pedestrian destination.   | 27-Feb-23 | Please refer to Section 4.4.1.1 of this updated report, outlining the updated list of key pedestrian destinations.  | BA |  |  |  |
| 77                                      | Section 3.4.1.2 Pedestrian Facilities – Eighth Line provides a multi-use path on the east side not north. Inclusion of 10 Side Road should be included as it's within the study area.  | 27-Feb-23 | Please refer to Section 4.4.1.2 of this updated report, providing the updated locations of the multi-use paths.   | BA |  |  |  |
| 78                                      | Figure 8 must reflect the noted errors/omissions presented above.  | 27-Feb-23 | Please refer to Figure 7 of this updated report, illustrating the updated area pedestrian facilities.   | BA |  |  |  |
| 79                                      | Table 4 – Recommended Site TDM Measures<br>a. Transportation does not support the TDM measure of only providing 5 bicycle parking spaces for a development of this size.<br>b. It's uncommon seeing residential buildings seeking Smart Commute membership as it's more employee focused. As such, the TDM measure of ridesharing is not considered a strong measure.<br>c. Detailed breakdown of the Travel Brochures and Resources of what it exactly consists of needs to be included. This needs to be incorporated into the site plan drawings also.  | 27-Feb-23 | The TDM strategy has been revised to incorporate a greater supply of bicycle parking, cycling-supportive facilities, and detailed travel brochures, which have been incorporated into the proposed plan as applicable. Please see Section 5.1 of this updated report for further details.   | BA |  |  |  |
| <b>Section 5 - Parking Requirements</b> |  |           |   | BA |  |  |  |
| 80                                      | Section 5 provides information on the number of parking spaces required for the subject development, based on the Town of Halton Hills Zoning By-law 2010-0050. Based on the required (439 spaces) and proposed (298) parking supply, the proposed development is 141 parking spaces deficient, which is a shortfall of 38%.   | 27-Feb-23 | Please refer to Section 6.1.2 of this updated report, which currently remains unchanged as part of this application resubmission.   | BA |  |  |  |
| 81                                      | Section 5.4.1.2 makes mention that there are non-auto options that can be used for daily trips when all non-auto modes have a long distance to necessary amenities. Further, the text further states that the area is walkable to key destinations. Through a review of Walk Score (a widely used platform to support a walkable community through parking justifications from traffic consultants), the address has a walk score of 8 being car dependent. Additionally, carpooling and arranged pick-up/drop-off is not a good alternative for residents who need to get to work or day-to-day necessities/services.   | 27-Feb-23 | Please refer to Section 6.4.1.2 of this updated report for the revised discussion. Carpooling and pick-up/drop-off are considered supplementary, yet reasonable, travel alternatives for residents. Although not fully dependable for daily travel, these are expected to further support the reduced parking supply. The provision of the carpool and pick-up/drop-off facilities, in combination with other active transportation facilities (e.g., multi-use paths and cycle routes) and proposed TDM measures, meet broader City and Regional objectives such as reducing single-occupant vehicles (SOV), minimizing greenhouse gas emissions, and supporting active modes of transportation. | BA |  |  |  |

|    |  |           |  |    |  |  |  |
|----|--|-----------|--|----|--|--|--|
| 82 | The report reviews comparable residential parking standards to other local municipalities in Halton Region and within Ontario. It is important to understand that these municipalities, taken into consideration, all have operating municipal transit systems that would evidently provide lower parking demand. Subsequently, this is inapplicable within the Town of Halton Hills, as there is no established municipal transit system available presently. Therefore, surveys of comparable local conditions should always be considered as the best practice to estimate parking demand and account for local factors. Please provide reasoning and justification as to how these rates compare to a municipality such as Town of Halton Hills with no local transit operating.   | 27-Feb-23 | Please refer to Section 6.4 of this updated report, which further clarifies the comparison of other municipalities without immediate transit service. It is noted that municipalities within southwestern Ontario have been selected within key areas of comparable transportation context to the Site (e.g., limited to no transit access) to identify parking standards that would apply on a district or municipality-wide basis.               | BA |  |  |  |
| 83 | TDM Strategies - Transportation requires for more information on the proposed TDM measures.<br>i. There is no consideration of cycling TDM measures, please provide detailed information as to how the site plans to encourage the use of cycling to support the previously mentioned assumption that the site will encourage alternative modes of travel to support TDM measures. Please consider, but not limited to, the following:<br>1. Secure, indoor bicycle parking for each residential unit.<br>2. Consider adding visible, well-lit, short-term bicycle parking.<br>3. End-of-trip amenities for employees.<br>4. Providing cycling map packages.<br>5. Providing bike repair stations for cyclists within the building.<br>ii. Detailed information is required on how the site plans to promote car-sharing and transit. Please provide a TDM strategy of how the applicant plans to initiate this recommendation.<br>iii. Ridesharing currently branded as Smart Commute is currently employer focused rather than residentially focused. With that being said, this is not considered a warranted TDM measure based off the proposed development.<br>iv. A standard operating practice must be provided to show further details of what the Travel Brochures and Resources will be included and how it is planned to reach the residents.<br>v. All proposed TDM measures must be included in the conclusion. | 27-Feb-23 | Please refer to Section 5.1 of this updated report for the updated TDM Plan. The TDM Plan has been revised to further support cycling activity through the provision of bicycle parking and other cycling-supportive facilities, as well as other amenities on-site to support high-occupancy vehicle use or limited auto use.   | BA |  |  |  |
| 84 | Transportation does not support and/or agree with the assumptions taken in Section 5.4.2.1. At the time of the study, the Ontario Government declared a Step Two COVID-19 lockdown which included restrictions: "Indoor religious services, rites, or ceremonies, including wedding services and funeral services permitted at up to 25 per cent capacity of the particular room". As such, Transportation does not agree with the study that was conducted, as the Norval United Church parking demand does not reflect a true parking demand operation within the site.  | 27-Feb-23 | BA Group conducted updated parking surveys at the Norval United Church on three (3) consecutive Sundays (April 3, April 9, and April 16, 2023) to better understand the parking demand on both typical church service and major event service days, as discussed in Section 6.4.2.1 of this updated report. The timing of these parking demand surveys reflects more accurate levels without any COVID-19 restrictions.                            | BA |  |  |  |
| 85 | Furthermore, the study has failed to incorporate or discuss a scenario where a wedding, banquet, conference, church event (a higher traffic demand event compared to typical Sunday service) were to take place.   | 27-Feb-23 | Please refer to Section 6.4.2.1 of this updated report for the results of these surveys. The updated parking demand surveys completed observe Easter Sunday (April 9, 2023), which is considered a major event day and is expected to generate comparable or greater demand levels to the scenarios described above.   | BA |  |  |  |
| 86 | Transportation does not agree with the assumption that providing less parking will evidently encourage alternative modes of travel. The report has failed to review TTS data to determine the zones travel behaviors. Based off a quick review, auto trips are predominately being the primary method of travel to/from the GTA Zone.  | 27-Feb-23 | Please refer to Section 0 of this updated report for the mode split of trips. Although auto trips are predominantly the primary means of travel, the reduced parking supply is modest and appropriate based on supportive demand data and is further supplemented with various TDM measures. These are expected to collectively serve various site users and encourage the use of alternative travel modes to single-occupancy vehicles over time. | BA |  |  |  |



|   |  |           |  |    |  |  |  |
|---|--|-----------|--|----|--|--|--|
| 87  | Furthermore, Transportation will not support the heavy reliance of shared parking on the Norval Church property. Based off the information presented and the applicants proposed parking supply, the site captures only 27% of total parking required.                                     | 27-Feb-23 | Please refer to Section 6.4.2 of this updated report for the revised justification of shared non-resident parking. Recently updated 2023 parking demand surveys, capturing various Sunday service days and a major event service day, indicated relatively high levels of capacity that permit (and encourage) the ability to share a portion of parking between the church and resident visitor uses. To further support this arrangement, a shared parking analysis in reference to the Urban Land Institute's Shared Parking Model (3rd Edition), published in February 2020, has been undertaken to identify the temporal shared parking relationship between these non-resident uses, which indicate that the demands expected on an hourly basis (during a typical weekday and Sunday) will not exceed the proposed non-resident supply. | BA |  |  |  |
| 88  | Based on the comments provided above, Transportation will need additional information to properly evaluate the proposed parking reduction.   | 27-Feb-23 | Please refer to Section 6.4 of this updated report for the revised justification of the reduced parking supply for the resident and non-resident uses. Additional information in relation to applicable proxy parking demand sites, updated on-site parking demand, and other reliable sources have been incorporated into the discussion.   | BA |  |  |  |
| <b>Section 9 - Travel Demand Forecast</b> |  |           |  | BA |  |  |  |
| 89  | A Terms of Reference (ToR) was not circulated to Transportation staff prior to the submission, as such the following comments are provided.  | 27-Feb-23 | This has been circulated and discussed with Town Transportation staff prior to the re-submission (i.e., May and June 2023).  | BA |  |  |  |
| 90  | Due to the restrictions that were in place last year during the conducted traffic data counts, new data is required. This would have been flagged in the earlier stages, should the ToR had been reviewed prior to the study commencing.   | 27-Feb-23 | Please refer to Section 10.2.1 of this updated report for details on the updated traffic data counts dated 2023. This has been compared to previous 2019 and 2022 traffic data counts and it has been concluded that the 2023 traffic data counts accurately reflect the existing conditions, due to changes in traffic patterns in the area. Although it was observed that the 2023 traffic data counts were completed during construction, it is noted that the 2023 traffic video footage observed along Eighth Line was under capacity and in free-flowing conditions, indicating no diversion of traffic along this route. Therefore, it is anticipated that there will be no major impacts due to these circumstances.   | BA |  |  |  |
| 91  | The consultant has failed to collect weekend data with the church operating at peak hours during Sundays. This is reflected in Figure 9 with the lack of volumes coming in and out of the site during the weekday am and pm peak hours.  | 27-Feb-23 | Please refer to the revised Section 10.4.2 of this updated report, which include updated traffic surveys reflecting the weekend mid-day peak traffic volumes for the Site.   | BA |  |  |  |
| 92  | Transportation does not agree with the statement made in section 9.3.2, the report states that the existing site demonstrated a small amount of peak hour traffic; it's noted this is not the site's peak hour period, the consultant has failed to analyze the Sunday peak of the church. | 27-Feb-23 | Please refer to the revised Section 10.4.2 of this updated report for the revised existing site traffic discussion. The updated traffic surveys reflect up to date weekend traffic volumes for the Site, indicating more traffic during the weekend period than the modest amount of peak hour traffic during the weekday period.  | BA |  |  |  |
| 93  | Table 15 – After review of ITE Trip Generation Manual (utilizing the fitted curve), the pm peak is projected to generate 62 total trips (38 entry and 24 exit). Please review and confirm to ensure a proper and accurate traffic analysis is conducted.                                   | 27-Feb-23 | Please refer to Table 17 (Vehicle Trip Generation) of this updated report. It has been noted that all traffic volumes have been rounded to the nearest five vehicles. Any volume fluctuation in the order of 5 vehicles will not alter the conclusions of the traffic analysis.  | BA |  |  |  |
| 94  | The PUDO loop must demonstrate through an AutoTURN vehicle swept path analysis that an ActiVan vehicle (8 metre low floor buses) can maneuver within the loop.   | 27-Feb-23 | Please refer to Appendix E of this updated report illustrating the vehicle swept path for an ActiVan vehicle manoeuvring through the proposed pick-up / drop-off loop.   | BA |  |  |  |
| 95  | Details on the traffic analysis portion has not been detailed reviewed as the synchro files were not submitted as part of this submission and avoid double reviewing; due to the missing weekend peak.   | 27-Feb-23 | Please refer to Appendix J of this updated report for the updated synchro analysis worksheets, including the weekend peak.   | BA |  |  |  |
| 96  | Please submit a revised Transportation Impact Study with the aforementioned changes in both PDF and hardcopy format.   | 27-Feb-23 | Noted.   | BA |  |  |  |
| <b>Site Plan</b>                          |  |           |  |    |  |  |  |

|                                      |   |           |   |      |  |  |  |
|--------------------------------------|---|-----------|---|------|--|--|--|
| 97                                   | A traffic signage and pavement marking plan to reinforce the function of the internal circulation systems, encourage the utilization of access drives, and direct the facility user to the desired building or exit is required. A significant emphasis must be placed on pedestrian circulation and safety. Traffic calming measures, such as Raised Pedestrian Crossings and Speed Humps are strongly encouraged at applicable locations. Signs and pavement markings are to conform to the Ontario Traffic Manual. The plan shall additionally present, but not limited to, right-of-way widths, curb radii, fire routes with appropriate signage, accessible parking with signage, parking spaces and pedestrian connections.                   | 27-Feb-23 | It is noted that a traffic signage and pavement marking plan is not required based upon the level of detail provided at the current OPA / ZBA application stage. This will be further explored and provided upon the Site Plan Approval stage of the application. | BA   |  |  |  |
| 98                                   | The applicant is strongly encouraged to explore the opportunities of creating a vehicular access off of the Gellert Expansions parking lot. Discussions with Recreation & Parks are strongly encouraged.  | 27-Feb-23 | Noted. The applicant is currently not exploring this option at this stage.  | BA   |  |  |  |
| 99                                   | Snow storage has not been shown on the east and northerly parking lot.  | 27-Feb-23 | Snow storage added to Residential site beside visitor parking area.   | BA   |  |  |  |
| 100                                  | The proposed garbage collection area for the church must not interfere with on-site circulation. Details on how the site plans to mitigate this must be provided.   | 27-Feb-23 | Please see the attached architectural plans in Appendix A of this updated report, illustrating the separate location of the loading and garbage area in relation to on-site circulation.  | BA   |  |  |  |
| <b>Resubmission</b>                  |   |           |   |      |  |  |  |
| 101                                  | Partial resubmissions, which do not address all deficiencies listed in the letter, will NOT be accepted for processing.   | 27-Feb-23 | Noted.  | BA   |  |  |  |
| 102                                  | A resubmission cover letter must be submitted with your resubmission outlining how each deficiency has been addressed.  | 27-Feb-23 | Noted. This report section (Section 2.0) provides a detailed outline of all responses to Town comments regarding the first submission.  | BA   |  |  |  |
| <b>Accessibility</b>                 |   |           |   |      |  |  |  |
| 103                                  | No objection.   | 9-Mar-23  | Noted.  | MHBC |  |  |  |
| <b>Halton Region - Deanna Maiden</b> |   |           |   |      |  |  |  |
| <b>Planning Analysis</b>             |   |           |   |      |  |  |  |
| 104                                  | Regional staff are of the opinion that the proposed development is consistent with the policy direction of the 2020 Provincial Policy Statement and conforms to the 2019 Growth Plan.   | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| <b>Regional Official Plan (ROP)</b>  |   |           |   |      |  |  |  |
| 105                                  | The subject lands are designated as Urban Area in the 2009 Regional Official Plan (ROP), as amended. Section 76 of the ROP establishes that the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with the applicable Local Official Plans and Zoning By-laws. All development, however, shall be subject to the Regional Official Plan policies in effect.  | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| 106                                  | Objectives of the Urban Area speak to facilitating and promoting intensification and increased densities as well as the provision of a range of identifiable, interconnected and complete communities of various sizes. Further, the ROP includes a number of objectives that speak to supporting affordable housing and creating complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure. Section 84 of the ROP states the goal for housing is to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs in Halton. There are no conformity issues with the proposed use and the policy direction of the Regional Official Plan. | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| 107                                  | Section 89(3) of the ROP requires that all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater system. Further comments with respect to the proposed servicing are included below.   | 24-Feb-23 | Noted.  | MHBC |  |  |  |

|                                |  |           |   |      |  |  |  |
|--------------------------------|--|-----------|---|------|--|--|--|
| 108                            | Section 147(17) of the ROP requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop and, if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. Circulated with the subject applications was a completed Environmental Site Screening Questionnaire (ESSQ), dated December 15, 2022. The ESSQ notes that there have been studies completed for the subject property. Regional staff request that the applicant submit any ESA reports and/or Records of Site Condition completed for the subject property, for Regional review.  | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| 109                            | The applicant is required to follow the processes outlined in O.Reg. 153/04 in the preparation of all Environmental Site Assessment (ESA) reports and supporting documentation. As such, ESA reports must be no older than 18 months old and completed in accordance with part VII and VIII and Schedule D and E of the regulation. Should the reports be found to be older than 18 months, an update to the report(s) may be required. If this is not addressed through the Official Plan and Zoning By-law Amendment applications, a Holding Provision may be placed on the property, with the lifting dependant on an update to the ESA(s) being provided, as well as the qualified person (QP) extending third party reliance to Halton Region.  | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| 110                            | It should be noted that a portion of the property is identified as having archaeological potential. Should deeply buried archaeological remains/resources be found on the property during construction activities, the Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism should be notified immediately (archaeology@ontario.ca). In the event that human remains are encountered during construction, the owner shall immediately notify the police or coroner, the Registrar, Ontario Ministry of Public and Business Service Delivery, who administers provisions of that Act related to burial sites, and the Ministry of Citizenship and Multiculturalism.   | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| <b>Source Water Protection</b> |  |           |   |      |  |  |  |
| 111                            | The subject property is located within the jurisdiction of the CTC Source Protection Plan (SPP). The CTC SPP can be accessed online at: <a href="http://www.ctcswp.ca/ctc-source-protection-plan/">http://www.ctcswp.ca/ctc-source-protection-plan/</a> . The property is not located in a Source Protection vulnerable area, and therefore the application can proceed from the perspective of Source Water Protection and no S.59 notice will be required.   | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| <b>Regional Infrastructure</b> |  |           |   |      |  |  |  |
| 112                            | A Functional Servicing (FSR) prepared by WSP Canada Inc. and dated December 16, 2022 has been reviewed by Regional staff. The report refers to how the owner's Professional Engineer foresees the servicing of the proposed development. In its present version, the FSR cannot be approved by the Region as additional information is required for staff review. The applicant will be required to submit an updated FSR to address the following prior to Regional approval.   | 24-Feb-23 | The additional information requested by the Region has been added to the revised FSR. | WSP  |  |  |  |
| 113                            | Based on 157 apartment units, the development proposal will require that ninety (90) SDEs of servicing allocation be granted by the Town of Halton Hills. The existing Georgetown water supply is based on a groundwater system with a finite capacity. Until such time as lake-based water is provided to Georgetown, there is limited servicing capacity that can be made available to new development within the Georgetown Urban Area. While the local Official Plan Amendment and Zoning By-law Amendment can be considered, the Zoning By-law Amendment may require a Holding Provision to be put into place until such time as allocation is granted. Regional staff will not be in a position to support site plan approval until sufficient servicing capacity is allocated by the Town of Halton Hills to this proposal, to the satisfaction of Halton Region. | 24-Feb-23 | Noted.  | WSP  |  |  |  |

|                                |  |           |   |      |  |  |  |
|--------------------------------|--|-----------|---|------|--|--|--|
| 114                            | <p><u>Watermain analysis:</u><br/>To confirm the existing watermain system can accommodate the proposed development, hydrant flow testing will be required prior to approval of the FSR submission. The applicant is required to provide the following:</p> <ul style="list-style-type: none"> <li>i. Expected static pressures.</li> <li>ii. Required fire flows.</li> <li>iii. Expected fire flows.</li> <li>iv. Fire Flow Certification Letter that is signed and stamped by a professional engineer that states the theoretical flow rate at a pressure of 20 psi.</li> </ul> <p>Ideally these would be obtained through a hydrant flow test of the hydrants in the vicinity of the development with the results obtained submitted as part of the FSR supporting documentation.</p>   | 24-Feb-23 | A hydrant test has been performed on the existing hydrants on Danby Road. The results of the testing has been included in the revised FSR. Based on the results, there is adequate fire flow.   | WSP  |  |  |  |
| 115                            | <p><u>Wastewater Analysis:</u></p> <ul style="list-style-type: none"> <li>i. Outline of existing sanitary sewer system with any downstream constraints. Provide sanitary sewer design sheets as part of this analysis. This should be similar to what was prepared for the storm sewer design.</li> <li>ii. The current sanitary sewer wastewater main servicing strategy requires a connection that crosses lot lines. Please include the severance sketch drawing into the main body of the FSR that depicts the servicing easement to the new proposed building to support the sanitary wastewater sewer main connection approach.</li> <li>iii. Provide isolated sanitary area drainage plans.</li> </ul>  | 24-Feb-23 | A sanitary sewer design sheet has been added. An easement across the church property is proposed and is illustrated on the servicing layout plans. Further layout and details regarding the easement to be provided during detailed design phase. | WSP  |  |  |  |
| 116                            | Halton Region's preferred servicing approach is to have the property obtain frontage onto Danby Road outright. The easement option would require approval from the Commissioner of Public Works as well as the development of a Reciprocal Easement Agreement. Commissioner approval is not an automatic process. The current FSR has been circulated for further review and comment by appropriate Public Works Department staff to begin the Commissioner's approval review process.   | 24-Feb-23 | The preference is noted. An easement has been proposed to provide access to the underground servicing.  | WSP  |  |  |  |
| 117                            | <p><u>Dewatering:</u><br/>Dewatering activities are not permitted to discharge into Regional infrastructure. The provided Hydrogeological Assessment, dated December 15, 2022 references discharging into Regional sanitary sewers as an option. Irrespective of groundwater quality referenced in the document; as per Halton Region By-law No. 2-03, the discharge by a person, of stormwater, drainage of lands or from a watercourse or combination thereof, groundwater, cooling water or uncontaminated water to the sanitary sewer or combined sewer is prohibited. The supporting reports are to be updated to reflect this acknowledgement in future submissions. A Well Survey and Monitoring Report will be required as part of the Site Plan process. Appendix A of the Region's Urban Services Guidelines outlines what should be included in the Well Survey and Monitoring Report, to ensure any impacts to private wells used for potable water supplies in the vicinity of the subject property are assessed.</p> | 24-Feb-23 | Noted. Additional details on the dewatering and discharge location will be provided during the Site Plan Application.   | WSP  |  |  |  |
| <b>Regional Transportation</b> |  |           |   |      |  |  |  |
| 118                            | A Transportation Considerations Report prepared by BA Group, dated December 16, 2022 was included as part of this submission. Regional staff have reviewed the report and find the overall results to be acceptable.   | 24-Feb-23 | Noted.  | BA   |  |  |  |
| 119                            | <p><u>Environmental Study Report:</u><br/>Please note that the Eighth Line Environmental Assessment - Draft Environmental Study Report will be completed in the near future. The applicant is encouraged to contact The Town of Halton Hills for further information.</p>  | 24-Feb-23 | Noted.  | MHBC |  |  |  |
| <b>Waste Management</b>        |  |           |   |      |  |  |  |

|                |   |           |   |          |      |  |  |
|----------------|---|-----------|---|----------|------|--|--|
| 120            | Regional staff have reviewed the provided Waste Plan and offer the following comments.<br>This proposed residential building may be eligible for Region waste collection, providing the requirements of the Region's Development Design Guidelines for Source Separation of Solid Waste can be met.   | 24-Feb-23 | Noted.  | KPMB     |      |  |  |
| 121            | Regional staff require confirmation on the proposed mechanism that would allow Regional waste staff to access the residential waste collection area via the Danby Road entrance in perpetuity.  | 24-Feb-23 | Intent is for Regional Waste staff to have access to residential waste collection area via Danby Road driveway. | Kindred. |      |  |  |
| 122            | <u>Turning Radius:</u><br>A minimum 13 m turning radius is required throughout site. Regional staff require the radius of all turns be shown on the auto turn plan.   | 24-Feb-23 | Indicated in updated TIS report (Appendix E).   | KPMB     |      |  |  |
| 123            | <u>Vertical Clearance:</u><br>The vertical clearance required in the collection loading area is 7.5 metres minimum. This has been shown on the plan for the loading area.   | 24-Feb-23 | Indicated on plans.   | KPMB     |      |  |  |
| 124            | <u>Loading Area:</u><br>The plans indicate that there will be one collection point that will be located on site internally to the building. The loading area must be 6 metres wide for regional collection vehicles. Please submit a scaled drawing indicating how the bins will be configured (staging area) including dimensions, grade, and waste receptacle placement.  | 24-Feb-23 | Bin placement shown on plan.  | KPMB     |      |  |  |
| 125            | <u>Section 1.9 Storage and Internal Handling Requirements:</u><br>Bulky Waste Storage: minimum requirement of 10 metres square. A bulk room has been indicated on the site plan as 22.58 metres square.   | 24-Feb-23 | Indicated on plans.   | KPMB     |      |  |  |
| 126            | <u>Section 1.8.1 Waste Capacity Requirements for Residential Waste:</u><br>Please show and indicate diversion equipment within the waste room and number of containers required for the building.<br>- 6 storey 157 unit building<br>- Recommends using 4- 3 yd. recycling front end bins for loose recycling.<br>- 6 - 360 L Organics Carts<br>- 3 - 3 yard compacted garbage front end bins (space for extra bin recommended).<br>- Loose front end garbage not recommended.  | 24-Feb-23 | Indicated on plans.   | KPMB     |      |  |  |
| 127            | Should there be any structures that will be driven over by the collection vehicle (i.e. underground parking structure), please indicate that these have been certified by a Professional Engineer that they are rated for 35 tonnes minimum.  | 24-Feb-23 | Noted, these areas are designed for the weight of the collection vehicles as confirmed by Aspect Engineers.     | Aspect   | KPMB |  |  |
| 128            | A completed Drive-Through Agreement must be supplied and approved by Regional waste before collection commences. This will be a condition of future Site Plan approval.   | 24-Feb-23 | For SPA.  | KPMB     |      |  |  |
| <b>Finance</b> |   |           |   |          |      |  |  |
| 129            | The Owner will be required to pay all applicable Regional Development Charges (DCs) in accordance with the Region of Halton Development Charges By-law(s), as amended. If a subdivision (or other form of development) agreement is required, a portion of the Regional DCs for residential units may be payable upon execution of the agreement or in accordance with the terms and conditions set out in the agreement. In addition, commencing January 1, 2017 every owner of land located in Halton Region intended for residential development will be subject to the Front-ending Recovery Payment. Residential developments on lands located in Halton Region that prior to January 1, 2017 are part of a Regional allocation program, or have an executed Regional/Local Subdivision or consent agreement, or have an executed site plan agreement with the Local Municipality, or received a notice in writing from the Local Municipality that all requirements under the Planning Act have been met, or obtained a building permit are not subject to the Front-ending Recovery Payment. | 24-Feb-23 | Noted.  | Kindred  |      |  |  |

|   |   |           |  |         |  |  |  |
|---|---|-----------|--|---------|--|--|--|
| 130                                     | The above note is for information purpose only. All residential development applicants and every owner of land located in Halton Region assume all of the responsibilities and risks related to the use of the information provided herein.   | 24-Feb-23 | Noted.   | Kindred |  |  |  |
| 131                                     | Please visit our website at <a href="https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment">https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment</a> to obtain the most current information, which is subject to change.   | 24-Feb-23 | Noted.   | Kindred |  |  |  |
| <b>Conclusion</b>                       |   |           |  |         |  |  |  |
| 132                                     | Regional staff in principle do not object to the proposal, but there are technical matters relating to the environmental site assessment(s), Regional servicing and waste collection that need to be addressed before support can be provided on the proposed Official Plan and Zoning By-law Amendments.   | 24-Feb-23 | Noted.   | MHBC    |  |  |  |
| <b>Other Agencies</b>                   |   |           |  |         |  |  |  |
| <b>Canada Post - Michael Wojciak</b>    |   |           |  |         |  |  |  |
| 133                                     | The owner/developer will provide the uniquely addressed multi-unit residential component with its own centralized mail receiving facility. This lock-box assembly must be:<br>o A single enclosed space – there must only be one mailroom per address<br>o Rear-loading – a requirement for all multi-unit buildings with 100 or more units<br>o Adjacent to the ground floor main entrance – the door to the delivery side must be adjacent to the main entrance or accessible via the ground floor lobby - not a service corridor or rear of building<br>o Accessible via the Canada Post lock/key system – concierge & private keys are not acceptable means of lobby/mailroom access<br>o In compliance with Canada Post Standards – refer to the Delivery Standards Manual mentioned below | 19-Jan-23 | Noted.   | KPMB    |  |  |  |
| 134                                     | The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder   | 19-Jan-23 | Noted.   | Kindred |  |  |  |
| 135                                     | Grade level retail and residential units may also require centralized mail receiving equipment – the developer should consult with Canada Post to determine if privately owned lockbox or Canada Post Community Mailbox is required for mail service to these units   | 19-Jan-23 | Noted.   | Kindred |  |  |  |
| 136                                     | There will be no more than one mail delivery point to each unique address assigned by the Municipality  | 19-Jan-23 | Noted.   | Kindred |  |  |  |
| 137                                     | Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project   | 19-Jan-23 | Noted.   | Kindred |  |  |  |
| 138                                     | The complete guide to Canada Post's Delivery Standards can be found at:<br><a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</a>  | 19-Jan-23 | Noted.   | Kindred |  |  |  |
| 139                                     | The applicant/agent is asked to contact me directly to communicate potential date of project completion and to review the plans for mail service.<br>Sincerely,<br>Michael Wojciak<br>Delivery Services Officer – GTA 416 262-8586 <a href="mailto:michal.wojciak@canadapost.ca">michal.wojciak@canadapost.ca</a>   | 19-Jan-23 | Noted.   | Kindred |  |  |  |
| <b>Enbridge - Katharine Holtforster</b> |   |           |  |         |  |  |  |
| 140                                     | There is gas main fronting the property.  | 22-Jan-23 | Noted.   | WSP     |  |  |  |
| 141                                     | There is gas service to the existing facility at 14015 Danby Road.  | 22-Jan-23 | Noted.   | WSP     |  |  |  |
| 142                                     | A short main extension may be required for the new gas service.   | 22-Jan-23 | Noted. This will be further investigated during the detailed design. | WSP     |  |  |  |
| 143                                     | A capacity review will need to be conducted once the loads of the new development are known. Are the preliminary gas loads known?   | 22-Jan-23 | Noted, to be provided for future SPA application.                    | WSP     |  |  |  |
| 144                                     | Please have the developer reach out to me regarding the requirements for this project.  | 22-Jan-23 | Noted, to be provided for future SPA application.                    | WSP     |  |  |  |
| 145                                     | For location of the gas services please reach out to Ontario One Call for locates.  | 22-Jan-23 | Noted. locates will be completed during detailed design.             | WSP     |  |  |  |

|  |  |           |        |         |  |  |  |
|--|--|-----------|--------|---------|--|--|--|
| 146  | The builder will need to submit a service application through Get Connected - Residential/Commercial Builders & HVACs   Enbridge Gas   | 22-Jan-23 | Noted. | WSP     |  |  |  |
| <b>Halton Hills Hydro - Leigh Trevail</b>                        |  |           |        |         |  |  |  |
| 147  | Applicant shall request for a Technical Service Layout for the permanent hydro service. If required, prior to commencement of construction applicant to submit a Temporary Technical Service Layout request as required.   | 17-Jan-23 | Noted. | Kindred |  |  |  |
| 148  | All required information must be received prior to establishing service details. All electronic drawings should be provided in a HHHI approved file format. Including but not limited to; Project Name, Unit servicing detail, Number of Units to be serviced, Civic Address, A site plan in AutoCAD and paper formats, to scale (1:500 or 1:1000), showing the buildings in relation to existing and proposed property lines, other buildings, streets, street entrances, driveways, and the location of other services including, but not limited to, gas, telephone, water, cablevision, waste water (sewage and storm, catch basins), Grading Plan, Site Servicing Plan, Landscaping Plan, Road cross-sections used with the expectation of three or four party trenching [Note: four party trenching is not available for private roads], Proposed construction schedule and phasing of the development (if applicable), Developer details (if applicable), Customer Billing information including name, billing address, telephone number, Requested energization date, Service amperage requested, Preferred Voltage, Preferred service entrance location, and other requirements as requested by HHHI's Engineering Department. Please review Halton Hills Hydro Conditions of Service – 3.4.3. and appendix D for more details.   | 17-Jan-23 | Noted. | Kindred |  |  |  |
| 149  | Applicant to be aware that as per HHHI Conditions of Service (3.4.2) in the event that the customer requires greater than 1500kVA of transformation in areas where 27,600V exist, the customer shall be required to build a private substation supplied from HHHI's 27,600V system voltage unless otherwise advised by HHHI's Engineering Department. HHHI will supply the transformer for new and upgraded services. HHHI will only place an order for a transformer once the customer has paid their connection fees Halton Hills Hydro Inc. Conditions of Service and returned their Offer to Connect signed. Where HHHI places an order for a transformer and the customer cancels their service layout, HHHI may retain a portion or all of the connection fees paid by the customer if the transformer order cannot be cancelled. All high voltage distribution services are three-phase, four-wire. The transformer required for this installation is not stocked by Halton Hills Hydro and therefore must be put on order. Please be aware that due to market changes in the transformer manufacturing industry, a significant general increase in the lead time for transformers can take 30-35 weeks once an order is placed. The above mentioned lead times are subject to change and may extend longer. Instrument transformers will also not be ordered until construction charges have been paid, lead times are typically 14-16 weeks. Applicant shall request for a Technical Service Layout Request for a permanent hydro service. Applicant shall request for a temporary service connection if required. Applicant to be aware that as per HHHI Conditions of Service (3.3.2.) indicate the maximum of 1500kVA transformation on the 27.6kV system. | 17-Jan-23 | Noted. | Kindred |  |  |  |
| 150  | For more information on the Technical Service Layout process and Halton Hills Hydro Conditions of Service see below links;<br>TSLO - <a href="https://haltonhillshydro.com/for-home/building-upgrades-or-demolition/newservice-upgrades/application-electrical-service-form/">https://haltonhillshydro.com/for-home/building-upgrades-or-demolition/newservice-upgrades/application-electrical-service-form/</a><br>COS - <a href="https://haltonhillshydro.com/for-home/conditions-of-service/">https://haltonhillshydro.com/for-home/conditions-of-service/</a>  | 17-Jan-23 | Noted. | Kindred |  |  |  |
| <b>Halton Region Police - Keith Moore</b>                        |  |           |        |         |  |  |  |
| 151  | Based on the documentation provided (thank you), we have no concerns with this proposal as it doesn't interfere with our line-of-sight radio system.   | 10-Jan-23 | Noted. | Kindred |  |  |  |
| <b>Halton Catholic District School Board - Dhilan Gunasekara</b> |  |           |        |         |  |  |  |

|  |   |          |        |      |  |  |  |
|--|---|----------|--------|------|--|--|--|
| 152  | In terms of school accommodation, if the development was to proceed today, elementary students generated from this proposal would be accommodated at St. Brigid Catholic Elementary School located at 73 Miller Drive. Secondary school students would be directed to Christ the King Catholic Secondary School located at 161 Guelph Street.   | 3-Feb-23 | Noted. | MHBC |  |  |  |
| 153  | Should you proceed with the approval of the Official Plan and Zoning By-law amendments, we require that the following conditions be placed in any subsequent agreements (e.g. Subdivision, Condominium and/or Site Plan). The conditions are to be fulfilled prior to final approval:<br>1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subsequent agreements, to be registered on title:<br>a. Prospective purchasers are advised that Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area.<br>b. Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick up areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs and private roads.<br>2. In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.<br>3. That the owner agrees in the condominium agreement to the satisfaction of the HCDSB, to erect and maintain signs at all major entrances into the new development advising prospective purchasers that if a permanent school is not available alternative accommodation and/or busing will be provided. The owner will make these signs to the specifications of the HCDSB and erect them prior to final approval | 3-Feb-23 | Noted. | MHBC |  |  |  |
| 154  | It should be noted that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum approved unit count will be subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance   | 3-Feb-23 | Noted. | MHBC |  |  |  |
| <b>Halton District School Board - Laureen Choi</b> |   |          |        |      |  |  |  |
| 155  | Any students generated from this development application are currently within the Ethel Gardiner PS, George Kennedy PS, Centennial PS and Georgetown District HS catchment areas. Please note at the time of this initial circulation, the Ethel Gardiner PS catchment area is under going a boundary review study and that this development application may be impacted. This study is expected to conclude in March 2023.   | 3-Jan-23 | Noted. | MHBC |  |  |  |
| 156  | According to the Board's projections, many of the existing schools in the vicinity are projected to be at or under building capacity. As a result, students generate from this development are expected to be accommodated in the respective schools with minimum impact to the facility. Long range projections for schools can be viewed in our Long Term Accommodation Plan (LTAP) which can be found on the Board's website.  | 3-Jan-23 | Noted. | MHBC |  |  |  |
| 157  | Please be advised that the Halton District School Board has no objection to the proposed application as submitted. Please notify us of the adoption of the proposed application and include us in the circulation of any future applications, including site plans, related to this development. The Halton District School Board will provide comments and conditions on each proposed development application received  | 3-Jan-23 | Noted. | MHBC |  |  |  |



|               |  |           |        |      |  |  |  |
|---------------|--|-----------|--------|------|--|--|--|
| 158           | <p>For your convenience, below are our standard conditions of development that may be applied to the development proposal:</p> <ol style="list-style-type: none"> <li>1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's condominium agreement, to be registered on title: <ol style="list-style-type: none"> <li>a. Prospective purchasers are advised that schools on sites designated for the Halton District School Board in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area.</li> <li>b. Prospective purchasers are advised that school busses will not enter cul-de-sacs and pick up points will be generally located on through streets convenient to the Halton Student Transportation Services. Additional pick up points will not be located within the subdivision until major construction activity has been completed.</li> </ol> </li> <li>2. That in cases where offers of purchase and sale have already been executed, the owner sends a letter to all purchasers which include the above statement.</li> <li>3. That the developer agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.</li> <li>4. That the Owner shall supply, erect and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to the issuance of building permits.</li> <li>5. That a copy of the approved sidewalk plan, prepared to the satisfaction of the Town of Halton Hills be submitted to the Halton District School Board</li> </ol> | 3-Jan-23  | Noted. | MHBC |  |  |  |
| 159           | <p>In addition, the following note should be included in the conditions:<br/> Educational Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits which are additional to the maximum unit yield which is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.</p>   | 3-Jan-23  | Noted. | MHBC |  |  |  |
| <b>Bell</b>   |  |           |        |      |  |  |  |
| 160           | <p>The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure. Bell Canada also appreciates the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives. Bell Canada will provide a response should any comments/input be required on the information included in the circulation. Bell Canada kindly requests to always be circulated on any future materials related to this development project or infrastructure/policy initiative. Please note that Bell Canada does not generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.</p> <p>As this circulation pertains to specifically to an Official Plan Amendment and Zoning By-law Amendment, we do not have comments at present time.</p>  | 20-Feb-23 | Noted. | MHBC |  |  |  |
| <b>Cogeco</b> |  |           |        |      |  |  |  |
| 161           | No comments received.  | 9-Mar-23  | Noted. | MHBC |  |  |  |