

	STAFF COMMENTS	ACTION BY	RESPONSE
Planning Department April 11, 2025 – Tanjot Bal			
	In response to the submission received December 19, 2024, please find a summary of all comments from relevant internal and external agencies below.		
	Town of Caledon, Planning, Development		
	Planning Justification Report		
1.	The PJR addendum and the DSSP does not confirm the statement that this development achieves a minimum density of 150 residents and jobs per hectare. Please provide a breakdown of the numbers to confirm this is achieved.	HPGI NAK	<p>As directed by the Town, GSAI recalculated the job numbers for the MTSA, excluding work-from-home jobs to align with planning policy. The Town has reviewed and approved this revised methodology, which is outlined in the Density Planning Justification memo dated November 2024.</p> <p>As per the memo, the density target of 150 people and jobs per hectare applies to the entire delineated MTSA, not to individual parcels. Recalculating the people and jobs per hectare solely for the Humber-King area would not be appropriate, as it contains predominantly residential uses. Isolating the calculation to a smaller area would misrepresent how the broader MTSA functions in supporting transit-oriented development.</p> <p>The Development Staging and Sequencing Plan has been updated to reflect the full MTSA boundary and incorporate the updated employment statistics outlined in GSAI’s November 2024 memo.</p>
2.	The Town encourages additional residential units to be provided. Please confirm if any of the dwelling units will provide ARUs as an option to prospective purchasers.	HPGI	Additional residential units (ARU) will be further considered prior to construction.
	Draft Plan		
3.	Please revise the draft plan to include temporary cul-de-sacs, where necessary. Alternatively, the subdivision agreement will include wording that does not permit the development to proceed until such time as the surrounding roads have been constructed.	HPGI	The draft plan has been updated to include the temporary cul-de-sacs as requested. However, we would like to note that we do not consider the temporary cul-de-sacs necessary for this development. Please refer to the Draft Plan of Subdivision prepared by HPGI (revised on April 19, 2025).
	a. Note: The adjacent subdivision (21T-22001C) has included temporary cul-de-sacs on their land and lands part of this subdivision. The inclusions of temporary cul-de-sacs may require certain blocks to become future development blocks. Only one of those cul-de-sacs are shown on this plan (north of Park Block 46).	HPGI	Noted, refer to the Draft Plan of Subdivision prepared by HPGI (revised on April 19, 2025).
	Policy		
4.	Strategic Policy Planning has reviewed the Development Staging and Sequencing Plan with reference to density calculations for the proposed development located within the Caledon GO Major Transit Station Area (MTSA). It is noted that a total of 2,144 jobs are planned as part of the proposed development across Phases 1 to 4. However, of these 2,144 jobs, only 137 retail jobs are planned for Phase 1, and 246 retail jobs for Phase 2. The remaining jobs account for 9.57% of the planned population for all development phases, and it is unclear how these jobs will be generated on-site.	NAK	<p>The 2,144 jobs number includes residentially based employment, such as work-from-home. The stats within the Development Staging and Sequencing Plan have been updated to exclude work-from-home jobs numbers.</p> <p>Please refer to the Density Planning Justification Addendum prepared by GSAI (dated November 22, 2024), which satisfies jobs numbers for the Town.</p>
5.	Planning staff are concerned about the planned number of jobs within the MTSA on the subject lands, particularly noting the lack of business and office-related jobs. The Caledon GO MTSA should be developed as a hub of economic and community activity, and a balanced mix of uses that support the provision of frequent transit service is desired.	NAK HPGI	<p>As per Section 3.8 in the Caledon Station Community Design Guidelines, most of the Humber-King lands fall within the Neighbourhood 1 area boundary, and are predominantly comprised of residential uses. Although, two medium density blocks and the mixed-use block fall within The Hub boundary, they provide opportunities for residentially based employment, such as work-from home.</p> <p>Directly north of the Humber-King lands is The Hub. In addition to the business and office-related jobs, it will also include potential live-works and shared work spaces within the higher density blocks, which will support economic and community activity, as well as future transit service. Being adjacent to The Hub, residents in Neighbourhood 1 will have the ability to</p>

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			conveniently access the designated commercial and mixed-use blocks with amenities and services located in the Hub.
6.	Planning staff have had previous discussions with the landowners and consultants on the adjacent application (refer to Town Application files: POPA 2021-0002, 21T-22001C, RZ 2022- 0002, 21T-22002C, RZ 2022-0003) regarding the approach of calculating the “number of jobs” for density purposes. Accordingly, please revise the calculation by including employment generated on-site through non-residential gross floor area (GFA) as part of the proposed development. Please also, provide a calculation that clearly demonstrates that the subject lands are planned to meet a minimum density of 150 combined residents and jobs per Ha.	NAK HPGI	Refer to Comment No. 1.
	Urban Design		
7.	We have no comments for the layout of the draft Plan of subdivision.	HPGI	Noted.
8.	The following comments / requirements are applicable as a condition of draft plan approval.		No action required at this time. Conditions of draft plan approval.
	a) The applicant agrees to implement the design provisions of Caledon’s “Residential Development” as contained in the most updated “Town wide Design Guidelines” and site-specific Community Design/Architectural Control Guidelines.		
	b) The applicant shall select an approved Control Architect (CA) from the short list of firms established by the Town and inform the Town.		
	c) The Site-specific Community Design Guidelines/Architectural Control Guidelines/addendum shall be approved to the satisfaction of the Town.		
	d) That the Control Architect (CA) shall provide to the Town, prior to the Issuance of a Building Permit, a Clearance Letter certifying their final review and approval of all models and site plans to be developed within the registered plan of subdivision and complying with the TWDG and area specific Community Design/Architectural Design Guidelines.		
	e) The Control Architect shall ensure that their signed and dated Architectural Control Review Stamp is affixed to all approved elevations and site plan drawings when submitting for building permit.		
	f) That the Control Architect shall provide to the Town, a Final Completion Letter after all houses are 100% constructed within the respective phases of the plans of subdivision and to the CA’s satisfaction.		
9.	We saw that there are two documents provided for the draft plan of subdivision-ADG and UDB. Please note we will require only one document “Architectural Control Guidelines (ACG)” for the plan of subdivision. Also note that separate UDB will be required for the medium density and mixed use blocks. We’d recommend combining both ADG and UDB as one and mark it as ACG.	NAK	We advise to move forward with updating the UDB and ADG as separate documents. Initial submission of the two documents predates current requirements for one document for draft plan of subdivision. Additionally, the ADG will be rebranded as the “Architectural Control Guidelines.” Guidelines for the medium density and mixed-use blocks are in the UDB, which also includes a demonstration for the mixed-use block. A block demonstration including prescriptive design strategies for the medium density block will be amended into the UDB at site plan approval stage.
10.	Please ensure that the ACG is concise and comply with the Caledon Station CDG as well as the most updated TWDG. Delete repetitive sections.	NAK	Acknowledged.
11.	Although most of the built form comprises of townhouses, its good to have a priority lot plan as certain townhouse blocks requires enhancements because of its priority location.	NAK	Priority Lot Plan is identified in the Architectural Design Guidelines (now branded as the Architectural Control Guidelines)
12.	For Implementation section of the ACG, please refer section 13.1.2.1 of the updated TWDG and include relevant wording. Include also that UDB will be required for the medium density and mixed use blocks at the site plan stage.	NAK	Item 1 - Acknowledged. Item 2 – Guidelines for the medium density and mixed-use blocks are provided in the UDB, including a mixed-use block demonstration. A block demonstration including prescriptive design strategies for the medium density block will be amended into the UDB at site plan approval stage.
13.	Please proofread carefully and ensure that this document is prepared for Caledon.	NAK	Acknowledged.
	Heritage		
14.	The following clauses (slightly revised from previous) are to be included as part of future agreements related to the development application:	Owner	Conditions of draft plan approval. No action required at this time.
	a) The Owner shall avoid and/or mitigate, to the satisfaction of the Ministry of Citizenship and		

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	Multiculturalism (MCM) and the Town, any archaeological resources that are identified through new information or documentation which may be received following the acceptance of archaeological assessment(s) by the MCM and clearance of archaeological concerns for the subject lands by the Town.		
	b) The Owner shall immediately stop all work on the Subject Lands and notify the Town’s Heritage staff, Director of Planning, and the MCM in the event that deeply buried archaeological resources are found during the course of any grading or related works on the Subject Lands. Any and all work related to the discovery of deeply buried archaeological resources shall be carried out by the proponent, at their expense, to the satisfaction of the MCM and the Town’s Heritage staff.		
	Landscape		
	Recommended Draft Conditions:		No action required at this time. Conditions of draft plan approval.
15.	Prior to any grading, servicing, tree removal, topsoil stripping, dumping or removal of fill, or altering the lands in any way, the Owner shall enter into the applicable grading/servicing agreement with the Town. The Owner shall post all necessary securities and pay all necessary fees as required by the Town. The Owner is also required to obtain the necessary clearances for all other applicable draft plan conditions associated with grading, servicing or altering the lands in any way.		
16.	a) Prior to the execution of the Tree Removal, Grading, Servicing Agreements or stripping of topsoil, whichever comes first, the Owner shall retain a Certified Arborist or Registered Professional Forester to prepare a Tree Inventory and Preservation Plan Report to the satisfaction of the Town. The report and plans shall document and inventory all existing trees within and adjacent to the subject lands and provide an assessment of significant trees to be preserved, removed or monitored together with the proposed methods of tree protection and preservation of endangered species remedial/ compensation planting, and the removal of invasive species. The report shall also indicate if a subsequent hazard tree monitoring report is required.		
	b) A clause shall be included in the Tree Removal (if applicable), Grading, Servicing and Subdivision Agreements stating that the Owner shall retain the same Certified Arborist or Registered Professional Forester to carry out, or cause to carry out, in a timely manner, the recommendations set out in the report and plans to the satisfaction of the Town. The consultant is required to certify in writing, that the removals have been completed as per the approved Report and Plans. An additional certification from the same certified arborist or Registered Professional Forester will be required prior to assumption, confirming that any long-term requirements and recommendations in the report have been carried out, to the satisfaction of the Town.		
	c) A clause shall be included in the Tree Removal (if applicable), Grading, Servicing and Subdivision Agreements stating that it is the sole responsibility of the Owner for ongoing maintenance and repairs to tree protection fencing to the satisfaction of the Town until assumption.		
	d) A clause shall be included in the Subdivision Agreement stating that the Owner, prior to assumption, retain the same Certified Arborist or Professional Forester to provide a final certification confirming that the requirements and recommendations set out in the Tree Preservation and Protection Plan have been adhered to and achieved to the satisfaction of the Town.		
	e) Prior to tree removal, any trees located on the property line or on the adjacent property that are proposed to be removed, pruned or injured, will require written consent from the adjacent landowner. All correspondence is to be forwarded to the Town prior to any removals or injury.		
17.	Prior to the execution of the Subdivision Agreement, the landscaping drawings must be approved and signed by the Town.		
18.	Prior to servicing, the Owner shall submit Detailed Landscape Drawings prepared by a Certified Landscape Architect for the development, to the satisfaction of the Town. The Landscape Drawings shall address, but not be limited to, landscaping and signage in and around stormwater management block, planting plans for any Low Impact Development ("LID") measure, walkway blocks, trail, required streetscaping, noise attenuation blocks, measures to protect existing vegetation, compensation planting for vegetation removal, fencing for the		

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	delineation between Town and private owned lands, all to the satisfaction of the Town. The Landscape Construction Drawings shall be completed in accordance with the Town of Caledon Official Plan, Recreation and Parks Masterplan, Caledon Station Community Design Guidelines, CEISMP and the most current version of the Town of Caledon Landscape Standards and Design Guidelines and the most current version of the Town of Caledon Development Standards, Policies and Guidelines.		
19.	A clause shall be included in the Subdivision Agreement stating that the Owner shall, prior to preliminary acceptance of landscape works, implement the approved Landscape Drawings, at the sole cost of the Owner, to the satisfaction of the Town.		
20.	a) Prior to first submission of Detailed Landscape Drawings, the Owner is encouraged to submit the conceptual landscape designs prepared by a Certified Landscape Architect for the development, to the Town for review and acceptance. The conceptual landscape design shall include, but no be limited to fencing layout, all to the satisfaction of the Town.		
	b) Prior to first submission of Detailed Landscape Drawings, the Owner is encouraged to submit Park Facility Fit Plan(s) with the consideration for LID features proposed within Park block prepared by a Certified Landscape Architect for the development, to the Town for review and acceptance.		
	c) Prior to first submission of Detailed Landscape Drawings, the Owner is encouraged to submit a Trail Plan prepared by a Certified Landscape Architect for the development, to the Town for review and acceptance.		
	d) Prior to first submission of Detailed Landscape Drawings, the Owner shall determine through consultation with the Town for the Tree compensation requirements. The Owner shall submit the conceptual tree compensation plan(s) prepared by a Certified Landscape Architect for the development, to the Town for review and acceptance. In circumstances where compensation planting cannot occur on site, prior to the execution of the Subdivision Agreement, the Owner shall pay cash-in-lieu of tree compensation in accordance with the Town policies.		
21.	a) Prior to first submission of Detailed Landscape Drawings, the Owner shall determine through consultation with the Town for the eligible green infrastructure features. The green infrastructure features must comply with specifications in the GDS and other Town standards and guidelines.		
	b) Prior to servicing, the Owner shall submit Detailed Landscape Drawings prepared by a Certified Landscape Architect for the development, that meet the minimum green cover targets, soil volumes and plant species requirements as outlined in the GDS and other Town standards and guidelines, to the satisfaction of the Town.		
	c) Prior to the execution of the Subdivision Agreement, the Owner shall submit a 2-year watering and maintenance program prepared by a Certified Landscape Architect for the development, to the satisfaction of the Town.		
22.	A clause shall be included in the Subdivision Agreement stating that the Owner shall be responsible for ongoing maintenance, repairs and replacements of all implemented landscape items including but not limited to street trees and boulevard the cleanup of all refuse, waste and debris and cut grass on all stormwater management facilities, non-residential frontages and walkway blocks to the satisfaction of the Town until assumption of the Plan		
23.	a) Prior to servicing, the Owner shall submit Pedestrian/Trail Linkage Plan(s) prepared by a Certified Landscape Architect for the development, to the satisfaction of the Town.		
	b) Prior to the execution of the Subdivision Agreement, the Owner shall fully secure the cost for the implementation of the approved Pedestrian/Trail Linkage Plan(s).		
	c) Landscape completion dates for the Pedestrian/Trail Linkage works, maintenance and warranty periods shall be in accordance with the most current version of the Town of Caledon Development Standards Manual and Landscape Guidelines.		
	d) A clause shall be included in the subdivision agreement stating that the Owner shall implement the approved Pedestrian/Trail Linkage Plan(s), prior to preliminary acceptance of landscape works, at the sole cost of the Owner, to the satisfaction of the Town.		

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24.	a) Prior to servicing, the Owner shall submit Detailed Homebuyers information Map prepared by the subdivision owner (developer) or its’ agents, to the satisfaction of the Town. The Detailed Homebuyers Information Map shall indicate the proposed development in the secondary plan, land uses and recreational facilities (including but not limited to residential, mixed-use, schools, parks, natural areas, and trails), all local aboveground utilities and all Canada Post Community Mailbox site locations.		
	b) A clause shall be included in the Subdivision Agreement stating that Prior to registration, the Owner shall provide proof of the display of Detailed Homebuyers information Map available for purchasers, in a place readily available to the public within the Sales Office, to the satisfaction of the Town.		
25.	In the alternative, if a Sales Office does not exist, the owner shall provide promotional advertising material (i.e. brochures, websites, etc.) that include information regarding land uses and recreational facilities available for purchasers, to the satisfaction of the Town.		
26.	A clause shall be included in the Subdivision Agreement stating that the Owner shall not use any park or walkway block for stock piling or storage of any construction materials, including topsoil.		
27.	Clauses shall be included in the Subdivision Agreement requiring that all landscape works, streetscape features and compensation planting are to be implemented in conformance with the approved Landscape Drawings and Caledon Station Community Design Guidelines.		
28.	A clause shall be included in the Subdivision Agreement stating that, prior to assumption, the Owner shall submit a final certification from the same Certified Landscape Architect confirming that all deficiencies have been addressed and warranty periods have expired and the final verification and acceptances have been granted from the Town’s Landscape Architect. Certification shall be accompanied with all submission documents as required in the most current version of the Town of Caledon Subdivision Manual and Development Standards.		
29.	a) A clause shall be included in the Subdivision Agreement stating that all topsoil from the original subdivision stockpile and imported soils shall be tested.		
	b) Prior to preliminary acceptance of Landscape Works, the Owner shall provide at their expense, a soil analysis report to the Town for all soil and topsoil placed on development. If amendments are required, a pre- and post-test analysis report will be required.		
30.	A clause shall be included in the grading, servicing and subdivision agreements stating that no utility boxes or easements will be permitted within the park block or along any street frontage of a park block. If the utility boxes or easements are necessary for servicing the Park, they shall be sited to the satisfaction of the Commissioner of Planning & Development/ Chief Planner or their designate.		
31.	A clause in the subdivision agreement should indicate that the owner will be responsible to maintain the park block including grass cutting and debris removal until park construction commences or at time of Assumption, whichever comes first.		
32.	Prior to servicing, the Owner shall submit Detailed Park Drawings for Park Block #46 prepared by a Certified Landscape Architect, to the satisfaction of the Commissioner of Planning & Development/ Chief Planner or their designate. The Park Construction Drawings shall include detailed electrical and lighting plans with photometric completed and stamped by a Certified Engineer.		
33.	A clause shall be included in the Subdivision Agreement stating that ‘The Owner shall provide the Town with cash or letter of credit to cover the Town approved estimate for the cost of implementation of the Park Base Development for the Park Block to the satisfaction of the Commissioner of Planning & Development/ Chief Planner or their designate’.		
34.	A clause in the subdivision agreement should indicate that prior to Preliminary Acceptance of Landscape Works or within three (3) months after 50% occupancy of the residential lots in the subdivision, whichever comes first, the Owner will be fully responsible for implementation of certified park base conditions for park block # 46 without any means of development charge credits. The base conditions require general seed establishment and engineering certification.		
35.	Park base conditions include the following items:		
	a) Installing and/or maintaining vegetation preservation fencing in accordance with the Town approved plans, and reports		

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	<p>b) Rough and fine grading of all proposed soft landscape areas with a minimum of 300mm (12”) topsoil. The elevations should be at proposed finished, final grade. The entire park is to be then seeded as per the approved temporary seeding mix.</p> <p>c) Compacted engineered fill shall be installed under all proposed hard surfaced areas. The engineered fill is to be installed to bottom of granular sub-base elevation of the hard surface. Compaction testing shall be conducted at key locations. All testing reports are to be submitted to the Town of Caledon.</p> <p>d) All proposed culverts, catch basins and pipe connections within the Park Block shall be installed.</p> <p>e) All catch basin top of grates shall be installed at the proposed finished, final grade. All catch basin pipe connections shall be installed below frost level. Pipe connections shall be insulated where installation below frost level cannot be obtained within the design.</p> <p>f) All nondecorative (structural) retaining wall systems shall be designed and installed. Detailed construction drawings shall be certified and stamped by a licensed, registered professional engineer. Upon completion, a stamped and signed certification letter from the consulting engineer on record shall be submitted to the Town verifying that the nondecorative (structural) retaining wall systems have been implemented as per the approved drawings.</p> <p>g) All proposed perimeter chain link fencing shall be installed. The remaining perimeter of the park block shall be enclosed with temporary construction fence and where chain link fencing is not proposed, in order to prevent encroachments and/or illegal dumping of debris.</p> <p>h) All required Region of Peel approved site services (water, sewer and sanitary) are to meet or exceed the most up to date Region of Peel standards and shall be installed up to the park block property line. Where water services are required (eg. splash pad, washroom, yard hydrant), a Region of Peel approved, appropriately sized meter chamber with shut off valve shall be installed within the park block as per the approved plan.</p> <p>i) All utilities, including hydro shall be installed up to the park block property line.</p> <p>j) Upon completion, a stamped and signed certification letter from the consulting engineer or landscape architect shall be submitted to the Town verifying that the park base conditions have been implemented as per the approved park drawings. The certification letter is to note as-built top of grate elevations for all catch basins and manholes. In addition, an AutoCAD (AutoCAD 2020 or newer) drawing is to be submitted showing the as-built grading and servicing information overlayed on top of the proposed grading information. The drawing is to include 0.5m contour intervals and spot elevations at key points on site (eg. catch basin rim elevations, high point swales and ridges)</p> <p>k) A minimum of 5 core samples per site shall be conducted by the Developer, at their expense, and reports submitted to the Town of Caledon to verify topsoil depths within park blocks. Additional core samples may be required at the discretion of the Town</p> <p>l) The Developer shall provide at their expense, an As Recorded survey of all finished (compacted) sub-grades and finished (topsoil) grades. Survey information shall be provided to the Town of Caledon in electronic format, along with a .dwg AutoCAD file</p>		
36.	Prior to the execution of the Subdivision Agreement, the Owner shall provide confirmation of their intention to construct the Park block # 46 on behalf of the Town.		
37.	If the Owner agrees to construct the Park block # 46 on behalf of the Town, a clause in the subdivision agreement should indicate that prior to Preliminary Acceptance of Landscape Works or within three (3) months after 50% occupancy of the residential lots in the subdivision, whichever comes first, the Owner will be fully responsible for the Park Development of block # 46, including contract administration and construction of the Park, subject to availability of development charges funding and budget approval.		
	Park		
	Secondary Plan:		
38.	A Financial Parkland Agreement will be prepared between the Town and Caledon Station Secondary Plan Landowner Group. The calculation and dedication of the parkland contribution requirements for the Caledon Station Secondary Plan pursuant to the requirements of the Planning Act have been and will be calculated on	Owner	Acknowledged

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	behalf of the Owners on a collective basis based on the Caledon Station Secondary Plan as a whole and not on the individual Owners' Lands.						
	Draft Plan of Subdivision:						
39.	Location of Park Block 46 is consistent with the Caledon Station Framework Plan.				HPGI	Acknowledged	
40.	Label the park classification on the draft plan (e.g. Neighbourhood Park).				HPGI	Block 41 labelled “Neighbourhood Park.” Please refer to Draft Plan of Subdivision prepared by HPGI (revised on April 19, 2025)	
41.	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 Caledon Station Secondary Plan Landowners Group.				Owner	Acknowledged to be provided prior to registration. This should be a condition of draft plan approval.	
	Zoning						
	RZ 2024-0022						
42.	Reviewed based on draft by-law and comment matrix				HPGI	Noted	
43.	Comments are in the zoning by-law and require attention (such definition issues, ‘incomplete’ dwelling term)				HPGI	Noted, refer to updated Draft Zoning By-law Amendment.	
44.	Tracked changes are on, document formatted for consistency				HPGI	Noted.	
45.	Deliverable a) Draft by-law is attached. I have reviewed the comment matrix and by-law. All changes are tracked.				HPGI	Noted.	
	21T-24006C						
46.	Review of lot areas and frontages based on current draft plan of subdivision. 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				Surveyor	Noted. No action required at this time.	
47.	Partial blocks/lots associated with adjacent subdivisions (“residential reserves/future development) not reviewed for zoning compliance				HPGI	Noted	
	Use	Lot Area	Lot Frontage				
	Dwelling, Townhouse	N/A	4.0 interior	5.5 End/Corner			Appears to comply
	Dwelling, Townhouse, Rear-Lane	N/A	4.0 interior	5.5 End/Corner			Appears to comply
	Dwelling, Back-to-Back Townhouse	N/A	5.5 interior	6.7 End/Corner			Appears to comply
	Building, Apartment, Building, Mixed Use, Building, Apartment - Senior Citizen, Seniors Retirement Facility, Long Term Care Facility	N/A	N/A				No requirement to review
	Shopping Centre or non-residential use	N/A	3.0				No comment/no uses explicitly provided for review
	Operations						
48.	Preference to not include laneways or allow for areas to be used for snow storage near the limits a) Other option is to privatize the laneways, so they do not fall to Town maintenance obligations				BA Group Owner	The 8 metre laneway product is consistent with the Town of Caledon Standard No. 200. This type of urban, compact development in a Major Transit Station Area (MTSA) is optimized for housing density and is consistent with similar developments occurring in urban areas across the Greater Toronto Area. As a result, snow management may require removal.	

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			We highlight that Operations Staff were involved in the planning workshops for Caledon Station held in 2021 and 2022 with the express purpose of raising awareness with this group that new techniques and equipment will be required for Caledon Station since it is different from the majority of development across Caledon to date. Furthermore, additional detail can be provided if required at the appropriate time in the future, during the detailed design stage.
49.	Verify turn radii meet our development standards to ensure maintenance vehicles (single axle plow trucks) can appropriately maintain the roadway	BA Group	Local and Laneway streets meet the current Town Standards operated on by municipal vehicles.
	a) Verify that our currently owned equipment has been considered i. Our equipment has been provided in the past. On top of this, was a fire truck’s movements also considered?		Updates to Functional Road Design are awaiting comments and consensus with the Town on cross-section design for collector and arteria roads across the community. Functional design of intersections that vary from Town standards are expected to demonstrate anticipated design vehicles (snow plows, trucks, buses) where applicable. Medium to High density components of the plan would also be required to demonstrate fire and waste management access as part of their respective site plan applications, in support of future detailed design.
50.	What kind of access will be granted to the stormwater management pond? Maintenance access is essential for long-term ownership	NAK	Maintenance / access roads may double as a pedestrian trail and connect to segments of the community-wide trails and pathways network. Access for maintenance to the stormwater management pond is provided along Natress Street. Figure 20 in the UDB will be updated to highlight the location of the maintenance route and pedestrian trail.
51.	Identified walkways	NAK Urbantech	See response below.
	a) Full width? Paved? Grading/Drainage considerations?		Within the stormwater management pond block, there are three (3) classifications of walkways (please refer to the Landscape Master Plan – LC1): <ul style="list-style-type: none">• 5.0m granular path used as a maintenance/access road and pedestrian trail;• 3.0m asphalt pedestrian trail leading to the adjacent NHS block; and• 4.5m pedestrian promenade with permeable paving. Grading/Drainage: <ul style="list-style-type: none">• the 5m maintenance road is graded and drains towards Pond 1• the 3m pedestrian trail is graded and drains towards the NHS• the 4.5m pedestrian promenade (I assume within ROW) is graded and drains towards the road, which ultimately discharges to the pond through the inlet spillway.
	b) If plan is to hard surface, hall full walkway paved to reduce other maintenance activities		Please refer to comment above on material of walkways.
	c) What purpose does this walkway serve? Will there be infrastructure considered underground in this area?		These walkways are part of the overall trail system in the community to support active recreation. In addition, the granular path also doubles as a maintenance/access road for the SWM pond block.
	i. Will the walks be lit by streetlights?		<ul style="list-style-type: none">• The granular path will not be lit by streetlights;• The asphalt pedestrian trail will be lit by lights at entrances of the NHS only; and• The pedestrian promenade will be lit by streetlights.
52.	What is the dimensions of the temporary cul de sac proposed? Will there be sufficient area around to properly winter maintain should the next phase extend beyond additional winter seasons?	BA Group	A revised Draft Plan of Subdivision has been prepared by HPGI. Temporary culdesacs have been demonstrated based on Town Standard Dwg 217.
53.	What will the existing roadway be used for following the Humber Station realignment?	BA Group Owner	As demonstrated on the Caledon Station Secondary Plan, existing Humber Station Road within the Secondary Plan limits is proposed to be re-allocated to development blocks and the re-aligned Humber Station Road is proposed to extend northwest serving the urban growth area that’s largely focused west of the rail line. Existing Humber Station Road, north of the rail line, travels through a valley and greenbelt area that is proposed to remain unchanged from existing conditions and is proposed to tie into the re-aligned Humber Station Road.
	Transportation Engineering		

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54.	The Town supports the proposal for in-boulevard cycling facilities along all collector and arterial roadways.	BA Group	Noted. Cross-sections developed for Caledon Station reflect in-boulevard multi-use paths and in-boulevard cycle tracks.
55.	The Town is open to further reviewing the early implementation of traffic signals during the detailed design and phasing process of the Draft Subdivision Servicing Plan (DSSP), to ensure optimal placement for enhancing the experience of all road users.	BA Group	Noted.
56.	It is noted that the Region of Peel has requested a site-specific Transportation Impact Study (TIS). Town Transportation Engineering Staff request that both the TIS and the corresponding Terms of Reference (ToR) be circulated to the Town for review and comment.	BA Group	No action required at this time. Condition of draft plan approval.
	a) The TIS must incorporate all transportation-related comments provided by Town Staff to date. While some of these comments have been addressed in the "Transportation Technical Appendices" dated December 2024 (referenced as the Traffic Compliance Letter within the December 2024 Comment Response Matrix), they are to be fully integrated into the updated TIS as per the relevant application level.		See response above.
	b) Additional intersections identified by Town Staff (September 2024) must be analyzed within the TIS, with recommendations for appropriate traffic control measures.		See response above.
	c) Auxiliary lane requirements along Town roads are to be evaluated and included in the TIS.		See response above.
	d) All new roads and access points on Town roads must comply with Transportation Association of Canada (TAC) guidelines and the Town’s Development Engineering Standards.		See response above.
	General Conditions		
57.	Prior to registration, the Owner shall prepare a Traffic Impact Study addressing all traffic-related matters to the satisfaction of the Town.		Draft plan conditions, no action required at this time.
58.	Prior to registration, the Owner shall provide a Traffic Control Plan (scale 1:1000 or larger) illustrating all roadways, driveways, fire hydrants, Canada Post mailboxes, sidewalks (with widths), bike paths, street lighting, on-street parking areas, traffic signage (including regulatory, warning, and information signs), street trees, transit stops, and pavement markings. This plan must meet the satisfaction of the Town. The Owner will be responsible for the supply and installation of all required signage and pavement markings (including No Parking, pedestrian, and bicycle controls) prior to preliminary acceptance.		
59.	The Subdivision Agreement shall include a clause stating that the Owner is responsible for implementing all recommendations of the approved Traffic Impact Study to the satisfaction of the Town.		
	Transit Conditions		
60.	The Subdivision Agreement shall include a clause requiring the Developer to coordinate with the Town of Caledon and Brampton Transit to determine appropriate transit stop locations. These locations must be shown on the Aboveground Servicing Plans.		Draft plan conditions, no action required at this time.
61.	The Agreement shall also require the Developer to provide a concrete standing pad and shelter pad at each identified transit stop, in accordance with Brampton Transit specifications. These details are to be included on the Aboveground Servicing Plans.		
62.	A clause shall be included requiring the Sales Office Plan to: a) Indicate all Brampton Transit routes planned through the subdivision; and b) Identify all known bus stop locations, including landing and shelter pad locations.		
	Other		
63.	Please note that Transportation Engineering Staff reserve the right to provide additional comments upon receipt of a revised submission. Furthermore, the Traffic Consultant is requested to submit an updated Transportation Study and a detailed response letter as part of the re-submission package. This letter must clearly reiterate the Town’s comments in order, outlining how each comment has been addressed.		Draft plan conditions, no action required at this time.
	Legal Services		
64.	The properties are still in Land Titles Conversion Qualified, and in order to register a subdivision must be converted to Land Titles Absolute Plus.	Owner	Acknowledged.
	Condition		
65.	The Owner shall enter into a Town of Caledon Subdivision Agreement or any other necessary agreements	Owner	Acknowledged.

	STAFF COMMENTS	ACTION BY	RESPONSE
	executed by the Owner, the Town and the Region or any other appropriate authority prior to any development within the plan to satisfy all financial, legal and engineering matters including land dedications, grading, easements, fencing, landscaping, provision of roads, stormwater management facilities, installation of municipal services, securities, parkland and cash contributions, and other matters of the Town and the Region respecting the development of these lands in accordance with the latest standards, including the payment of Town and Regional development charges in accordance with their applicable Development Charges By-laws.		
	HydroOne		
66.	Hydro One does not have any comments regarding this application. For reference below are requirements when working in vicinity to Hydro One plant.		Acknowledged
67.	Underground locates are obtained prior to excavation		
68.	No open trenching within 1.5m of Hydro poles and/or anchors.		
69.	Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.		
70.	PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels		
71.	Ensure all industry standard utility separations and clearance minimums are maintained.		
72.	Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work		
73.	Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.		
Transportation April 11, 2025 – Kavleen S. Younan			
	Town Transportation Engineering Staff have reviewed the above noted applications within lands identified as Caledon Station Secondary Plan. The current proposal makes up portion of Phase 1 for the Caledon Station Secondary Plan. Town Transportation Staff offer the following comments and conditions.		Draft plan conditions, no action required at this time.
	<ul style="list-style-type: none">The Town supports the proposal for in-boulevard cycling facilities along all collector and arterial roadways.	BA Group	See response above.
	<ul style="list-style-type: none">The Town is open to further reviewing the early implementation of traffic signals during the detailed design and phasing process of the Draft Subdivision Servicing Plan (DSSP), to ensure optimal placement for enhancing the experience of all road users.	BA Group	See response above.
	<ul style="list-style-type: none">It is noted that the Region of Peel has requested a site-specific Transportation Impact Study (TIS). Town Transportation Engineering Staff request that both the TIS and the corresponding Terms of Reference (ToR) be circulated to the Town for review and comment.	BA Group	See response above.
	<ul style="list-style-type: none">The TIS must incorporate all transportation-related comments provided by Town Staff to date. While some of these comments have been addressed in the "Transportation Technical Appendices" dated December 2024 (referenced as the Traffic Compliance Letter within the December 2024 Comment Response Matrix), they are to be fully integrated into the updated TIS as per the relevant application level.	BA Group	See response above.
	<ul style="list-style-type: none">Additional intersections identified by Town Staff (September 2024) must be analyzed within the TIS, with recommendations for appropriate traffic control measures.	BA Group	See response above.
	<ul style="list-style-type: none">Auxiliary lane requirements along Town roads are to be evaluated and included in the TIS.	BA Group	See response above.
	<ul style="list-style-type: none">All new roads and access points on Town roads must comply with Transportation Association of Canada (TAC) guidelines and the Town’s Development Engineering Standards.	BA Group	See response above.
	General Conditions		Draft plan conditions, no action required at this time.
	<ul style="list-style-type: none">Prior to registration, the Owner shall prepare a Traffic Impact Study addressing all traffic-related matters to the satisfaction of the Town.		
	<ul style="list-style-type: none">Prior to registration, the Owner shall provide a Traffic Control Plan (scale 1:1000 or larger) illustrating all roadways, driveways, fire hydrants, Canada Post mailboxes, sidewalks (with widths), bike paths, street lighting, on-street parking areas, traffic signage (including regulatory, warning, and information signs), street trees, transit stops, and pavement markings. This plan must meet the satisfaction of the Town.		

	STAFF COMMENTS	ACTION BY	RESPONSE
	The Owner will be responsible for the supply and installation of all required signage and pavement markings (including No Parking, pedestrian, and bicycle controls) prior to preliminary acceptance.		
	<ul style="list-style-type: none">The Subdivision Agreement shall include a clause stating that the Owner is responsible for implementing all recommendations of the approved Traffic Impact Study to the satisfaction of the Town.		
	Transit Conditions		
	<ul style="list-style-type: none">The Subdivision Agreement shall include a clause requiring the Developer to coordinate with the Town of Caledon and Brampton Transit to determine appropriate transit stop locations. These locations must be shown on the Aboveground Servicing Plans.		
	<ul style="list-style-type: none">The Agreement shall also require the Developer to provide a concrete standing pad and shelter pad at each identified transit stop, in accordance with Brampton Transit specifications. These details are to be included on the Aboveground Servicing Plans.		
	<ul style="list-style-type: none">A clause shall be included requiring the Sales Office Plan to:		
	<ul style="list-style-type: none">Indicate all Brampton Transit routes planned through the subdivision; and		
	<ul style="list-style-type: none">Identify all known bus stop locations, including landing and shelter pad locations.		
	Please note that Transportation Engineering Staff reserve the right to provide additional comments upon receipt of a revised submission. Furthermore, the Traffic Consultant is requested to submit an updated Transportation Study and a detailed response letter as part of the re-submission package. This letter must clearly reiterate the Town’s comments in order, outlining how each comment has been addressed.		
Toronto and Region Conservation Authority (TRCA) January 29, 2025 – Michael Hynes			
	Further to your circulation letter dated January 3, 2025 this letter acknowledges receipt of the 2nd submission circulation for the above noted applications. TRCA staff have reviewed the materials identified in Appendix ‘A’ circulated by the Town of Caledon and offer the following comments. Detailed comments have been provided in Appendix ‘B’.		
	TRCA Role		
	TRCA have reviewed the application in accordance with the Conservation Authorities Act and its associated regulations, which require TRCA to provide programs and services related to the risk of natural hazards within this jurisdiction. Whether acting on behalf of the Ministry of Natural Resources and Forestry (MNRF) or as a public body under the Planning Act, Conservation Authorities (CA’s) must help to ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Policy Statement (PPS) and conform to any natural hazard policies in a provincial plan.		
	Recommendation		
	Based on the comments provided in Appendix B, TRCA staff have several issues that will require resolution before providing the Town of Caledon the Conditions of Draft Approval. Specific comments that need to be addressed include the following:		
	Geotechnical		
	<ul style="list-style-type: none">Please provide the geotechnical review letter for the grading for the Greenway Corridor in the next submission.	DS Consultants	DS will review Grading Plans and provide Review Letter with comments on the long-term stability of the proposed side slopes for the Greenway Corridor
	Water Resources		
	<ul style="list-style-type: none">TRCA does not require quantity control for the area draining to the Main Humber River to address flooding issues. Please provide erosion control measures to achieve the onsite retention of 5mm of runoff from all impervious areas using low impact development techniques.	Urbantech	See response below.
	<ul style="list-style-type: none">Please provide measures to implement extended detention control for the runoff generated in the Main Humber Catchments (101 to 103).	Urbantech	See response below.
	<ul style="list-style-type: none">TRCA does not have an issue to review the adaptive management plan at detailed design stage.	Urbantech	Acknowledged.
	TRCA looks forward to working with the applicant to resolve the outstanding issues noted above and in Appendix ‘B’. At this time, the Conditions of Draft Approval will not be provided until the applicant resolves these outstanding issues.		

	STAFF COMMENTS	ACTION BY	RESPONSE
	Water Resources		
	<p>Previous Comment: Please provide erosion control measures to achieve the onsite retention of 5mm of runoff from all impervious areas using low impact development techniques.</p> <p>New Comment: It is clear that TRCA does not require quantity control for the area draining to the Main Humber River to address flooding issues. However, TRCA does require erosion control for the subject site. Regardless of the quantity control requirement, instream erosion control criteria consist of two key components: extended detention requirements and runoff volume control. Extended detention is aimed at slowing the release of stormwater runoff into streams to reduce peak flow rates that can cause erosion, typically achieved through methods such as detention basins, retention ponds, or low impact development strategies like permeable pavements and green roofs. Runoff volume control, on the other hand, focuses on minimizing the total volume of runoff reaching water bodies, often through infiltration practices, rainwater harvesting, and vegetative solutions like trees and grasses. These strategies work together to protect streams and rivers from erosion by managing both the timing and volume of stormwater runoff. It is noted that the applicant has agreed to provide volume control, but extended detention control has not yet been provided. Please outline the measures that will be implemented to address extended detention control.</p>	Urbantech	<p>As per the TRCA SWM Criteria, the minimum erosion control requirement is on-site retention of first 5 mm of every rainfall event. Extended detention from the 25 mm event is a requirement for sites with a SWM pond. SWM ponds are not proposed for these catchments.</p> <p>In turn, our proposed SWM strategy provides a variety of LID solutions to retain the 5 mm volume on site. This includes site plan block LIDs (e.g. green roofs, infiltration trenches), lot-level LIDs (disconnected downspouts, additional topsoil), and ROW LIDs (tree pits and modular soil cells).</p> <p>We have also explored the potential of extended detention for the Main Humber catchments. The catchments consist mainly of small site plan blocks (< 5 ha). To provide extended detention for 24 to 48 hours, the site plan blocks would have to implement orifices smaller than 75 mm, which is in conflict with the Town’s standards due to frequent clogging. As such, best efforts can be made by proposing the minimum orifice size (75 mm) for detention tanks in site plan blocks, without achieving the 24 to 48 hour requirement</p>
	<p>Previous Comment: Please demonstrate how the site (Catchments 101, 102, and 103) will meet TRCA's erosion control criteria, specifically through the detention of runoff from a 25mm storm event over 24 to 48 hours and onsite retention of 5mm of runoff from all impervious areas, to prevent instream erosion.</p> <p>New Comment: It is clear that TRCA does not require quantity control for the area draining to the Main Humber River to address flooding issues. However, TRCA does require erosion control for the subject site. Regardless of the quantity control requirement, instream erosion control criteria consist of two key components: extended detention requirements and runoff volume control. Extended detention is aimed at slowing the release of stormwater runoff into streams to reduce peak flow rates that can cause erosion, typically achieved through methods such as detention basins, retention ponds, or low impact development strategies like permeable pavements and green roofs. Runoff volume control, on the other hand, focuses on minimizing the total volume of runoff reaching water bodies, often through infiltration practices, rainwater harvesting, and vegetative solutions like trees and grasses. These strategies work together to protect streams and rivers from erosion by managing both the timing and volume of stormwater runoff. It is noted that the applicant has agreed to provide volume control, but extended detention control has not yet been provided. Please outline the measures that will be implemented to address extended detention control.</p>	Urbantech	<p>See the response above.</p>
	<p>Previous Comment: TRCA requires applicants to provide an adaptive management plan along with a post-implementation monitoring strategy. Please submit an adaptive management plan, outlining how it will be implemented if post-implementation monitoring indicates the need to either increase water flow to the feature or divert runoff away from the wetland.</p> <p>New Comment: TRCA does not have an issue to review the adaptive management plan at detailed design stage.</p>	Urbantech	<p>Acknowledged.</p>
	<p>Previous Comment: Section 6.1 Overall SWM Strategy:-The applicant has outlined the erosion control measures as follows: "Detain, at a minimum, the runoff volume generated from a 25mm storm event over 24 to 48 hours." However, TRCA’s erosion control criteria consist of two key components: extended detention and runoff volume control. Extended detention is designed to slow the release of stormwater into streams and rivers, reducing peak flow rates that</p>	Urbantech	<p>See the response above.</p>

	STAFF COMMENTS	ACTION BY	RESPONSE
	<p>may cause erosion during and after storm events. Runoff volume control aims to minimize the total runoff entering streams and rivers, reducing the stress on these water bodies and preventing erosion. While the applicant has demonstrated that runoff from a 25mm storm event will be detained for 48 hours, the applicant has not demonstrated onsite retention of 5mm of runoff from all impervious areas to prevent instream erosion. Please provide erosion control measures to achieve the onsite retention of 5mm of runoff from all impervious areas using low impact development techniques.</p> <p>New Comment: The applicant has stated that the newly proposed infiltration measures, including infiltration tanks along parks and site plan block controls, will infiltrate between 15 mm and 25 mm of runoff to the maximum extent possible in the West Humber Catchments (104 and 105). It is our understanding that the onsite retention of 15 mm to 25 mm of runoff volume is sufficient to address the instream erosion caused by the proposed development and that extended detention control is not necessary. However, the proposed onsite retention of 5 mm of runoff in the Main Humber Catchments (101 to 103), achieved through a combination of infiltration/evapotranspiration LIDs for site plan blocks, lot-level measures (such as downspout disconnection and additional topsoil), and ROW LIDs (including tree pits and modular soil cells), will not be sufficient to mitigate the instream erosion resulting from the proposed development. Please provide measures to implement extended detention control for the runoff generated in the Main Humber Catchments (101 to 103).</p>		
	<p>Previous Comment: Section 6.4: Main Humber River SWM:-Quantity control is not required for the site (Catchments 101, 102, and 103) draining to the main Humber River. However, the proposed development is expected to modify the flow regime, which could result in instream erosion. Consequently, TRCA requires erosion control measures to address this potential impact. Instream erosion control typically involves two key components: extended detention and runoff volume control. Extended detention is intended to slow the release of stormwater into streams and rivers, reducing peak flow rates that may contribute to erosion during and after storm events. Runoff volume control focuses on minimizing the total runoff entering streams and rivers, thereby lessening the stress on these water bodies and preventing erosion. Please demonstrate how the site (Catchments 101, 102, and 103) will meet TRCA's erosion control criteria, specifically through the detention of runoff from a 25mm storm event over 24 to 48 hours and onsite retention of 5mm of runoff from all impervious areas.</p> <p>New Comment: The proposed onsite retention of 5 mm of runoff in the Main Humber Catchments (101 to 103), achieved through a combination of infiltration/evapotranspiration LIDs for site plan blocks, lot-level measures (such as downspout disconnection and additional topsoil), and ROW LIDs (including tree pits and modular soil cells), will not be sufficient to mitigate the instream erosion resulting from the proposed development. Please provide measures to implement extended detention control for the runoff generated in the Main Humber Catchments (101 to 103).</p>	Urbantech	See the response above.
	<p>Previous Comment: Section 8.2.1.3 Proposed Model & Mitigation Measures:-The applicant conducted a comprehensive feature-based water balance analysis and concluded that the amount of runoff required to sustain the wetland's hydrologic and ecological function is significantly lower than the runoff volumes it currently receives. However, given the inherent uncertainties in modeling, TRCA requires applicants to provide an adaptive management plan along with a post-implementation monitoring strategy. Please submit an adaptive management plan, outlining how it will be implemented if post-implementation monitoring indicates the need to either increase water flow to the feature or divert runoff away from the wetland. To better understand this comment, please refer to the following excerpt from page 40 of the Wetland Water Balance Modelling Guidance Document, TRCA, 2020:</p> <p>“For development scenarios in which it is necessary to supply additional water to the wetland to maintain the water balance, the mitigation measures should be designed to collect runoff from an area that is 30 percent larger than the calculated area required wherever possible. For example, if a roof drain collector system is being</p>	Urbantech	Acknowledged.

	STAFF COMMENTS	ACTION BY	RESPONSE					
	<p>used to supply additional runoff volume to the wetland, and calculations suggest that a total of 1 ha of roof runoff is necessary to replace the volume of water lost, the system should be designed to collect runoff from 1.3 ha of roof area. Additionally, adjustable orifices should be incorporated into the conveyance system, such that the orifice can be reduced or enlarged if monitoring and adaptive management identifies a surplus or a deficit of runoff reaching the wetland, and any excess runoff volume is conveyed via an overflow to the main storm sewer system. The requirement of 30 percent additional contributing area is meant to address the fact that it is much more difficult to add extra contributing roof area to a drain collector system than it is to re-route already connected contributing roof area to a different outlet (e.g. a stormwater management pond). The 30 percent additional contributing area recognizes the inherent uncertainty of modelling input data, output data, and mitigation system performance. The use of an adjustable orifice and overflow system allows for a mitigation system that is both adaptive and that functions in a completely passive manner, once it has been demonstrated to successfully maintain the wetland water balance.”</p> <p>New Comment: TRCA does not have an issue to review the adaptive management plan at detailed design stage.</p>							
	Geotechnical							
	<p>Previous Comment: As per the CEISMP, the proposed Greenway Corridor along the west side of Humber Station Road will include side slopes having gradients of 2.5 to 3H:1V. The grading for the Greenway Corridor should be reviewed by a geotechnical engineer to ensure that the proposed side slopes are stable in the long-term.</p> <p>New Comment: Understood. Please provide the geotechnical review letter accordingly.</p>	DS Consultants	<p>DS has reviewed Grading Plans and provided Review Letter with comments on the long-term stability of the proposed side slopes for the Greenway Corridor</p> <p>The proposed side slopes of the Greenway Corridor are not steeper than 3H : 1V. There are no 2.5H : 1V slopes proposed. The gradients are considered stable.</p>					
	Hydrogeology – Secondary Plan Comments							
	<ul style="list-style-type: none">Please clarify why the post-development deficit increased from 21,852 m³ to 34,803 m³ when the pre-development infiltration estimate increased from 138,717 m³ to 144,413 m³.	DS Consultants	<p>Water balance numbers referenced in the comment refer to an outdated report. We will respond to the comment using updated pre-development infiltration estimates (210,617 m3/yr), and a mitigated post-development infiltration deficit equal to zero (fully mitigated), as reported in the updated Hydrogeological Investigation and CEISMP (October 2024). Pre-development infiltration estimates increased to 210,617 m3/yr as a result of increasing the infiltration factors for topography from 0.10 to 0.20 to account for a change from 'Hilly Land" to "Rolling Land" hydrologic conditions. Also, there was an increase for tile drained areas as to match non tiled drained areas of similar land use as recommended by the Town. These change were completed in response to the following comments:</p> <table><tr><td>11.</td><td>Hydrogeological Investigation</td><td>There is an infiltration factor of 0.15 for a tile drained moderately rooted crop land use in Table 11 of the 2024 Hydrogeological Report that wasn’t in the 2022 report, and it is noted that areas with tile drainage are expected to have a significant reduction in infiltration. It is recommended that the area of tile drainage receives the same infiltration factor as the moderately rooted crop land use with no tile drain of 0.35.</td><td>DS Consultants</td><td>The infiltration factor for tile drained moderately rooted crop land use has been increased to 0.45 to match the moderately rooted crop land use in the revised water balance.</td></tr></table>	11.	Hydrogeological Investigation	There is an infiltration factor of 0.15 for a tile drained moderately rooted crop land use in Table 11 of the 2024 Hydrogeological Report that wasn’t in the 2022 report, and it is noted that areas with tile drainage are expected to have a significant reduction in infiltration. It is recommended that the area of tile drainage receives the same infiltration factor as the moderately rooted crop land use with no tile drain of 0.35.	DS Consultants	The infiltration factor for tile drained moderately rooted crop land use has been increased to 0.45 to match the moderately rooted crop land use in the revised water balance.
11.	Hydrogeological Investigation	There is an infiltration factor of 0.15 for a tile drained moderately rooted crop land use in Table 11 of the 2024 Hydrogeological Report that wasn’t in the 2022 report, and it is noted that areas with tile drainage are expected to have a significant reduction in infiltration. It is recommended that the area of tile drainage receives the same infiltration factor as the moderately rooted crop land use with no tile drain of 0.35.	DS Consultants	The infiltration factor for tile drained moderately rooted crop land use has been increased to 0.45 to match the moderately rooted crop land use in the revised water balance.				

	STAFF COMMENTS	ACTION BY	RESPONSE
			<div>12. Hydrogeological Investigation</div> <div>Section 4.1 of the Hydrogeological Report describes the slope of the development area as gentle. Please elaborate on and provide a rationale for selecting Hilly Land as the Topography infiltration factor in Table 11.</div> <div>DS Consultants</div> <div>The slope of the development area for pre and post-development conditions has been updated to moderately sloped land and the infiltration factor component for topography was increased 0.1 in the revised water balance.</div> <div>Post-development infiltration deficits were eliminated in the post-development with mitigation water balance using three types of infiltration LIDs proposed throughout the site: infiltration facilities (in public parks), infiltration LIDs (in site plan blocks) and modular soil cells (in public right-of-way). Drawing 703 provided by Urbantech (FSR, 2024), illustrates the proposed LID locations and drainage areas.</div>
	<ul style="list-style-type: none">The TRCA hydrogeology staff do not support permanent dewatering. It is recommended that a design be considered that does not necessitate permanent dewatering.	Urbantech	Pond 1 is proposed at the natural drainage low point, moved slightly north away from the King Street frontage as requested by the Town urban design staff. Due to the high groundwater table, permanent dewatering will be required at any viable location in the vicinity. With the under-drainage system, the hydrogeological assessment recommended a 1m thick clay liner. Without the under-drainage, the clay liner would have to be significantly thicker ~7.6m, which is not reasonable.
Policy Planning February 12, 2025 – Taral Shukla (Taral.Shukla@caledon.ca)			
	SPP’s comments related to number of jobs as part of MTSA density calculation, are as below. Please let us know if you require anything further.		
	Strategic Policy Planning has reviewed the Development Staging and Sequencing Plan with reference to density calculations for the proposed development located within the Caledon GO Major Transit Station Area (MTSA). It is noted that a total of 2,144 jobs are planned as part of the proposed development across Phases 1 to 4. However, of these 2,144 jobs, only 137 retail jobs are planned for Phase 1, and 246 retail jobs for Phase 2. The remaining jobs account for 9.57% of the planned population for all development phases, and it is unclear how these jobs will be generated on-site.	NAK	<div>The 2,144 jobs number includes residentially based employment, such as work-from-home. The stats within the Development Staging and Sequencing Plan have been updated to exclude work-from-home jobs numbers.</div> <div>Please refer to the Density Planning Justification Addendum prepared by GSAI (dated November 22, 2024), which satisfies jobs numbers for the Town.</div>
	Planning staff are concerned about the planned number of jobs within the MTSA on the subject lands, particularly noting the lack of business and office-related jobs. The Caledon GO MTSA should be developed as a hub of economic and community activity, and a balanced mix of uses that support the provision of frequent transit service is desired.	NAK HPGI	<div>As per Section 3.8 in the Caledon Station Community Design Guidelines, most of the Humber-King lands fall within the Neighbourhood 1 area boundary, and are predominantly comprised of residential uses. Although, two medium density blocks and the mixed-use block fall within The Hub boundary, they provide opportunities for residentially based employment, such as work-from home.</div> <div>Directly north of the Humber-King lands is The Hub. In addition to the business and office-related jobs, it will also include potential live-works and shared work spaces within the higher density blocks, which will support economic and community activity, as well as future transit service. Being adjacent to The Hub, residents in Neighbourhood 1 will have the ability to conveniently access the designated commercial and mixed-use blocks with amenities and services located in the Hub.</div>
	Planning staff have had previous discussions with the landowners and consultants on the adjacent application (refer to Town Application files: POPA 2021-0002, 21T-22001C, RZ 2022-0002, 21T-22002C, RZ 2022-0003) regarding the approach of calculating the “number of jobs” for density purposes. Accordingly, please revise the calculation by including employment generated on-site through non-residential gross floor area (GFA) as part of the proposed development. Please also, provide a calculation that clearly demonstrates that the subject lands	NAK HPGI	As directed by the Town, GSAI recalculated the job numbers for the MTSA, excluding work-from-home jobs to align with planning policy. The Town has reviewed and approved this revised methodology, which is outlined in the Density Planning Justification memo dated November 2024.

	STAFF COMMENTS	ACTION BY	RESPONSE																																				
	are planned to meet a minimum density of 150 combined residents and jobs per Ha.		<p>As per the memo, the density target of 150 people and jobs per hectare applies to the entire delineated MTSA, not to individual parcels. Recalculating the people and jobs per hectare solely for the Humber-Kind area would not be appropriate, as it contains predominantly residential uses. Isolating the calculation to a smaller area would misrepresent how the broader MTSA functions in supporting transit-oriented development.</p> <p>The Development Staging and Sequencing Plan has been updated to reflect the full MTSA boundary and incorporate the updated employment statistics outlined in GSAI’s November 2024 memo.</p>																																				
Finance and Heritage Department February 19, 2025																																							
	Heritage																																						
	Archaeology																																						
	The following clauses (slightly revised from previous) are to be included as part of future agreements related to the development application:																																						
	<ul style="list-style-type: none">The Owner shall avoid and/or mitigate, to the satisfaction of the Ministry of Citizenship and Multiculturalism (MCM) and the Town, any archaeological resources that are identified through new information or documentation which may be received following the acceptance of archaeological assessment(s) by the MCM and clearance of archaeological concerns for the subject lands by the Town.	Owner	Acknowledged																																				
	<ul style="list-style-type: none">The Owner shall immediately stop all work on the Subject Lands and notify the Town’s Heritage staff, Director of Planning, and the MCM in the event that deeply buried archaeological resources are found during the course of any grading or related works on the Subject Lands. Any and all work related to the discovery of deeply buried archaeological resources shall be carried out by the proponent, at their expense, to the satisfaction of the MCM and the Town’s Heritage staff.	Owner	Acknowledged																																				
	Finance																																						
	If the proposed development were to proceed as planned, (includes residential and mixed use residential), the properties’ taxable assessment values will change to reflect any developments that will take place.	Owner	Acknowledged.																																				
	Development Charges will be applicable at the Residential and Non-Residential (Other) rates that will be in effect on the dates of building permit issuance. If the zoning By-law amendment application is determined to be the first such application for the subject property, then Development Charges will be determined on the date when the zoning By-law amendment application is determined to be complete (the application completion date). Those determined rates will be applicable to building permits that will be issued within 18 months, starting on the application approval date.	Owner	Acknowledged.																																				
	Interest on Development Charges will apply for the period commencing one day after the application completion date through to the date on which those charges are received by the Town.	Owner	Acknowledged.																																				
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1.	Effective February 1, 2016, the Region began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for most residential developments, at the time of subdivision agreement execution.	Owner	Acknowledged.																																				
2.	Development Charges are indexed twice a year; February 01st and August 01st. Development Charges are expected to increase by 1.75% on February 1, 2025 indexing.	Owner	Acknowledged.																																				
	The Development Charges comments and estimates above are as at January 27, 2025 and are based upon	Owner	Acknowledged.																																				

	STAFF COMMENTS	ACTION BY	RESPONSE
	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 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.		
Legal Services February 21, 2025			
	The properties are still in Land Titles Conversion Qualified, and in order to register a subdivision must be converted to Land Titles Absolute Plus.	Owner	Noted
	Conditions of Draft Plan Approval:		
	The Owner shall enter into a Town of Caledon Subdivision Agreement or any other necessary agreements executed by the Owner, the Town and the Region or any other appropriate authority prior to any development within the plan to satisfy all financial, legal and engineering matters including land dedications, grading, easements, fencing, landscaping, provision of roads, stormwater management facilities, installation of municipal services, securities, parkland and cash contributions, and other matters of the Town and the Region respecting the development of these lands in accordance with the latest standards, including the payment of Town and Regional development charges in accordance with their applicable Development Charges By-laws.		
	Prior to the preparation of any agreement, the Owner shall pay to the Town all fees and costs set out in the Fees By-law for the preparation and registration of the agreement and all documents necessary to give effect to the approval of the Plan of Subdivision.		
	The Owner shall convey/dedicate, gratuitously and free and clear of all encumbrances, any required parks, open space, trails, road or highway widenings, 0.3m (1 ft.) reserves, walkways, daylight triangles, buffer blocks, stormwater management facilities, maintenance blocks and utility or drainage easements or any other easements as required to the satisfaction of the Town, the Region or other authority.		
	The Owner shall provide the Town with postponements for any and all encumbrances of the subject lands postponing such encumbrance(s) and subordinating it in all respects, to any and all agreements entered into between the Owner and the Town, or, the Owner, the Town and the Region, as required by the Town.		
	Prior to assumption, the Owner shall provide: a) a chart outlining all the terms and conditions of the Subdivision Agreement that must be fulfilled prior to assumption; and		
	b) evidence of compliance with all terms and conditions of the subdivision agreement and any other applicable agreement, at its sole cost and expense.		
Park February 19, 2025			
	We have no concerns with the LID infiltration tanks locations within Parks #3 and 6.		Acknowledged.
	For Park #4, please provide the following information:		See response below.
1.	Depth of LID infiltration tanks	Urbantech	Please see attached plan for grading and proposed tank bottom / top elevations.
2.	Potential issues with paving over these systems	Urbantech	There are no concerns with paving over the infiltration tanks. The tanks are well below the trail granular base. Tanks are fed by storm sewers (not pervious surfaces).
3.	Impact on health or limit the growth of the trees, including restriction on root growth	Urbantech	Trees will have access to a minimum of 750mm depth of topsoil and will be located in large, sodded areas. Where trees have to be located on tanks this will be accomplished through berms at a maximum height of 1.0m.
	We have the following concerns with the LID infiltration tank location in Park #4:		

	STAFF COMMENTS	ACTION BY	RESPONSE
1.	Trees are required along park boundaries, pathways and seating areas to provide canopy cover and shade for pedestrian and park visitors.	Urbantech	We will use berming where possible to allow for trees on top of the LID tanks but are minimizing them for potential conflicts and long-term maintenance requirements. Root barriers will be installed if recommended by the manufacturer.
2.	CPTED principles will be incorporated into the park design, ensuring that the location and height of the berm maintain clear sight lines from the streets.	Urbantech	Please provide us with a specific maximum height of berms, currently berms are noted at a maximum height of 1.0m. At detail design we will ensure that sight lines are maintained and berms work for both tree soil volume requirements.
Development Engineering February 19, 2025			
	Staff require the detailed design submission drawings before they are able to comment on the proposed LIDs (refer to previous comments provided regarding the issue of undersized tanks).	Urbantech	The design infiltration rate has been reduced to 16 mm/hour; the minimum measured rate throughout the site during the FSR Geotech investigation. We are also conducting in-situ infiltration testing at the proposed tank locations / elevations for detailed design. The proposed tanks maintain a drawdown period within 72 hours. We do not anticipate increasing the tank footprints.
Region of Peel March 5, 2025 – Patrick Amaral			
	Development Services		No action required at this time. Peel Region comments provided for detailed design stage.
	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.		
	Housing Assessment		
	Regional staff acknowledge that the Secondary Plan includes provisions to dedicate a total land area of 0.91 hectares (2.25 acres) to the Region for purpose-built affordable housing. These future affordable housing lands are demonstrated on the Development Staging and Sequencing Plan (DSSP) dated November 2024. Through our review, Regional staff are satisfied with the total land area and location identified in the Secondary Plan and DSSP and further note that the lands when gratuitously conveyed through the associated plan of subdivision process shall be fully serviced, free and clear of encumbrances.	NAK HPGI	
	Additional comments		
	This application is located within an area that is a priority community for child care expansion. The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed development, such as in ground floor mixed-use or indoor amenity spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel’s Human Services Early Years and Child Care Services Division.	HPGI	
	GENERAL COMMENTS		
	The following general comments are provided to assist the developer in the preparation of the related drawings and materials through the detailed design stage.	All	
	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.	Owner	
	Development Engineering		
	We acknowledge that the Landowners Group of the Caledon Station Secondary Plan has entered into a Memorandum of Understanding (MOU) with the Region related to the advancement of water and wastewater infrastructure to the secondary plan area and we continue to work with the owner in a collaborative effort.		
	Sanitary Sewer Facilities		
	Municipal sanitary sewer facilities consist of:	Urbantech	
	<ul style="list-style-type: none">A 300mm PVC local sewer (circa 2010) on King St, east of CN rail. This sewer conveys sanitary flows through the local collection system to the 525mm sanitary trunk sewer on Coleraine Drive		
	<ul style="list-style-type: none">Under construction 1200mm sanitary trunk sewer on Humber Station Road and Clarkway Blvd, from		

	STAFF COMMENTS	ACTION BY	RESPONSE
	Countryside Drive to Healey Rd,		
	<ul style="list-style-type: none">Both, anticipated 1200mm sanitary trunk sewer on Humber Station Rd and the existing 525mm sanitary trunk sewer on Coleraine Drive convey flows to the Brampton-Bolton Trunk Sewer, which eventually conveys flows to the G.E. Booth WWTP		
	Functional Servicing Report (consistent with the DSP) showing proposed sanitary sewer servicing plans for the subdivision lands and provision for the adjacent lands is required for review and approval by the Region prior to the engineering submission.	Urbantech	
	There are several DC projects planned in this area to service future growth in the West Bolton and SP47 area. Based on the 2025 DC map, these are:		
	<ul style="list-style-type: none">A 525mm sanitary sewer on King Street from Humber Station Road to The Gore Road. (scheduled for construction in 2032 under project #30-2199)		
	<ul style="list-style-type: none">A 675mm sanitary sewer on Humber Station Road from the anticipated 1200-mm sanitary sewer at Healey Road to the future 600/525mm sanitary sewers at King Street (scheduled for construction in 2026 under project #24-2194).		
	<ul style="list-style-type: none">External easements and construction will be required.		
	Water Facilities		
	The lands are located within Water Pressure Zone 7 supply system.		
	Existing infrastructure consist of:	Urbantech	
	<ul style="list-style-type: none">A 300-mm PVC distribution main (circa 2003) on King St, east of CN rail (PZ-6)		
	<ul style="list-style-type: none">A 150-mm PVC distribution main (circa 1979) on Humber Station Road, and a 150-mm PVC distribution main (circa 1985) on the Gore Road (PZ-6). These pipelines terminate about 2km south of King St which is the southern edge of the subject site		
	<ul style="list-style-type: none">A 200-mm PVC distribution main (circa 1986) that runs along Mayfield Road connecting to the two 150-mm distribution mains described above (PZ-6)		
	<ul style="list-style-type: none">A 750mm CPP transmission main (circa 2002) that runs along Mayfield Road and continuing up Coleraine Drive which transfers water to the Bolton Elevated Tanks (PZ-6).		
	Functional Servicing Report (FSR) showing proposed water servicing plans for the subdivision lands and provision for the adjacent lands is required for review and approval by the Region prior to the engineering submission.	Urbantech	
	There are several DC projects planned in this area to service future growth in the West Bolton area. Based off the 2024 DC map, the DC projects are:		
	<ul style="list-style-type: none">A Macville Elevated Tank (PZ-7), located near the north-east of the subject area (scheduled for construction in 2029 under project #27-1943). There is currently 2025 EA in progress for this ET. The ET will be supplied by a 900mm transfer main (scheduled for construction in 2029 under project #27-1271) from the proposed new Sandhill Pumping Station (schedule for construction in 2030 under project #28-1945). The proposed Macville ET will create a new pressure zone (PZ-7) that will cover the subject subdivision.		
	<ul style="list-style-type: none">A North Bolton Booster Pumping Station located at the intersection of King St West and Coleraine Dr (scheduled for construction in 2025 under project #24-1969). Note this is shown in the DC map as located near the intersection with King St, however current plans are to move it further south. This will provide pressure to the West Bolton areas while the new Macville ET is constructed.		
	<ul style="list-style-type: none">A 1500mm PZ-6B transmission main from the existing 1050mm stub at the north side of King Street to the North Bolton Booster PS, scheduled for construction in 2026 under project#24-1266.		
	<ul style="list-style-type: none">A 600mm PZ-7B watermain, supplied from the North Bolton Booster PS, on King St from Emil Kolb Pkwy to Humber Station Rd, on the southern edge of the subject subdivision, scheduled for construction in 2026 under project #24-1190.		
	<ul style="list-style-type: none">External easements and construction will be required.		
	The scope of planned water capital projects within and around the subdivision area requires further refinement and updates to be finalized. The ROPA 30 Class EA process (which is currently underway) will determine the water		

	STAFF COMMENTS	ACTION BY	RESPONSE
	servicing strategy.		
	General comments		
	All costs associated with servicing of the proposed development will be at the applicant’s expense.	Owner	
	Servicing of the subdivision Plan will require construction of oversized watermain and sanitary sewers which are the financial responsibility of the Region as per Development Charges By-law and Policy F40-06. Should the Developer wish to proceed with the works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer will be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region’s determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement, Regional Council approval and according to Policy F40-06. Otherwise, the servicing of the subject Plan will need to wait until the Region constructs the required DC infrastructure as described above.	Owner	
	Restriction on transfer or charge for all lots and blocks within the subdivision Plan will be registered on title until the external sanitary sewers and watermain to service the subdivision Plan have been completed to the Region’s satisfaction. The Developer will be responsible for all costs in respect of said restriction on title.	Owner	
	Servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the Town’s standard drawings where Regional underground services are permitted.	Owner	
	The developer will be required to obtain and dedicate easements (if any) as required by the Region for Regional infrastructure, at no cost to the Region.	Owner	
	Regional Roads		
	The proposed subdivision Plan abuts King Street (Regional Road #9).		
	Region of Peel will not permit any changes to grading within King Street’s ROW along the frontage of the limits of the subdivision Plan.	Owner	
	No lots or blocks shall have direct access to the Regional roads. Any future access shall be in accordance with The Region Access Control By-law.	Owner	
	Under no circumstances should the flow of storm water from the subdivision Plan be diverted into the Regional right-of-ways (by pipe or channel).	Urbantech	
	The Developer shall submit to the satisfaction of the Region:	Owner	
	<ul style="list-style-type: none">Site Specific Storm Water Management Report through Detailed Design to determine and demonstrate, that there is no adverse effect from the subdivision Plan area on the existing structures and drainage along Regional roads;		
	<ul style="list-style-type: none">Traffic Impact Study (TIS) detailing the impact of the subdivision Plan area on the Regional road network and identifying any mitigation measures.		
	Stormwater Management		
	The stormwater management of the development sites must adhere to and comply with the Region of Peel’s stormwater management policies in the Region’s Official Plan (Stormwater 2.6.20), Storm Design Criteria and other requirements Design, standards specification and procedures.	Urbantech	
	Regional Staff acknowledge that the Community-wide Functional Servicing Report for the Secondary plan dated October 2024 addressed our previous comments related to storm water management. Notwithstanding this, through the detailed design stage of the subject subdivision, a site-specific storm water management report is requested and will need to be to the satisfaction of the Region. The report is required to determine and demonstrate, that there is no adverse effect from the subdivision Plan area on the existing structures and drainage along Regional roads.	Urbantech	
	Hydrogeological Review		
	Regional staff have reviewed the Preliminary Hydrological investigation prepared by DS Consultants dated October 11, 2024, and offer the following comments to be included within a revised report at the Detailed Design stage:		
	<ul style="list-style-type: none">The report is a contingency plan for potential impacts to private wells.	DS Consultants	A residential water well survey was completed and included in the updated hydrogeological investigation dated October 2024. A contingency plan was included indicating that “Should one

	STAFF COMMENTS	ACTION BY	RESPONSE
			of the homeowners within the 500 m zone of the construction Sites file a complaint about their well water quantity or quality, DS will immediately investigate and ensure the homeowner has a safe supply of drinking water within 24 hours. This response may include the provision of bottled water, adding water directly to the well if possible, or providing a temporary tank and potable water supply. This service shall be maintained until water levels in the affected well are restored, or it is determined a long-term solution is required. If an affected well is determined to have been permanently degraded, deepening the existing well, drilling a new well or connection to municipal supply will be considered.”
	In addition, the following information is being provided to the applicant and recommended for consideration in future reports:		No action required at this time. Peel Region comments provided for detailed design stage.
	<ul style="list-style-type: none">Peel Groundwater Areas of Concern oakridgeswater.ca/wpcontent/uploads/2024/11/20200818-MEMO-Peel-SWSGW_Areas_of_Concern-v1.pdf		
	Traffic Development		
	The Region is currently updating our Transportation Master Plan and additional study elements including the Road Characterization Study (RCS).		
	Staff note that there are future works currently programmed as part of Peel's 10 Year Capital Budget and Plan in the vicinity of the application:		
	<ul style="list-style-type: none">King Street Grade Separated Crossing: King Street Over the CP Rails (2030)		
	An Environmental Assessment (EA) is planned to commence in approximately 2027 for a grade separation on King St at the CP Railway east of Humber Station Road (the crossing is currently at-grade). EA commencement is subject to annual Council approval of the Capital Program.		
	<u>Requested Site-Specific Traffic Impact Study (TIS)</u>		
	A site-specific Traffic Impact Study is requested to be undertaken; terms of reference must be submitted to the Region for review and comment prior to study commencement;	BA Group	
	All phases shall be considered in the TIS – to better understand the implications of all phases on all surrounding intersections.		
	Intersection improvements will be required to accommodate the subdivision in its totality. – improvements shall be reviewed and considered in the TIS.		
	The TIS shall clearly show access/road connection spacing/dimensions between accesses and roads, both existing and future proposed on both King Street and The Gore Road.		
	Pedestrian infrastructure will be required to facilitate this development, this will be reviewed and determined in the forthcoming submissions, but should be reviewed in the TIS and in consultation with the Town and transit facilitators.		
	The Region acknowledges that Phase One does not propose an access/road connection off King Street or The Gore Road, but these accesses and intersection works may be required to be finalized in terms of final location, type and configuration prior to other phases.		
	<u>TIS inputs for the broader Caledon station lands:</u>		
	The Region acknowledges that no access is being proposed off of King Street for Phase 1B.		
	Please note; auxiliary turn lanes may be required for any and all accesses onto King Street and should be included in the TIS for review.		
	Please note that the addition of paved shoulders will be required along the frontage of the site and will be reviewed at a later date.		
	The Region acknowledges that two accesses are being proposed off The Gore Road and two accesses are being proposed off of King Street.		
	The Region in theory is in support of the access locations, final access type, configuration and geometrics will be reviewed and determined after receipt of a satisfactory TIS.		
	All accesses onto Regional roads shall be in accordance with the Regional Standard based on the Controlled Access By-Law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road		

	STAFF COMMENTS	ACTION BY	RESPONSE
	classifications as well as the minimum access spacing distances that are associated with them. This portion of King Street is classified as an Suburban Connector which calls for 300m spacing from full moves to full moves access; 75m spacing from full moves to right-in/right-out access; and 75m spacing from right-in/right out to right-in/right-out access.		
	<u>Land Dedication</u>		
	The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 9 (King Street) which has a mid block right-of-way of 30 metres, 15.0 metres from the centreline of the road allowance, within 245 metres of intersections additional property as per the Official Plan requirement will be required, 35.5 metres, for a single left turn lane intersection configuration (17.75 metres) from the centreline of King Street, to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;		
	The Region will require the gratuitous dedication of a 15 x 15 m daylight triangle at the intersection of King Street and Humber Station Road.		
	The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 9 (King Street) behind the property line and daylight triangle;		
	The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way;		
	A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.		
	<u>Landscaping/Encroachments</u>		
	Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits.		
	Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.		
	<u>Signals and Streetlighting:</u>		
	Should any light standards or signals, including, hydro poles, sidewalks or MUPs be constructed, relocated or removed along the Region of Peel’s right-of-way, photometric drawings will be required to be submitted for review and approval. This is to ensure that the proposed streetlight/signals construction, relocation and or removals comply with our current standards (RP-8-21). Please reach out to our Signals Team for review and approval. Please contact Rebecca Caughey (Rebecca.caughey@peelregion.ca) Supervisor of Traffic Signals and Streetlighting		
	<u>Engineering Requirements</u>		
	A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel’s right of way must be designed in accordance to the Public Works, “Design Criteria and Development Procedures Manual” and “Material Specifications and Standard Drawings Manual”;		
	The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;		
	Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 9 (King Street);		
	A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);		
	The Owner will be required to submit the following prior to commencement of works within the Region’s right-of-way:		
	<ul style="list-style-type: none">Completed Road Occupancy Permit and a permit fee as per the Region’s user fees and charges By-law;		
	<ul style="list-style-type: none">Completed Notice to Commence Work ;		

	STAFF COMMENTS	ACTION BY	RESPONSE
	<ul style="list-style-type: none">Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;		
	<ul style="list-style-type: none">Please note that any proposed construction within the Region of Peel’s right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.		
	All costs associated with the design and construction of road and access works will be 100% paid by the Owner;		
	Legal		
	There is fencing in Block 58 along King Street that will need to be removed prior to its conveyance to the Region for road widening purposes. The same goes for the post and fencing together with the trees and landscaping within Block 57 along Humber Station Road.	BA Group	
	Reference to Blocks 57 & 58 along King Street and Humber Station Road need to be bolded and in a larger font. Currently, said labels are not readily noticeable and disappear into the measurements noted on the plan.	BA Group	
	The plan may be missing 0.3m reserves. Same, where required, will need to be added and labelled accordingly.	BA Group	
	Healthy Communities		
	<u>Green Development Standard</u>		
	1.4 – The tool has reached a Gold threshold on the Street Connectivity, Streetscape Characteristics and Efficient Parking metrics for the larger Phase 1 lands, which includes this Plan of Subdivision.	HPGI	
	1.6-Many of the proposed residential dwellings are within close proximity to a park and it appears that just over 75% of the dwellings are in proximity to other neighbourhood amenities which include future personal service and retail uses. We look forward to further clarification on fulfillment of the metric, based on what will be provided in the mixed use blocks and other commercial areas.	HPGI	
	<u>Healthy Development Framework</u>		
	After review of the completed Healthy Development Assessment, we are pleased to see the efforts made to create a healthy built environment through the design of the street network, land use mix and density. The role of the built environment can have a significant impact on human health and sustainability. Creating dense, compact neighbourhoods can encourage being physically active in our daily lives and promote using active transportation over private automobiles. In designing the subdivision plan there is an opportunity to establish a well connected and serviced neighbourhood. Some additional considerations are below:		
	<ul style="list-style-type: none">We look forward to seeing the sidewalks labelled on the street in the future detailed design.	NAK	
	<ul style="list-style-type: none">Blocks 47 and 59 will require a small scale HDA submitted at the time of development. Additional comments may be forthcoming. Small-scale: https://peelregion.ca/healthy-communities/pdf/HDA-small-scale-toolfillable.pdf	NAK	
	Waste Development		
	Prior to Plan of Subdivision approval, the developer is required to submit a Waste Management Plan Drawing that complies with the specifications detailed in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) for approval through the detailed design stage.		
	Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to the requirements of Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) being met and labelled on a drawing. The Waste Management Plan Must Demonstrate the Following:		
	<ul style="list-style-type: none">Collection vehicle access route must be shown on the drawing. See section 2.0 of the WCDSM for requirements.		
	<ul style="list-style-type: none">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. 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.		
	<ul style="list-style-type: none">A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage,		
	<ul style="list-style-type: none">For Laneways with curbside collection, the Waste Collection Vehicle can only collect from the right side		

	STAFF COMMENTS	ACTION BY	RESPONSE
	of the vehicle.		
	<ul style="list-style-type: none">Common collection points are not permitted, and residents must not place their waste carts on the opposite side of the street for safety reasons.		
	<u>Medium Density and Mixed-use Blocks</u>		
	Through proceeding development stages for the Medium Density Residential Block a Waste Management Plan will be required to demonstrate how Section 2.0 and 4.0 of the Waste Collection Design Standards Manual (WCDSM) will be met for front-end collection of garbage and recyclable materials for residential units within the development.		
	Additional comments:		
	For more information, please consult the following:		
	<ul style="list-style-type: none">The Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/wastecollection-design-standards-manual.pdf		
	<u>REGION OF PEEL CONDITIONS OF DRAFT APPROVAL</u>		
	As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-24006C, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.		
	<u>Development Charges</u>		
1.	Prior to execution of the Subdivision Agreement by the Region, the Developer shall:		
	a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer’s knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and		
	b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.		
2.	Provision shall be made in the Subdivision Agreement with respect to:		
	a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and		
	b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.		
	<u>Water Meter Fees</u>		
3.	In respect of the water meter fees:		
	a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region’s Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;		
	b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region’s Fees By-law, as amended from time to time; and		
	c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.		
	<u>Land Dedications and Easements</u>		
4.	As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and contamination and to the satisfaction of the Region:		
	a) A road widening pursuant to the Region’s Official Plan along Regional Road 9 (King Street). The Region’s Official Plan road widening requirement for mid-block along King Street is 30 metres right-of-way (15.0		

	STAFF COMMENTS	ACTION BY	RESPONSE
	metres from the centerline). Additional property as per the Official Plan requirement will be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 35.5 metres for a single left turn lane intersection configuration (17.75 metres from the centerline of King Street);		
	b) 15m x 15m daylight triangle at the intersection of King Street/Humber Station Road;		
	c) A 0.3 metre reserve along the frontage of King Street and behind the property line and behind the daylight triangles, lifted over any approved accesses; and		
	All costs associated with land transfers shall be 100% the responsibility of the Developer. Clauses shall be included in the Subdivision Agreement in respect of same.		
5.	The Developer shall gratuitously transfer to the Region free and clear of all encumbrances, contamination and to the satisfaction of the Region:		
	a) All temporary and permanent easements required in support of the DC works; and		
	b) All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands.		
	All costs associated with easements shall be 100% the responsibility of the Developer.		
	Clauses shall be included in the Subdivision Agreement in respect of same.		
	<u>Access</u>		
6.	The Developer acknowledges and agrees that road and access works may be required along King Street and to Block 45 to facilitate this development.		
7.	The Developer acknowledges that the intersections of King Street and Humber Station Road are not included in the Region’s Development Charges By-law. As such all costs associated with the interim and ultimate intersections and any improvement works, as required by the Region are 100% the Developer’s responsibility.		
8.	The Developer shall acknowledge and agree in the Subdivision Agreement that pedestrian infrastructure may be required along the frontage of the site along King Street. The Developer shall construct the required sidewalk or multi-use path along the frontage of the site as requested by the Region. The typical configuration of the cross section would be; splash pad, or shoulder, separated by a grass buffer/boulevard (1.0m width min.), adjacent to a 3.0m multi-use path as per the Regions satisfaction and at the sole cost of the Developer.		
9.	The Developer shall acknowledge in the Subdivision Agreement that, the following will be required at 100% cost of the Developer prior to the commencement of works within the Region’s right-of-way;		
	a) A Letter of Credit in the amount of 100% of the estimated cost to construct the required roads, intersections, access, and improvement works within the Region’s right-of-way; and		
	b) Engineering and inspection fees in the amount of 5.5% of the estimated cost of the required roads, intersections, access, and improvement works for King Street within the Region’s right-of-way.		
	c) A Letter of Credit in the amount of \$74,557.08 for Traffic Signal Maintenance fees for King Street and Humber Station Road, if so determined by the Region.		
	d) A Letter of Credit in the amount of 100% of the estimated costs to upgrade the traffic control signals at the intersection of King Street and Humber Station Road. All costs associated with the traffic control signals at the intersection shall be 100% the Developers expense.		
10.	The Developer shall agree in the Subdivision Agreement that any violations of the clauses related to the intersection works and improvement works on King Street will result in the Region exercising the right to draw of the Letter of Credits or physically close the intersections on King Street at 100% cost of the Developer.		
11.	Prior to the registration of the Subdivision Plan, or any phase thereof, the Developer shall provide to the Region’s Public Works Department a Letter of Credit in the amount of \$10,000.00 for pavement markings on King Street and Humber Station Road. The Developer shall also be responsible for pavement markings maintenance. The Letter of Credit will be released once all necessary pavement markings are completed and the intersection improvement works are assumed by the Region. Pavement markings along Regional roads shall be in accordance with the Region’s specifications and standards, as amended from time to time.		
	A clause shall be included in the Subdivision Agreement in respect of same.		

	STAFF COMMENTS	ACTION BY	RESPONSE
12.	The Developer shall remove any existing driveway/accesses along the frontage of King Street that do not conform to the approved plans at its sole cost, and the boulevard, if any, reinstated along with curb and gutter at the Developer's sole cost and expense.		
	a) No lots or blocks shall have direct access to King Street; and		
	Clauses shall be included in the Subdivision Agreement in respect of same.		
13.	The Developer shall agree in the Subdivision Agreement that the location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.		
14.	The Developer shall agree in the Subdivision Agreement that prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer. A clause shall be included in the Subdivision Agreement in respect of same.		
15.	The Developer shall agree in the Subdivision Agreement that the Region will not permit any alteration to grading within King Street right-of-way along the frontage of the Lands. A clauses shall be included in the Subdivision Agreement in respect of same.		
16.	Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:		
	a) Traffic Impact Study (TIS) detailing the impact of the Development on the Regional road network and identifying any mitigation measures. The intersection geometrics, signals requirements and turning lanes requirements will be provided at such time the TIS is acceptable to the Region; and		
	b) A Functional Design Plan for the interim and ultimate road and access works, including any intersection upgrades along King Street, which considers any Regional Road improvements that may be required.		
17.	The Developer acknowledges and agrees that landscaping, cranes, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.		
	<u>Development Engineering Conditions</u>		
18.	Servicing of the subdivision will require:		
	a) Construction of oversized 750-600mm dia. watermains, elevated tank and booster pumping station which are the financial responsibility of the Region as per Development Charges By-Law and Policy F40-06;		
	b) Construction of oversized 675-525 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law and Policy F40-06; and		
	c) The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works.		
	Clauses shall be included in the Subdivision Agreement in respect of same.		
19.	Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the Town and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers and watermains to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.		
	<u>Drawings – Servicing and "As Constructed"</u>		
20.	Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.		

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21.	Within (60) days of preliminary acceptance of the underground services, the Developer’s engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region’s Digital Format Guidelines. The Developer’s engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”. A clause shall be included in the Subdivision Agreement in respect of same.		
	<u>General Conditions</u>		
22.	Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.		
23.	Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval a Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development.		
24.	Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval.		
25.	Prior to registration of the plan of subdivision, the Developer shall pay the Region’s costs for updating its electronic “As Constructed” information for the infrastructure installed by the Developer. The cost shall be based on a “per kilometre” basis for combined watermains and sanitary sewers installed pursuant to the Region’s latest User Fees By-law.		
26.	Prior to registration of the plan of subdivision, the Developer shall ensure that:		
	a) All lots and blocks must be serviced via an internal road network;		
	b) The proposed Lots or Blocks fronting Laneways within the Pan can be serviced by municipal water and wastewater services in accordance with the Town’s current approved standard drawings where Region’s underground services are permitted and in accordance with the Region’s latest Standards and Specifications. Any new proposed standard, or modifications to an existing standard, would need to be submitted and reviewed through the Town’s Standards Committee; and Clauses shall be included in the Subdivision Agreement in respect of same.		
27.	The Developer shall acknowledge in the Subdivision Agreement the Region’s responsibility to provide safe drinking water in Peel and to provide reliable delivery of wastewater services, including protection of the environment. The Owner hereby confirms its familiarity with the Region’s Drinking Water Quality Management System (QMS) and Wastewater Integrated Management System (IMS), which require that drinking water and municipal wastewater meet all applicable legislative and regulatory requirements and that the QMS/IMS be continually maintained and improved.		
28.	The developer shall acknowledge in the Subdivision Agreement that the Region’s drinking water systems are governed by Province of Ontario legislation, and that every person authorized to carry out work on any aspect of the Region’s drinking water system, including construction, extension, system modification, and operation, must be familiar with the Safe Drinking Water Act, 2002, applicable regulations, and the Drinking Water Works Permit and the Municipal Drinking Water License issued to the Region by the Ministry of the Environment, Conservation and Parks (MECP). The design and construction of any aspect of the drinking water system shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region’s Public Works Design, Standards Specification, and Procedures Manual.		
29.	The Developer shall acknowledge and agree in the Subdivision Agreement that the Region may require the Developer to construct one or more water sampling stations at the Developer’s sole cost within the Plan of subdivision. The location of and the requirement for a water sampling station will be determined at the engineering review stage.		
30.	The Developer shall acknowledge in the Subdivision Agreement that prior to the issuance of Preliminary Acceptance, the Developer reviewed the Drinking Water QMS, available on the Region’s website at		

	STAFF COMMENTS	ACTION BY	RESPONSE
	https://www.peelregion.ca/construction/ , including sections on compliance with applicable legislation, and confirm its familiarity of the same.		
31.	The Developer shall acknowledge and agree in the Subdivision Agreement that every person authorized to carry out work, including construction, extension, system modification, and operation of any aspect of the Region’s wastewater system, must be familiar with the Environmental Protection Act, Ontario Water Resources Act and applicable regulations, including the Environmental Compliance Approval (ECA) issued to the Region by the MECP for wastewater infrastructure within the subdivision.		
32.	The Developer shall acknowledge and agree in the Subdivision Agreement that in the event that the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s) at a location approved by the Region be cut and capped at the cost of the Developer. Re-commissioning of the watermain(s), as required by legislation, will be at the cost of the Developer.		
33.	The Developer shall acknowledge and agree in the Subdivision Agreement that the Developer will be responsible for the cost associated with the utilities locates on Regional infrastructure from the time of their installation until final assumption of the subdivision.		
34.	The Developer shall acknowledge and agree in the Subdivision Agreement that prior to the Region assuming ownership of the subdivision infrastructure, a final acceptance inspection is conducted to confirm no outstanding deficiencies, The costs associated with the inspection will be the responsibility of the Developer.		
35.	The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region’s User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.		
36.	The Developer shall maintain adequate chlorine residuals in the watermains within the subdivision from the time the watermains are connected to the municipal system until the Region issues Final Acceptance. In order to maintain adequate chlorine residuals, the Developer shall be required to either install automatic flushing devices or to retain Regional staff to carry out manual flushing. Regional staff will conduct the water quality monitoring and testing for chlorine residuals. The costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the Region’s Fees By-law, as amended.		
37.	In respect of servicing existing properties in case that existing private wells within the zone of influence deteriorate due to the servicing of the proposed plan of subdivision;		
	a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Owner shall provide temporary water supply to the residents upon notice by the Region and the Owner shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Owner shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.		
	b) The Owner shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:		
	i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests: a) Bacteriological Analysis - Total coliform and E-coli counts b) Chemical Analysis - Nitrate Test c) Water level measurement below existing grade		

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	ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Owner shall notify in writing the Homeowner, the Region of Peel’s Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.		
	iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance. Clauses shall be included in the Subdivision Agreement in respect of same.		
38.	The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the Plan of subdivision until the Region’s Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region’s satisfaction. The Developer’s Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.		
39.	The Developer shall agree in the Subdivision Agreement to include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel’s access requirements for the maintenance, operation, replacement and repair of its infrastructure as follows:		
	<u>Warning Clause</u>		
	“Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner’s expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works. This clause shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.		
40.	The Owner acknowledges that the Contractor has full responsibility to comply with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O.Reg.) 406/19- Onsite and Excess Soil Management. The Contractor shall be familiar with and meet the objectives of O.Reg. 406/19 for all work completed. A clause shall be included in the Subdivision Agreement in respect of same.		
41.	The Developer shall indemnify and hold the Region harmless from and against any and all actions, suites, claims, demands, and damages which may arise either directly or indirectly by reason of the development of the subject lands and/or construction of works, save and except for any actions, causes of action, claims, demands and and damages arising out of the negligence of the Region or those for whom it is in law responsible. A clause shall be included in the Subdivision Agreement in respect of same.		
	<u>Staging and Sequencing Plan</u>		
42.	The Owner shall acknowledge and agree that satisfactory arrangements are to be made with the Region with respect to receipt of a Staging and Sequencing Plan for the coordination of development for the subject lands. The phasing plan shall demonstrate the orderly and fiscally responsible and efficient progression of development that is coordinated with the Region’s capital Plan and infrastructure master plans.		
	<u>Waste Collection</u>		
43.	The Owner acknowledges and agrees that prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Waste Collection Design Standards Manual.		
	<u>Affordable Housing</u>		
44.	The Owner acknowledges and agrees to satisfy the Region’s requirements for the provision of affordable housing,		

	STAFF COMMENTS	ACTION BY	RESPONSE
	with such requirements to be determined to the satisfaction of the Region as may be required.		
	Legal		
45.	Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region’s review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer		
46.	The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region’s Legal Services Division: a. A copy of the final signed M-Plan b. A copy of the final draft R-Plan(s); and c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan. A clause shall be included in the Subdivision Agreement in respect of same.		
Caledon Green Development Standard March 28, 2026			
	Theme 1: Community Design and Mobility		
1.1	The proposed development provides for a range of townhouses and apartment buildings. There are no singles or semi detached housing proposed.	HPGI	Acknowledged.
1.2	This metric will be approved at the detailed design stage. The Owner shall submit Detailed Landscape Drawings that include new or enhanced visual and physical connections to open-space areas, parkland, and natural features for the proposed development prepared by a Certified Landscape Architect.	HPGI NAK	No action required at this time. To be approved at detailed design stage.
1.3	Noted that this will be addressed at the detailed design stage	HPGI	Acknowledged.
1.4	The tool has reached a Gold threshold on the Street Connectivity, Streetscape Characteristics and Efficient Parking metrics for the larger Phase 1 lands, which includes this Plan of Subdivision.	HPGI	Acknowledged.
1.5	We look forward to further clarification on fulfillment of the metric, based on what will be provided in the medium density and mixed use blocks at the site plan stage.	HPGI	No action required at this time. To be addressed at site plan stage.
1.6	Many of the proposed residential dwellings are within close proximity to a park and it appears that just over 75% of the dwellings are in proximity to other neighbourhood amenities which include future personal service and retail uses. We look forward to further clarification on fulfillment of the metric, based on what will be provided in the mixed use blocks and other commercial areas.	HPGI	Acknowledged.
1.7	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage (https://www.caledon.ca/en/town-services/green-development-standards.aspx)	HPGI	Letter of Commitment dated May 5, 2025 enclosed as requested.
	Theme 2: Green Infrastructure		
2.1	Agree that this will be reviewed and approved at the detailed design stage. Please note that a condition of draft plan will be included.	HPGI	Acknowledged.
2.2	Agree that this will be reviewed and approved at detailed design. All topsoil from the original subdivision stockpile and imported soils shall be tested (and amended if needed). Owner is responsible to provide soil analysis report (including recommendations amendments) for the soil quality. Follow the latest Town's standard requirements for the soil depth.	HPGI	Acknowledged.
2.3	Agree that this will be reviewed and approved at the detailed design stage. Please note that a condition of draft plan will be included.	HPGI	Acknowledged.
2.4	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage (https://www.caledon.ca/en/town-services/green-development-standards.aspx)	HPGI	
2.5	The applicant has demonstrated that the water balance criteria can be met using underground infiltration trench systems within the park blocks. However, the proposed LID design must be refined further using a proper safety factor at the detailed design stage.	Urbantech	Acknowledged.
	Theme 3: Buildings and Energy		
3.1	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage	HPGI	Letter of Commitment dated May 5, 2025 enclosed as requested.

	STAFF COMMENTS	ACTION BY	RESPONSE
	(https://www.caledon.ca/en/town-services/green-development-standards.aspx)		
3.2	Please provide a Letter of Commitment.		
3.3	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage (https://www.caledon.ca/en/town-services/green-development-standards.aspx)		
3.4	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage (https://www.caledon.ca/en/town-services/green-development-standards.aspx)		
3.5	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage (https://www.caledon.ca/en/town-services/green-development-standards.aspx)		
3.6	Please provide a Letter of Commitment.		
3.7	Please provide a Letter of Commitment using the Terms of Reference found on the GDS webpage (https://www.caledon.ca/en/town-services/green-development-standards.aspx)		
	Theme 4: High Performance Buildings		
4.1	No comment.	HPGI	Noted.
Rogers			
January 17, 2025 – York Outside Plant Engineering			
	Rogers Communications Canada Inc. (“Rogers”) has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:		Draft plan conditions, no action required at this time.
1.	The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the “Communications Service Providers”) to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.		
2.	The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.		
3.	The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.		
4.	The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.		
	In addition, we kindly request to, where possible, receive copies of the following documents:		
1.	the comments received from any of the Communications Service Providers during circulation;		
2.	the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and		
3.	the municipal planners’ report recommending draft approval before it goes to Council or any of its committees.		
Development Engineering			
January 29, 2025 – Daniel Oh			
	Based on our review of the Draft Plan of Subdivision for Caledon Station 21T-24006C, Engineering Services recommends that the following should constitute conditions of draft approval.		
1.	Prior to any grading, servicing, tree removal, topsoil stripping, dumping or removal of fill, or altering the lands in any way, the Owner shall enter into the applicable Tree Removal, Grading or Servicing Agreement(s) with the Town. The Owner shall post all necessary securities and pay all necessary fees as required by the Town. The Owner shall obtain the necessary clearances for all other applicable draft plan conditions associated with grading, servicing or altering the lands in any way.		
2.	Prior to registration, arrangements shall be made to the satisfaction of the Town of Caledon for the relocation of any utilities required by the development of the subject lands to be undertaken at the sole expense of the applicant.		
3.	A clause shall be included in the subdivision agreement that after registration, the Owner shall dedicate all lands		

	STAFF COMMENTS	ACTION BY	RESPONSE
	to be conveyed to the Town, Region of Peel or other authority free of charge and with clear title (free and clear of encumbrances) and any necessary easements. A Certificate of Title shall be provided, in a form satisfactory to the Town, Region or other authority.		
4.	<p>1) Prior to any grading, the Owner shall submit an Environmental Noise Impact Study, prepared by a qualified professional, to the satisfaction of the Town. The study shall include an assessment of noise levels from the ultimate traffic volumes associated with the surrounding road networks and the effect of stationary source noise on the subject property, if applicable. The Owner acknowledges that the noise report is to be peer reviewed at the Owners expense and should revisions to the plan be required, the changes must be reflected in the final approved M Plan to the satisfaction of the Town.</p> <p>2) The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in the approved noise study to the satisfaction of the Town. The Owner shall also agree to include in the purchase and sales agreement with potential homeowners the appropriate warning clauses included in the Environmental Noise Impact Study.</p>		
5.	<p>1) Prior to registration, the Owner and the Owner’s Noise Consultant shall prepare and sign a Noise Attenuation Statement for the plan, to the satisfaction of the Town of Caledon, and when applicable, the Region of Peel, describing the lots, blocks and dwelling units on and in which the noise attenuation works are to be installed, the particular nature of these works, the restrictive covenants required for the noise attenuation works, the lots and blocks on which these covenants are to be registered, and the noise warning clauses required for the plan.</p> <p>2) Prior to the issuance of the approval of any certified model home for dwelling units to be constructed on the Plan, the Owner and Owner’s Noise Consultant shall provide a certificate to the satisfaction of the Town, certifying that the builder’s plans for each dwelling unit to be constructed on the Plan show all of the noise attenuation works required by the approved noise report and the approved plans.</p> <p>3) A clause shall be inserted in the Subdivision Agreement stating that the Owner and all builders and other persons selling lots or blocks within the Plan on which noise barriers have been installed, shall register on the title of all such lots or blocks, restrictive covenants satisfactory to the Town requiring that all owners of these lots or blocks:</p> <p> a. will not alter or remove the original material or colour of the noise barrier or alter the original grades within 2.0 metres of the barrier unless authorized in writing from the Town or as required pursuant to condition 6.3.b., and</p> <p> b. will maintain, repair, and if necessary replace the noise barrier as originally installed. Any maintenance, repair, or replacement shall be done with same materials to same standards and have the same colour and appearance of the original noise barrier.</p> <p>4) A clause shall in be included in the Subdivision Agreement stating that the Owner and all builders and other persons selling lots, blocks, or dwelling units within the Plan, shall attach a copy of the approved Noise Attenuation Statement to all agreements of purchase and sale for the lots or blocks referred to in the approved Noise Attenuation Statement or where agreements of purchase and sale have been entered into for any of the affected lands prior to the execution of the Subdivision Agreement, deliver a copy of the approved Noise Attenuation Statement to all such purchasers of the affected lands prior to the completion of their agreements of purchase and sale.</p> <p>5) A clause shall be included in the Subdivision Agreement requiring the approved Noise Attenuation Statement be attached as a schedule to the Subdivision Agreement and that if the agreement is signed before the Noise Attenuation Statement is approved, this statement shall be approved prior to registration and attached to and form part of the Subdivision Agreement, or be attached as a schedule to any supplementary Subdivision Agreement required for the Plan.</p> <p>6) A clause shall be included in the Subdivision Agreement stating that the Owner agrees that neither it nor any builder nor any other person shall permit the occupancy of any dwelling units constructed on lots on which any of the works identified in the Noise Attenuation Statement have not been installed or</p>		

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	<p>constructed, to the satisfaction of the Town.</p> <p>7) Appropriate clauses shall be included in the Subdivision Agreement stating that the design of the noise barrier shall be reviewed and approved by a structural engineer, and the installation of the footings for the posts shall be supervised by a Geotechnical Engineer. Prior to assumption, the Owner is to provide the Town with “As Recorded” (construction) drawings of all noise attenuation barriers including elevations in the rear yard amenity areas of adjacent lots or blocks.</p> <p>8) Appropriate clauses shall be included in the Subdivision Agreement, in language to the satisfaction of the Town, stating that during the registration process that Section 118 restrictions are required for lots and blocks within the Plan on which noise barriers have been installed as identified in the Noise Attenuation Statement. The Section 118 Restrictions will remain until the Town receives a satisfactory certification from the Owner’s Noise Consultant certifying that the barriers have been installed in accordance with the approved noise report and the Approved Plans.</p> <p>9) Appropriate clauses shall be included in the Subdivision Agreement stating that prior to assumption, the Owner’s Noise Consultant is to provide a certificate to the Town certifying that all noise attenuation works identified in the approved Noise Attenuation Statement, the approved noise report and the approved plans listed in Schedule B of the Subdivision Agreement have been implemented to the satisfaction of the Town. These include noise attenuation works such as, but are not limited to noise barriers being installed to the correct elevation, constructed with no gaps and meet the surface density requirement; air conditioners have been provided where indicated mandatory; the provision for adding air conditioners has been provided where required and any special building measures required to meet the sound transmissions class requirements have been installed. The Owner is solely responsible for ensuring the Noise Consultant is able to certify that the noise attenuation works have been installed. The Town will not assume any responsibility in aiding the certification of the noise attenuation works.</p> <p>10) A clause shall be included in the subdivision agreement stating the Owner will supply the Town with an OLS certificate certifying that noise barrier fence posts, and berm if required, have been installed entirely on private property prior to fence boards/cladding installation.</p> <p>11) A clause shall be included in the subdivision agreement stating that prior to assumption of the subdivision by the Town, the Owner agrees to supply the Town with an OLS certificate certifying that the noise barrier has been constructed entirely on private property.</p>		
6.	The Owner agrees in the subdivision agreement to coordinate the preparation of a Composite Utility Plan (CUP), to the satisfaction of all affected authorities. This Composite Utility Plan shall be approved by the Town prior to servicing of the Plan or registration of the Plan, whichever occurs first.		
7.	A clause shall be included in the subdivision agreement stating that the Owner agrees to provide notice to prospective purchasers upon the completion and approval of the Composite Utility Plan showing the location of all community facilities (community mail boxes, bus shelter and stops, street trees, sidewalks, street light poles, hydrants, cable boxes, transformers or any other above grade facilities) to the satisfaction of staff and that this plan be displayed in the sales office.		
8.	<p>1) The Owner agrees in the Subdivision Agreement to design, purchase material and install an LED street lighting system in the Plan in accordance with Town standards and specifications. The street lighting system is to be inspected and Authorizations to connect must be issued by the Electrical Safety Authority prior to registration of the Plan.</p> <p>2) Prior to registration, the Owner shall provide unconditional manufacturer’s comprehensive certified warranty for various streetlight components per the Town of Caledon’s Outdoor Lighting Standard Manual Sections to the Town’s satisfaction. The warranty must be transferrable to the Town.</p>		
9.	1) Prior to any grading or any site alteration of the Plan, the Owner shall be required to prepare a detailed Stormwater Management Report together with the necessary hydrology to ensure that the proposed stormwater facilities and associated infrastructure required for this plan have been designed in accordance		

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	<p>with the latest Provincial, Toronto and Region Conservation Authority and Town requirements. The Owner shall be responsible to secure an adequate and acceptable outlet for all stormwater flows from the plan in accordance with the approved Stormwater Management Report, to the satisfaction of the Town, Region of Peel and TRCA.</p> <p>2) The Owner shall design, construct, install, operate, and maintain all stormwater infrastructure, including LIDs, that service the Plan as shown on the approved plans and drawings, as revised, in accordance with requirements in the Town’s CLI-ECA (ECA Number 324-S701 No. 1) as well as complete all necessary documentation and payment of applicable fees. The Stormwater Management Report should demonstrate how the stormwater servicing strategy is in compliance with the Town’s CLI-ECA (ECA Number 324-S701 No. 1).</p> <p>3) Prior to site alteration, the Owner shall demonstrate that clearances from the TRCA and Region of Peel have been provided to ensure adequate and acceptable outlets for all stormwater flows from the plan in accordance with the approved Stormwater Management Report.</p> <p>4) A clause shall be included in the Subdivision Agreement stating that the Owner shall carry out, or cause to carry out, the recommendations set out in the aforementioned report to the satisfaction of the Town. In this regard, the Owner shall be responsible to outlet all stormwater flows from the Plan to adequate and acceptable outlet, all to the satisfaction of the Town of Caledon, Region of Peel, and Toronto and Region Conservation Authority.</p> <p>5) A clause shall be included in the Subdivision Agreement stating that the Owner shall provide the Town with “as recorded” drawings of all Town stormwater management infrastructure prior to preliminary acceptance of the Plan.</p> <p>6) Prior to registration, the Owner shall prepare an operation and maintenance plan for the stormwater management works to the satisfaction of the Town.</p> <p>7) A clause shall be included in the Subdivision Agreement stating that the Owner shall carry out or cause to carry out all aspects of operations and maintenance and in accordance with the Town-approved plan.</p>		
10.	Prior to registration, the Owner shall prepare an operations, maintenance and monitoring plan, including Emergency Response Plan, for municipal stormwater management works for Town approval. The Owner shall carry out or cause to carry out all aspects of operations and maintenance accordance with the Town-approved plan.		
11.	A clause shall be included in the Subdivision Agreement which states that the Owner shall deposit to the Town \$125,000 per SWM pond for functional and performance monitoring and reporting of the stormwater management facility(ies) in accordance with the approved operations, maintenance, and monitoring plan.		
12.	A clause shall be included in the Subdivision Agreement which states that the Owner shall deposit a projected cost of functional and performance monitoring of the SWM facility and reporting to the Town, plus an additional 15% for contingency and engineering fees, in accordance with the approved operations, maintenance, and monitoring plan.		
13.	A clause shall be included in the Subdivision Agreement which states that the Owner agrees to monitor the sediment accumulation level periodically and clean the pond as required by the Town’s CLI-ECA to ensure its operational efficiency is maintained until assumption.		
14.	Prior to preliminary acceptance and/or registration, the Owner shall prepare a Stormwater Facility Monitoring Plan in accordance with the Town of Caledon's Operations, Maintenance and Monitoring requirements including monitoring of the facility a minimum 2 years prior to cleanout and a minimum 2 years post-facility cleanout pond as required by the Town’s CLI-ECA.		
15.	A clause shall be included in the Subdivision Agreement stating that the Owner shall cleanout, certify and stabilize all stormwater management (SWM) controls and infrastructure prior to assumption of the plan of subdivision. Stabilization of SWM controls must include all plantings in accordance with the approved landscaping drawings.		

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	Certification of all SWM controls and storm infrastructure, including CCTV and as-constructed surveys must be prepared by a qualified professional engineer and submitted to the satisfaction of the Town. In addition, the owner agrees that during construction of the pond no over excavation of the pond cells will occur, without prior approval from the Town.		
16.	<p>1) Prior to any grading or any site alteration of the Plan, the Owner shall prepare an Erosion and Sedimentation Control (ESC) monitoring program and plans in conformance with the TRCA’s “Erosion and Sediment Control Guide for Urban Construction (2020),” to be undertaken during all construction phases of the plan until the subdivision is assumed by the Town.</p> <p>2) A clause shall be included in the Grading, Servicing and Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the aforementioned report to the satisfaction of the Town.</p>		
17.	<p>1) Prior to any grading or any site alteration of the Plan, the Owner shall prepare a Topsoil Management Report and Plan with the objective of minimizing excess soil generated from the site to the satisfaction of the Town. The Topsoil Management Plan shall detail the location, size, side slopes, stabilization methods and time period of storage of the topsoil stockpile all to the satisfaction of the Town.</p> <p>2) A clause shall be included in the Grading, Servicing and Subdivision Agreement stating that the Owner shall carry out, or cause to be carried out, the recommendations set out in the aforementioned report to the satisfaction of the Town.</p>		
18.	<p>1) Prior to any grading or any site alteration of the Plan, a detailed Soils Investigation Report shall be prepared by a Geotechnical Engineer and submitted to the Town for review and approval.</p> <p>2) A clause shall be included in the Subdivision Agreement stating that the Owner carry out, or cause to be carried out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the Town.</p>		
19.	<p>1) Prior to any grading or site alteration, the Owner shall submit a Ministry of Environment, Conservation and Parks (MECP) Record of Site Condition (RSC) in accordance with the requirements of Regulation 153/04 under the Environmental Protection Area (as amended), for all lands within this Plan, certifying that all lands included in this Plan meet MECP standards, and to provide proof to the Town or such governmental body that the Record of Site Condition has been acknowledged by the Ontario MECP and registered on the Brownfield Environmental Site Registry, all to the satisfaction of the Town. The Owner shall reimburse the Town for the cost of peer review of any reports, if required.</p> <p>2) A clause shall be included in the Subdivision Agreement stating that the owner shall carry out or cause to carry out, the recommendations set out in the aforementioned, RSC and ESA to the satisfaction of the Town.</p>		
20.	Prior to the execution of the subdivision agreement, all engineering drawings must be approved and signed by the Town. Until such time, all construction related works of the Subject Lands shall be carried out entirely at the expense and risk of the Owner. The Owner shall be also solely responsible for ensuring the accuracy of the all associated plans and reports and for ensuring that all engineering related works will meet the standards and specifications of the Town and the Region.		
21.	A clause shall be included in the Subdivision Agreement requiring the Owner to secure any external easements necessary for the future maintenance of any municipal infrastructure.		
22.	A clause shall be included in the Subdivision Agreement stating that all lots or blocks to be left vacant, for a period of time as determined by the Town, shall be graded, seeded, maintained, signed and fenced by the Owner, if required, to prohibit dumping and trespassing.		
23.	Prior to grading, the Owner shall obtain an encroachment agreement with affected landowners where proposed grading is required outside the limits of the plan, if applicable.		
24.	A clause shall be included in the Subdivision Agreement that the Developer will be 100% responsible for all costs		

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	associated with the relocation of existing services (i.e. gas, hydro, telecommunications, etc.) to accommodate this development.		
25.	A clause shall be included in the Subdivision Agreement stating that the Owner shall, clean out all municipal infrastructure (including storm sewers, catchbasins, swales and an OGS) including municipal infrastructure to which the lands drain to and address all deficiencies prior to assumption of the Plan to the satisfaction of the Town.		
26.	<p>1) Prior to registration, the Owner shall prepare an educational pamphlet, to the satisfaction of the Town, on the importance of the LID (Low Impact Development) facilities required on private properties for water balance as recommended in the approved Stormwater Management Report prepared by the Owner’s engineer. The Owner shall include the pamphlet with all promotional and information packages used in the sales of units in the development.</p> <p>2) Prior to registration, the Owner shall prepare a separate O&M manual, to the satisfaction of the Town, for lots and blocks on which stormwater management measures, including private LIDS are being constructed for use by the private landowners, clearly identifying the Owner’s responsibilities for long term maintenance.</p> <p>3) A clause shall be included in the Subdivision Agreement stating that the Owner shall include appropriate warning clauses in all agreements of purchase and sale, notifying the purchaser that applicable blocks have been designed with Low Impact Developments (LIDs) to promote infiltration and maintain pre-development water balance targets in the area. These LIDs will be constructed on applicable blocks as shown on the approved plans and it will be the responsibility of the future block owner to operate and maintain this infrastructure in good working order. Any restrictions on uses of any portion of their property that these LIDs may require must also be communicated.</p>		
27.	The Owner shall enter into a Subdivision Agreement with the Town of Caledon to satisfy all conditions, financial or otherwise of the Town, with regard to such matters as the Town may consider necessary, including payments of development levies, the provisions of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.		
28.	A clause shall be included in the Subdivision Agreement stating that the road allowances included within this Draft Plan of subdivision shall be dedicated as public highways and free of all encumbrances.		
29.	Prior to any grading, servicing or any site alteration of the Plan, the owner shall obtain a written permission from adjacent developments and non-participating landowners, as required, to the satisfaction of the Town, allowing temporary cul-de-sacs to be constructed on their lands. These temporary cul-de-sacs will be maintained by the applicant to the satisfaction of the Town and Region until assumption.		
30.	Prior to any grading, servicing or any site alteration of the Plan, the Owner shall ensure that a temporary cul-de-sac will be provided at the end of Street ‘A,’ to the Town’s satisfaction, to provide a proper turnaround during phased development.		
31.	Prior to any grading, servicing or any site alteration of the Plan, the owner shall obtain written confirmation from Macville Developments (21T-22001C & 21T-22002C) indicating that the construction of SWMP #1 and associated works will be fully constructed as part of this draft plan, in the event that their adjacent lands are not proceeding in advance or concurrently.		
32.	A clause shall be included in the subdivision agreement stating that the Owner shall obtain the gratuitous conveyances of the lands required for SWMP #1 and the associated works from Macville Developments (21T-22001C & 21T-22002C), such that all lands related to stormwater management of the applicable phase will be conveyed to the Town simultaneously, in the event that their adjacent lands are not proceeding in advance or concurrently, in accordance with the Town’s CLI-ECA.		
33.	Prior to grading, servicing or site alteration, the Owner shall obtain written confirmation from the affected landowner(s) allowing for the installation of the proposed box culvert that outlets the greenway corridor across Humber Station Road within their lands.		
34.	A clause shall be included in the subdivision agreement stating that the Owner shall obtain an easement		

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	agreement in favor of the Town with the affected landowner(s) for the proposed box culvert that outlets the greenway corridor across Humber Station Road, in accordance with the Town’s CLI-ECA.		
35.	<p>1) Prior to grading, servicing, or site alteration, the Owner shall complete the dewatering assessment based on the development and construction plans to determine and obtain any necessary water-taking permits (EASR/PTTW) from the MECP. If the anticipated permanent drainage flow for any SWM facilities is expected to be greater than 50,000 L/day, a long-term Permit-To-Take-Water (PTTW) be required to support permanent groundwater control for the SWM facilities.</p> <p>2) The Owner shall be responsible for securing an adequate and acceptable outlet for all temporary and permanent groundwater discharge for this draft plan, including obtaining all necessary discharge permits, to the satisfaction of the Town, Region of Peel, and TRCA.</p> <p>3) The Owner shall agree in the Subdivision Agreement to continuously monitor groundwater samples until assumption of the draft plan to ensure the groundwater quality meets the Provincial Water Quality Objectives (PWQO) for surface water quality samples to the satisfaction of the Town, Region of Peel, and TRCA. Hydrogeological investigations should be completed to ensure no impact or mitigated impact to local groundwater conditions. If the water quality fails to meet the PWQO criteria, the Owner will be responsible for all remediation measures to the satisfaction of the Town, Region of Peel, and TRCA.</p>		
36.	The Owner shall agree in the Subdivision Agreement to notify any purchaser and to register on title warning clauses advising purchaser that they are responsible for the cost and maintenance of the retaining walls and/or rear lot catch basins (RLCB).		
37.	<p>Prior to any grading, servicing, or site alteration, the Owner shall investigate the estimated frequency of sump pump usage due to high groundwater levels. If foundation drain discharge to the ground surface causes ponding that cannot meet the 24-hour drawdown time, the Owner agrees install a Foundation Drain Collector (FDC) system as necessary to the satisfaction of the Town. This system will collect foundation drainage by gravity, or with a sump pump if necessary, and convey the flow to a nearby watercourse or other approved receiving body, as authorized by the TRCA.</p> <p>The Owner will also evaluate the impact of the FDC system on the capacity and hydraulics of all receiving bodies, including ponds and constructed wetlands and confirm that it will have no adverse effect on the proposed and existing infrastructures and buildings. Any necessary modifications to accommodate the additional flow from the FDC must be made to the satisfaction of the Town.</p>		
38.	<p>The Owner shall agree in the Subdivision Agreement to provide a financial contribution equal to the one-time replacement cost of all FDC systems required for the draft plan.</p> <p>The Owner also acknowledges that sump pumps generally shall not be used to discharge foundation drain to ground surface and surface discharge shall only be permitted if deemed necessary and to the satisfaction of the Town.</p>		
39.	A clause shall be included in the Subdivision Agreement stating that the Owner agrees to periodically monitor the water level and drawdown time of the Low Impact Development (LID) features within the Park Blocks to verify their efficiency and functionality for a minimum of two (2) years after assumption.		
40.	A clause shall be included in the Subdivision Agreement stating that the Owner agrees to maintain and monitor the stormwater systems designed to meet the TRCA SWM quality and quantity criteria for Catchment 103, discharging into the Main Humber River for a minimum of two (2) years after assumption.		
41.	A clause shall be included in the Subdivision Agreement to provide a financial contribution equal to the one-time replacement cost of each Jellyfish filter cartridges proposed for Catchment 103 to the Town’s satisfaction.		
42.	The Owner agrees to pay the CLI-ECA Application Fees and Monitoring Review Fees in accordance with the Town’s current Fee by-law.		
43.	Prior to occupancy, the Owner will ensure that all roadway improvements and the proposed road network are constructed to the satisfaction of Town Staff. The Owner shall provide documentation demonstrating that the		

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	<p>roadway infrastructure and improvements on Town-jurisdiction roadways, as outlined in the September 2024 Caledon Station Transportation Study and the October 2024 DSSP, have been completed in accordance with the assumed phasing in these studies, with the exception of the following items:</p> <ul style="list-style-type: none">a) Additional Improvements: If further roadway improvements specifically related to the implementation of the Draft Plan are identified through updates to the documents listed below, the Owner will be responsible for implementing these additional improvements.b) Temporary Cul-de-Sacs: Temporary cul-de-sacs will be provided on local roadways, as requested by Town Staff, to facilitate proper traffic circulation during phased development.c) Interim Roadway Designs: In instances where constructing the full collector road network as outlined in the September 2024 study is not feasible, the Owner will submit Interim Roadway Designs and associated construction documentation to Town Staff. These interim designs must offer comparable connectivity and capacity to that provided by the collector roads in the September 2024 study.d) Signalization at Collector Intersections: Signal installation at the intersections of collector roads with Round House Road (formerly known as Street Y) must be completed before the occupancy of Phase 2.e) Two-Way Operation of Humber Station Road: Detailed designs will be completed to ensure that two-way operations on Humber Station Road between King Street and Castlederg Sideroad are maintained.		
Fire May 2, 2025			
	Comments:		
1.	The Community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within this development area.		Acknowledged.
2.	The 2022 amended Fire Station Location Study has identified this area as under serviced and an ideal location for a new fire station equipped with apparatus and staffed by a minimum of 4 firefighter 24/7. There is a need for a fire station within Caledon Station Secondary Plan. As per comments provided to 21T-22001C and 21T-22002C, Block 838 is deemed to be suitable for this location as long as all other requirements are met.		Acknowledged, this will be further considered at the detailed design stage and is located in the adjacent subdivision (21T-22001C and 21T-22002C), not the Subject Site.
3.	Fire Services does not recommend increasing this risk until further strides are made in the fire suppression deployment benchmarks including a minimum of 10 firefighters responding within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within this response area.		Acknowledged.
4.	Pressurized Fire Hydrants with adequate fire flow must be provided in accordance with Region of Peel Standards.		Acknowledged, this will be further considered at the detailed design stage.
	Conditions of Draft Plan Approval:		Draft plan conditions, no action required at this time.
1.	Fire: A clause shall be included in the Subdivision Agreement stating that the Owner agrees to satisfy the Fire Chief with respect to building construction that includes approved fire breaks, access during construction, house numbering, street signage, adequate water supply for fire protection, and other similar and/or related provisions.		
2.	Building: The Owner shall agree in the subdivision agreement to submit a plan to the Chief Building Official designating all fire break lots in accordance with the Town’s fire break policy. A system of tracking and marking these lots must be acceptable to the Chief Building Official and this information shall be readily available to the Fire Department.		
3.	Fire: A clause shall be included in the Subdivision Agreement stating that open air burning shall not be permitted on site at any time. Failure to comply with this provision, will result in a fee being applied based on the Fees and Charges By-law 2024-006, Schedule “E”, and may result in a charge being laid, as set out in the Fire Protection and Prevention Act, 1997 as amended.		
4.	Fire: Prior to any grading or site alteration of the Plan, the Owner shall agree to maintain fire protection and access ensuring that construction material and equipment not be stored on the streets or that would obstruct access to hydrants.		
5.	Fire: The Owner shall agree to test the fire hydrants for their rated capacities in conformance with NFPA 291, “Fire Flow Testing and Marking of Hydrants”, and based on those findings shall colour code the hydrants in		

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	conformance with NFPA 291 so as to provide identification by responding fire crews as to the capabilities of the fire hydrants.		