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COMMENT MATRIX

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, PLANNING AND DEVELOPMENT, DEVELOPMENT PLANNING				
1.	Background	Subject Lands The subject lands are located on the west side of Chinguacousy Road and north of Mayfield Road, within the future Alloa Secondary Plan area.		Noted.
2.	Background	Proposal The applicant is proposing a residential development consisting of 855 dwelling units (single detached and townhouse dwellings), a medium-high density residential block, one public elementary school, one park, 2 environmental policy area blocks and a stormwater management facility.		The resubmission is proposing 825 dwellings (single detached and townhouse dwellings) 2 medium-high density residential block, one public elementary school, one park, 2 environmental policy area blocks and a stormwater management facility
3.	OPA Application	Related Official Plan Amendment Application The Town is currently reviewing the proposed Alloa Secondary Plan and Phase 1 Tertiary Plan. The subject lands fall within the SP and Phase 1 Plan area.		Noted. The Alloa Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8 th , 2025
4.	OPA Application	Section 21.4 of Future Caledon Official Plan speaks to Tertiary Plans for secondary plan areas. Further, Policy 21.4.2 within Future Caledon Official Plan permits development applications to be processed concurrent with ongoing tertiary planning, at the discretion of the Town's Chief Planner. The applicant has requested that these applications be reviewed concurrently with the SP and Phase 1 Tertiary Plan application.		Noted. The Alloa Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8 th , 2025
5.	OPA Application	At this time, the secondary plan has not advanced to a stage where draft plans of subdivision applications can be reviewed and approved		The Alloa Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8 th , 2025 We request the concurrent review and approval of the Draft Plan together with the review of the

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				revised community-wide supporting studies expected to be submitted shortly.
6.	OPA Application	Development Planning will provide preliminary comments, however, will not provide finalized comments until the SP has advanced to a point where staff are in agreement on the draft land use schedule and relevant policies.		Noted. The Secondary Plan Land Use Plan has been approved and the Draft Phase 1 Tertiary Plan has been endorsed.
7.	Draft Plan	Draft Plan Roads cannot terminate without a temporary cul-de-sac, which will result in residential reserves. Please revise the draft plan accordingly		The need and location of temporary cul-de-sac(s) will be determined during detailed design.

TOWN OF CALEDON, ZONING

8.	Zoning	Zoning Review of lot areas and frontages based on current draft plan of subdivision only. During draft approval, zoning staff will require a lot area and frontage certificate prepared and signed by an Ontario Land Surveyor to review lots and blocks for zoning compliance.		This will be provided following draft approval in support of the Draft M-Plan.								
9.	Zoning	Residential Reserve Blocks and Partial blocks/lots associated with adjacent subdivisions ("part lots or blocks/future development) not reviewed for zoning compliance		Noted.								
10.		<table><tr><th>Use</th><th>Lot Area</th><th>Lot Frontage</th><th>Review Notes</th></tr><tr><td><i>Dwelling, Townhouse</i></td><td>N/A</td><td>4.5 m (Interior) 5.5 m (End, Corner)</td><td>Appears to comply</td></tr></table>	Use	Lot Area	Lot Frontage	Review Notes	<i>Dwelling, Townhouse</i>	N/A	4.5 m (Interior) 5.5 m (End, Corner)	Appears to comply		Noted.
Use	Lot Area	Lot Frontage	Review Notes									
<i>Dwelling, Townhouse</i>	N/A	4.5 m (Interior) 5.5 m (End, Corner)	Appears to comply									

NO.	TOPIC	COMMENT				CONSULTANT	RESPONSE
		<i>Dwelling, Detached</i>	N/A	8 m	Appears to comply		
		<i>Dwelling, Rear-Lane Townhouse</i>	N/A	4.0 m (Interior) 5.5 m (End, Corner)	Appears to comply		
		<i>Dwelling, Back-to-Back Townhouse</i>	N/A	5.5 m (Interior) 6.7 m (End, Corner)	Appears to comply		
		<i>Medium – High Density Residential</i>	N/A	N/A	Creation of blocks – no issues at this time. Any future uses, such as Townhouses or other uses with a minimum lot frontage may trigger variances in accordance with the site-specific by-law		

TOWN OF CALEDON, POLICY

11.	General	Policy comments will not be provided on this application until the applicable Secondary Plan and Tertiary Plan are more significantly advanced.		The Alloa Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025. We request the concurrent review and approval of the Draft Plan together with the review of the
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				revised community-wide supporting studies expected to be submitted shortly.

TOWN OF CALEDON, ACCESSIBILITY

12.	General	<p>Accessibility</p> <p>Please note that the Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale.</p>		Noted.
13.	Path of Travel	<p>Exterior paths of travel, including outdoor sidewalks and walkways, shall have a minimum clear width of 1.5 metres, a surface which is firm, stable and slip resistant and otherwise comply with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA).</p>		Noted.
14.	Curb Ramp	<p>All exterior paths of travel shall be accessible, such as when crossing over from one street to another street, by inclusion of features such as a curb ramp with a minimum clear width of 1,200 mm exclusive of any flared sides. Curb ramps shall have raised profile tactile walking surface indicators located at the bottom of the curb ramp and extending the full width of the ramp. Curb ramps shall comply fully with Section 80.26 of the IAS within the AODA.</p>		Noted.
15.	Mail Box	<p>If a community mail box is installed, the area shall be well lit via a light standard and a curb depression, complying with Section 80.27 of the IAS within the AODA, shall be provided from the sidewalk and/or roadway to the mail box landing area.</p>		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
16.	Outdoor Play Spaces	Where the neighbourhood park includes an outdoor play space, the design shall incorporate accessibility features such as sensory and active play components for children and caregivers with various disabilities. Such outdoor play space shall have a ground surface that is firm, stable and has impact attenuating properties for injury prevention and sufficient clearance to provide children and caregivers with various disabilities the ability to move through, in and around the outdoor play space.		Noted.
17.	Traffic Control	Should any traffic control signal systems with pedestrian controls be newly installed or replaced, they shall comply fully with the requirements of Section 80.28 of the IAS such as by inclusion of features like tactile arrows that align with the direction of crossing and audible and vibro-tactile walk indicators.		Noted.

TOWN OF CALEDON, URBAN DESIGN

18.	General	Urban Design Details finalized during the Secondary Plan may lead to modifications on the Subdivision application. Further comments will be provided once a clear understanding of the Community Design Guidelines in the Secondary Plan is finalized.		Noted.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
19.	Urban Corridor	Detailed comments will be provided once the Secondary Plan has finalized placement and design of the Neighbourhood Centre and Urban Corridor a.) A reminder that mixed-use amenities will be required within this neighbourhood centre block in order to meet GDS and HDA requirements. We strongly encourage the ground floor of the medium-high density block be retail/commercial to meet these needs		As finalized through the Secondary Plan, the Neighbourhood Centre has been relocated further north along Chinguacousy Road, near the future interchange with planned Highway 413.
20.	Comments	Further comments will be provided after the submission of the Architectural Control Guidelines		Noted.
21.	Demonstration Plan	A demonstration plan for the medium-high density residential site would be beneficial to understanding the relationship it will have to the surrounding area. Consider potential height and shadow impact and potential setbacks needed to the street towns		Details relating to the medium-high density blocks are not available at this stage. During a future site plan application, comprehensive details will be submitted in support of the development of this block.
22.	Connectivity	Provide walkway and trail connections to nearby existing and planned trails and sidewalks. The trail and pathway network should be continuous, and inter-connected, providing access through the open space area where appropriate, and linking residential neighbourhoods, schools and employment areas to adjoining external trails, bike routes, sidewalks and destinations. a.) Provide walkway blocks to the school and park through long stretches of residential		Walkway and trail connections may be accommodated from both Tim Manley Avenue and Micheale Crown Drive, where a multi-use pathway (MUP) is currently being proposed.
23.	General	The ACG shall provide additional details on the residential lots backing on to adjacent parkland		Noted.
24.	Transit	Please note within the ACG if there is a proposed transit route along Chinguacousy Rd		Noted.
25.	Blocks	The built form surrounding the medium-high density block should transition down in height to the detached homes across street B. We recommend the street towns surrounding the block become mid-rise to support the Official Plan policies and assist in the height transition and hierarchy		The current proposed built form type of street townhouses and back-to-back townhouses surrounding the medium-

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				high density blocks is considered to provide the required transition.
26.	Transit & Connections	The right-of-way design along Tim Manley should have consideration for the incorporation of bus shelters and connection to the Mayfield West MTSA		Noted. Any adjustments to the right-of-way requirements to accommodate bus shelters will be determined through detailed design.
27.	Connectivity	The right-of-way design should have consideration for wider sidewalks surrounding the higher density Neighbourhood Centre buildings to allow for an increase in streetscape features such as furniture or patios for restaurants		There will be a MUP of 3.3 meters located on both sides of Tim Manley, next to the medium-high density blocks.
28.	General	Please be advised, all subdivisions will be subject to the Architectural Control Compliance Review Process		Noted.
29.	GDS	Green Development Standards Checklist 1.5: This metrics approval will be determined after the Secondary Plan has been finalized.		Noted.
30.	GDS	1.6: The mapping provided within the Secondary Plan application Healthy Development Assessment does not match the proposed subdivision. This metric cannot be completed until the Secondary Plan is finalized.		Updated mapping will be provided together with the resubmission of the Secondary Plan materials.

TOWN OF CALEDON, FINANCE

31.		If the proposed application were to proceed as planned (towards a Draft Plan of Subdivision to facilitate a residential subdivision), the taxable assessment value of the properties will change, to reflect any development that would have taken place.		Noted.
32.		The proposed new residential townhouse dwellings (said to be 132 townhouses) will attract Development Charges at the Residential (Other) rates. Those charges will be 'frozen' at the rates that will be in effect on the date when		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		the first zoning amendment application is deemed complete (the application completion date), provided that the first zoning amendment took place after January 1, 2020. Otherwise, Development Charges will be determined on the date of building permit issuance.		
33.		If frozen rates apply, interest on Development Charges will accrue for the period starting one day after the application completion date, through to the date on which the charges are received by the Town.		Noted.
34.		<p>Currently, Development Charges at the Residential rates are:</p> <ul style="list-style-type: none"> a. Town of Caledon: (a) \$60,235.59 per single or semi-detached unit; (b) \$41,413.92 per apartment > 70 sq. metres; (c) \$24,305.21 per apartment <= 70 sq. metres; and (d) \$54,608.35 per townhouse dwelling. Stacked townhouses will attract Development Charges at the large apartment rates. All other townhouses will attract Development Charges at the Residential (Other) rates. b. Region of Peel: (a) \$75,101.98 per single or semi-detached unit; (b) \$54,476.68 per apartment > 70 sq. metres; (c) \$28,811.18 per apartment <= 70 sq. metres; and (d) \$59,481.10 per townhouse dwelling. c. School Boards: \$5,076 per any residential unit. d. GO Transit: (a) \$843.71 per single or semi-detached unit (b) \$602.70 per apartment > 70 sq. metres; (c) \$312.33 per apartment <= 70 sq. metres; and (d) \$843.71 per townhouse dwelling. e. Effective February 1, 2016, the Region of Peel began collecting directly for hard service development charges (i.e., water, wastewater and roads) for residential developments, except apartments, at the time of subdivision agreement execution. 		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
35.		Additional information on Development Charges may be accessed on the Town's website at https://www.caledon.ca/en/town-services/development-charges.aspx		Noted.
36.		The Development Charges comments and estimates above are as at February 11, 2025, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18 months after application approval date. Interest charges will apply for affected applications. For applications other than site plan or rezoning applications; and site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.		Noted.

TOWN OF CALEDON, PARKS

37.	Parkland Agreement	Parks		We expect parkland to be calculated based on the Alloo Master Parkland Agreement
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		Parkland dedication will be calculated from the total land area at 5% of the total area of the land (or 1 hectare per 600 residential units, whichever is higher).		
38.	Parkland Agreement	Town Staff will be calculating Parkland Dedication requirements for all of the land within a development application, with a credit given to natural heritage lands.		We expect parkland to be calculated based on the Alloo Master Parkland Agreement
39.	Parkland Agreement	Landowners within the Alloo Secondary Plan shall enter into a Financial Parkland Agreement prepared with the Town and will be calculated on a collective basis for the subject lands, pursuant to s.51.1 of the Planning Act and not the owner's individual lands.		Noted.
40.	Parkland Agreement	Owner shall provide a Certificate Letter from the Trustee to confirm that the owner of the subject lands has contributed to the Trustee its share of the parkland dedication and parkland cash-in-lieu payment to be made by the Alloo Secondary Plan Landowners Group.		Noted. This will be a condition of Draft Approval.
41.	Comments	Comments on trails and park facility fits will be provided during the Secondary Plan Stage.		Noted. This can also be confirmed through the review of the Draft Plan.

TOWN OF CALEDON, LANDSCAPE

42.	Arborist Report	Landscape Provide the following information on Arborist report and Tree Preservation Plan <ul style="list-style-type: none"> a. Title page <ul style="list-style-type: none"> i. Development application number ii. Dates in which site visit(s) were conducted 		Comments have been addressed through the grading agreement finalization.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> iii. Author name, title iv. Author's arborist certification number b. Include General Notes (section 2.6 of Town's Terms of Reference for Arborist Reports) to the Report c. Add a column to Appendix A: Tree Inventory & Assessment Matrix to indicate the required number of compensatory trees. d. Photos <ul style="list-style-type: none"> i. Documenting any hazardous / potentially hazardous trees or conditions on site along with any pre-existing damage or previously hazardous or fallen trees. ii. Provide a justification for the removal of the five (5) individual trees and evidence of any compensation provided for their removal. If no evidence of compensation can be provided, tree compensation will be required for the "previously removed" trees at 5:1 compensation ratio e. Tree Inventory/ Preservation Plan <ul style="list-style-type: none"> i. project name, project address, application number <p>Stem locations to include elevation at root flare, diameter at 1.4m from grade</p>		
43.	Secondary Plan	Landscape designs, compensation and restoration requirements shall meet the recommendations provided in the final approved reports for the Alloa Secondary Plan and the Draft Plan of Subdivision		Noted.
44.	Arborist Report	Refer to Town's Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal Compensation for the submission requirements and contents on Arborist Report and Tree preservation.		Noted.

TOWN OF CALEDON, MUNICIPAL NUMBERING

45.	Address	Municipal Numbers		Noted.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		The current property address is confirmed as 0, 12306 & 12156 Chinguacousy Road		
46.	General	Should the application be approved, the existing municipal address will cease to exist and new municipal numbers shall be issued in accordance with the Municipal Numbering By-law and Guidelines. These numbers will be issued in accordance with these documents, based on approved driveway locations and a new street name.		Noted.
47.	General	Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.		Noted.
48.	General	Upon issuance of Final Site Plan Approval, the Lead Planner will forward a copy of the approval package to municipal numbering staff to work with the owner to issue the required numbers and post any required signage of the numbers in accordance with the Town's Municipal Numbering By-law and Guidelines.		Noted.
49.	General	In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The owner is advised to post the number (once issued) on the townhouses in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at municipalnumbers@caledon.ca or 905-584-2272 x. 7338.		Noted.
50.	General	The street names provided on the draft plan of subdivision have been tentatively reserved for use in this plan, with the exception of 'Tricker Crescent' which has already been tentatively reserved for another application and will need to be replaced.		A new name has been selected.
TOWN OF CALEDON, HERITAGE				
51.	Heritage Impact Assessment (HIA)	HIA comments are provided under a separate cover.		

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
52.		<p>Heritage staff require the following investigations prior to providing a final opinion on the conservation of the farmhouse:</p> <p>i. Removal of modern siding from the building exterior from the following locations to determine the nature and state of the original brick cladding:</p> <ol style="list-style-type: none"> 1. Corner of the front façade up to the mid-point of the building 2. Around minimum one window 3. Around the front doorway 4. At the connection between the tail and the main building <p>ii. Removal, from the interior, of the boarding covering the front entrance transom</p>		A site visit with removal of siding was conducted and it was determined that the house is no longer deemed as potential heritage.
53.		Heritage staff require that they be present at a site visit with the applicant and their heritage consultant when the above noted investigations occur.		A site visit with removal of siding was conducted and it was determined that the house is no longer deemed as potential heritage
54.		Following the site visit and prior to the second submission, the proponent must submit a revised HIA addressing Heritage staff's comments		N/A
55.	Heritage Conservation Requirements	<p>Should it be determined following further investigation that the building warrants protection, the following will be required:</p> <ol style="list-style-type: none"> 1. Structural Assessment <ul style="list-style-type: none"> o Prior to Draft Plan approval, the proponent must provide a structural assessment, undertaken by a qualified heritage engineer, who is a Professional CAHP member in good standing (or equivalent) to confirm whether the structure can be relocated and incorporated on a lot in the proposed Draft Plan. 		N/A
56.		2. Heritage Protection Plan: Prior to Draft Plan approval, the proponent must submit a Heritage Protection Plan (HPP). The HPP must:		N/A

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> o Identify immediate stabilization requirements and provide a schedule for their completion. o Demonstrate how the built heritage resource will be protected before, during and after construction. This Plan can take the form of written documents or drawings. Regardless of its final form, it needs to be easily referenced by those responsible for grading and construction. o The Heritage Protection Plan should include a maintenance schedule to ensure that the built heritage resource is monitored and any maintenance concerns addressed in a timely manner. 		
57.		<p>3. Heritage Conservation Plan</p> <ul style="list-style-type: none"> o As a condition of Draft Approval, the proponent shall provide a Heritage Conservation Plan (HCP), prepared by a qualified professional with expertise in heritage studies for the cultural heritage resource(s) on the property, to the satisfaction of Heritage staff at the Town of Caledon o The proponent shall provide financial securities as specified in the approved HCP plus an additional 30% contingency in a form satisfactory to the Chief Planner at the Town of Caledon. o Prior to the release of any securities, the proponent shall provide certification from a qualified heritage professional, to the satisfaction of Chief Planner at the Town of Caledon, confirming that all of the works as outlined in the HCP have been completed. 		N/A
58.		<p>4. Lot Concept Plan</p> <ul style="list-style-type: none"> o As a condition of Draft Approval, the proponent must provide a Lot Concept Plan showing the placement of the heritage house within the development, to the satisfaction of Heritage staff. 		N/A
59.	Archaeological Assessment	<p>The proponent provided the following archaeological assessment as part of the application submission:</p> <ul style="list-style-type: none"> o "Stage 1-2 Archaeological Assessment of the Argo Mayfield West I, II, and III Lands, 12156 and 12306 Chinguacousy Road, Part Lots 18 and 19, 		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		Concession 3 West, Former Geographic Township of Chinguacousy, Peel County, now Town of Caledon, Ontario”, prepared by Parslow Heritage Consultancy Inc., dated December 14, 2023.		
60.		<p>Stage 2 archaeological assessment resulted in the identification of three archaeological sites determined to have further cultural heritage value or interest:</p> <ul style="list-style-type: none"> o AkGx-735 (Indigenous Site) o AkGx-729 (Settler Site) o AkGx-736 (Settler Site) 		Noted.
61.		As identified on Map 8 of the archaeological assessment, a portion of the subject lands was not assessed due to NHS constraints. While Heritage staff acknowledge that this is to be NHS lands, MCM requires full assessment of subject lands as part of the development application process.		NHS Lands have been assessed and revised reporting has been submitted. No findings were found.
62.		No Ministry of Citizenship and Multiculturalism (MCM) compliance letter was provided as part of the submission.		We continue to work with the ministry to obtain clearance letters.
63.		<p>Heritage staff note the following errors in the archaeological assessment, that should be addressed if the report has not already been approved by the MCM:</p> <ul style="list-style-type: none"> o Pg. 12: Caledon Township was not formerly known as Albion. Albion Township is a different former Township on the east side of the Town of Caledon. Additionally, any history/description of Caledon Township is not relevant here from a Settler perspective, as the subject lands are in Chinguacousy Township. 		Noted. The Report will be revised.
64.		<p>Prior to draft plan approval, the proponent must:</p> <ul style="list-style-type: none"> o Retain a licensed archaeologist to carry out Stage 2 archaeological assessment of the previously unassessed lands with archaeological potential, as identified in Map 8 of the Stage 1 & 2 assessment of the subject lands. o Submit Supplementary Documentation for the Stage 1-2 archaeological assessment of the subject lands 		We request this be addressed as a Condition of Draft Approval in accordance with Section 7.20.12.2 of the Secondary Plan.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		o Provide MCM compliance letters for the Stage 1-2 and Stage 2 archaeological assessments.		
65.		As a condition of Draft Plan approval, the proponent must complete Stage 3 for the identified archaeological sites and, where warranted, Stage 4 archaeological assessments for AkGx-735, AkGx-729 and AkGx-736 and submit all MCM compliance letters for these assessments.		Noted.
66.		The applicant is encouraged to complete the archaeological assessment process as soon as possible, preferably prior to draft plan approval.		Noted.
67.		No demolition, construction, grading or other soil disturbances shall take place prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s) and the MCM compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.		Noted.
68.	Interpretive Feature	Given the significant cultural heritage value of the subject lands, Heritage staff require that an interpretive feature be installed in a park block within the proposed Draft Plan. The interpretive feature must include, but not be limited to, a free-standing heritage interpretive plaque no less than 24"x36" in size.		Noted.
69.		As part of Detailed Design, the owner shall submit detailed drawings and a cost estimate for the interpretive feature, to the satisfaction of the Town.		Noted.
70.		A clause shall be included in the Subdivision Agreement stating that the owner shall, prior to Assumption, implement the approved interpretive feature, at the sole cost of the owner, to the satisfaction of the Town, unless alternate construction arrangements are agreed upon with the Town.		Noted.
71.		A letter of credit shall be included in the Subdivision Agreement based on the approved drawings and cost estimate for the interpretive feature.		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
HydroOne				
72.	General	<p>Hydro One does not have any comments regarding this application. For reference below are requirements when working in vicinity to Hydro One plant.</p> <ul style="list-style-type: none"> a. Underground locates are obtained prior to excavation b. No open trenching within 1.5m of Hydro poles and/or anchors. c. Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore. d. PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels e. Ensure all industry standard utility separations and clearance minimums are maintained. f. Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work <p>Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received</p>		Noted.
MINISTRY OF TRANSPORTATION				
73.		<p>48. After review of the materials submitted for the above-described residential development, and in accordance with the PTHIA, the MTO offers the following comments:</p> <ul style="list-style-type: none"> a. The ministry has reviewed the location map for Town File 21T-24016C and the site falls outside the Focused Analysis Area land protection boundary for the Highway 413 project. The Highway 413 project team has no concerns 		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		<p>or comments on this proposal at this time. Please continue to include the MTO on any circulations.</p> <p>b. The overall road network of the Secondary Plan, (in particular the location of Street C as indicated in the Transportation Impact Study), remains of concern to the ministry due to proximity to the future Hwy 413 interchange ramps.</p>		

REGION OF PEEL

Patrick Amaral

patrick.amaral@peelregion.ca, 905-791-7800 ext. 4093

February 11, 2025

74.	Development Services	<p>In accordance with Bill 185, beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to water and wastewater servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end, the Region will continue to have an interest in community building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services.</p>		Noted.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
75.	Development Services	<p>The subject application has been submitted in advance of an approved Secondary Plan (OZ-24-004C) and an approved Tertiary Plan (OZ-25001C). The materials for this subdivision are to remain consistent with those submitted for the higher-order planning applications. Any updates or changes to the higher-order applications must be properly reflected in the subdivision submission materials.</p> <ul style="list-style-type: none"> Please note, in order for the Region to be in a position to provide conditions of Draft Plan Approval, the associated Alloo Secondary Plan and Tertiary Plan are required to be approved, including any necessary studies related a Servicing Strategy and a Development Staging and Sequencing Plan (DSSP) to the satisfaction of the Region. 		<p>The Alloo Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025. We request the concurrent review and approval of the Draft Plan together with the review of the revised community-wide supporting studies expected to be submitted shortly. The Phase 1 DSSP has been submitted to the Town for circulation.</p>
76.	Development Services	Updated PINs may be required at the request of the Region		Noted.
77.	General	Please be advised that the Region of Peel's Development Charges Collections By-law requires that Development Charges (DCs) for all hard services now be collected prior to the execution of the subdivision agreement.		The applicant may elect to participate in the Region's DC Deferral and Grant Program.
78.	Development Engineering	A servicing strategy satisfactory to the Region is required through the associated Secondary Plan (OZ-24-004C) and Tertiary Plan (OZ-25001C). Furthermore, a site-specific Functional Servicing Report (FSR) showing proposed watermain and sanitary sewer servicing plans for the developments		The Alloo Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8, 2025. A comprehensive suite of revised technical

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		and provision for the neighbouring lands, if any, will be required for review and approval, including confirmation of capacity, by the Region as part of the Draft Plan submission.		studies are being undertaken and expected to be resubmitted in support of the approved Secondary Plan, endorsed Tertiary Plan, and proposed Draft Plan of Subdivision. The applicable servicing strategies outlined in the Tertiary Plan-level FSR have been refined accordingly and is intended to support the Draft Plan.
79.	Development Engineering	A satisfactory servicing strategy and development staging and sequencing plan (DSSP) is required prior to the preparation of Regional conditions of Draft Plan approval		The servicing strategy will be submitted to the Town by way of the Phase 1 FSR. The DSSP has been submitted to the Town for circulation.
80.	Sanitary Sewer Facilities	<u>Sanitary Sewer Facilities</u> Municipal sanitary sewer facilities consist of existing 450mm diameter sewer on Tim Manley Avenue		Noted.
81.	Sanitary Sewer Facilities	External easements and construction will be required.		Noted.
82.	Water Facilities	<u>Water Facilities</u> The lands are in Water Pressure Zone 7 supply system.		Noted.
83.	Water Facilities	Existing infrastructure consist of a 600mm dia. (Zone 7) watermain on Chinguacousy Road.		Noted.
84.	Water Facilities	External easements and construction will be required.		Noted.
85.	Regional Roads	<u>Regional Roads</u> Regional roads are not adversely affected.		

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
86.	Public Health	<p>In collaboration with the Town of Caledon, Region of Peel has implemented policies requiring the submission of a health assessment with each development application. We have reviewed the Subdivision Plan against the HDA submitted in support of the broader Secondary Plan and offer the comments below:</p> <ul style="list-style-type: none"> o Please included sidewalks to a minimum of 1.5m on each side the street throughout the development. For Streets which include sidewalks on one side only, consider having sidewalks up to a 1.8 m in width. Additionally, confirm that lighting will be included within the Streetscape. o For the blocks which exceed 80 by 180 m in size, please confirm if there will there be pedestrian pathways to break up the block and provide further neighbourhood connectivity o Small scale HDA/ICI HDA will be required for each future submission/application for the Blocks 527 and 528. The tools can be found under the 'Resources' tab here: Healthy communities - peelregion.ca. Consider including mixed-use on the ground floor of the high rise residential uses to increase service proximity to commercial uses. 		<p>Please refer to the pedestrian Circulation plan. The development will comply with the sidewalk requirements. No pathways are currently being proposed for the few blocks that exceed 180 m in length.</p>
87.	Public Health	<p>Additionally, the following comments on the Green Development Standards have been based on the Secondary Plan HDA:</p> <ul style="list-style-type: none"> o 1.4 – The tool submitted in support of the Secondary Plan has reached a gold threshold on the Street Connectivity, Streetscape Characteristics and Efficient Parking metrics. Therefore, it satisfies this GDS requirement. o 1.6- This has been scored for the entire Secondary Plan, however after review of the subdivision, many of the proposed residential dwellings are within close proximity to a school, personal service and open space- within 800 m. Additionally, it appears that just over 75% of the dwellings are in 		<p>Noted.</p>

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		proximity to other neighbourhood amenities. Consider including mixed-use on the ground floor of the high-rise residential uses to increase service proximity to commercial uses.		
88.	Hydrogeological Review	<p>Staff have reviewed the Hydrogeological Study Letter of Assurance, prepared by Crozier, dated December 5, 2024, and require the following to be revised and addressed in the report:</p> <ul style="list-style-type: none"> o Door to door survey and contingency plan (potential well interference) can be deferred to detailed design. o Discharge Plan can be deferred to detailed design as can dewatering discharge plan. o Regional mapping (see Figure 24 Peel Groundwater Areas of Concern oakridgeswater.ca/wp-content/uploads/2024/11/20200818-MEMO-Peel-SWS-GW_Areas_of_Concern-v1.pdf) shows that the water table is within 4 m of ground surface and/or the Oak Ridges Aquifer Complex (ORAC) is greater than 5 m thick in area of subject lands.. It is recommended that dewatering estimates (volume and zone of influence) estimates be incorporated into subdivision plan. Dewatering estimates should be refined at detailed design to assist in the preparation of a discharge plan. 		We agree that these matters will be addressed at detailed design.
89.	Waste Management	The applicant is to confirm if the laneways are to have two-way directional vehicular travel. Provided that the laneway's have two-way direction travel, then Waste Management Plan can be finalized through the detailed design stage. If not, then the waste management plan will need to be resubmitted prior to draft plan approval to demonstrate the waste vehicle route and feasibility of waste collection.		Laneways will have two-way traffic.
90.	Waste Management	Prior to Plan of Subdivision Approval, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) conditions being met and labelled on a Waste Management Plan		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		submitted through the detailed design stage (pending confirmation of the above comment response related to laneways):		
91.	Waste Management	<p>The Waste Management Plan Must Demonstrate the Following:</p> <p>The Waste Collection Plan submitted are missing the following requirements, which must be verified and labelled on the drawings as per the waste-collection-design-standards-manual.pdf (peelregion.ca):</p> <p><u>Vehicle Access Route:</u></p> <p>The Waste Collection Vehicle access route throughout the complex, indicating turning radii and turning movements, must be clearly labeled on the drawing.</p>		This is shown on the updated Waste Collection Plan included in the resubmission.
92.	Waste Management	Outside the collection point, a clear height of 4.4 meters from the top of the access road, along the waste collection vehicle access and egress route, is required. This area must be free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.		Noted.
93.	Waste Management	Internal roadways must be constructed of a solid surface material, such as asphalt, concrete, or interlocking stone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.		Noted.
94.	Waste Management	The maximum grade permitted along the waste collection vehicle access route is 8 percent.		Noted.
95.	Waste Management	Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where forward movement is not possible, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in the WCDSM Appendices 2 and 3, respectively.		Noted.
96.	Waste Management	In a situation where a waste collection vehicle must reverse, the maximum straight back-up distance is 15 meters.		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
97.	Waste Management	For Laneways, the Waste Collection Vehicle can only collect from the right side of the vehicle.		Noted.
98.	Waste Management	Common collection points are not permitted, and residents must not place their waste carts on the opposite side of the street for safety reasons.		Noted.
99.	Waste Management	<u>Collection Point:</u> Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point.		Noted.
100.	Waste Management	The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars.		Noted.
101.	Waste Management	<u>Medium-High Density Residential Block</u> Through proceeding development stages for the Medium-High Density Residential Block a Waste Management Plan will be required to demonstrate how Section 2.0 and 4.0 of the WCDSM will be met for front-end collection of garbage and recyclable materials for residential units within the development.		Noted.
102.	Waste Management	<u>Elementary School</u> The waste collection review for the Elementary School block will be completed through a future development application review process.		Noted.
103.	Waste Management	<u>Private Waste Collection</u> Please note, private waste collection is required for non-residential waste within mixed-use residential buildings.		Noted.
104.	Waste Management	Additional comments: For more information, please consult the following:		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		o The Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf		

CREDIT VALLEY CONSERVATION ('CVC')

Trisha Hughes, Planner

trisha.hughes@cvc.ca, 905-670-1615 ext. 3250

February 3, 2025

105.	FSR for Tertiary Plan – Phase 1	FSR for Tertiary Plan – Phase 1 CVC previously reviewed and provided comments on the FSR by email on October 17, 2024. The stormwater management and engineering comments that still need to be addressed from our previous review (of the Subwatershed Study, the Scoped Servicing Study, and the FSR for Phase 1) are copied below.		Noted.
106.	FSR for Tertiary Plan – Phase 1	The quantity control and erosion control target release rate and target storage requirements as identified in Table 52, 55, and 56 of LSWS Phase 3 for future SWM facilities tributary to West Huttonville Creek are consistent with the latest version of Phase 2 of Heritage Heights Subwatershed study (March 2022), that is being revised/updated as mentioned in current submission. The erosion control and quantity control targets for West Huttonville Creek subwatershed will be revisited at EIR stage to confirm these targets at EIR stage. Please update the Section 17.3.1 and 17.3.2 and the Scoped Servicing Study accordingly.		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary Plan and endorsed Tertiary Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.
107.	FSR for Tertiary Plan – Phase 1	The approved Mount Pleasant Subwatershed Study (HFSWS) identifies quantity and erosion control targets at flow nodes and identifies the target storage and release rates for erosion control and 2 to 100-year storm events, however, it does not provide target discharge rate for SWM Ponds during Regional storm		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		<p>event. According to the “EIR Requirements” identified in HFSWS Phase 3 report (Phase 3: Management Strategies and Implementation Plan, Subwatershed Study for The Huttonville and Fletcher’s Creeks, North West Brampton, Section 3.3.1), verification of post to pre-development flow at target flow nodes and verification of critical flow durations meeting existing durations at target flow nodes will be required using the HFSWS subwatershed study HSP-F hydrologic model. Please update 17.3.1 and 17.3.2 of the LSWS Phase 3 report and the Scoped Servicing Study to reflect these requirements.</p> <p>Please also update the Phase 1 FSR accordingly.</p>		<p>Plan and endorsed Tertiary Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.</p>
108.	FSR for Tertiary Plan – Phase 1	<p>Section 18.1.2. Stormwater Management (LSWS Phase 3) indicates “Urbantech Drawing 2.4 (See Figure 29) shows multiple employment blocks in the southwest corner of the subject area, which drain to flow node H3 in the East Huttonville Creek, and flow node F2 in Fletcher’s Creek”. However, according to URBANTECH Drawing 2.4 (Figure 29) and Section 2.3 of the submitted Scoped Servicing Study, some of these employment blocks drain to Flow Node HW. Please update section 18.1.2 of LSWS consistent with the submitted Scoped Servicing Study (Urbantech, July 2024).</p>		<p>The LSWS is being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory LSWS prior to registration of the subdivision.</p>
109.	FSR for Tertiary Plan – Phase 1	<p>Assessing the capacity of the conveyance downstream of the proposed SWM facilities, including safe conveyance of emergency overflow will be reviewed at EIR stage. Please update LSWS Phase 3 report the Scoped Servicing Study accordingly.</p>		<p>The LSWS and SSS are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory LSWS / SSS prior to registration of the subdivision.</p>
110.	FSR for Tertiary Plan – Phase 1	<p>Private on-site SWM facilities are proposed for employment blocks in the southwest corner of the subject area and for blocks of medium and high-rise development adjacent to Chinguacousy Road. Based on Table 56 and the Scoped Servicing Study, all these facilities are required to provide Regional control. Note that CVC do not support the provision of Regional control using</p>		<p>The LSWS, SSS, and Phase 1 FSR are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory LSWS / SSS / Phase</p>

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		SWM quantity control facilities in private ownership and it is our understanding that MECP requires individual ECA for SWM facilities in private ownership. Please consult with MECP and Town of Caledon for their requirements for Regional control facilities in private ownership, and update LSWS Phase 3 report and the Scoped Servicing Study accordingly. Please also update Section 2.5.5 of the Phase 1 FSR accordingly.		1 FSR prior to registration of the subdivision.
111.	FSR for Tertiary Plan – Phase 1	Staff have also reviewed the FSR – Phase 1 Tertiary Plan by Urbantech and provide the following comments: Section 2.1 of the FSR indicates <i>"The guidelines established in the Local SWS form the foundation for the integrated stormwater management strategy proposed for the Phase 1 Tertiary Plan area"</i> . The Alloa Secondary Plan Area and the Scoped Servicing Study for Alloa Secondary Plan Area were reviewed and the above comments are to be addressed in both studies at this stage		The LSWS and SSS are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory LSWS / SSS prior to registration of the subdivision.
112.	FSR for Tertiary Plan – Phase 1	Section 2.5.6 of the FSR indicates that the proposed SWM ponds will have multiple outlets including and emergency outlet structure. Please provide a preliminary design of the pond outlet structure to include the emergency overflow and demonstrate through preliminary calculations that the emergency outlet structure and the downstream crossing can safely convey the greater of post development uncontrolled 100-year and Regional peak flows.		The Phase 1 FSR is being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 FSR prior to registration of the subdivision.
113.	EIS/EIR for Tertiary Plan – Phase 1	EIS/EIR for Tertiary Plan – Phase 1 A hydrologic verification was completed by Urbantech for wetland W19 as part of the Mount Pleasant Block Plan 51-2 (Brampton) development, and in addition to roof drainage from the subdivision within Block 51-2, a flow splitter and a clean water pipe was installed to convey up to 2-year peak flow from approximately 31 ha of external undeveloped areas north of Mayfield Road to wetland W19. Based on the Alloa Phase 1 FSR, the existing flow from undeveloped areas north of Mayfield will be replaced by outflow from a SWM		The Phase 1 EIR / FSR are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 EIR / FSR prior to registration of the subdivision.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		pond with a slightly larger drainage area (36.5 ha). In the FSR and EIR/FSR, please provide calculations as part of an updated feature based water balance for wetland W19 (within Block 51-2 in Brampton), and discuss potential impacts and mitigation measures to demonstrate how the hydrology will be maintained.		
114.	EIS/EIR for Tertiary Plan – Phase 1	Appendix I (Fluvial Geomorphology Figures and Headwater Drainage Feature Assessment Report, GEO Morphix, October 29, 2024) of the EIS/EIR includes HDF management recommendations for the different reaches. The proposed management for Reaches FC-1A to FC-1E (portions on non-participating properties at this time) appear to be unresolved. Although reach FC-1B and FC-1D were assessed as Conservation, because the reach is piped downstream for 600m, the report recommends that the management of this feature be revised to Mitigation in consultation with the Town and CVC. There is also mention of exploring opportunities to realign or replicate this tributary elsewhere in the Secondary Plan Area. Further, reach FC-1C (non-participatory) does not appear to be fully assessed. We need clarification on how Reaches FC-1A to FC-1E will be treated, especially since the Phase 1 Tertiary Plan shows these areas proposed for development, the feature traverses non-participating properties, and Draft Plan 21T-24016C shows proposed development disconnecting reaches FC-1C and FC-1E. A meeting should be scheduled with the applicant's consultants and the appropriate Town and CVC staff to discuss further.		We understand the consultants have met and discussed this matter with the CVC.
115.	EIS/EIR for Tertiary Plan – Phase 1	<p>The EIS/EIR doesn't appear to complete its plan for reaches FC-2B/FC-2A (wetland offsetting area). There was also no conceptual drawing for the replacement of drainage feature FC-2A (of 194m). This should be reviewed and discussed in the EIS/EIR.</p> <ul style="list-style-type: none"> Please note that CVC staff continue to advocate for an upstream connection by way of enhancing linkage to the northern system, thus creating a North-South linkage, and supporting the existing 		The Phase 1 EIR is being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 EIR prior to registration of the subdivision.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		water resource system south of Mayfield Road. This would be a similar approach to the north-south linkage in the Mount Pleasant Secondary Plan Area of Brampton (Block Plan 51-2) and can help to further the function of water resource systems downstream.		
116.	EIS/EIR for Tertiary Plan – Phase 1	There is an inconsistency on the planning of the wetland offset at 1850 Mayfield Road. Although the land use plans of the NHS (Compensation) block do show an area of 3900m ² , page 75 of the EIS/EIR mentions that the removal of 2070m ² of wetland will be offset with an area of 2083m ² ; while page 86 states that the offset will be 1:1. Please confirm. Please also provide a conceptual offsetting plan for this wetland in the FSR and the EIS/EIR.		The Phase 1 EIR / FSR are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 EIR / FSR prior to registration of the subdivision.
117.	EIS/EIR for Tertiary Plan – Phase 1	According to Figure 2.4A of the FSR, a clean water pipe is proposed to collect 0.75 ha roofs/foundations to provide inflow to the proposed wetland compensation area; however, no calculations are provided to support the proposed source. As an alternative to the proposed roof/foundation drain, outflow from the stormwater pond can be explored as a source of water. We understand that identifying the required water (volume, frequency, duration) to support the proposed wetland compensation may not be feasible at this stage. CVC staff suggest an adaptive management approach be discussed in the EIS/EIR, to incorporate flexibility to adjust the flow towards the future wetland, and leave it to detailed design to confirm the source.		The Phase 1 EIR / FSR are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 EIR / FSR prior to registration of the subdivision.
118.	EIS/EIR for Tertiary Plan – Phase 1	CVC staff recommend the use of our Buffer Planting Guideline (https://cvc.ca/document/57660/) to determine planting densities within our jurisdiction, particularly within regulated areas.		Noted.
119.	Concluding Comments	Should you have any questions on the above, please let us know. With the next submission, the applicant should provide a comment response matrix identifying how the above comments have been addressed. Additional comments may be provided upon review of the response and the revised reports.		Noted. A separate Comment-Response Matrix addressing CVC comments will be provide in conjunction with the submission of the Community-wide studies.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
120.	Concluding Comments	Please note that portions of the Phase 1 lands are regulated by CVC, and a CVC permit will be required prior to any future development proposed in the regulated areas. Future guidance on CVC permitting requirements will be provided in the detailed design stage.		Noted. Required permits will be obtained at the detailed design / site alteration stage.

DUFFERIN-PEEL CATHOLIC DISTRICT SCHOOL BOARD ('DPCDSB')

Krystina Koops, Planner

krystina.koops@dpcdsb.org, (905) 890-0708, ext. 24407

January 28, 2025

121.	General Comments	<p>The applicant proposes the development of 444 detached, 411 townhouse units and a medium density block, which are anticipated to yield:</p> <ul style="list-style-type: none"> • 128 Junior Kindergarten to Grade 8 Students; and • 66 Grade 9 to Grade 12 Students 		Noted.															
122.	General Comments	<p>The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:</p> <table border="1"> <thead> <tr> <th>Catchment Area</th><th>School</th><th>Enrolment</th><th>Capacity</th><th># of Portables / Temporary Classrooms</th></tr> </thead> <tbody> <tr> <td>Elementary School</td><td>St. Aidan</td><td>416</td><td>435</td><td>5</td></tr> <tr> <td>Secondary School</td><td>St. Edmund Campion</td><td>1812</td><td>1542</td><td>16</td></tr> </tbody> </table>	Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms	Elementary School	St. Aidan	416	435	5	Secondary School	St. Edmund Campion	1812	1542	16		Noted.
Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms															
Elementary School	St. Aidan	416	435	5															
Secondary School	St. Edmund Campion	1812	1542	16															
123.		The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the Town of Caledon include the following school accommodation condition:		Noted. This will be included as a condition of draft approval.															

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		"Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."		
124.	Conditions of draft approval	<p>DPCDSB requests that the following conditions be incorporated in the conditions of draft approval:</p> <p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.</p>		Noted. This will be included as a condition of draft approval.
125.	Conditions of draft approval	<p>2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>		Noted. This will be included as a condition of draft approval.
126.	Conditions of draft approval	DPCDSB will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
PEEL DISTRICT SCHOOL BOARD ('PDSB') Zach Tessaro, Planner zach.tessaro@peelsb.com 905-890-1010, ext. 2217 February 6, 2025				
127.	General	The anticipated student yield from this plan is as follows: Kindergarten to Grade 8: 261 students Grade 9 to 12: 99 Students		Noted.
128.	General	The students generated from this development would reside within the boundaries of the following schools: Alloa P.S. School Enrolment- 532 School Capacity- 625 Number of Occupied Portables- 4 Mayfield S.S. School Enrolment- 1,865 School Capacity- 1,734 Number of Occupied Portables- 6		Noted.
129.	General	Please provide a unit breakdown for the medium density block in order for us to provide accurate yields for this portion of the development.		Total of medium-high density block = 3.32ha Estimated unit yield 100 uph Possible unit yield = 332 units
130.	Conditions of Draft Plan Approval	The PDSB requires the inclusion of the following conditions in the Conditions of Draft Plan Approval and Subdivision Agreement:		Noted. This will be included as a condition of draft approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		1. Prior to final approval, the town of Caledon shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Boards for this plan.		
131.	Conditions of Draft Plan Approval	<p>2. Prior to final approval, the Peel District School Board is to be satisfied that the following provisions are contained in the Subdivision Agreement and on all offers of purchase and sale for a period of ten years after registration of the plan:</p> <p>2.1 "whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Accommodations Department of the Peel District School Board to determine the exact schools."</p>		Noted. This will be included as a condition of draft approval.
132.	Conditions of Draft Plan Approval	2.2 "Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M and P.M hours and during special events."		Noted. This will be included as a condition of draft approval.
133.	Conditions of Draft Plan Approval	2.3 "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bust Stop Assessment (STOPR012) procedure and process".		Noted. This will be included as a condition of draft approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
134.	Conditions of Draft Plan Approval	3. That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.		Noted. This will be included as a condition of draft approval.
135.	Conditions of Draft Plan Approval	4. Any amendment or adjustment to the proposed subdivision that would result in an increase of proposed residential units should address to the satisfaction of the Peel District School Board the adequacy of school capacity to support the increase in proposed residential units beyond Block Number 528.		Noted. This will be included as a condition of draft approval.
136.	Conditions of Draft Plan Approval	5. The developer shall agree to install fencing to municipal standards. We request the fence to be 1.8 meters (6 feet) in height, 6-gauge black vinyl chain link fence running along the property. The fence is to be supported with a rail at the bottom and one at the top of the fence.		Noted. This will be included as a condition of draft approval.
137.	Conditions of Draft Plan Approval	6. The developer shall agree to post and maintain "No Dumping" stop signs along the perimeter fence as required by the Peel District School Board.		Noted. This will be included as a condition of draft approval.
138.	Conditions of Draft Plan Approval	7. The developer shall agree that there will be no stockpiling of topsoil (or other material) on the school site. A clause and securities shall be included in the servicing agreement which prohibits the stockpiling of any soils on Block Number 528.		Noted. This will be included as a condition of draft approval.
139.	Conditions of Draft Plan Approval	8. The developer shall agree to confirm in writing to the Peel District School Board that capacity for a new school with regards to natural gas and hydro is adequate.		Noted. This will be included as a condition of draft approval.
140.	Conditions of Draft Plan Approval	9. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such		Noted. This will be included as a condition of draft approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		easements be approved by the Peel District School Board prior to their establishment on the proposed school site.		
141.	Conditions of Draft Plan Approval	10. The developer will ensure that community mailboxes are not located along the frontage of the school (Block Number 528).		Noted. This will be included as a condition of draft approval.
142.	Conditions of Draft Plan Approval	11. The developer shall agree that during construction of the surrounding development they will provide any traffic control as required by the municipality at no cost to the Peel District School Board.		Noted. This will be included as a condition of draft approval.
143.	Conditions of Draft Plan Approval	12. The developer shall agree that the stormwater management design of the proposed subdivision must incorporate Block Number 528 in the analysis.		Noted. This will be included as a condition of draft approval.
144.	General	<p>The Board wishes to be notified of the decision of Council with respect to this proposed application.</p> <p>If you require any further information, please contact me at zach.tessaro@peelsb.com or 905-890-1010, ext. 2217.</p>		Noted. The School Board will be circulated the Notice of Draft Plan Approval.

BELL CANADA

Mohammad Bangee

mohammad.bangee@bell.ca

January 16, 2025

145.	Conditions for approval	1)The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.		Noted. This will be included as a condition of draft approval.
146.	Conditions for approval	2)The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements		Noted. This will be included as a condition of draft approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		at their own cost. Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.		
147.	Conditions for approval	The Owner acknowledges and agrees that it is the responsibility of the Owner to provide entrance/service duct(s) at their own cost from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner shall be required to pay for the extension of such network infrastructure.		Noted. This will be included as a condition of draft approval.
148.	Conditions for approval	If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.		Noted. This will be included as a condition of draft approval.
149.	Concluding Comments	To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations. If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact circulations@bell.ca directly.		Noted.