

COMMENT MATRIX

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| | | <p>Comments from the following departments/agencies are outstanding and will be provided following receipt:</p> <ul style="list-style-type: none"> • Town of Caledon, Parks • Town of Caledon, Natural Heritage • Town of Caledon, Energy and Environment • TRCA • Canada Post • OPP | Noted |
| 1. | Civil Drawings | Refer to redlined civil drawings for additional comments. | Noted. Redlines have been addressed. |
| 2. | Access Points | Proposed access configuration on Mayfield Road has been revised with the latest submission. Proposing right-in only access for western most access from Mayfield to Retail C1-C4 area. Region of Peel to confirm proposed access at Mayfield Road is acceptable. | Per comments from the Region dated November 6, 2025 the Region accepts the site accesses as currently proposed. |
| 3. | Civil Drawings | Review Creditview Road and Street G access design the civil plans and architectural plans. Accesses curb returns / asphalt does not match the proposed interim Creditview Road works or Street G works. Update civil drawings as required to show the correct access works tying into the interim condition for the road network. | Drawings have been updated to match the proposed interim Creditview Rd and Street G works. PL grades shown tie into both interim and ultimate conditions on Creditview Rd. |
| 4. | Civil Drawings | Review and update servicing design to match proposed external servicing works for Street G and Mayfield Road. | Servicing drawings have been coordinated with external works for Street G and Mayfield Rd. |
| 5. | Servicing | SWM criteria for the development is generally unchanged from the previous submission. Quantity control proposes to control Post-development 100-year peak flows to the pre-development 100-year peak flow at a runoff coefficient of 0.25, as | Please note that the SWM design has been revised to reflect the requirements as per the Alloa |

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| | | <p>prescribed in the drainage area plan for the respective receiving sewers (Plan C-1-9-1, Foundation Drain Collector Drainage Plan, Block 51-1 – Phase 2, prepared by Urbantech, dated Feb 2020). Underground storage and orifice plates on the pipe sewers within the development are proposed to control the post development drainage areas to their corresponding allowable pre-development release rates. Outlets are under the jurisdiction of the Region of Peel and the City of Brampton. Advisory comment.</p> | <p>Secondary Plan and is reflected in the resubmission.</p> |
| 6. | Servicing | <p>As per Alloa Secondary Plan Local SWS and Scoped Servicing Study, Regional SWM controls are required for the private developments along Mayfield Road draining to Fletchers Creek and Huttonville Creek. This includes the development at 12100 Creditview Road. Section 3.5.3 of the Scoped Servicing Study (Urbantech, August 2025) provides a hierarchy of evaluation for addressing SWM criteria for development areas without communal municipal SWM ponds. Hierarchy is provided below for reference. SWM design for 12100 Creditview Road is to have regard for Alloa SWM criteria and hierarchy of evaluation. FSR and SWM Report for SPA 2024-0092 is to be updated to address. Understand that KWA has contacted Urbantech to confirm applicable criteria for the development.</p> | <p>As per the Alloa Secondary Plan Scoped Servicing Study by Urbantech, the subject site is defined within the Fletcher’s Creek (F2) subwatershed (i.e. OS12 and OS13 for Block C and Block A+B, respectively). Table 3-5 of the study provides quantity control criteria for sites within this subwatershed and has been reflected in the latest updates to the stormwater management calculations (i.e. 25-year and 100-year controls).</p> |
| | Servicing | <p>Hierarchy of Evaluation for individual blocks draining to Fletcher’s Creek and West Huttonville Creek Subwatersheds:</p> <ul style="list-style-type: none"> i. Verify that the existing Mayfield Road sewers / culvert crossings (with no upgrades assumed) can convey the controlled 100-year peak. If it can, the block simply adheres to unit rates for the 2-year to 100-year events, as per the Huttonville Fletcher’s Subwatershed Study and the Heritage Heights Subwatershed Study. If not, the allowable release rate must be reduced to match the pipe capacity, and additional on-site storage solutions (e.g., underground tanks, pipe storage, rooftop storage, | <p>Based on KWA’s review of the hierarchy, and through discussion with the Town and Urbantech, the quantity control criteria has been set to be the lesser of the unit rates set in the HFSWS and the downstream pipe capacity. The HFSWS is more restrictive, therefore the</p> |

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| | | surface storage, etc.) will be applied to ensure the 100-year peak never exceeds downstream capacity. | requirements set in Table 3-5 of the HFSWS is adhered to and has been reflected in the latest submission. |
| | Servicing | ii. If outlet capacity is not limited, and where a conventional detention facility remains impractical, it is possible that post-development Regional peak flow is only marginally higher than the pre-development Regional flow. In this case, a “no-impact” analysis should be completed to demonstrate that releasing the uncontrolled Regional flows do not impact downstream water levels / infrastructure beyond acceptable thresholds (to be determined with the CVC). This would involve evaluating the downstream storm sewers, culverts/channels (HEC-RAS analysis) and overall hydrology (Huttonville Fletcher’s HSP-F model). This approach was previously accepted by CVC for small areas in which meeting the Regional storage criteria was impractical and absence of the Regional volume had no effect downstream. | No action—the subject site has adhered to the first condition of the Hierarchy of Evaluation. |
| | Servicing | iii. If outlet capacity is not limited, and where a conventional detention facility remains impractical, it is possible that post-development Regional peak flow is only marginally higher than the pre-development Regional flow. In this case, a “no-impact” analysis should be completed to demonstrate that releasing the uncontrolled Regional flows do not impact downstream water levels / infrastructure beyond acceptable thresholds (to be determined with the CVC). This would involve evaluating the downstream storm sewers, culverts/channels (HEC-RAS analysis) and overall hydrology (Huttonville Fletcher’s HSP-F model). This approach was previously accepted by CVC for small areas in which meeting the Regional storage criteria was impractical and absence of the Regional volume had no effect downstream. | No action—the subject site has adhered to the first condition of the Hierarchy of Evaluation. |

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| 7. | Servicing | Review and update water balance criteria and calculated water balance requirements as provided in the Hydrogeologic Assessment prepared by GEMTEC. Current calculation for water balance is based on the roof area only for the development. Revise servicing design with the latest water balance requirements from the updated Hydrogeologic Assessment. | <p>The latest hydrogeological report by GEMTEC, dated March 27, 2026 has indicated a post-development infiltration deficit for the site. If roof water is to be infiltrated, that would equate to a 12.3mm/event retention for the roof areas. KWA has adopted a design strategy of retaining a volume equivalent to 5mm of the total site area, which will also meet this infiltration deficit.</p> <p>Further discussion can be found in Section 2.6 of the FSSWMR.</p> |
| 8. | Servicing | Vertical separation values are provided on servicing plans for storm and sanitary sewer crossings. Vertical separation as low as 0.1m is proposed between pipes. Some (but not all) of the pipe crossings are indicated to be concrete incased. Review vertical separation proposed and confirm constructability. Update design as required. | Minimum 0.3m vertical separation provided for all pipe crossings. |
| 9. | Servicing | ECA approvals for the municipal stormwater infrastructure in Street G will be processed under the Town CLI ECA as part of the external road works approvals. | Noted |
| 10. | Servicing | ECA for the internal storm servicing and SWM controls is the responsibility of the applicant to obtain. Where applicable, ECA to be direct submission to the MECF. | Noted |
| 11. | Grading | Grading along the west property boundary is proposed to slope towards the west and the adjacent Region of Peel Property (Alloa Reservoir access road). Region of Peel to confirm grading towards the west property is acceptable. | Region to confirm. |

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| 12. | Noise Study | The noise study prepared by Valcoustics dated September 16, 2025 generally includes the same assessment and recommendations as the previous version of the noise study dated October 3, 2024. | Noted |
| 13. | Noise Study | Architectural plans and civil plans continue to not provide required details for the noise mitigation measures noted in the noise study. Sufficient details are to be provided in the documents for installation of the required noise mitigation measures including acoustic fences, screening of any HVAC equipment for the proposed buildings, etc. | <p>The noise report recommends the following mitigation measures which are detailed on architectural and landscape drawings:</p> <ul style="list-style-type: none"> • 7.0m sound barrier wall enclosing the loading dock area of Retail A – please refer to Roof Plan and Exterior Elevations for Building A (Costco) prepared by Ware Walcomb which dimensions and shows the 7.0m sound barrier wall required at the loading dock on the south-east corner of the building. • Rooftop parapet barrier wall on all portions of Retail A roof – Please refer to Exterior Elevation Drawings for Retail A (Costco) – the height of the building |

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| | | | incorporates the required sound parapet. The original submission showed building height of 29'-6" and has now been increased to 31'-8". <ul style="list-style-type: none"> 1.8m high sound barrier around the northeast corner of Retail B5 drive-through – Please refer to Site Plan (Site A&B) for callout of the 1.8m high sound barrier at the drive-through. Please refer to Landscape Plan LD3 for a detail/spec of the proposed noise barrier and install requirements. |
| 14. | Noise Study | Clauses to be included in future site plan agreements and any other development agreements to address implementation of the required mitigation measures. Certification from the acoustical consultant will be required as a condition of securities release for the subject development. | Noted |
| 15. | Geotechnical Report & Road Classification Analysis | Revised geotechnical report provides pavement recommendations for internal development and for Street G. Remainder of the recommendations for the site are unchanged from the previous submission. | Noted |

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| 16. | Geotechnical Report & Road Classification Analysis | Road Classification Analysis included results of FWD testing completed on Creditview Road from Mayfield Road to Old School Road. Report indicates that pavement condition is within the “sound” pavement structure in accordance with the FHWA. Note that Town will require full depth pavement reconstruction of Creditview Road as part of the external road improvements and servicing being completed in support of SPA 2024-0092. Creditview Road reconstruction to be addressed through the separate Development Agreement. | Noted |
| 17. | Geotechnical Report & Road Classification Analysis | Retaining wall structural details and drawings prepared by RisiStone are provided with the latest SPA submission for the 7 retaining walls proposed for the private development. Recommend that the SPA civil drawings label the retaining walls with the same numbering as is noted in the Risistone drawing set (Sheet RW-1) for coordination. | Retaining walls have been coordinated with RISI stone. RISI Stone detail drawings have been submitted with this application. |
| 18. | Retaining Wall Structural Drawings | Clauses will be included in the subdivision agreement for construction and certification of the retaining walls in accordance with the Risistone plans and details. | Noted |
| 19. | Engineering Cost Estimate | Town policy is to require engineering securities at site plan for 50% of the site works cost estimate to a maximum of \$1,000,000.00. Final securities requirements will be confirmed upon review of the final SPA submission. | Noted |
| 20. | Engineering Cost Estimate | Securities for external municipal works will be addressed through the separate development agreement(s) for these works. External works securities will be based on 100% of the cost estimate and will be required as part of the final Development Agreement | Noted |
| 1. | SPA Comments | Please see landscape red-line comments on the following marked-up landscape drawings, reports and documents: <u><i>L1b - Layout and Planting Plan, prepared by The MBTW Group, dated September 17, 2025</i></u> <u><i>L1c -Layout and Planting Plan, prepared by The MBTW Group, dated September 17, 2025</i></u> | Noted |

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| | | <p><u>L1d - Layout and Planting Plan, prepared by The MBTW Group, dated September 17, 2025</u></p> <p><u>L2a- Soil Volume Plans (Site C & ROW/Municipality), prepared by The MBTW Group, dated September 17, 2025</u></p> <p><u>L2b- Soil Volume Plan (Site B), prepared by The MBTW Group, dated September 17, 2025</u></p> <p><u>L2c- Soil Volume Plan (Site A), prepared by The MBTW Group, dated September 17, 2025</u></p> | |
| 2. | SPA Comments | This site plan application is within the Alloo Secondary Plan Phase One area. The subject site is located at the intersection of the Town’s arterial roads, Mayfield Road and Creditview Road. The associated community plan may have an impact on this site plan; please refer to the comments from Urban Design to address these concerns accordingly. | Noted |
| 3. | SPA Comments | Please note that the proposed 3 m-wide multi-use pathways are required along the proposed public road, Street 'G', in accordance with the Alloo Secondary Plan. Additionally, the proposed public street trees should be coordinated with the external road works shown in the proposed engineering drawings. | 3.0m MUP is shown along Street G on all drawings. Public street trees have been coordinated on landscape plans for this submission and the Street G submission. |
| 4. | SPA Comments | Please coordinate with the engineering drawings to ensure that all service utilities and underground lines do not conflict with the proposed trees (refer to the Town’s General Landscaping Notes). Additionally, catch basins, manholes, and other utilities should not be located within the planting beds. | Noted |
| 5. | SPA Comments | Please ensure that the required planting soil volume is approximately 30 m ³ per proposed tree, and a minimum of 20 m ³ for each tree sharing the same planting bed, in accordance with the Town’s Green Development Standard. The maximum planting soil depth used for calculation is 1.5 m, based on the standard tree planting detail. If applicable, a tree soil cell structure detail should be provided to support | <ul style="list-style-type: none"> Minimum soil volumes have been ensured of for all deciduous trees – please refer to Soil Volume plans in the |

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| | | <p>deeper soil volume calculations. Additionally, please update the Green Factor Worksheet according to the proposed tree size definitions (Tree Canopy Diameter): Small trees: < 9 m, Medium trees: 9–12 m, and Large trees: > 12 m. Please coordinate with the engineering drawings to ensure that service lines and utilities do not conflict with the proposed trees. Note that no service utilities should be located within the proposed planting beds.</p> | <p>Landscape drawing set (L2a-L2c).</p> <ul style="list-style-type: none"> • Please refer to Soil Volume plans in the Landscape drawing set (L2a-L2c). No soil cells are required currently. Please be aware that there are a few exceptions proposed to the maximum soil volume depth of 1.5m, where the soil depth has been increased to 1.8m depth in order to preserve a sum of large, shade growing trees in the planting islands. A new detail has been provided in the landscape dwg package to detail this soil depth condition. • Updated Green Factor Worksheet has been provided with this application. • The latest Servicing and Grading from Civil has been input into the |

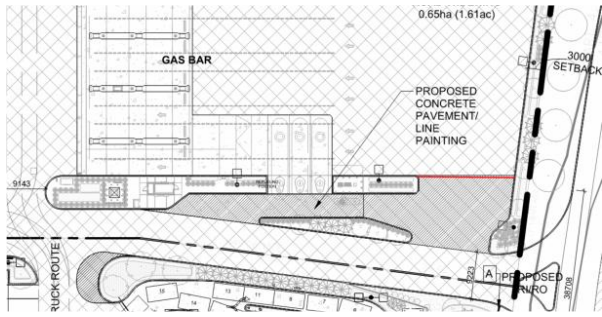
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| | | | Landscape base, and all proposed underground lines have been checked to ensure that no trees are located overtop. The location / layout of service utilities is within the scope of the Civil Engineer, please refer to their drawings. |
| 6. | SPA Comments | As indicated in the provided arborist report, 86 compensation trees are required for the removal of existing trees due to the proposed development. Please note that cash-in-lieu, at a rate of \$650 per tree, will be paid to the Town. | Noted |
| 7. | SPA Comments | Please resubmit the finalized landscape cost estimate based on the comments provided above in the next submission. The landscape cost estimate needs to be originally stamped, signed and dated by a full member of the Ontario Association of Landscape Architects (OALA) in good standing. The amount of landscape securities the Town requires is based on 100% of the total cost of the landscape works. | Landscape cost has been provided with this submission. |
| 8. | SPA Comments | Please note that further revisions resulting from other departments or agencies comments may result in a further review and possible additional changes. Please note that review has been limited to the standards affected by the development proposed through this application only. | Noted |
| 1. | Key Comments | Coordinate as required to ensure consistency between external works by TYLin, the overall Site Plan, and the TIS by LEA Consulting. | Noted |
| 2. | Key Comments | Include the costs for Pavement Markings and Signage in the Engineering Cost Estimate for both internal and external works. | Engineering Cost Estimate includes cost for Pavement Markings and Signage for the internal items based on LEA's |

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| | | | <p>Cost Estimate & PMSP. Refer to line item 5.1.6.</p> <p>KWA has also prepared a separate cost estimate for the off-site works based on Tylin's PMSP and Costs provided.</p> |
| 3. | Key Comments | <p>Street G:</p> <ul style="list-style-type: none"> o The Northernmost Access on Street G (Truck Access C1/C2) shall be updated to meet Town standards. While minimum curb radii may be considered, the currently proposed radii of 3.0m and 1.9m are insufficient. Review whether the minimum OPSD curb radius of 4.5m for commercial accesses is appropriate for the proposed development. | <p>Curb radii at the northern most access along Street G has been revised to meet OPSD standards.</p> |
| | Key Comments | <ul style="list-style-type: none"> o Pavement and lane widths shall be measured from the face of the curb. | <p>Addressed on submission for external works and coordinated with current SPA submission.</p> |
| | Key Comments | <ul style="list-style-type: none"> o Through lanes shall be 3.5m wide. | <p>Addressed on submission for external works and coordinated with current SPA submission.</p> |
| | Key Comments | <ul style="list-style-type: none"> o A Two-Way Left Turn Lane (TWLTL) with a minimum width of 3.4m shall be provided from the Middle Street G access (full-movement passenger vehicle access for Retail C1/C2) to the terminus (currently a cul-de-sac). | <p>A two-way left turn lane has been provided from the middle of Street G access to the terminus.</p> |
| | Key Comments | <ul style="list-style-type: none"> o The preferred approach is to maintain the 3.4m width south to the Mayfield intersection in the form of left-turn lanes. Please confirm with the Region if this is acceptable. | <p>Need Region to accept</p> |
| | Key Comments | <ul style="list-style-type: none"> o The Middle Street G Access (full move's passenger vehicle access C1/C2), remove the All-Way Stop Control (AWSC) install Two-Ways Stop Control (TWSC) with Street | <p>All-Way Stop control has been removed along Street G and replaced with a Two-Way Stop.</p> |

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| | | G as the major approach. This is too close to Mayfield Road for AWSC to be appropriate. | |
| | Key Comments | <ul style="list-style-type: none"> o Provide a Northbound Left Turn Lane at the Middle Street G Access (full move's passenger vehicle access C1/C2). This intersection shall be TWSC. | Northbound left turn lane at the middle of Street G access has been provided. |
| | Key Comments | <ul style="list-style-type: none"> o As per TIS comments below, coordination is required to ensure that large delivery vehicles can maneuver along their anticipated travel paths without conflicting with oncoming traffic. | Vehicle movement diagrams have been provided in the TIS that show no conflict for large delivery trucks and oncoming traffic. |
| 4. | Key Comments | There are inconsistencies regarding planned heavy vehicle traffic, access geometry, and roadway improvements on Creditview Road; clarity and revisions are required. Details below. | Noted |
| 5. | Key Comments | Consistent with prior comments, the current proposal does not support active transportation (Walking and Cycling) along Creditview Road. The proposal should provide an Active Transportation connection to the existing transit services within Brampton. Details bellow. | A paved shoulder, consistent with existing conditions along Creditview, has been provided as a part of the recent submission for external servicing for the site and coordinated with the current SPA. The paved shoulder provided is expected to be a temporary condition with further road improvements to be implemented through the Region of Peel Mayfield Road Widening project which is expected to commence in the fall of 2026. |
| 6. | Key Comments | Consistent with prior comments, the proposed Right-In Right-Out (RIRO) southern access on Creditview Road (Creditview # 2 in the TIS) shall conform to Region of Peel | Southbound right turn lane has been included through the |

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| | | Standard 5-1-4. This includes, but is not limited to, the provision of the missing southbound right-turn lane into the RIRO access. | external road submission and coordinated with current SPA. |
| 7. | Key Comments | A Southbound Right-Turn Lane is required at the northern full moves site access along Creditview Road (Creditview # 1 in the TIS). Review the warrant based on the percentage of right-turning vehicles. | Southbound right turn lane has been included through the external road submission and coordinated with current SPA. |
| 8. | Site Plan | Multi-use paths are to be continuous across accesses (uninterrupted) as per the Town's Development Standard Manual. Revise Street G. | Multi-Use Path is continuous across accesses. See site plan for details. |
| 9. | Site Plan | Work with Building A to move the bicycle parking closer to their main entrance | Costco's main entrance is an area of high activity. Big shopping carts entering and leaving the building and lots of foot traffic. Practically it would not be a good location for bicycle users or general customers. Also potential for slips, trips and falls in the highest pedestrian traffic area of the site. Further, east of the main entrance, there are 3 doors where Costco will have their Seasonal Garden Centre (a fenced enclosure extending into the building apron). Those are exit only doors, so access to the garden is from within the building only. Bicycle racks within this area would be impractical for bicycle users, and |

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| | | | merchandising the seasonal garden centre. Benefits of current location: <ul style="list-style-type: none"> - Close proximity to the entrance (closer than >50% of the parking stalls on site). - Cyclists will be able to lock and unlock their bicycle in a pedestrian oriented, but lower foot traffic area. - High visibility location – located near one of the primary access points to the site, and a location where Costco employees regularly frequent (gather carts, etc.). - This is the same location as Costco East Newmarket, which opened in Summer 2025. |
| 10. | Site Plan | Reflecting prior review comments, site accesses along Town Roads must meet the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Road recommendations for clear throat lengths (Table 8.9.3 (2017 version)). Where meeting clear throat lengths is not feasible, collaborate with LEA to include justification | Site Plan has been updated so that the Gas bar is closed off at the RI/RO Creditview Rd access preventing passenger vehicles |

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| | | <p>for reductions in the Functional Design Review Section of the TIS. Update as required. Of highest concern is the RIRO access to Creditview Road (#2). At this location, mitigation measures beyond line painting are required to ensure that bad actors do not use the hatched yellow area to skip the queue. Consider the implementation of bollards or gates to limit direct public access between the Creditview Road RIRO and the passenger vehicle gas pumps.</p>  | <p>from skipping the gar bar queue.</p> |
| 11. | Transportation Impact Study | <p>Section 6: Considering the future additional traffic volumes anticipated along Creditview Road, explore if a traffic signal is required or desired to help vehicles enter and exit their site.</p> | <p>Signal warrant analyses were completed for both accesses. A traffic signal is not warranted at either location.</p> |
| 12. | Transportation Impact Study | <p>Section 8: Consistent with prior comments, the current proposal does not adequately address Active Transportation Along Creditview Road. Key points include:</p> <ul style="list-style-type: none"> Existing Conditions: Creditview Road is a designated cycling route with 1.5m paved shoulders, suitable for low-volume rural traffic. | <p>A paved shoulder, consistent with existing conditions along Creditview, has been provided as a part of the recent submission for external servicing for the site and coordinated with the current SPA. The paved shoulder provided is expected to be a temporary condition with further road improvements to be implemented through the Region of Peel Mayfield Road Widening</p> |

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| | Transportation Impact Study | <ul style="list-style-type: none"> • Heavy Vehicle Use: AutoTURN analysis indicates large delivery vehicles accessing Building A loading bays via Creditview Road. This type of traffic conflicts with shared cycling facilities. | <p>project which is expected to commence in the fall of 2026.</p> <p>Currently, paved shoulders are being maintained along Creditview, consistent with existing conditions. Standalone shared cycling facilities (i.e. an MUP) are not proposed. It is recommended that additional signage and pavement marking be implemented as a part of the Mayfield Road Widening Project which is expected to provide additional cycling facilities within the Creditview Right of Way. Construction of the Mayfield Road Widening is expected to commence in 2026 and currently has construction limits ending at the north end of the Costco property.</p> |
| | Transportation Impact Study | <ul style="list-style-type: none"> • Policy Context: The Town’s Active Transportation Master Plan (ATMP) identifies future Multi-Use Paths (MUP) along Creditview Road as development-driven infrastructure. | Noted |
| | Transportation Impact Study | <ul style="list-style-type: none"> • Horizon Year Gap: The TIS horizon ends in 2029, well before ATMP improvements tied to future widening in the MMTMP. | Noted |
| | Transportation Impact Study | <ul style="list-style-type: none"> • Proposal Inconsistencies: Currently, TYLin is proposing no active transportation facilities as part of their design (to be implemented imminently), while LEA is citing long-term future improvements identified in the MMTMP and ATMP being sufficient. | <p>Currently, paved shoulders are being maintained along Creditview, consistent with existing conditions. Standalone</p> |

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| | | | <p>shared cycling facilities (i.e. an MUP) are not proposed. Multi-Use Paths are expected to be implemented as a part of the Region of Peel’s Mayfield Road Widening Project within the Creditview Right of Way. Construction of the Mayfield Road Widening is expected to commence in 2026 and currently has construction limits ending at the north end of the Costco property.</p> <p>Further implementation of MUP facilities north of the subject site are expected to be reviewed and evaluated as a part of a future. Town-led Environmental Assessment for Creditview Road.</p> |
| | <p>Transportation Impact Study</p> | <ul style="list-style-type: none"> Interim Need: Development will generate significant active transportation and vehicular trips; an interim facility is required before widening occurs. | <p>Currently, paved shoulders are being maintained along Creditview, consistent with existing conditions. Standalone shared cycling facilities (i.e. an MUP) are not proposed. Multi-Use Paths are expected to be implemented as a part of the Region of Peel’s Mayfield Road Widening Project within the Creditview Right of Way.</p> |

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| | | | <p>Construction of the Mayfield Road Widening is expected to commence in 2026 and currently has construction limits ending at the north end of the Costco property.</p> |
| | <p>Transportation Impact Study</p> | <ul style="list-style-type: none"> Preferred Approach: Incorporate a Multi-Use Path or propose feasible alternatives if a MUP is not practical. | <p>Currently, paved shoulders are being maintained along Creditview, consistent with existing conditions. Standalone shared cycling facilities (i.e. an MUP) are not proposed. Multi-Use Paths are expected to be implemented as a part of the Region of Peel’s Mayfield Road Widening Project within the Creditview Right of Way. Construction of the Mayfield Road Widening is expected to commence in 2026 and currently has construction limits ending at the north end of the Costco property.</p> |
| | <p>Transportation Impact Study</p> | <p>Action Item: Review trip forecasts, policy documents, best practices, and project constraints. Collaborate with TYLin to integrate feasible interim active transportation facility recommendations within the TIS.</p> | <p>Currently, paved shoulders are being maintained along Creditview, consistent with existing conditions. Standalone shared cycling facilities (i.e. an MUP) are not proposed. Multi-Use Paths are expected to be</p> |

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| | | | implemented as a part of the Region of Peel’s Mayfield Road Widening Project within the Creditview Right of Way. Construction of the Mayfield Road Widening is expected to commence in 2026 and currently has construction limits ending at the north end of the Costco property. |
| 13. | Transportation Impact Study | <p>Section 10: Functional Design and Access Review and Appendix J:</p> Consistent with prior comments, the functional design review is to include a review of the access geometry, including throat lengths, lane widths, and curb radii. | Noted |
| 14. | Transportation Impact Study | Consistent with prior comments, vehicles must be able to enter and exit the proposed development without encroaching upon oncoming traffic. o Northern Access on Street G (Truck Access for Retail Buildings C1/C2): Westbound right-turn movement requires revision; northbound right-turn movement is missing. | Has been addressed via updated TIS. |
| | Transportation Impact Study | o Middle Street G Access (full move’s passenger vehicle access C1/C2): Southbound right movement conflicts with the left turn lane. The eastbound right movement is missing from the analysis. | The southbound right-turn movement is functional as the roads are internal and private. The eastbound right-turn movement has been included. PTAC vehicles are expected to yield to allow trucks to complete their turning maneuvers. |

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| | Transportation Impact Study | Action Item: Coordination with the consultant (TYLin), preparing the Pavement Markings and Signage Plan for Street G, is recommended. Collaborate to propose mitigation measures. | LEA has prepared a PMSP for all internal road networks. Tylin has completed PMSP for Street G and the external road works along Mayfield and Creditview. Each has been provided with this submission. |
| 15. | Transportation Impact Study | <p>There appear to be inconsistencies regarding planned heavy vehicle traffic, access geometry, and roadway improvements on Creditview Road.</p> <p>Key Action Items:</p> <ul style="list-style-type: none"> o Confirm with TYLin consultants on file the limits of roadway improvements on Creditview Road and whether these improvements are intended to accommodate heavy vehicle traffic. | <p>Previous submissions for this site have included FWD testing along Creditview Road which indicate that this section of Creditview Road is suitable for use by heavy vehicle traffic under its current conditions. With this condition now being understood, as well as the timing of the Region of Peel's Mayfield Road Widening Project commencing in the fall of 2026 with construction limits at the north end of the subject property, any pavement improvements along Creditview Road to accommodate heavy trucks would be a throwaway cost. Creditview Road adjacent to the subject site will be fully reconstructed and re-aligned as a part of the Mayfield Road Widening project and therefore mitigate any concerns the Town</p> |

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| | | | <p>of Caledon may have with regards to the condition of the road in the future.</p> |
| | <p>Transportation Impact Study</p> | <p>o Collaborate with TYLin to ensure the access geometry of the northern full-movement access (Creditview #1 in the TIS) restricts or limits undesired turning movements based on the scope of improvements.</p> | <p>Current design of the northern Creditview Rd access in the interim, restricts large trucks from coming south and making a right-turn into the Costco loading dock.</p> |
| | <p>Transportation Impact Study</p> | <p>o Collaborate to ensure internal and external signage is updated as required to communicate the heavy vehicle restrictions to drivers.</p> | <p>See the above-noted comment.</p> <p>Additionally, signage is included on Creditview Road indicating the heavy truck restriction northbound on Creditview Road as a part of the external servicing submission for the site.</p> <p>It is recommended that the ultimate design of the Region of Peel's Mayfield Road Widening Project provide for appropriate turn radii to allow south-bound heavy trucks to turn right into the subject site in order to allow appropriate turn movements from the north upon completion of the Creditview Road Improvements expected to be</p> |

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| | | | implemented by the Town in the coming years. |
| | Transportation Impact Study | o Update the findings of the AutoTURN and Synchro analysis as required to reflect updated plans. | Has been updated in the TIS. |
| | Transportation Impact Study | o Provide clarification for Town Transportation Staff via comment response. | Noted |
| 16. | Transportation Impact Study | <p>Consistent with prior comments, include consideration for the design speed above the posted speed limit.</p> <p>Action Items:</p> <ul style="list-style-type: none"> o For Creditview Road, if the posted speed limit is 60km/hr, the design speed would be 80 km/hr. Revise accordingly. o Confirm with the Region on their desired design speed along Mayfield Road. | Design speeds have been revised on Creditview Road and confirmed on Mayfield Road in coordination with the Region of Peel and associated design elements included with the external servicing submission for the site. |
| 17. | Pavement Markings and Signage Plan | <p>Pavement Markings and Signage Plan:</p> <p>Consistent with prior comments, submit the PMSP as a separate, standalone PDF file for ease of use or ensure all Pavement Markings and Signage proposed in Appendix M are included in the site plan.</p> | PMSP has been submitted as a standalone drawing. |
| 18. | Pavement Markings and Signage Plan | Pavement Markings and Signage proposed in Appendix M requires updating. | PMSP has been updated accordingly. |
| 19. | Synchro Analysis | <p>Consistent with prior comments, a SimTraffic analysis of queues could be required to address limitations of Synchro queue modelling. Of particular concern are cases where forecasted queues exceed storage capacity, including locations where queues may back up past proposed accesses on Creditview Road.</p> <ul style="list-style-type: none"> o Propose mitigation measures or alternative designs as required. o The presence of “#” and “m” in the queuing analysis indicates potential errors. o Confirm with the Region whether SimTraffic analysis is mandatory. | SimTraffic has been provided. Results indicate that queue lengths can be accommodated. |

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| 20. | Advisory Comments | Comments are not repeated; however, where they apply to multiple sections (e.g., Site Plan and TIS), ensure all relevant documents are revised for consistency. | Noted |
| 21. | Advisory Comments | Town of Caledon staff defer to the Region of Peel with regard to roadways under their Jurisdiction. | Noted |
| 22. | Advisory Comments | Town Transportation Engineering recommends awaiting approval of Transportation Studies supporting the Alloa Secondary Plan and Phase 1 Tertiary Plan before proceeding with the site plan application. Outstanding comments on these studies remain unresolved. If the applicant chooses to proceed, the following comments apply, but comments may change. | Noted |
| 23. | Advisory Comments | The Town reserves the right to implement a transit stop along Street G if deemed necessary. | Noted |
| 1. | Zoning Comments | Holding Provisions H39A and H39B are in effect on the property. | Noted. Request to lift the Holding provisions will be applied for in the interim. |
| 2. | Zoning Comments | The proposed lighting fixtures do not comply with the required minimum setback of 2.5 metres. Some lighting fixtures are shown at 1.70 metres from the property line. Please revise or relief is required from the By-law. Please note that the C-687-H39A-H39B Zone requires a minimum setback of 2.5 metres from any part of a light fixture to the nearest property line(s). | Lighting fixtures have been revised to be minimum 2.5 setback from property line. |
| 3. | Zoning Comments | Please label all Delivery Spaces on the Site Plan in accordance with the requirements of Section 5.4 of Town of Caledon Zoning By-law 2006-50. Please note that a Retail use will require a minimum of 1 Delivery Space per building per lot. It appears that Retail Building "C3" and "B5" do not contain a Delivery Space. | B5 delivery space is noted on site plan. A delivery space has been added for C3. |
| 4. | Zoning Comments | Please advise on the specific proposed use of Building "B5" on the Site Plan for clarity purposes. | B5 has been labelled as a Restaurant. |

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| 5. | Zoning Comments | The Site Statistics chart identifies 38 barrier-free parking spaces provided. The Site Plan only shows 36 barrier-free parking spaces. Please identify the location of the additional 2 barrier-free parking spaces. | Site stats has been updated to show 36 barrier free spaces. |
| | Heritage Impact Assessment | In response to Heritage staff's previous comments, the proponent submitted the revised "Heritage Impact Assessment 12100 Creditview Road, Caledon, Ontario", prepared by LHC Heritage Planning & Archaeology Inc., dated April 2022, revised September 2025. | Noted |
| | Heritage Impact Assessment | The heritage consultant satisfactorily addressed Heritage staff's previous comments | Noted |
| | Heritage Impact Assessment | While Heritage staff are not requiring further revisions, the following is noted: o Section 6.2, Table 3, pg. 54: the statement that the Home United Church is the only extant structure associated with the Alloa Hamlet is mistaken, as the structures on the listed properties directly north of the subject lands would also have been considered part of the hamlet. For example, as noted on pg. 60, the dwelling at 12017 Creditview Road functioned as the hamlet's post office in the early 20th century. | Noted |
| | Architectural Drawings B4 and B5 | Architectural Drawings B4 and B5 Heritage staff note, per past discussions with the applicant, that the design of some of the commercial units along Mayfield Road references the tower of Home United Church. | Noted |
| | Architectural Drawings B4 and B5 | Further refinement of cladding and colour, is required for B4 and B5. In this respect, the architectural design did not substantially change between submissions. | B4 finishes have been revised with this submission. B5 elevations are a tenant prototype and finishes to remain in conformance with their branding. |
| | Architectural Drawings B4 and B5 | To facilitate the application, Heritage staff are agreeable to determining the final cladding specifications and colour choices for B4 and B5 with the proponent and Urban Design staff outside of the submission process. | Noted |

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| | Architectural Drawings B4 and B5 | Heritage staff support Urban Design staff' request for Perspective Drawings of the Mayfield and Creditview intersection. | Perspective drawings of Mayfield and Creditview have been submitted with this application. Please refer to architectural package. |
| | Retaining Wall & Sign | Retaining Wall and Sign - Creditview The proponent revised the design of the retaining wall. Heritage staff are satisfied with the improvements and will leave any further consideration of this matter, including design details, to Landscape and Urban Design staff. | Noted |
| | Retaining Wall & Sign | Please confirm that the sign at the corner of Mayfield and Creditview will not be backlit. While the coloured landscape drawings indicate the pylon sign details are in the architectural drawings, this detail does not appear to be included. | Pylon Sign Renderings is shown on the perspective drawing in the architectural package. Tenant panels will be backlit to provide nighttime exposure. |
| | Urban Design & Cultural Heritage Brief | Urban Design and Cultural Heritage Brief The proponent did not revise the Urban Design and Cultural Heritage Brief to address how B4 and B5 should be designed to complement Home United Church at 1500 Mayfield Road. | Urban Design Brief has been updated to demonstrate how the church's steeple elements have been integrated into the design of the buildings. Refer to section 3.0 of the report. |
| | Urban Design & Cultural Heritage Brief | While it is acknowledged that the subject lands themselves do not have cultural heritage value and that no direct impacts are anticipated to 1500 Mayfield, consideration of indirect impacts is required. | Noted |
| | Urban Design & Cultural Heritage Brief | To facilitate the application, Heritage staff, with the support of Urban Design staff, are agreeable to working with the consultant outside of the submission process to revise the document as needed. | Noted |
| 1. | Background | The Alloa Secondary Plan was adopted by Council on July 8, 2025 (amendment to Future Caledon Official Plan adopted on October 28, 2025). | Noted |

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| 2. | Background | The Town is currently awaiting the 3rd submission for the Secondary Plan studies and 2nd submission for the Phase 1 Tertiary Plan studies | Noted |
| 3. | Background | Policy 36.14.4 of the Alloo Secondary Plan permits the advancement of this application prior to the completion of the Secondary Plan and Phase 1 Tertiary Plan studies (identified within Section 36.15 and 36.21 of the Plan). | Noted |
| 4. | Background | Consent Applications B010-25, B011-25 and B012-25 were approved by the Committee of Adjustment on July 16, 2025, subject to conditions. To date, the conditions have not been cleared | Noted |
| 5. | Site Plan | No additional comments | Noted |
| 6. | General | The Alloo Secondary Plan was adopted by Council on July 8, 2025 (amendment to Future Caledon Official Plan adopted on October 28, 2025). | Noted |
| 7. | General | Elevation drawings shall depict lighting features along the front facades. | Soffit lighting has been proposed on the front facades of buildings and is detailed on the lighting plan. Other light fixtures on the rear and sides of the buildings have been shown on elevations and lighting plan. |
| 8. | General | The proposed exterior stairs along building B3 and B4 must comply with the requirements of Section 80.25 of the IAS within the AODA to ensure access for persons with disabilities. The comment response matrix reference a detail drawing for the stairs, however it does not appear to be included in the Architectural Package. Please include a detail to confirm compliance with the IAS. | Details for the stairs at B3 and B4 have been provided in the site plan details page. |
| 9. | General | As requested earlier, please provide Perspective Drawings for the Mayfield Creditview intersection. Perspectives should show the public realm design, building height, and building to street relationship. | Perspective drawings of Mayfield and Creditview have been submitted with this application. |

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| | | | Please refer to architectural package. |
| 10. | General | As requested earlier, please provide a Cross Section through sites B and C buildings and Mayfield Road. Please be sure to highlight grade changes, the retaining wall, signage, building height and massing, and pedestrian circulation. | Cross Section through sites B and C buildings and Mayfield Road have been submitted with this application. Please refer to architectural package. |
| 11. | General | Please provide details on lighting fixtures (the section in the Urban Design Brief is very general), and public art design and locations either in the Urban Design Brief or separately as part of SPA. | Details on lighting fixtures have been provided in the Urban Design Brief as well as on the Electrical Site Plan details page. |
| 12. | General | We strongly encourage showing public art within the landscaped gateway at Creditview and Mayfield Road, and within the landscaped site entry for Street G and Mayfield. | Public art will not be proposed at this time. Enhanced landscaping at all entrances and along street frontages has been provided. |
| 13. | General | Please note that redlined comments have been provided to the Urban Design Brief. | Noted |
| 14. | General | If the proposed application were to proceed as planned (towards site plan approvals to facilitate ten buildings for commercial uses), the taxable assessment value of the property may change, to reflect any development that would have taken place. | Noted |
| 15. | General | Proposed new or added commercial buildings that are approved through site plan applications will attract Development Charges at the Non-Residential (Other) rates. Those charges will be 'frozen' at the rates in effect on the date when a site plan application is deemed complete (the application completion date), provided that the first site plan application took place after January 1, 2020. The application completion date for SPA 2024-0092 was November 18, 2024 | Noted |
| 16. | General | Interest on Development Charges will accrue for the period starting one day after the application completion date, through to the date on which building permits will be issued. | Noted |

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| 17. | General | The ‘frozen’ Development Charge rates that were in effect on application completion date (i.e. November 18, 2024) were: a. Town of Caledon: \$112.91 per m ² of new or added commercial floor space. b. Region of Peel: \$295.90 per m ² of new or added commercial floor space. c. Education: these are not subject to frozen rates, but instead will be charged at the rates in effect on permit issuance dates. | Noted |
| 18. | General | Additional information on Development Charges may be accessed on the Town’s website at https://www.caledon.ca/en/town-services/development-charges.aspx | Noted |
| 19. | General | The Development Charges (DC) comments and estimates above are as at October 22, 2025, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications that meet Section 26.2 of DC Act criterion (such as application being complete on or after January 1, 2020, and time elapse between application approval and building permit issuance is less than 18 months), DCs would be calculated at rates applicable on the date when an application is deemed to be complete (the application completion date). Interest charges will apply for affected applications. Non-Residential DCs will be payable at the time of building permit issuance as required under the DC Act and the Town’s DC By-law. 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 and any changes to the DC Act and DC By-law/policies | Noted |
| | Development Services Comments | 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 | Noted |

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| | | <ul style="list-style-type: none"> • Once available please provide a copy of PINs. | |
| | <p>Servicing Connections Comments</p> | <p>Water Servicing– (Miscellaneous Project # C09.301)</p> <ul style="list-style-type: none"> • Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant’s expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. | Noted |
| | <p>Servicing Connections Comments</p> | <ul style="list-style-type: none"> • A full engineering submission is required for the construction of the infrastructure. The infrastructure must be operational/commissioned by the Region prior to Region of Peel site servicing connection approval. Please review the Region’s engineering submission requirements within the on-line Subdivision Procedure document. The engineering submission shall be submitted prior to Site Plan Approval | Noted |
| | <p>Servicing Connections Comments</p> | <ul style="list-style-type: none"> • Please review the Region’s Water Design Criteria found on-line. | Noted |
| | <p>Servicing Connections Comments</p> | <p>Sanitary Sewer Servicing – (Miscellaneous Project # C09.301)</p> <ul style="list-style-type: none"> • Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant’s expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. | Noted |
| | <p>Servicing Connections Comments</p> | <ul style="list-style-type: none"> • A full Engineering Submission is required for the construction of the infrastructure. The infrastructure must be operational/commissioned by the Region prior to Region of Peel site servicing connection approval. Please review the Region’s engineering submission requirements within the on-line Subdivision Procedure document. The engineering submission shall be submitted prior to Site Plan Approval | Noted |

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| | Servicing Connections Comments | Functional Servicing Review Requirements <ul style="list-style-type: none"> • Staff are in receipt of the Functional Servicing Report, prepared by KWA Site Development Consulting Inc, dated September 2025, and advise that the FSR is deemed satisfactory to the Region of Peel | Noted |
| | Servicing Connections Comments | <ul style="list-style-type: none"> • Prior to Site Plan Approval, the non-refundable Functional Servicing Report/Demand Table Review Fee of \$1025.00 is required as per the current Fees By-law. | Noted |
| | Site Servicing Requirements | Site Servicing Requirements <ul style="list-style-type: none"> • A satisfactory site servicing submission and the 1st submission fee of \$430.76, as per the latest Fees By-law are required prior to site plan approval | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> • Municipal addresses, confirmed by the local municipality, are required prior to issuance of the Region of Peel’s site servicing connection approval. The approved addresses are entered into the Region’s system and required for the receipt once the final payment has been made. | Municipal addresses have been provided by the Town of Caledon. |
| | Site Servicing Requirements | <ul style="list-style-type: none"> • All Servicing and grading drawings shall reflect the Region’s and local municipality’s road widening requirements. | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> • Please indicate if the Developer will be pursuing LEED certification | The developer will not be pursuing LEED certification but will implement green initiatives where applicable. |
| | Site Servicing Requirements | <ul style="list-style-type: none"> • Site plan approval is required prior to Region of Peel site servicing connection approval. | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> • Fire protection approval from the Town of Caledon is required prior to Region of Peel site servicing connection approval. It is the applicant’s responsibility to provide the Region with the Building Division’s final approved drawing. | Noted |

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| | Site Servicing Requirements | <ul style="list-style-type: none"> Please be advised that the approved updated 2025 Fees by-law includes increases in some Engineering Fees. All fees are subject to change on annual basis pending Council approval. | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> Securities will be 100% of the cost estimate which will provided by the applicant once the servicing design is satisfactory. Servicing connections will provide instructions regarding what should be included in the cost estimate. It will include work subject to Region of Peel approval within the road allowance and at the property line (water valve and chamber and sanitary/storm sewer maintenance hole). | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> Servicing Connections is accepting payments by Electronic Fund Transfers (EFT) and will accept a Letter of Credit as an alternative for collecting securities. | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> Please complete the table below with your information and return the completed table to Brian.Melnyk@peelregion.ca for payment processing (all fields are mandatory). | To be completed once SPA is obtained. |
| | Site Servicing Requirements | <ul style="list-style-type: none"> We will not be able to accept or process the payment without the completed table. | Noted |
| | Site Servicing Requirements | <ul style="list-style-type: none"> Once Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email. (Provide the C number) | Noted |
| | General Servicing Comments | <p>General Servicing Comments</p> <ul style="list-style-type: none"> All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at https://www.peelregion.ca/public-works/design-standards/#procedures | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> Please refer to Section 3 of our Site Plan Procedure document found on-line | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> Please refer and adhere to the Regional By-laws that are applicable to your proposal, such | Noted |

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| | General Servicing Comments | <ul style="list-style-type: none"> As, but not limited to, the Water, Wastewater and Backflow Prevention by-laws https://www.peelregion.ca/council/bylaws/archive.asp | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> Please refer to our standard drawings on-line to determine which standards are applicable to your project. | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> Public and private services, appurtenances, materials, and construction methods must comply with the most current Region of Peel standards and specifications, the local municipality's requirements for the Ontario Building Code and Ontario Provincial Standards. All works shall adhere to all applicable legislation, including Regional By-laws | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> Installation of and alterations to property line water valves and chambers and sanitary/storm sewer maintenance holes require inspection by Region of Peel inspectors to confirm if these works are completed in accordance with Region of Peel Design Criteria, standards, and specifications. | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> Proposals to connect to an existing service lateral require approval from a Region of Peel inspector at construction stage. | Noted |
| | General Servicing Comments | <ul style="list-style-type: none"> The site servicing drawings have been received, and they will be assigned for review. Detailed engineering comments will be sent directly to the consultant. | Noted |
| | Water Resources Comments | <p>Water Resources:</p> <ul style="list-style-type: none"> Staff are in receipt of the Hydrogeological Report, prepared by GEMTEC, and dated July 3, 2025, and deemed the report to be satisfactory to the Region. | Noted |
| | Water Resources Comments | <ul style="list-style-type: none"> The applicant is advised that the following items should addressed with respect to baseline monitoring to meet Ministry requirements: <ul style="list-style-type: none"> For short-term dewatering and EASR is required. Discharge to municipal sewer would require a permit to discharge from the local authority and discharge to watercourse would require a discharge plan to be submitted to the conservation Authority. | Noted |

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| | Transportation Access/Study Requirements | <p><u>Transportation Development:</u> Access/Study Requirements</p> <ul style="list-style-type: none"> • A Traffic Impact Study (TIS) has been received by the region as a part of the second submission, dated September 24, 2025. o The Region acknowledges that three accesses are being proposed off Mayfield Road, and the Region will be in support of all three of these accesses including one Right-In only access, one Right-In/Right-Out access, and one signalized full moves access; | Noted |
| | Transportation Access/Study Requirements | <ul style="list-style-type: none"> o The Region in theory will support a restricted right-in/right-out access, noted as south access 3 in the TIS, this access is to be spaced a minimum 100m from both 'Street G' and Creditview Road, this access is to be physically restricted by a centre median, the centre median shall extend 45 metres on either side of the access (this is for ultimate design); | Details have been updated on site plan and traffic plans in the TIS. |
| | Transportation Access/Study Requirements | <ul style="list-style-type: none"> o Please analyze the queue lengths at the intersection of Mayfield Road and Robert Parkinson Drive (Street "G") under two scenarios: one with a single eastbound left-turn lane and the other with dual eastbound left-turn lanes. | The Town of Caledon has approved the traffic operations analysis for the Mayfield Road & Robert Parkinson Drive (Street G) intersection with a single eastbound lane configuration. It is our understanding that a supplementary analysis assessing dual eastbound left-turn lanes is no longer required. |
| | Transportation Access/Study Requirements | <ul style="list-style-type: none"> • Please share Synchro file for the Region's review. | Synchro files have been provided. |

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| | Transportation Access/Study Requirements | <ul style="list-style-type: none"> 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 classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Road is classified as an Industrial Connector which calls for 450m spacing from full moves to full moves access; 100m spacing from full moves to right-in/right-out access; and 100m spacing from right-in/right out to right-in/right-out access. | Noted |
| | Transportation-Access/Study Requirements | <ul style="list-style-type: none"> Please note that all works within the Region's right-of-way will require a permit prior to any construction taking place. | Noted |
| | Transportation-Site Plan | <p>Site Plan</p> <ul style="list-style-type: none"> All comments provided should be reflected on the site plan, Including; <ul style="list-style-type: none"> Centre line of roadways with property dimensions reflected | Site Plan has been updated accordingly. |
| | Transportation-Draft R-Plan | <p>Draft R-Plan</p> <ul style="list-style-type: none"> The dimension from the centerline of road allowance to the new proposed property line is shown correctly | Noted |
| | Transportation-Draft R-Plan | <ul style="list-style-type: none"> Please include a 0.3 metre reserve behind the property line and daylight triangle except at any approved access. | Draft R-Plan has been updated accordingly. |
| | Transportation-Functional Design | <p>Functional Design (The Mayfield Road Ultimate Design)</p> <ul style="list-style-type: none"> The minimum width of entrance driveway lane in a Right-In only access (South Access 1) should be 5 meters (please refer to attached regional standard drawing 5-1-4A for a Right-In/Right-Out Access with Directional Island and Sidewalk, where applicable); | Noted. The right-in-only access has been designed in accordance with Peel Region Standard Drawing 5-1-4. |
| | Transportation-Functional Design | <ul style="list-style-type: none"> Please show the width of entrance and exit lanes in a Right-In/Right-Out access (South Access 3); | Details have been shown on drawings in TIS. |
| | Transportation-Functional Design | <ul style="list-style-type: none"> The storage and taper length of all auxiliary right-turning lane for three proposed accesses are satisfactory; | Noted |

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| | Transportation-Functional Design | <ul style="list-style-type: none"> The radius of a Right-In only access and a Right-In/Right-Out access is acceptable; | Noted |
| | Transportation-Functional Design | <ul style="list-style-type: none"> Sightline Analysis for the intersection of Street G and Mayfield and a Right-In/Right-Out access along Mayfield Road is satisfactory. | Noted |
| | Transportation-Pavement Marking & Signage Plan | <p>Pavement Marking and Signage Plan</p> <ul style="list-style-type: none"> Please include all required pavement markings and signs for three proposed accesses. | All pavement marking and signage along Creditview Road, Mayfield Road and Street G are included in the external servicing submission for the site. |
| | Transportation-Property Requirements | <p>Property Requirements</p> <ul style="list-style-type: none"> The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 14 (Mayfield Road) which has a mid block right-of-way of 55.5 metres, 27.75 metres from the centreline of the road allowance, within 245 metres of intersections additional property as per the Official Plan requirement will be required, to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters | All property requirements along Creditview Road and Mayfield Road have been confirmed and provided as a part of separate coordination measures. Property limits as agreed to by the Town and Region are currently reflected on the Site Plan. |
| | Transportation-Property Requirements | <ul style="list-style-type: none"> The Region will require the gratuitous dedication of a 15x15 metre daylight triangle at the intersection of Mayfield Road & Creditview Road. | Noted. Daylight triangles have been depicted on Site Plan. |
| | Transportation-Property Requirements | <ul style="list-style-type: none"> The Region will require the gratuitous dedication of two 15 x 15 metre signals easements at the intersection of Mayfield Road & Street G. | Noted. Daylight triangles have been depicted on Site Plan. |
| | Transportation-Property Requirements | <ul style="list-style-type: none"> The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage of Regional Road 14 (Mayfield Road) behind the property line and daylight triangle, except at any approved access point. | Noted |
| | Transportation-Property Requirements | <ul style="list-style-type: none"> 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 | Noted |

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| | | 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. | |
| | Transportation-Property Requirements | <ul style="list-style-type: none"> 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. | Draft reference plan to be provided under separate application. |
| | Transportation-Landscaping/Encroachments | <ul style="list-style-type: none"> Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits. | Noted |
| | Transportation-Landscaping/Encroachments | <ul style="list-style-type: none"> Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted. | Noted |
| | Transportation-Signals and Streetlighting | <p>Signals and Streetlighting</p> <ul style="list-style-type: none"> 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 Samantha Bennett (samantha.bennett@peelregion.ca) Supervisor of Traffic Signals and Streetlighting Team. | Streetlighting and Photometric Plans have been included in in the external servicing submission to both the Town of Caledon and Region of Peel. |
| | Transportation-Engineering Cost Estimate | <p>Engineering Cost Estimate</p> <ul style="list-style-type: none"> Removals, pavement marking, and signage costs are required, if any. | Cost Estimate has been provided with this submission. |
| | Transportation-Engineering Cost Estimate | <ul style="list-style-type: none"> Please have the cost estimate be stamped and signed by a Licensed Ontario Professional Engineer. | Acknowledged |
| | Transportation-Engineering Cost Estimate | <ul style="list-style-type: none"> Please separate watermain costs from the traffic costs as they will be going to different departments. | Acknowledged |

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| | Transportation-Engineering Cost Estimate | <ul style="list-style-type: none"> • Culvert costs - subject to review and comments from our stormwater team. | Acknowledged |
| | Transportation-Engineering Cost Estimate | <ul style="list-style-type: none"> • A 10% contingency will be required. | Acknowledged |
| | Transportation-Engineering Requirements | <p>Engineering Requirements</p> <ul style="list-style-type: none"> • 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”; | Noted |
| | Transportation-Engineering Requirements | <ul style="list-style-type: none"> • 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; | Engineering Cost Estimate has been submitted with this application. |
| | Transportation-Engineering Requirements | <ul style="list-style-type: none"> • 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 14 (Mayfield Road); | Noted |
| | Transportation-Engineering Requirements | <ul style="list-style-type: none"> • 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 \$1,724.40); | Noted |
| | Transportation-Engineering Requirements | <p>The Owner will be required to submit the following prior to commencement of works within the Region’s right-of-way:</p> <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; • Completed Notice to Commence Work; | Noted |

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| | | <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; • Please note that any proposed construction within the Region of Peel’s right of way is pending PUCG approval (minimum six week process). Please note that PUCG 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. • Please be advised that any concerns or issues identified by the utility company will be the responsibility of the Owner/Applicant to address and resolve directly with the utility company. | |
| | Transportation-Engineering Requirements | <ul style="list-style-type: none"> • All costs associated with the design and construction of road and access works will be 100% paid by the Owner; | Noted |
| | Transportation-Requirements | <p>Standards, Specifications, and Submission Requirements</p> <p>Please review the Public Works Design, Specifications & Procedures Manuals, and the Region of Peel’s Standard Drawings which can be found at the following links. Digital copies can be provided upon request.</p> <ul style="list-style-type: none"> • Linear Infrastructure – Site Plan Process: Public Works Design, Specifications & Procedures Manual - Linear Infrastructure - Site Plan Process - Revised November 2009 (peelregion.ca) • Public Works Design, Specifications and Procedures Manual: Design, standards specification and procedures - Region of Peel (peelregion.ca) • Public Works Design, Specifications and Procedures Manual – Linear Infrastructure: Public Works - Design, Specifications & Procedures Manual - Linear Infrastructure - CAD Submission Requirements - Capital Works - June 2015 (peelregion.ca) • Public Works CAD Submission Requirements – Development: Microsoft Word - Development Submission Requirements Manual - Nov2017.docx (brampton.ca) | Noted |

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| | | <ul style="list-style-type: none"> Standard Drawings - Roads & Traffic: Roads and traffic - standards drawings - Region of Peel (peelregion.ca) | |
| | Capital Project 15-4070 | <p>Capital Project 15-4070:</p> <ul style="list-style-type: none"> Please provide cross sections/ Typical sections showing grading matching existing condition (interim) and final conditions matching to the Region's widened Alloa Access. | <p>Interim/temporary as well as final grading have been provided through the external servicing submission. Both grading conditions have been reviewed by the Region of Peel as well as their capital team to ensure alignment with their current requirements on Mayfield. Note that the Region of Peel's capital design team is currently working on a re-designed ultimate/final condition associated with their widening project which is being managed separately from this submission and directly by the Region of Peel.</p> |
| | Capital Project 15-4070 | <ul style="list-style-type: none"> Provide cross sections/ Typical sections showing grading matching existing condition (interim) and final conditions matching to the Region's widened Mayfield Road from Alloa Access to +/- 100m east. | See above-noted response. |
| | Capital Project 15-4070 | <ul style="list-style-type: none"> Provide profile for the right-in access road showing how it matches existing condition (interim) and to the final conditions to the Region's widened Mayfield Road. | See above-noted response. |
| | Capital Project 15-4070 | <ul style="list-style-type: none"> Based on the Region's capital design, the roadway elevation at the proposed edge of pavement will be lower than the 12100 Creditview Development access grade. Any proposed underground infrastructure/ services for the development will need to be | See above-noted response. |

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| | | designed to accommodating this grade change. Please the cross sections provided at access locations. | |
| | Capital Project 15-4070 | <ul style="list-style-type: none"> The proposed ROW on Creditview Road was established based on two lane Region's capital project with fully paved shoulders. However, the 12100 Creditview Developments includes three lanes incorporating a dedicated left turn lane to the site, the assumption is that this will need to be maintained for the Region's capital project. Peel will require <u>confirmation from the Town of Caledon</u> that the land conveyances for Creditview Road as shown in this submission are sufficient and meet Town requirements. | The Town of Caledon and Region of Peel have met with the project team on this issue and each party has confirmed that the land conveyances on both Creditview Road and Mayfield Road are sufficient. |
| | Public Health | <p>Public Health:</p> <ul style="list-style-type: none"> The HDA submitted in support of this proposal is incorrect. We have reviewed the proposal against the updated tool to confirm the score. In future, please find the updated tool here, under 'Resources': Healthy communities - peelregion.ca | Updated Healthy Development Assessment has been submitted with this application. |
| | Public Health | <ul style="list-style-type: none"> Please clarify whether the landscape areas on site have seating or rest areas. | Benches will be provided throughout the site to provide locations for visitors to sit and rest. |
| | Layout & Planting Plan | <p>Layout & Planting Plan</p> <p>PLEASE ENSURE THE PROPOSED TREE MINIMUM 1M AWAY FROM THE UNDERGROUND UTILITY LINE</p> | Landscape and Planting has been coordinated with underground utilities. |
| | Layout & Planting Plan | PLEASE AVOID THAT THE UTILITY FACILITY IS NOT LOCATED WITHIN THE PROPOSED PLANTING BED. | Landscape and Planting has been coordinated with underground utilities. |
| | Layout & Planting Plan | PLEASE ENSURE THE PROPOSED TREE MINIMUM 1M AWAY FROM THE UNDERGROUND UTILITY LINE | Landscape and Planting has been coordinated with underground utilities. |

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| | Soil Volume Plans | Soil Volume Plans IF THE SOIL DEPTH IS INDICATED TO BE OVER 1.5M, A SPECIFIC DETAIL NEEDS TO BE PROVIDED, AS A TYPICAL PLANTING DETAIL WIL NOT BE APPLICABLE | Detail for planting bed over 1.5m depth has been provide on landscape details page. |
| | Landscape Details | Landscape Details IF THE SOIL DEPTH IS INDICATED TO BE OVER 1.5M, A SPECIFIC DETAIL NEEDS TO BE PROVIDED, AS A TYPICAL PLANTING DETAIL WIL NOT BE APPLICABLE | Detail for planting bed over 1.5m depth has been provide on landscape details page. |
| | Servicing Plan | Servicing Plan Correct weir wall location | Weir wall location has been updated |
| | Servicing Plan | Update Weir Wall location in plan to show on MH | Weir wall location has been updated |
| | Servicing Plan | Update access design in plan to tie in with proposed external road works on Creditview Road. | PL grades tie into the proposed external road work grades |
| | Servicing Plan | Update access design in plan to tie in with proposed external road works on Creditview Road. | PL grades tie into the proposed external road work grades |
| | Servicing Plan | Storm servicing to match proposed external road works design | Revised to match TYLin external road work drawings |
| | Servicing Plan | Remove redundant linework (TYP) | Removed |
| | Servicing Plan | Confirm intersection configuration at Street G and site accesses | Coordinated with Tylin |
| | Servicing Plan | Update Weir Wall location in plan to show on MH | Weir wall location has been updated. |
| | Servicing Plan | Storm servicing to match proposed external road works design. | Revised to match TYLin external road work drawings |
| | Servicing Plan | Update Entrance Drawing to match interim Creditview Road Works. | PL grades tie into the proposed external road work grades |
| | Servicing Plan | retaining wall linework in drive aisle | Revised |

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| | Servicing Plan | Confirm ultimate P/L Location | Updated |
| | Servicing Plan | Update Entrance Drawing to match interim Creditview Road Works. | PL grades tie into the proposed external road work grades |
| | Servicing Plan | Update intersection design at Street G and site accesses. Remove redundant linework. Curb returns to tie into roadway | Revised |

TOWN OF CALEDON, FIRE
 Anthony Staniscia
Anthony.staniscia@caledon.ca, 905-584-2272
 November 11, 2025

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| FDC | 1. FDC not shown for Retail A, it must be located on front face along fire access route and within 45m of a hydrant. | FDC has been relocated to the west side of Retail A and is 15.6m from a hydrant within the fire route. |
| Hydrant Distance | 2. Hydrants must be spaced and installed as per Peel Region standards and meet FUS for fire flow | Hydrants have been spaced per Region standards please refer to site plan. |

TOWN OF CALEDON, WATER RESOURCE
 MARCH 24, 2026

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| Hydrogeological Investigation Report (GEMTEC, 2025) | 1. The Hydrogeological Investigation Report lacks sufficient detail to understand the long-term dewatering needs for the site, the potential impacts and associated mitigation strategies. This is of particular concern given the artesian groundwater conditions identified in the eastern portion of the site. This should be further discussed and the site plan should be designed to avoid permanent dewatering where reasonably feasible. Should permanent dewatering be needed, the applicant will need to assess how this impacts the overall water balance and groundwater conditions (e.g. levels and flow direction). | See Section 5.3 - Based on the detail design of the retail/commercial development provided to date, and the present and future site grading plans, no below-ground occupied structures (foundation basements) are proposed for this site. Further, in the southeast corner of the site, where the artesian |
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| | | condition was observed in the spring of 2025 (refer to the 12 months of groundwater level readings), a site grade raise on the order of 1.5 to 2.5 m is proposed/has occurred, which would ensure that any foundations would remain a minimum of 0.5 m above the groundwater. As such, any building foundations within this area or the remaining portions of the site will not require permanent drainage. |
| Hydrogeological Investigation Report (GEMTEC, 2025) | 2. The Hydrogeological Investigation Report proposes a post-development infiltration target of 80% of pre-development conditions based on Conservation Ontario (2013). The Town requires that post-development infiltration match pre-development conditions (100%), unless otherwise justified and accepted by the Town. This is provided as an advisory comment. | See Section 6.0 – Updated to achieve 100 percent |
| Hydrogeological Investigation Report (GEMTEC, 2025) | 3. The Town has concerns with the methodology and assumptions used to establish the water balance target in the GEMTEC report. Notwithstanding this concern, the application of the target within the Functional Servicing and Stormwater Management Report is acceptable. No revisions are required at this time provided the target remains unchanged in future submissions. | Noted |
| Hydrogeological Investigation Report (GEMTEC, 2025) | 4. The report recommends a minimum 0.5 m separation between LID practices and seasonally high groundwater. The Town will generally accept a minimum 0.5 m vertical separation, subject to confirmation of groundwater conditions. Final acceptance will depend on verified groundwater elevations. | Noted – See 12-month groundwater monitoring data. |
| Hydrogeological Investigation | 5. Based on the groundwater quality results presented, the Town has concerns regarding construction dewatering discharge. All dewatering activities must comply | Noted – Temporary dewatering, if required will be managed on site |

Report (GEMTEC, 2025)

with the Region of Peel Sewer Use By-law and/or the Town’s applicable by-law (whichever is more stringent). The applicant must identify proposed discharge locations, and any required treatment measures prior to discharge.

and will not be directed into the Region of Peel Sewer.

FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

March 24, 2026

Functional Servicing and Stormwater Management Report (KWA, 2025)

1. Section 2.2 references TRCA criteria; however, the site is located within the CVC watershed. Please revise the report to reflect Credit Valley Conservation (CVC) criteria. The design must also incorporate the Town’s Green Development Standards, and consideration of the Town’s CLI-ECA requirements if any infrastructure is proposed within the public ROW.

Report has been updated to refer to CVC criteria specifically (TRCA is for the northern portion of the site). The proposed design has incorporated GDS where applicable/possible/required. The Town’s CLI-ECA requirements will be completed by the Street G design completed by TYLin.

Functional Servicing and Stormwater Management Report (KWA, 2025)

2. The application has been permitted to proceed in advance of finalized Secondary and Tertiary Plan studies. The applicant is responsible for ensuring full consistency with the latest approved studies. Section 2.2 references outdated versions. Please provide a Letter of Conformance, signed by a P.Eng., confirming that all relevant recommendations from the latest Secondary Plan and Tertiary Plan studies have been incorporated.

KWA has been in correspondence with Urbantech engineers to confirm criteria and has been incorporated into the latest KWA stormwater management design and report (October 2025). The latest version of the Functional Servicing Study by Urbantech (March 2026) has been received, and it is our understanding in largely consistent with the SWM criteria with respect to the subject site previously identified and updated per the October 2025. Should any adjustments or refinements be required they will be incorporated with any subsequent submissions.

Functional
Servicing and
Stormwater
Management
Report (KWA,
2025)

3. Section 2.2 does not identify the applicable erosion control targets. Please update the report to include the criteria from the Urbantech Functional Servicing Study (March 2026), and describe the measures implemented to achieve erosion control requirements.

KWA has been in correspondence with Urbantech engineers to confirm criteria and has been incorporated into the latest KWA report. It should be noted that the erosion criteria for the subject site is two-fold—a volume requirement of 250m³/impervious hectare, and a release rate requirement of 0.00041m³/s/ha.

Based on KWA review, the prescribed unitary flow rate for the site is overly restrictive and is unable to be achieved with a minimum 75mm plate orifice whilst meeting erosion volumes as well for the subject site due to spatial constraints, resulting from the requirement of a very low flow rate and high volume requirement (thus a low acting head on the orifice). As such, discussions with Urbantech confirms a best-efforts approach, demonstrating the erosion volume is met and a best effort for erosion flow control.

In addition, the 5mm rainfall retention that is proposed as part of the site's water balance strategy is also considered as

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| <p>Functional Servicing and Stormwater Management Report (KWA, 2025)</p> | <p>4. Section 2.5 identifies the allowable release rates from each block. These appear to be different from those identified in the Functional Servicing Study by Urbantech (March 2026) completed in support of the Tertiary Plan. Please confirm that the release rates from the Subwatershed Study and carried forward in the Tertiary Plan align with the release rates being achieved through the proposed stormwater management strategy.</p> | <p>inherent benefit to the site's erosion objective within the overall Alloo Secondary Plan.</p> <p>KWA has been in correspondence with Urbantech engineers to confirm criteria and has been incorporated into the latest KWA stormwater management design and report (October 2025). The latest version of the Functional Servicing Study by Urbantech (March 2026) has been received, and it is our understanding in largely consistent with the SWM criteria with respect to the subject site previously identified and updated per the October 2025. Updated release rates and quantity volumes are identified on the updated servicing plans and the report.</p> |
| <p>Functional Servicing and Stormwater Management Report (KWA, 2025)</p> | <p>5. Based on Servicing Drawings S1 and S2, it appears that CULTEC chamber systems are connected in series. Please confirm whether this is the case. If so, provide confirmation that the available storage volume has been appropriately calculated, and the system performance reflects the proposed configuration.</p> | <p>The proposed design has been further refined and analyzed. Specific volumes have been analyzed for stage storage and provided/confirmed by shop-drawing specific manufacturer specifications.</p> |
| <p>Functional Servicing and Stormwater</p> | <p>6. The Hydrogeological Study completed by GEMTEC recommended that a second year of continuous groundwater monitoring be undertaken to confirm groundwater conditions. Can the applicant confirm if this was done</p> | <p>This has been completed, results incorporated into the updated report and infiltration design rates</p> |

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| Management Report (KWA, 2025) | in 2025 and if so, can this information be shared to assist with further confirming the preferred locations for meeting infiltration targets. | confirmed/coordinated with KWA stormwater management design. |
| Functional Servicing and Stormwater Management Report (KWA, 2025) | 7. Please confirm that Gallery 1, 2, 3, 4 and 5, located with Block A, B and C have been designed to infiltrate the first 24.7mm of their respective drainage areas to compensate for the drainage areas being managed by CULTEC chambers that will be lined. | Confirming that the provided infiltration galleries have been updated/designed to capture and retain the equivalent of the site wide 5mm storm event volumes, and provided chambers are sized to provide over compensation for each sub catchment area. |
| Functional Servicing and Stormwater Management Report (KWA, 2025) | 8. It is understood that Street G may be unable to meet water balance and erosion criteria due to a number of limiting factors. As a possible alternative option, the Town has requested that overcontrol be achieved through this SPA to ensure protection of the receiving system. The overcontrol should be provided in Block C and this should be addressed in the Functional Servicing & Stormwater Management Report. | At this time, any overcompensation as a result of Street G has not been incorporated into the site stormwater management. If required, and necessary, we could consider increasing infiltration gallery volumes, though the functional available area above the groundwater level is severely limited. |
| Functional Servicing and Stormwater Management Report (KWA, 2025) | 9. CULTEC chambers are proposed in areas of high groundwater. Please provide a buoyancy analysis demonstrating that the system will remain stable under empty and saturated groundwater conditions, and no uplift or flotation will occur. | Chamber Buoyancy calculations have been completed and confirmed there is no uplift float. Refer to Appendix A for calculation details. |
| Functional Servicing and Stormwater | 10. The proposed use of an Oil Grit Separator (OGS) in the gas bar area alone is not sufficient to achieve the required water quality treatment for this part of the site, particularly given this high-risk stormwater land use. Because of | Yes understood, the Costco gas bar area has very specific requirements which we have |

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| <p>Management Report (KWA, 2025)</p> | <p>that, use of an OGS is generally not considered sufficient. OGS units are considered pretreatment devices and do not provide reliable removal of fine sediments and hydrocarbons. The stormwater management design should be revised to incorporate a filtration-based manufactured treatment device (e.g., Jellyfish or equivalent) downstream of the OGS to provide enhanced treatment. This area should also include grading to isolate fueling area drainage and a shut-off valves or spill containment feature.</p> | <p>designed and incorporated with the latest design drawings in further detail. The intent is a more of a treatment train approach. The loading spaces by the fueling area, has a containment trench that directs towards a OWS (oil-water-separator) specific device, that has a shut off valve for spill containment. Storm Drainage flow downstream whereby there is a OGS upstream from the quantity chamber for a second round of treatment, then within the chamber there is further separation/treatment through the separation row. In combination these will provide spill containment protection will 2-3 levels of fail safes.</p> |
| <p>Functional Servicing and Stormwater Management Report (KWA, 2025)</p> | <p>11. The Functional Serving Report completed for the Tertiary Plan indicates that thermal mitigation is required. This is likely to be achieved through the proposed design but has not be discussed in the report. Please ensure the updated report covers provides discussion on how thermal mitigation is achieved through the proposed design.</p> | <p>Thermal Mitigation section is included in the updated report</p> |

TOWN OF CALEDON, NATURAL HERITAGE COMMENTS
 March 24, 2026

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| <p>Natural Heritage Comments</p> | <p>In the discussion on construction dewatering rates, the hydrogeological report indicates that some elements of the proposed development are below the high groundwater level and permanent dewatering recommendations are provided. Clarify if permanent dewatering is proposed and how it affects meeting the infiltration</p> | <p>The elements that will be below the high groundwater level are primarily related to site services, the underground storage tanks</p> |
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| | target. Note that permanent dewatering is not preferred. If it is not proposed, clarify why it isn't necessary despite development below the high groundwater level. | and some foundation elements. As the buildings are to be constructed utilizing shallow footing and slab-on-grade designs, no occupied underground structures (such as basements) will be constructed. As such, permanent dewatering is not required. |
| Natural Heritage Comments | It appears that stormwater drainage from the gas bar is routed through typical stormwater water quality infrastructure. Clarify how the risk of gas/oil contamination of the natural receiving waters has been minimized to the extent feasible. | KWA |
| Natural Heritage Comments | The Green Development Standards (GDS) Checklist submitted with the first submission inaccurately indicates that all proposed landscape plantings are native and that no invasive species have been selected. In fact, the landscape plans propose a small proportion of native species, well below the 50% GDS metric, and some invasive species. Increase the proportion of native species. Note that native cultivars/varieties are not considered native species as is indicated on the landscape plans. The following invasive species must be replaced: <i>Syringa reticulata</i> , <i>Berberis thunbergii</i> , <i>Miscanthus sinensis</i> . | An updated Green Development Standards (GDS) Checklist has been submitted with this application with this section revised. |
| Natural Heritage Comments | The GDS Checklist submitted with the first submission indicates that the building elevations demonstrate that bird friendly glazing that incorporates collision deterrent markers are proposed. These were not found on any of the elevations. Revise to ensure that the GDS metric is met. | An updated Green Development Standards (GDS) Checklist has been submitted with this application with this section revised. |