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COMMENT MATRIX

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, DEVELOPMENT PLANNING Tanjot Bal, Senior Planner tanjot.bal@caledon.ca , 905.584.2272 x.4418				
1.	Secondary Plan	The Town is currently reviewing the proposed Alloo Secondary Plan and Phase 1 Tertiary Plan. The subject lands fall within the SP and Phase 1 Plan area.		Noted. The Alloo Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025.
2.	Secondary Plan	Section 21.4 of Future Caledon Official Plan speaks to Tertiary Plans for secondary plan areas. Further, Policy 21.4.2 within Future Caledon Official Plan permits development applications to be processed concurrent with ongoing tertiary planning, at the discretion of the Town's Chief Planner. The applicant has requested that these applications be reviewed concurrently with the SP and Phase 1 Tertiary Plan application.		Noted. The Alloo Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025
3.	Secondary Plan	At this time, the secondary plan has not advanced to a stage where draft plans of subdivision applications can be reviewed and approved.		The Alloo Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025 We request the concurrent review and approval of the Draft Plan together with the review of the revised community-wide supporting studies expected to be submitted shortly.
4.	Secondary Plan	Development Planning will provide preliminary comments, however, will not provide finalized comments until the SP has advanced to a point where staff are in agreement on the draft land use schedule and relevant policies.		Noted. The Secondary Plan Land Use Plan has been approved and the Draft Phase 1 Tertiary Plan has been endorsed.
5.	Draft Plan	Roads cannot terminate without a temporary cul-de-sac, which will result in residential reserves. Please revise the draft plan accordingly.		The need and location of temporary cul-de-sac(s) will be determined during detailed design.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
6.	Draft Plan	There are no vistas into the NHS Channel blocks or Environmental Policy Area Block.		No vistas into the NHS Channel blocks or Environmental Policy Area Block are currently being proposed.
7.	Staging & Sequencing	Based on the Phase 1 tertiary plan, a portion of the draft plan is part of Phase 1 Stage 2.		The entire draft plan is part of Phase 1.
8.	Staging & Sequencing	Staff require additional information on the proposed phasing of servicing (infrastructure, dates, etc).		The Alloa Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025. We request the concurrent review and approval of the Draft Plan together with the review of the revised community-wide supporting studies expected to be submitted shortly. The Phase 1 DSSP has been submitted to the Town for circulation.

TOWN OF CALEDON, ACCESSIBILITY

9.		Please note that the Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale.		Noted.
10.	Exterior Paths	Exterior paths of travel, including outdoor sidewalks and walkways, shall have a minimum clear width of 1.5 metres, a surface which is firm, stable and slip		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		resistant and otherwise comply with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA).		
11.	Exterior Paths	All exterior paths of travel shall be accessible, such as when crossing over from one street to another street, by inclusion of features such as a curb ramp with a minimum clear width of 1,200 mm exclusive of any flared sides. Curb ramps shall have raised profile tactile walking surface indicators located at the bottom of the curb ramp and extending the full width of the ramp. Curb ramps shall comply fully with Section 80.26 of the IAS within the AODA		Noted.
12.	Community Mailbox	If a community mail box is installed, the area shall be well lit via a light standard and a curb depression, complying with Section 80.27 of the IAS within the AODA, shall be provided from the sidewalk and/or roadway to the mail box landing area.		Noted.
13.	Outdoor Play Spaces	Where the neighbourhood park includes an outdoor play space, the design shall incorporate accessibility features such as sensory and active play components for children and caregivers with various disabilities. Such outdoor play space shall have a ground surface that is firm, stable and has impact attenuating properties for injury prevention and sufficient clearance to provide children and caregivers with various disabilities the ability to move through, in and around the outdoor play space.		Noted.
14.	Traffic Control Systems	Should any traffic control signal systems with pedestrian controls be newly installed or replaced, they shall comply fully with the requirements of Section 80.28 of the IAS such as by inclusion of features like tactile arrows that align with the direction of crossing and audible and vibro-tactile walk indicators.		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, URBAN DESIGN				
15.	Comments	Details finalized during the Secondary Plan and Subdivision application may lead to modifications on the Site Plan application. Further comments will be provided once a clear understanding of the Community Design Guidelines in the Secondary Plan is finalized.		Noted.
16.	Blocks	The long blocks of single detached residential land use is required to be broken up with vista blocks leading to the NHS lands, SWM pond, and NHS lands to provide access to all and access to any potential trails a) The ACG shall note any trails networks, lighting, fencing, and proposed furniture within these areas		No vista blocks or walkways are currently being proposed.
17.	Active Transportation	Please note any proposed active transportation routes and ensure there is adequate room within the ROW for infrastructure		Noted.
18.	Connectivity	Provide walkway and trail connections to nearby existing and planned trails and sidewalks. The trail and pathway network should be continuous, and inter-connected, providing access through the open space area where appropriate, and linking residential neighbourhoods, schools and employment areas to adjoining external trails, bike routes, sidewalks and destinations		Walkway and trail connections may be accommodated from both Tim Manley Avenue and Micheale Crown Drive, where a multi-use pathway (MUP) is currently being proposed.
19.	Heritage	The ACG shall address the integration of the heritage resource within the SWM pond a. Please confirm if this heritage building is being retained in place and the strategy for the building		Updated mapping will be provided together with the resubmission of the Secondary Plan materials.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
20.	Parkland	The ACG shall provide additional details on the residential lots backing on to adjacent parkland		Noted.
21.	Connectivity	Please note within the ACG if there is a proposed transit route along Creditview Rd		Noted.
22.	General	Please be advised, all subdivisions will be subject to the Architectural Control Compliance Review Process		Noted.
23.	GDS Checklist	Green Development Standards Checklist 1.5: Please outline how the back-to-back townhomes will be provided with outdoor amenity space		Updated mapping will be provided together with the resubmission of the Secondary Plan materials.
24.	GDS Checklist	1.6: The mapping provided within the Secondary Plan application Healthy Development Assessment does not match the proposed subdivision. This metric cannot be completed until the Secondary Plan is finalized.		Updated mapping will be provided together with the resubmission of the Secondary Plan materials.

TOWN OF CALEDON, FINANCE DEPARTMENT

Glendon Turner

glendon.turner@caledon.ca, 905-584-2272 x 4153

January 24, 2025

25.	Assessment Value	If the proposed application were to proceed as planned (towards a Draft Plan of Subdivision to facilitate a residential subdivision), the taxable assessment value of the properties will change, to reflect any development that would have taken place		Noted.
26.	Development Charges	The proposed new residential dwellings (said to be 563 dwelling units) will attract Development Charges at the Residential rates. Those charges will be 'frozen' at the rates that will be in effect on the date when the first zoning amendment application is deemed complete (the application completion date), provided that the first zoning amendment took place after January 1, 2020. Otherwise, Development Charges will be determined on the date of building permit issuance.		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
27.	Development Charges	If frozen rates apply, interest on Development Charges will accrue for the period starting one day after the application completion date, through to the date on which the charges are received by the Town.		
28.	Development Charges	<p>Currently, Development Charges at the Residential rates are:</p> <p>a. Town of Caledon: (a) \$60,235.59 per single or semi-detached unit; (b) \$41,413.92 per apartment > 70 sq. metres; (c) \$24,305.21 per apartment <= 70 sq. metres; and (d) \$54,608.35 per townhouse dwelling. Stacked townhouses will attract Development Charges at the large apartment rates. All other townhouses will attract Development Charges at the Residential (Other) rates.</p> <p>b. Region of Peel: (a) \$75,101.98 per single or semi-detached unit; (b) \$54,476.68 per apartment > 70 sq. metres; (c) \$28,811.18 per apartment <= 70 sq. metres; and (d) \$59,481.10 per townhouse dwelling.</p> <p>c. School Boards: \$5,076 per any residential unit.</p> <p>d. GO Transit: (a) \$843.71 per single or semi-detached unit (b) \$602.70 per apartment > 70 sq. metres; (c) \$312.33 per apartment <= 70 sq. metres; and (d) \$843.71 per townhouse dwelling.</p> <p>e. Effective February 1, 2016, the Region of Peel began collecting directly for hard service development charges (i.e., water, wastewater and roads) for residential developments, except apartments, at the time of subdivision agreement execution.</p>		Noted.
29.	Development Charges	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.
30.	Development Charges	The Development Charges comments and estimates above are as at February 11, 2025, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		months after application approval date. Interest charges will apply for affected applications. For applications other than site plan or rezoning applications; and site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application		

TOWN OF CALEDON, PARKS

31.	Parkland Agreement	Parkland dedication will be calculated from the total land area at 5% of the total area of the land (or 1 hectare per 600 residential units, whichever is higher).		We expect parkland to be calculated based on the Alloa Master Parkland Agreement
32.	Parkland Agreement	Town Staff will be calculating Parkland Dedication requirements for all of the land within a development application, with a credit given to natural heritage lands.		We expect parkland to be calculated based on the Alloa Master Parkland Agreement
33.	Parkland Agreement	Landowners within the Alloa Secondary Plan shall enter into a Financial Parkland Agreement prepared with the Town and will be calculated on a collective basis for the subject lands, pursuant to s.51.1 of the Planning Act and not the owner's individual lands.		Noted.
34.	Parkland Agreement	Owner shall provide a Certificate Letter from the Trustee to confirm that the owner of the subject lands has contributed to the Trustee its share of the		Noted. This will be a condition of Draft Approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		parkland dedication and parkland cash-in-lieu payment to be made by the Alloo Secondary Plan Landowners Group.		
35.	Parkland Agreement	Comments on trails and park facility fits will be provided during the Secondary Plan Stage.		Noted. This will be a condition of Draft Approval.

TOWN OF CALEDON, LANDSCAPE

36.	Arborist Report	<p>Provide the following information on Arborist report and Tree Preservation Plan</p> <ul style="list-style-type: none"> a. Title page i. Development application number ii. Dates in which site visit(s) were conducted iii. Author name, title iv. Author's arborist certification number b. Include General Notes (section 2.6 of Town's Terms of Reference for Arborist Reports) to the Report c. Add a column to Appendix A: Tree Inventory & Assessment Matrix to indicate the required number of compensatory trees. d. Photos <ul style="list-style-type: none"> i. Inventoried trees - both proposed for removal and to be protected and / or preserved, Provide Tree ID# to the trees shown in the photos. ii. For all site photos, please indicate the area on the site and direction of view in a way that can be referenced back to the Tree Inventory Plan and Tree Preservation Plan e. Tree Inventory/ Preservation Plan <ul style="list-style-type: none"> i. project name, project address, application number 		Comments have been addressed through the grading agreement finalization.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		ii. Stem locations to include elevation at root flare, diameter at 1.4m from grade		
37.	Secondary Plan	Landscape designs, compensation and restoration requirements shall meet the recommendations provided in the final approved reports for the Alloo Secondary Plan and the Draft Plan of Subdivision		Noted.
38.	General	Refer to Town's Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal Compensation for the submission requirements and contents on Arborist Report and Tree preservation.		Noted.

TOWN OF CALEDON, MUNICIPAL NUMBERING

39.	Address	The address is confirmed as 12455 Creditview Road.		Noted.
40.	Municipal Numbering	Should the application be approved, the existing municipal address will cease to exist and new municipal numbers shall be issued in accordance with the Municipal Numbering By-law and Guidelines. These numbers will be issued in accordance with these documents, based on approved driveway locations and new street names.		Noted.
41.	Site Plan Approval	Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.		Noted.
42.	Site Plan Approval	Upon issuance of Final Site Plan Approval, the Lead Planner will forward a copy of the approval package to municipal numbering staff to work with the owner to issue the required numbers and post any required signage of the numbers in accordance with the Town's Municipal Numbering By-law and Guidelines		Noted.
43.	General	In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The owner is advised to post the number (once issued) on the townhouses in accordance with the By-law and Guidelines. Should		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at municipalnumbers@caledon.ca or 905-584-2272 x. 7338.		
44.	Street names	The street names provided that are available for use have been tentatively reserved for this application		Noted.
45.	Street names	Below is the list of street names provided that have already been tentatively reserved for another plan and cannot be used on this application: <ul style="list-style-type: none"> a. Campari b. Nellore c. Nokota d. Ochre e. Stralen f. Tricker 		The names have been updated.

TOWN OF CALEDON, POLICY

46.		Policy comments will not be provided on this application until the applicable Secondary Plan and Tertiary Plan are more significantly advanced.		The Alloa Secondary Plan was approved, and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025. We request the concurrent review and approval of the Draft Plan together with the review of the revised community-wide supporting studies expected to be submitted shortly.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, FIRE Anthony Staniscia anthony.staniscia@caledon.ca May 14, 2025				
47.		The community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within the Mayfield West Rural Service Centre. Fire Services does not recommend increasing this risk until further strides are made in the fire suppression deployment benchmarks including 10 firefighters responding within a 10 minute response time (turnout time + travel time) to 80% of the fire related incidents within the Bolton Rural Service Centre boundaries.		Noted. If needed, appropriate conditions can be incorporated into the draft plan approval.
48.		In order to initiate timely, effective, efficient fire protection service a preliminary acceptance of critical infrastructure will be required including, firefighting water (pressurized hydrants) and adequate road network for emergency access.		Noted.
49.		Two entrances will be required to this development, the secondary entrance access can be dedicated for emergency use and shall be free of obstructions, maintained and meet the Building Code for fire access route construction.		Noted.
50.		Confirmation from an engineer that the proposed development can be serviced by the municipal water distribution system providing adequate water flow for fire protection satisfactory to Peel Region.		An FSR prepared by Urbantech confirms that services can be made available with the necessary municipal upgrades.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
MINISTRY OF TRANSPORTATION				
51.		<p>After review of the materials submitted for the above-described residential development, and in accordance with the PTHIA, the MTO offers the following comments:</p> <p>a. The ministry has reviewed the location map for Town File 21T-24013C. While the site falls outside the Focused Analysis Area land protection boundary for the Highway 413 project, and in principle we have no objection to development proceeding in this location, the ministry has concerns with the overall layout of the transportation network in this area.</p> <p>b. In particular, the future collector road shown intersecting with Creditview Road immediately north of this site would be in close proximity to the ministry's proposed bridge over Highway 413 and will require further analysis and review</p>		Noted.
HYDRO ONE				
52.		<p>Hydro One does not have any comments regarding this application. For reference below are requirements when working in vicinity to Hydro One plant.</p> <p>a. Underground locates are obtained prior to excavation</p> <p>b. No open trenching within 1.5m of Hydro poles and/or anchors.</p> <p>c. Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.</p>		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		<p>d. PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels</p> <p>e. Ensure all industry standard utility separations and clearance minimums are maintained.</p> <p>f. Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work</p> <p>g. Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.</p>		

REGION OF PEEL

Patrick Amaral, Principal Planner

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

February 11, 2025

53.	Development Services	<p><u>Development Services</u></p> <p>In accordance with Bill 185, beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to water and wastewater servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end, the Region will continue to have an interest in community building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services.</p>		Noted.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
54.	Development Services	<p>The subject application has been submitted in advance of an approved Secondary Plan (OZ-24-004C) and an approved Tertiary Plan (OZ-25001C). The materials for this subdivision are to remain consistent with those submitted for the higher-order planning applications. Any updates or changes to the higher-order applications must be properly reflected in the subdivision submission materials.</p> <p>o Please note, in order for the Region to be in a position to provide conditions of Draft Plan Approval, the associated Alloo Secondary Plan and Tertiary Plan are required to be approved, including any necessary studies related a Servicing Strategy and a Development Staging and Sequencing Plan (DSSP) to the satisfaction of the Region.</p>		<p>The Alloo Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025. We request the concurrent review and approval of the Draft Plan together with the review of the revised community-wide supporting studies expected to be submitted shortly. The Phase 1 DSSP has been submitted to the Town for circulation.</p>
55.	General Comments	<p><i>The following general comments are provided to assist the developer in the preparation of the related drawings and materials.</i></p> <p>Please be advised that the Region of Peel's Development Charges Collections By-law requires that Development Charges (DCs) for all hard services now be collected prior to the execution of the subdivision agreement.</p>		<p>The applicant may elect to participate in the Region's DC Deferral and Grant Program.</p>
56.	Development Engineering	<p><u>Development Engineering</u></p> <p>A servicing strategy satisfactory to the Region is required through the associated Secondary Plan (OZ-24-004C) and Tertiary Plan (OZ-25001C). Furthermore, a site-specific Functional Servicing Report (FSR) showing proposed watermain and sanitary sewer servicing plans for the developments and provision for the neighbouring lands, if any, will be required for review and approval, including confirmation of capacity, by the Region as part of the Draft Plan submission.</p>		<p>The Alloo Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8, 2025. A comprehensive suite of revised technical studies are being undertaken and expected to be resubmitted in support of the approved Secondary Plan, endorsed Tertiary Plan, and proposed Draft Plan of Subdivision. The applicable servicing strategies outlined in the Tertiary Plan-</p>

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				level FSR have been refined accordingly and is intended to support the Draft Plan.
57.	Development Engineering	A satisfactory servicing strategy and development staging and sequencing plan (DSSP) is required prior to the preparation of Regional conditions of Draft Plan approval.		The servicing strategy will be submitted to the Town by way of the Phase 1 FSR. The DSSP has been submitted to the Town for circulation.
58.	General Comments	General All costs associated with the servicing of the proposed development will be at the applicant's expense.		Noted.
59.	General Comments	The Applicant may be required to enter into applicable development agreements with appropriate agencies.		Noted.
60.	General Comments	External easements and construction will be required.		Noted.
61.	Water Facilities	Water Facilities The lands are located within Water Pressure Zone 7.		Noted.
62.	Water Facilities	There is no existing municipal water infrastructure available to service the proposed development.		Noted.
63.	Water Facilities	There is a future project of 400mm diameter watermain on Creditview Road with anticipated budget approval in 2029.		Noted.
64.	Sanitary Sewer Facilities	Sanitary Sewer Facilities There is no existing municipal sanitary sewer infrastructure in the vicinity of the proposed lands. available to service the proposed development.		Noted.
65.	Sanitary Sewer Facilities	Future projects include a 675mm sanitary sewer opposite the site from Chinguacousy Road to Mississauga Road with anticipated budget approval in 2029, a 450mm sanitary sewer on Chinguacousy Road with anticipated budget approval in 2026, a 600mm sanitary south of the subject lands, north of Mayfield Road with anticipated budget approval in 2029, and a 675mm sanitary sewer on Mississauga Road with anticipated budget approval in 2032.		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
66.	Real Estate	<p>Real estate West Caledon (Zone 7) Transmission Main and Storage Facility Class EA</p> <p>Please be advised that there is an active capital project to construct feeder mains from the Alloo Reservoir and Pumping Station to a future storage facility south of Old School Road. The project is currently at the early stage of detailed design, and the design of the feeder main alignment has not been finalized. One of the feeder main alignment options that is under consideration could require takings from the frontage of properties along Creditview Road.</p> <p>o Subdivision application 21T-24013C could fall within the limits of this project if Creditview Road is selected as the feeder main route for this project. To obtain additional information, please reach out to the project manager, Sogol Bandehali (sogol.bandehali@peelregion.ca), with copy to the Regional Planner on file.</p>		Noted.
67.	Public Health	<p>Public Health In collaboration with the Town of Caledon, the Region of Peel has implemented policies requiring the submission of a health assessment with each development application. We have reviewed the Subdivision Plan against the HDA submitted in support of the broader Secondary Plan and offer the comments below:</p> <ul style="list-style-type: none"> •Please confirm that lighting will be included within the Streetscape and along all minor roads. 		This will be confirmed during detailed design.
68.	Public Health	<ul style="list-style-type: none"> •Please advised if there an opportunity to include a pedestrian connection between Lamancha Street and Falmouth Crescent and Falmouth Crescent and Campari Crescent. 		The pedestrian circulation plan currently illustrates the proposed location of sidewalks, and multi-use paths.
69.	Public Health	<ul style="list-style-type: none"> •We encourage including pedestrian connections directly from Blocks 402, 403 and 404 to Creditview Road. 		The pedestrian circulation plan currently illustrates the proposed location of sidewalks, and multi-use paths.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
70.	Public Health	<p>Additionally, the following comments on the Green Development Standards have been based on the Secondary Plan HDA:</p> <ul style="list-style-type: none"> • 1.4 – The tool submitted in support of the Secondary Plan has reached a gold threshold on the Street Connectivity, Streetscape Characteristics and Efficient Parking metrics. Therefore, it satisfies this GDS requirement. 		Noted.
71.	Public Health	<ul style="list-style-type: none"> • 1.6- This has been scored for the entire Secondary Plan, however after review of the subdivision, many of the proposed residential dwellings are within close proximity to a school, open space and public services - within 800 m. These residential dwellings are not in close proximity to commercial retail however. 		Noted.
72.	Hydrogeological Review	<p>Hydrogeological Review</p> <ul style="list-style-type: none"> • Staff have reviewed the Hydrogeological Study Letter of Assurance, prepared by Crozier, dated December 5, 2024, and require the following to be revised and addressed in the report: <ul style="list-style-type: none"> o Door to door survey and contingency plan (potential well interference) can be deferred to detailed design. 		We agree that these matters will be addressed at detailed design.
73.	Hydrogeological Review	<ul style="list-style-type: none"> o Discharge Plan can be deferred to detailed design as can dewatering discharge plan 		We agree that these matters will be addressed at detailed design.
74.	Hydrogeological Review	<ul style="list-style-type: none"> o Regional mapping (see Figure 24 Peel Groundwater Areas of Concern oakridgeswater.ca/wp-content/uploads/2024/11/20200818-MEMO-Peel-SWS-GW_Areas_of_Concern-v1.pdf) shows that the water table is within 4 m of ground surface and/or the Oak Ridges Aquifer Complex (ORAC) is greater than 5 m thick in area of subject lands.. It is recommended that dewatering estimates (volume and zone of influence) estimates be incorporated into subdivision plan. Dewatering estimates should be refined at detailed design to assist in the preparation of a discharge plan. 		We agree that these matters will be addressed at detailed design.
75.	Waste Management	<p>Waste Management</p> <p>The applicant is to confirm if the laneways are to have two-way directional vehicular travel. Provided that the laneway's have two-way directional travel, then</p>		Laneways will have two-way traffic.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		Waste Management Plan can be finalized through the detailed design stage. If not, then the waste management plan will need to be resubmitted prior to draft plan approval to demonstrate the waste vehicle route and feasibility of waste collection.		
76.	Waste Management	Prior to Plan of Subdivision Approval, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) conditions being met and labelled on a Waste Management Plan submitted through the detailed design stage (pending confirmation of the above comment response related to laneways):		Noted.
77.	Waste Management	<u>The Waste Management Plan Must Demonstrate the Following:</u> The Waste Collection Plan submitted are missing the following requirements, which must be verified and labelled on the drawings as per the waste-collection-design-standards-manual.pdf (peelregion.ca):		This is shown on the updated Waste Collection Plan included in the resubmission.
78.	Vehicle Access Route	<i>Vehicle Access Route:</i> The Waste Collection Vehicle access route throughout the complex, indicating turning radii and turning movements, must be clearly labeled on the drawing.		Noted.
79.	Vehicle Access Route	Outside the collection point, a clear height of 4.4 meters from the top of the access road, along the waste collection vehicle access and egress route, is required. This area must be free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.		Noted.
80.	Vehicle Access Route	Internal roadways must be constructed of a solid surface material, such as asphalt, concrete, or interlocking stone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.		Noted.
81.	Vehicle Access Route	The maximum grade permitted along the waste collection vehicle access route is 8 percent.		Noted.
82.	Vehicle Access Route	Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where forward movement is not		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		possible, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in the WCDSM Appendices 2 and 3, respectively.		
83.	Vehicle Access Route	In a situation where a waste collection vehicle must reverse, the maximum straight back-up distance is 15 meters.		Noted.
84.	Vehicle Access Route	For Laneways, the Waste Collection Vehicle can only collect from the right side of the vehicle.		Noted.
85.	Vehicle Access Route	Common collection points are not permitted, and residents must not place their waste carts on the opposite side of the street for safety reasons.		Noted.
86.	Collection Point	Collection Point: Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point.		Noted.
87.	Collection Point	The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars.		Noted.
88.	Concluding Comments	<u>Additional Comments</u> The subject property is not within the vicinity of a landfill site		Noted.
89.	Concluding Comments	For more information, please consult The Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf		Noted.

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

Krystina Koops, Planner

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

January 28, 2025

90.	General	The applicant proposes the development of 380 detached and 183 townhouse units, which are anticipated to yield:		Noted.
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NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE															
		<ul style="list-style-type: none"> •87 Junior Kindergarten to Grade 8 Students; and •48 Grade 9 to Grade 12 Students 																	
91.	General	<p>The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:</p> <table> <tr> <th>Catchment Area</th><th>School</th><th>Enrolment</th><th>Capacity</th><th># of Portables/ Temporary Classrooms</th></tr> <tr> <td>Elementary School</td><td>St. Aidan</td><td>416</td><td>435</td><td>5</td></tr> <tr> <td>Secondary School</td><td>St. Edmund Campion</td><td>1812</td><td>1542</td><td>16</td></tr> </table>	Catchment Area	School	Enrolment	Capacity	# of Portables/ Temporary Classrooms	Elementary School	St. Aidan	416	435	5	Secondary School	St. Edmund Campion	1812	1542	16		Noted.
Catchment Area	School	Enrolment	Capacity	# of Portables/ Temporary Classrooms															
Elementary School	St. Aidan	416	435	5															
Secondary School	St. Edmund Campion	1812	1542	16															
92.	Conditions of Draft Plan Approval	<p>The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the Town of Caledon include the following school accommodation condition:</p> <p>"Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."</p>		Noted. This will be included as a condition of draft approval.															
93.	Conditions of Draft Plan Approval	<p>DPCDSB requests that the following conditions be incorporated in the conditions of draft approval:</p> <p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil</p>		Noted. This will be included as a condition of draft approval.															

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.		
94.	Conditions of Draft Plan Approval	2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.		Noted. This will be included as a condition of draft approval.
95.	Conditions of Draft Plan Approval	(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."		Noted. This will be included as a condition of draft approval.
96.	Conditions of Draft Plan Approval	(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."		Noted. This will be included as a condition of draft approval.
97.	Conditions of Draft Plan Approval	DPCDSB will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.		Noted.

PEEL DISTRICT SCHOOL BOARD ('PDSB')

Zach Tessaro, Planner

zach.tessaro@peelsb.com, 905-890-1010, ext. 2217

February 6, 2025

98.	General	The anticipated student yield from this plan is as follows: Kindergarten to Grade 8: 275 students Grade 9 to 12: 103 Students		Noted.
99.	General	The students generated from this development would reside within the boundaries of the following schools:		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		Alloa P.S. School Enrolment- 532 School Capacity- 625 Number of Occupied Portables- 4 Mayfield S.S. School Enrolment- 1,865 School Capacity- 1,734 Number of Occupied Portables- 6		
100.	Conditions of Draft Plan Approval	PDSB requires the following conditions be placed in the Subdivision Agreement: 1. Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.		Noted. This will be included as a condition of draft approval.
101.	Conditions of Draft Plan Approval	2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:		Noted. This will be included as a condition of draft approval.
102.	Conditions of Draft Plan Approval	a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."		Noted. This will be included as a condition of draft approval.
103.	Conditions of Draft Plan Approval	b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected		Noted. This will be included as a condition of draft approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."		
104.	Conditions of Draft Plan Approval	3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.		Noted. This will be included as a condition of draft approval.
105.	Conditions of Draft Plan Approval	The Board wishes to be notified of the decision of Council with respect to this proposed application. If you require any further information, please contact me at zach.tessaro@peelsb.com or 905-890-1010, ext. 2217.		Noted.

BELL CANADA

Mohammad Bangee
mohammad.bangee@bell.ca
January 16, 2025

106.	Conditions for approval	Bell Canada Condition(s) of Approval 1. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.		Noted. This will be included as a condition of draft approval.
107.	Conditions for approval	2. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.		Noted. This will be included as a condition of draft approval.
108.	Conditions for approval	The Owner acknowledges and agrees that it is the responsibility of the Owner to provide entrance/service duct(s) at their own cost from Bell Canada's existing		Noted. This will be included as a condition of draft approval.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner shall be required to pay for the extension of such network infrastructure.		
109.	Conditions for approval	If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.		Noted. This will be included as a condition of draft approval.
110.	Concluding Comments	To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations. If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact circulations@bell.ca directly.		Noted.

TOWN OF CALEDON, ZONING

111.	Zoning	Review of lot areas and frontages based on current draft plan of subdivision only. During draft approval, zoning staff will require a lot area and frontage certificate prepared and signed by an Ontario Land Surveyor to review lots and blocks for zoning compliance		Noted.
112.	Blocks	Partial blocks/lots associated with adjacent subdivisions ("part lots or blocks/future development) not reviewed for zoning compliance		Noted.
113.	Dimensions	Dimensions missing on few blocks (such as B2B blocks) and lots; however, appears to comply		Noted.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE																				
		<table><tr><th>Use</th><th>Lot Area</th><th>Lot Frontage</th><th>Review Notes</th></tr><tr><td>Dwelling, Townhouse</td><td>N/A</td><td>4.5 m (Interior) 5.5 m (End, Corner)</td><td>Appears to comply</td></tr><tr><td>Dwelling, Detached</td><td>N/A</td><td>8 m</td><td>Appears to comply</td></tr><tr><td>Dwelling, Rear-Lane Townhouse</td><td>N/A</td><td>4.0 m (Interior) 5.5 m (End, Corner)</td><td>Appears to comply</td></tr><tr><td>Dwelling, Back-to-Back Townhouse</td><td>N/A</td><td>5.5 m (Interior) 6.7 m (End, Corner)</td><td>Appears to comply</td></tr></table>	Use	Lot Area	Lot Frontage	Review Notes	Dwelling, Townhouse	N/A	4.5 m (Interior) 5.5 m (End, Corner)	Appears to comply	Dwelling, Detached	N/A	8 m	Appears to comply	Dwelling, Rear-Lane Townhouse	N/A	4.0 m (Interior) 5.5 m (End, Corner)	Appears to comply	Dwelling, Back-to-Back Townhouse	N/A	5.5 m (Interior) 6.7 m (End, Corner)	Appears to comply		
Use	Lot Area	Lot Frontage	Review Notes																					
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TRCA Nick Cascone nick.cascone@trca.ca																								
114.		<p><u>The Conservation Authorities Act and Ontario Regulation 41/24</u></p> <p>A significant portion of the subject lands are within TRCA's Regulated Area as they are traversed by a stream corridor (the Alloa Drain) associated with the Etobicoke Creek Watershed. The subject lands also contain wetland features. A permit pursuant to Section 28.1 of the CA Act and Ontario Regulation 41/24 is required from this authority prior to any development activity taking place within a regulated area.</p> <p>Based on our review, the proposed works will require several permits from TRCA. Further details regarding TRCA's permitting requirements (including fees) will be provided to the applicant at an appropriate stage in the planning process.</p>		Noted.																				
115.		<p><u>Alloa Secondary Plan and Phase I Tertiary Plan</u></p> <p>The subject lands are located within the Alloa Secondary Plan and Phase I Tertiary Plan area. As a component of the Secondary Plan, a Local Subwatershed Study (LSS) in accordance with the requirements of the Region of Peel Official Plan and Town of Caledon Official Plan was prepared. TRCA provided comments on the initial submission of the Secondary Plan and LSS on November 20, 2024. At this time, the Secondary Plan remains premature as several comments relating to the establishment of natural hazard constraints and Stormwater Management (SWM) remain outstanding.</p>		The LSWS and SSS are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory LSWS / SSS prior to registration of the subdivision.																				

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		<p>The Alloa Phase I Tertiary Plan bridges the Alloa Secondary Plan process and site-specific development applications (i.e. Draft Plan of Subdivision and Site Plan applications) with key technical information. The Tertiary Plan, which was received on January 7, 2025 and was reviewed concurrently with this draft plan of subdivision application. TRCA provided comments on the Tertiary Plan on March 5, 2025. Similar to the Secondary Plan, the Tertiary Plan remains premature due to outstanding issues relating to the establishment of natural hazard constraints and SWM.</p>		
116.		<p><u>Zoning Bylaw 2024-50</u></p> <p>Please note that the Alloa Phase I Tertiary Plan area (which includes the subdivision lands) is subject to Zoning By-law 2024-50, which pertains to a Town-initiated Zoning By-law Amendment (ZBA) application (Town File: RZ 2024-0008). The ZBA was advanced pursuant to Section 284.11.1 of the Municipal Act, which permits the Mayor to propose by-laws that, in the opinion of the Mayor, advance a prescribed provincial priority. TRCA staff understand that it was the opinion of the Mayor, that the ZBA helped to advance the provincial housing priority of building 1.5 million new residential units by 2031, and Caledon's Housing Pledge target of 13,000 new homes by 2031. The ZBA was passed on June 25, 2024.</p> <p>The ZBA ultimately rezoned a portion of Alloa Secondary Plan lands from Agricultural Zone (A1), Small Agricultural Holdings Zone (A3) and Environmental Policy Area 2 Zone (EPA2) to Mixed Density Residential Zone – Exception 686 – Holding Provision 39A and Holding Provision 29B (RMD-686-H39A-H39B), General Commercial Zone – Exception 687 – Holding Provision 39A and Holding Provision 39B (C-687-H39A-H39B), and Environmental Policy Area 1 Zone – Holding Provision 39A and Holding Provision 39B (EPA1-H39A-H39B). It is noted that Holding Provision H39A requires the approval of a Secondary Plan in</p>		<p>The Alloa Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025.</p>

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		conformity with the Town's Future Caledon Official Plan or an Official Plan Amendment.		
117.		<u>Application Specific Comments</u> TRCA staff have completed a review of the noted application and offer detailed comments, which can be found in Appendix II of this correspondence.		Noted.
118.		<u>Recommendation</u> As currently submitted, the technical studies received to-date do not fully satisfy TRCA's requirements in support of the Draft Plan of Subdivision and Zoning By-law Amendment. Based on the comments provided in Appendix II, final recommendations are premature until they are addressed to the satisfaction of TRCA staff. It is noted that as work progresses on the related Secondary Plan/LSS and Tertiary Plan, additional comments pertaining to these applications may arise.		The Alloa Secondary Plan was approved and the Draft Phase 1 Tertiary Plan was endorsed on July 8th, 2025. The LSWS is being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory LSWS prior to registration of the subdivision.
119.	Appendix II: TRCA's Application Specific Comments	Please note that several comments relating to the establishment of natural hazard limits and SWM remain outstanding from the associated Secondary Plan and Tertiary Plan process. As many of these comments represent threshold issues for this Draft Plan of Subdivision and Zoning By-Law Amendment, it is critical that they are addressed. The applicant is asked to refer to TRCA's November 20, 2024 comments on the Secondary Plan/LSS and March 5, 2025 comments on the Tertiary Plan. TRCA staff will continue working with the applicant and the Town to address these remaining comments.		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary Plan and endorsed Tertiary Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.
120.		It is TRCA's understanding that the Alloa Drain straddles the southern property boundary. As portions of the watercourse traverses onto the property to the south, it is not clear how the proposed realignment will be constructed. As realignment of the Alloa Drain is a critical step in reducing the extent of the floodplain for the subject lands, TRCA needs to understand how the hazard will		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary Plan and endorsed Tertiary

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		be mitigated prior to development taking place within these areas. A comprehensive plan which outlines phasing/timing of the realignment, along with next steps for detailed design and ultimately construction, is required.		Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.
121.		The applicant is asked to provide an environmental constraint map specific to the subject lands. The map should identify TRCA regulated features, hazards and associated setbacks. Further, the map should label the respective wetland identification number(s) falling within the subdivision lands.		The Phase 1 EIR / FSR are being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 EIR / FSR prior to registration of the subdivision.
122.		The applicant is asked to provide a preliminary set of engineering drawings (e.g. grading, servicing, erosion and sediment control etc.) for the subdivision. All engineering drawings should show the limit of TRCA regulated features and hazards, along with applicable setbacks.		The Phase 1 FSR is being updated accordingly. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Condition requiring a satisfactory Phase 1 FSR prior to registration of the subdivision.
123.		<p>TRCA's erosion control criteria for a Stormwater Management (SWM) pond discharging into a major perennial watercourse typically requires:</p> <ul style="list-style-type: none"> a. Extended detention of runoff from a 25mm rainfall event over 48 hours. b. Onsite retention of 5mm of runoff from the total impervious area, which must be managed through infiltration and/or evapotranspiration. <p>While the extended detention is provided via SWM pond 6 in Block 409, the applicant is asked to incorporate Low Impact Development (LID) measures to achieve the required volume control target. This will help mitigate instream erosion impacts associated with the proposed development.</p>		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary Plan and endorsed Tertiary Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
124.		Please confirm if there is positive drainage from the pond to the receiving feature for the 2-100 year storm events.		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary Plan and endorsed Tertiary Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.
125.		Please confirm if there is positive drainage from the pond to the receiving feature for the 2-100 year storm events.		This comment is being addressed in the revised Scoped Servicing Study and Phase 1 Tertiary Plan FSR to be submitted shortly in support of the approved Secondary Plan and endorsed Tertiary Plan. To help expedite Draft Approval, we suggest addressing this by way of a general Draft Plan Conditions requiring a satisfactory SSS / FSR prior to registration of the subdivision.